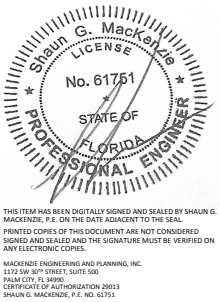
FUTURE LAND USE AMENDMENT

Bridgeview
City of Stuart, FL

Prepared for:
Atlantic Realty Acquisitions, LLC.
3500 Lenox Road, Suite 1250
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Prepared by:

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1172 SW 30th Street, Suite 500
Palm City, FL 34990
(772) 286-8030



Digitally signed by Shaun G MacKenzie
Date: 2020.01.15 14:04:29 -05'00'

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January 2020
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CA 29013

Shaun G. MacKenzie P.E.
PE Number 61751

EXECUTIVE SUMMARY

MacKenzie Engineering and Planning, Inc. (MEP) was retained to evaluate the changes in the Future Land Use and Rezoning for the property located at the northwest corner of Indian Street and Kanner Hwy (SR 76), Stuart, FL (PCN: 40-38-41-00-10-510-0002). The applicant proposes to change the future land use from Commercial, Office, Residential to Multi-Family Residential.

Future Land Use and Rezoning – Net Increase in External Trips

The future land use and rezoning amendment trip generation resulting change is 208 daily, -37 AM peak hour (-75 in/38 out), and -11 PM peak hour (40 in/-51 out).

The transportation impacts of the change are de minimis.

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Institute of Traffic Engineers' (ITE) report, *Trip Generation (10th Edition)*

Future Land Use Map

Property ID

INTRODUCTION

A future land use amendment is proposed on 15.88 acres located on the northwest corner of SE Indian Street and Kanner Hwy (SR 76), Martin County, FL (PCN: 40-38-41-00-10-510-0002). The amendment proposes to change the future land use (FLU) from Commercial, Office, Residential (COR) (Martin County) to Multi-Family Residential (MFR). The property details and proposed changes are shown below in Table 1. Figure 1 illustrates the property location.

Table 1. Proposed Land Use Change

Parcel ID	Existing Land Use	Proposed Land Use
40-38-41-00-10-510-0002	Commercial, Office, Residential	Multi-Family Residential

The FLU amendment traffic analysis will examine the impacts of changing future land use. The proceeding analysis will examine the ability of the existing roadway network to accommodate the increased demand and the future roadway network to accommodate the increased demand.

Figure 1. Property Location Map



CURRENT DATA

The information contained below was used to develop the foregoing future land use traffic analysis.

- *Trip Generation, 10th Edition* (ITE report)
- Comprehensive Plan

FUTURE LAND USE CHANGE ANALYSIS

TRIP GENERATION

The study used trip generation rates and equations from the Institute of Transportation Engineers (ITE)'s report, *Trip Generation (10th Edition)* for:

- Multi-Family Housing Mid-Rise (ITE Code 221)
- General Office Building (ITE Code 710)

Existing Future Land Use (Commercial, Office, Residential)

- 99,000 SF General Office Building (ITE Code 710)

The existing future land use generates the following net new external trips:

- 946 daily, 108 AM peak hour (93 in/15 out), and 102 PM peak hour (16 in/86 out)

The existing future land use generates the following cumulative driveway trips:

- 1,051 daily, 120 AM peak hour (103 in/17 out), and 113 PM peak hour (18 in/95 out)

Proposed Future Land Use (Multi-Family Residential)

- 212 dwelling units Mid-Rise Multi-Family (ITE Code 221)

The existing future land use generates the following net new external trips and cumulative driveway trips:

- 1,154 daily, 71 AM peak hour (18 in/53 out), and 91 PM peak hour (56 in/35 out)

Net Impact

The difference between the trip generation potential of the existing future land use and the proposed future land use was examined to determine estimated impact to the existing and future roadway network. Table 2 displays the resulting trip generation.

The proposed development will generate the following net new external trips:

- 208 daily, -37 AM peak hour (-75 in/38 out), and -11 PM peak hour (40 in/-51 out)

The proposed development will generate the following net change driveway trips:

- 103 daily, -49 AM peak hour (-85 in/36 out), and -22 PM peak hour (38 in/-60 out)

The net impact of the change is less than 0 peak hour trips as a result of the future land use amendment from COR to MFR. Adequate transportation capacity is available to serve the property.

Table 2. Future Land Use Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Existing FLU Traffic									
General Office Building	99.000	1000 SF	1051	120	103	17	113	18	95
Pass-By Traffic									
General Office Building	10.0%		105	12	10	2	11	2	9
	NET EXISTING TRIPS		***946***	***108***	***93***	***15***	***102***	***16***	***86***
	Total Existing Driveway Volumes		***1051***	***120***	***103***	***17***	***113***	***18***	***95***
Proposed FLU Traffic									
Multifamily Housing(Mid-Rise)	212	DU	1,154	71	18	53	91	56	35
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**208**	**-37**	**-75**	**38**	**-11**	**40**	**-51**
NET CHANGE IN DRIVEWAY VOLUMES			**103**	**-49**	**-85**	**36**	**-22**	**38**	**-60**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multifamily Housing(Mid-Rise)	221	DU	T = 5.45 (X) + -1.75	0%	26/74	Ln(T) = 0.98 Ln(X) + -0.98	61/39	Ln(T) = 0.96 Ln(X) + -0.63
General Office Building	710	1000 SF	Ln(T) = 0.97 Ln(X) + 2.5	10%	86/14	T = 0.94 (X) + 26.49	16/84	Ln(T) = 0.95 Ln(X) + 0.36

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REZONING ANALYSIS

The net change was examined to determine the estimated impact to the roadway network. Table 3 displays the rezoning resulting trip generation. The resulting change is 208 daily, -37 AM peak hour (-75 in/38 out), and -11 PM peak hour (40 in/-51 out) trips.

The zoning amendment trip generation results in a decrease to AM peak hour and PM peak hour trips.

Table 3. Rezoning Trip Generation

Land Use	Intensity		Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Existing Zoning Traffic									
General Office Building	99.000	1000 SF	1051	120	103	17	113	18	95
Pass-By Traffic									
General Office Building	10.0%		105	12	10	2	11	2	9
	NET EXISTING TRIPS		***946***	***108***	***93***	***15***	***102***	***16***	***86***
	Total Existing Driveway Volumes		***1051***	***120***	***103***	***17***	***113***	***18***	***95***
Proposed Zoning Traffic									
Multifamily Housing(Mid-Rise)	212	DU	1,154	71	18	53	91	56	35
NET CHANGE IN TRIPS (FOR THE PURPOSES OF CONCURRENCY)			**208**	**-37**	**-75**	**38**	**-11**	**40**	**-51**
NET CHANGE IN DRIVEWAY VOLUMES			**103**	**-49**	**-85**	**36**	**-22**	**38**	**-60**

Note: Trip generation was calculated using the following data:

Land Use	ITE Code	Unit	Daily Rate	Pass-by Rate	AM Peak Hour in/out	AM Peak Hour Rate	PM Peak Hour in/out	PM Peak Hour Equation
Multifamily Housing(Mid-Rise)	221	DU	T = 5.45 (X) + -1.75	0%	26/74	Ln(T) = 0.98 Ln(X) + -0.98	61/39	Ln(T) = 0.96 Ln(X) + -0.63
General Office Building	710	1000 SF	Ln(T) = 0.97 Ln(X) + 2.5	10%	86/14	T = 0.94 (X) + 26.49	16/84	Ln(T) = 0.95 Ln(X) + 0.36

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ANALYSIS

The future land use and rezoning changes are projected to result in a change of 208 daily, -37 AM peak hour (-75 in/38 out), and -11 PM peak hour (40 in/-51 out) trips. No further peak hour analysis is necessary because the change will result in a decrease in trips. The daily trips are projected to increase by 208 and the daily capacity of Kanner Highway is 59,900 trips per day. Conservatively, the maximum impact of the project is less than one percent (0.3 percent). Therefore the impact of the change is de minimis.

CONCLUSION

MacKenzie Engineering and Planning, Inc. (MEP) was retained to evaluate the changes in the Future Land Use and Rezoning for the property located at the northwest corner of Indian Street and Kanner Hwy (SR 76), Stuart, FL (PCN: 40-38-41-00-10-510-0002). The applicant proposes to change the future land use from Commercial, Office, Residential to Multi-Family Residential.

Future Land Use and Rezoning – Net Increase in External Trips

The future land use and rezoning amendment trip generation resulting change is 208 daily, -37 AM peak hour (-75 in/38 out), and -11 PM peak hour (40 in/-51 out).

The transportation impacts of the change are de minimis.

APPENDICES

Land Use: 710
General Office Building

Description

A general office building houses multiple tenants; it is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building or buildings may contain a mixture of tenants including professional services, insurance companies, investment brokers, and tenant services, such as a bank or savings and loan institution, a restaurant, or cafeteria and service retail facilities. A general office building with a gross floor area of 5,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

If information is known about individual buildings, it is suggested that the general office building category be used rather than office parks when estimating trip generation for one or more office buildings in a single development. The office park category is more general and should be used when a breakdown of individual or different uses is not known. If the general office building category is used and if additional buildings, such as banks, restaurants, or retail stores are included in the development, the development should be treated as a multiuse project. On the other hand, if the office park category is used, internal trips are already reflected in the data and do not need to be considered.

When the buildings are interrelated (defined by shared parking facilities or the ability to easily walk between buildings) or house one tenant, it is suggested that the total area or employment of all the buildings be used for calculating the trip generation. When the individual buildings are isolated and not related to one another, it is suggested that trip generation be calculated for each building separately and then summed.

Additional Data

The average building occupancy varied considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

Time-of-day distribution data for this land use for a weekday, Saturday, and Sunday are presented in Appendix A. For the 16 general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:30 and 8:30 a.m. and 4:30 and 5:30 p.m., respectively.

For the three general urban/suburban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:45 and 9:45 a.m. and 12:45 and 1:45 p.m., respectively. For the three dense multi-use urban sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 8:30 and 9:30 a.m. and 4:45 and 5:45 p.m., respectively. For the four center city core sites with person trip data, the overall highest volumes during the AM and PM on a weekday were counted between 9:00 and 10:00 a.m. and 12:45 and 1:45 p.m., respectively.

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 2.76 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.90 during Weekday, AM Peak Hour of Generator
- 2.91 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.02 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.47 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.47 during Weekday, AM Peak Hour of Generator
- 1.46 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.53 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.30 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.34 during Weekday, AM Peak Hour of Generator
- 1.32 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.41 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 418, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972

General Office Building
(710)

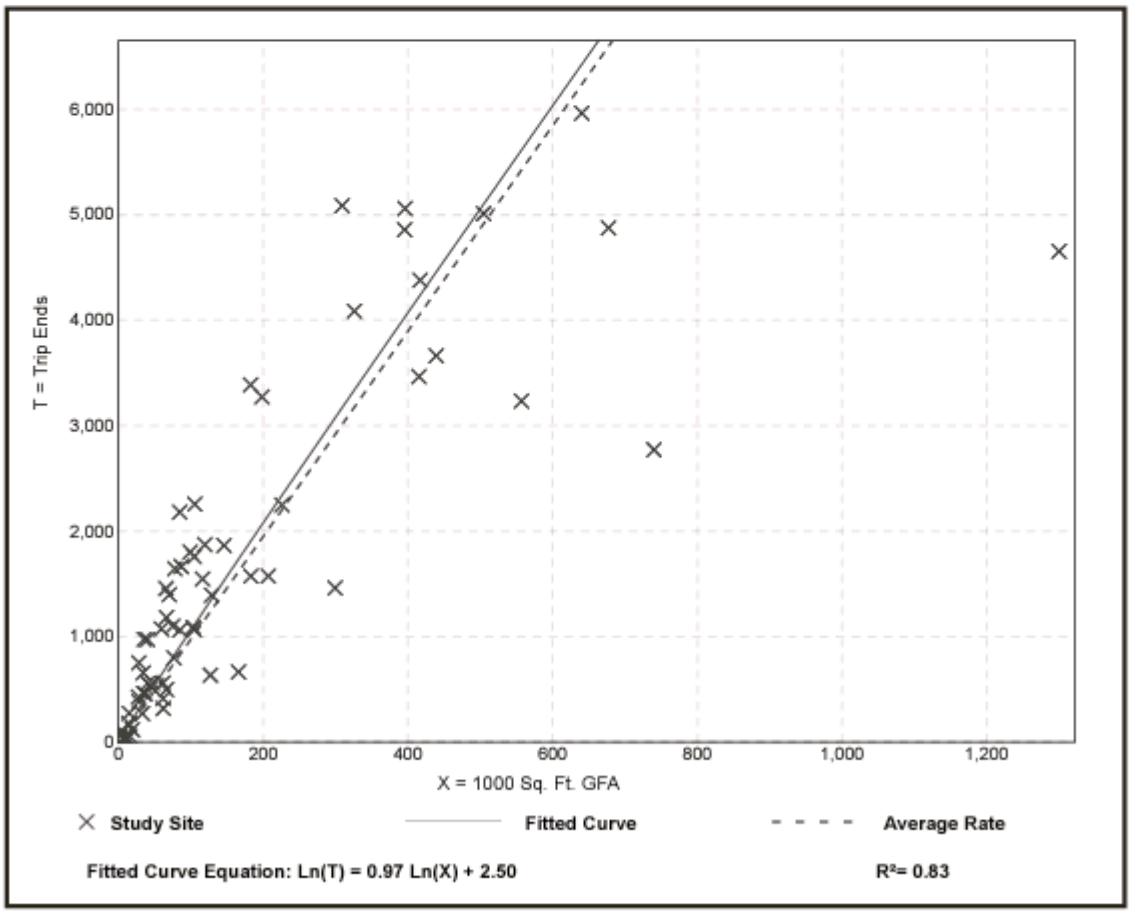
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 66
1000 Sq. Ft. GFA: 171
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.74	2.71 - 27.56	5.15

Data Plot and Equation



General Office Building
(710)

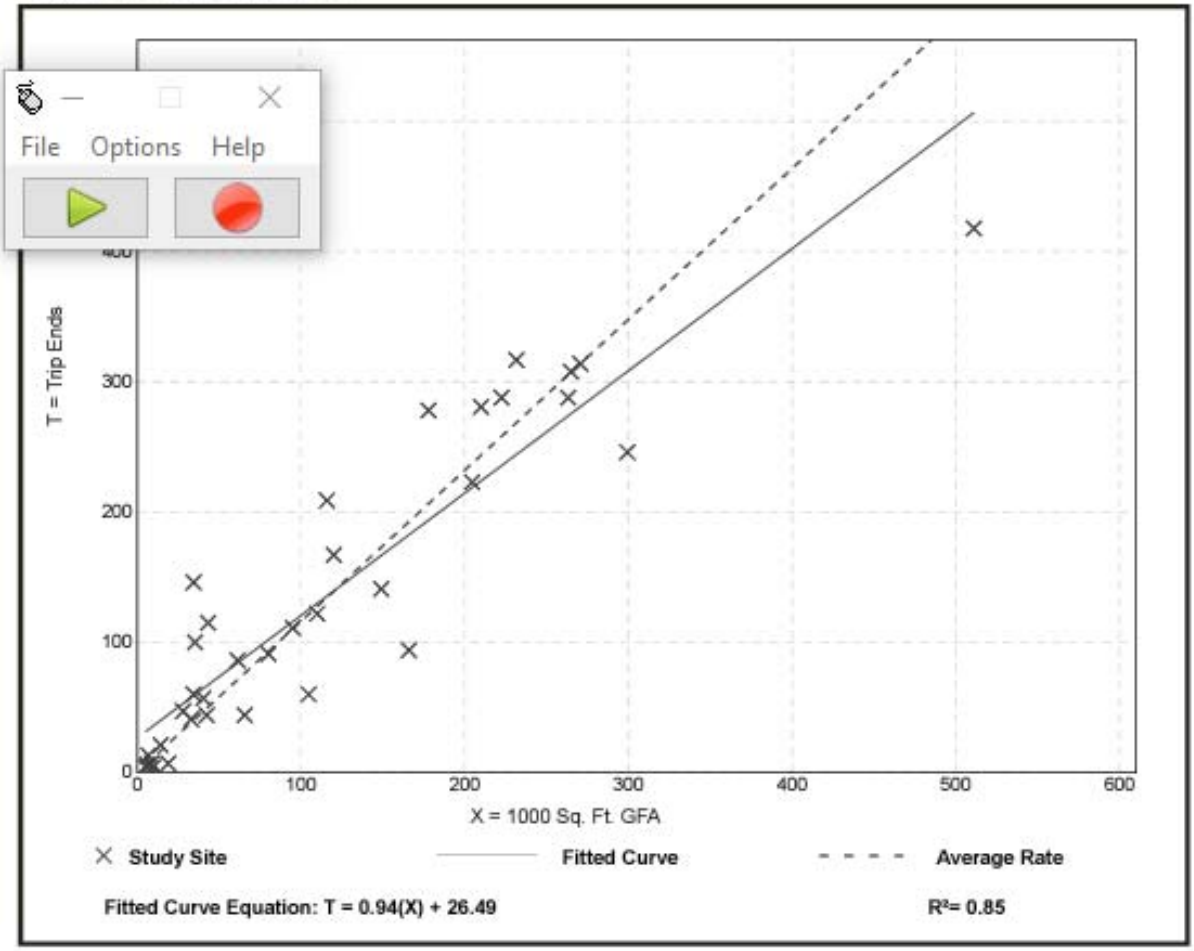
Adobe Digital Editio

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 35
1000 Sq. Ft. GFA: 117
Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



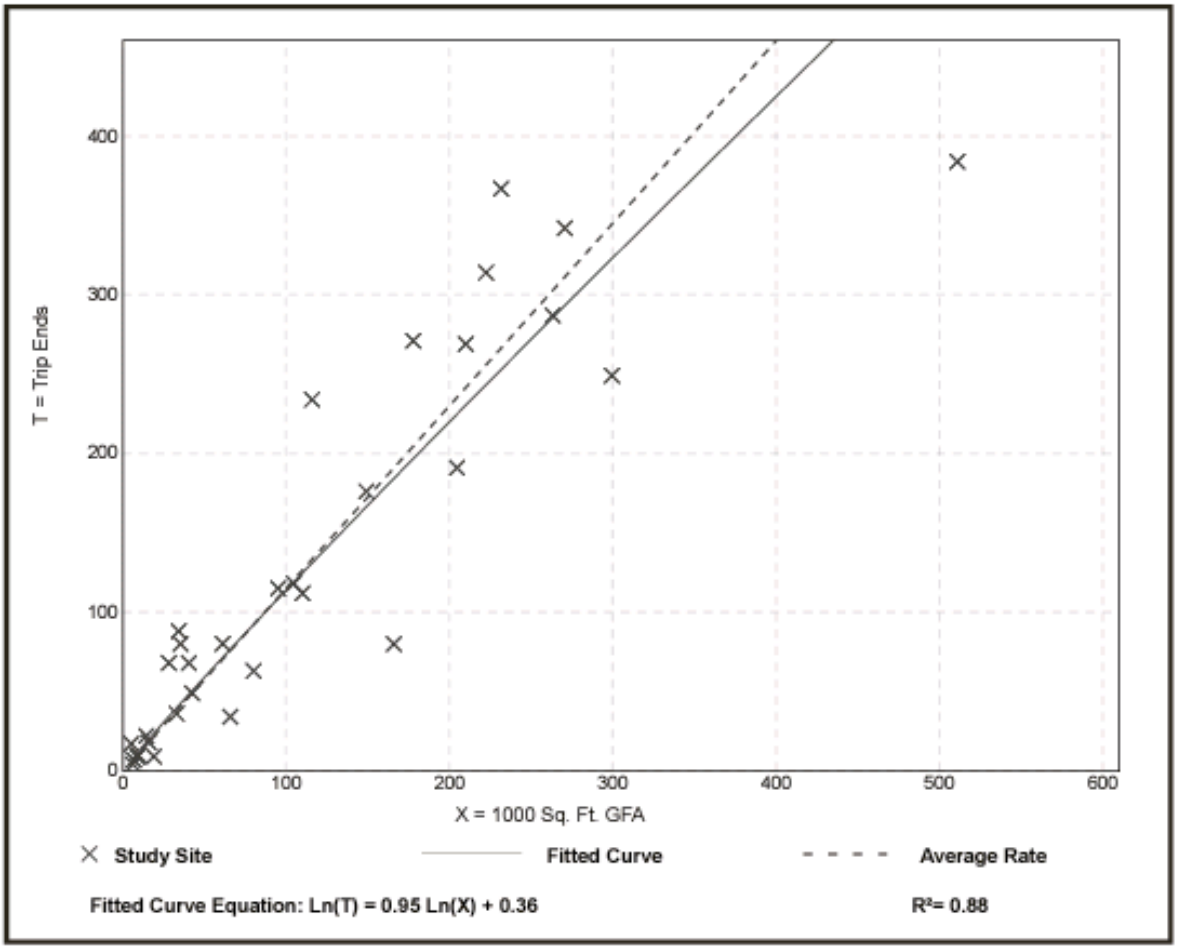
General Office Building
(710)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 32
1000 Sq. Ft. GFA: 114
Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



Land Use: 221
Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have between three and 10 levels (floors). Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (Land Use 225), and mid-rise residential with 1st-floor commercial (Land Use 231) are related land uses.

Additional Data

In prior editions of *Trip Generation Manual*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of vehicle trip data found no clear differences in trip making patterns between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.46 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 95.7 percent of the total dwelling units were occupied.

Time-of-day distribution data for this land use are presented in Appendix A. For the eight general urban/suburban sites with data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:00 and 8:00 a.m. and 4:45 and 5:45 p.m., respectively.

For the four dense multi-use urban sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 7:15 and 8:15 a.m. and 4:15 and 5:15 p.m., respectively. For the three center city core sites with 24-hour count data, the overall highest vehicle volumes during the AM and PM on a weekday were counted between 6:45 and 7:45 a.m. and 5:00 and 6:00 p.m., respectively.

For the six sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.46 residents per occupied dwelling unit.

For the five sites for which data were provided for both occupied dwelling units and total dwelling units, an average of 95.7 percent of the units were occupied.

The average numbers of person trips per vehicle trip at the five center city core sites at which both person trip and vehicle trip data were collected were as follows:

- 1.84 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.94 during Weekday, AM Peak Hour of Generator
- 2.07 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.59 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 32 dense multi-use urban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.90 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.90 during Weekday, AM Peak Hour of Generator
- 2.00 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.08 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 13 general urban/suburban sites at which both person trip and vehicle trip data were collected were as follows:

- 1.56 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.88 during Weekday, AM Peak Hour of Generator
- 1.70 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 2.07 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), British Columbia (CAN), California, Delaware, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Hampshire, New Jersey, Ontario, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, and Wisconsin.

Source Numbers

168, 188, 204, 305, 306, 321, 357, 390, 436, 525, 530, 579, 638, 818, 857, 866, 901, 904, 910, 912, 918, 934, 936, 939, 944, 947, 948, 949, 959, 963, 964, 966, 967, 969, 970

Multifamily Housing (Mid-Rise)
(221)

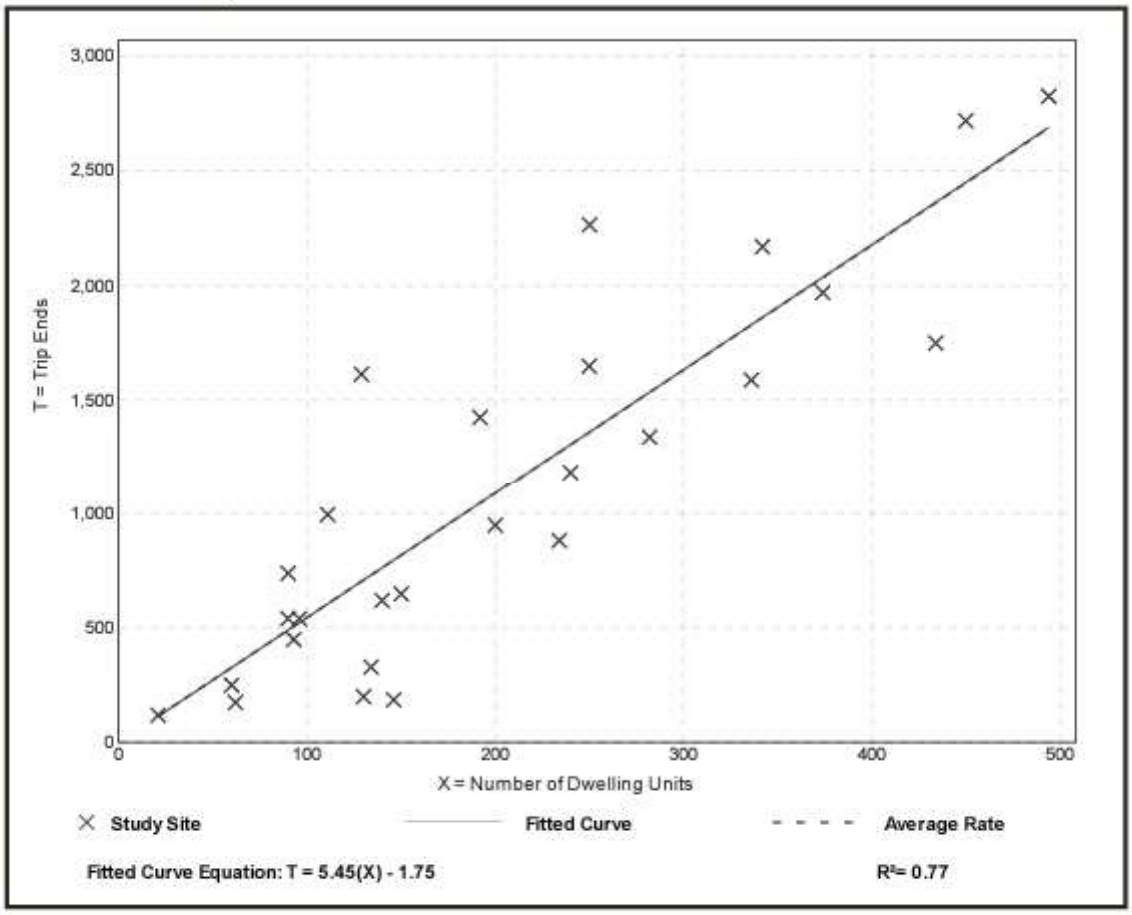
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. Num. of Dwelling Units: 205
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

Data Plot and Equation



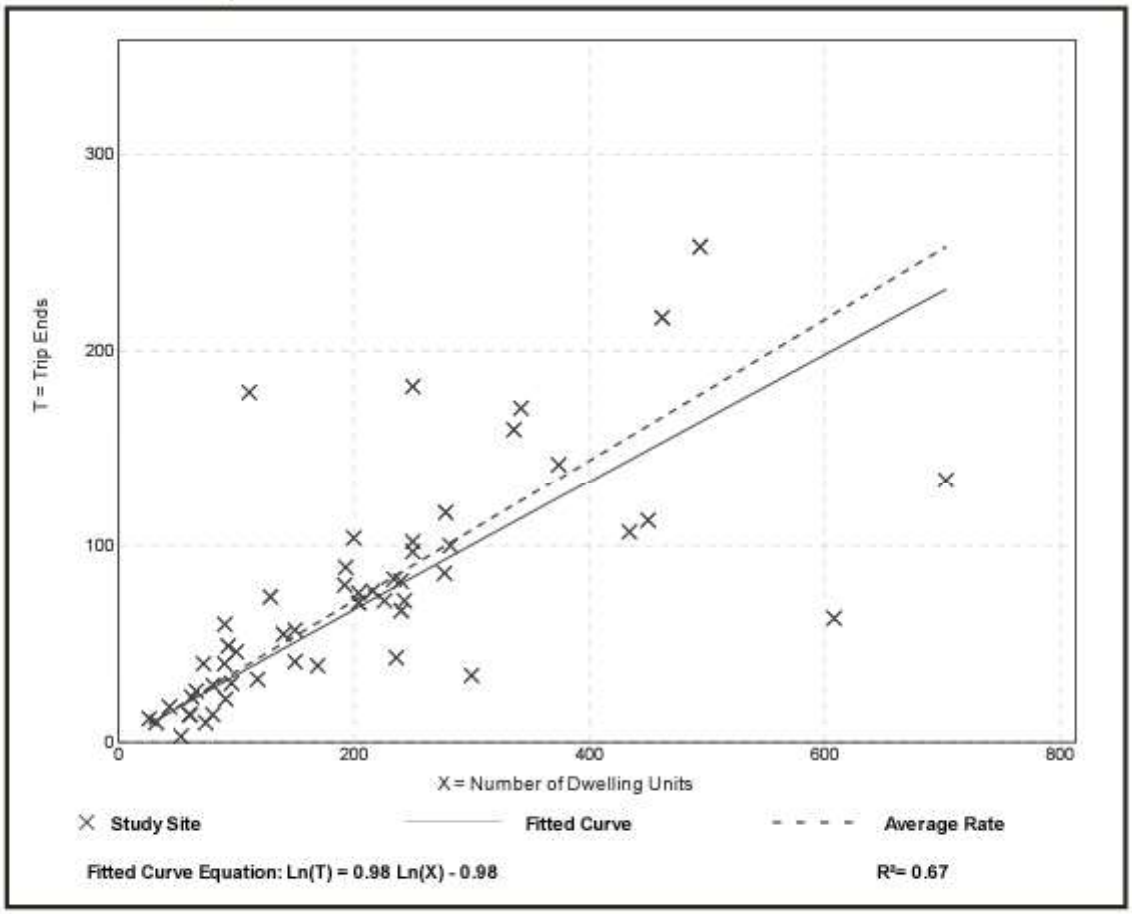
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 53
Avg. Num. of Dwelling Units: 207
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

Data Plot and Equation



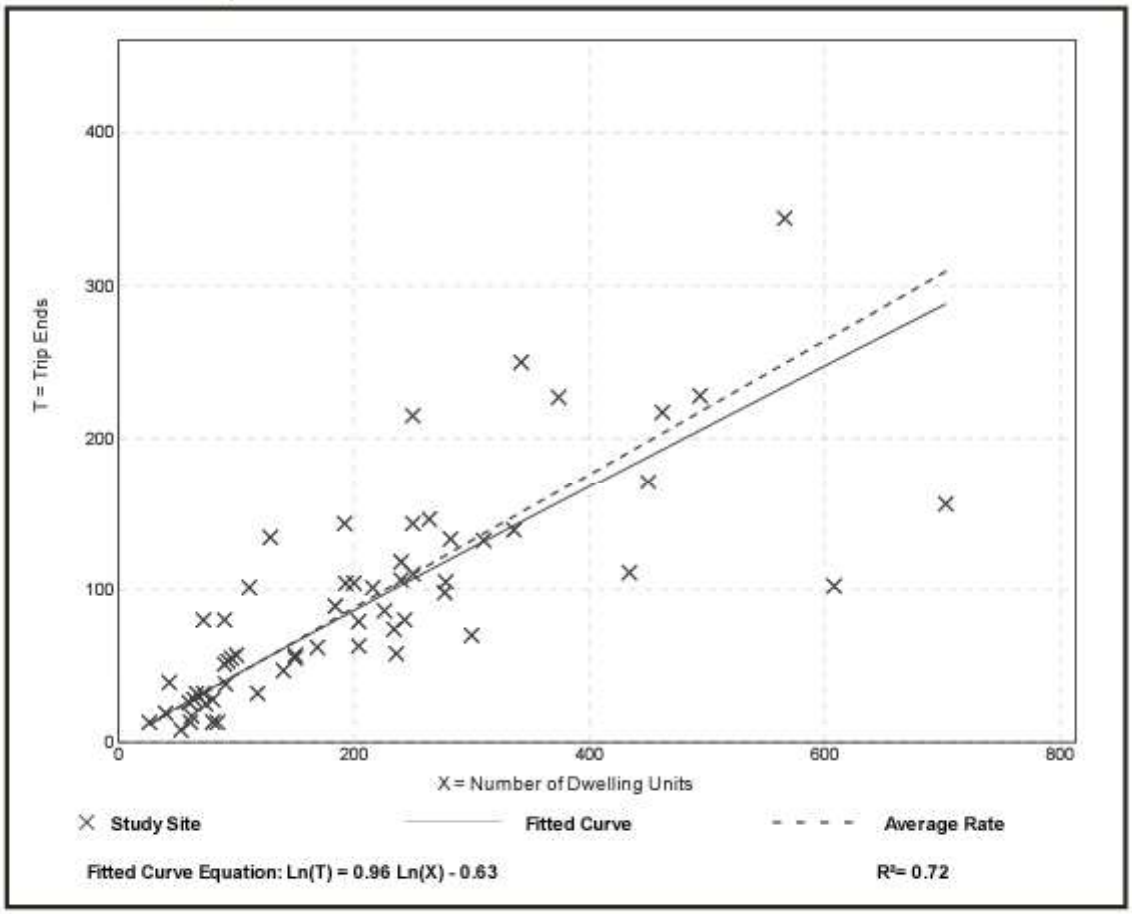
Multifamily Housing (Mid-Rise)
(221)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 60
Avg. Num. of Dwelling Units: 208
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

Data Plot and Equation



Future Land Use Map

Stuart, Florida

Development Department
November 1, 2017

Legend

Future Land Uses

- Commercial
- Conservation
- Downtown
- East Stuart
- Industrial
- Institutional
- Low Density Residential
- Marine
- Multi-Family Residential
- Neighborhood/ Special
- Public
- Recreation
- Office - Residential
- Annexed w/Martin County Future Land Use (City FLU TBD)
- Municipal Boundary
- Unincorporated Martin Co.

Jensen Beach
Ocean Breeze Park
Community of Rio
North Fork St Lucie River
St Lucie River Basin
Sewall's Point
Witham Field Airport
Palm City
Frazier Creek
Poppolton Creek
Kitchen Creek

N W E S

0 0.15 0.3 0.6 0.9 1.2 1.5 Miles

Disclaimer :

This Geographic Information System 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 a final determination or designation of images, boundaries, zoning or other land use or development restrictions, designations or allowable uses. The City does not warrant, guarentee 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, reliablity, 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.

Martin County, Florida - Laurel Kelly, C.F.A

generated on 6/18/2019 9:31:28 AM EDT

Summary

Parcel ID	Account #	Unit Address	Market Total Value	Website Updated
40-38-41-001-051-00000-2	35989	S KANNER HWY, STUART	$769,590	6/15/2019

Owner Information

Owner(Current)	FAIRVIEW PROPERTIES INC
Owner/Mail Address	2400 S FEDERAL HWY #230 STUART FL 34994
Sale Date	3/3/2008
Document Book/Page	2312 2091
Document No.	2069649
Sale Price	0

Location/Description

Account #	35989	**Map Page No.**	HG-11
Tax District	7017	**Legal Description**	STUART FARMS SLY 300' OF LOT C, LOT D & THAT PART OF LOT E LYING N OF UNNAMED CREEK (LESS SR 76 R/W) & THAT PART OF LOT 6 OF COMMISSIONERS S/D OF HANSON GRANT LYING NLY OF UNNAMED CREEK & ELY OF ST LUCIE CANAL (LESS NLY 1500').. (& LESS FROM ALL ABOVE THAT 4.46 ACRES TO FLDOT PER OR 2441/0936)
Parcel Address	S KANNER HWY, STUART		
Acres	26.2100		

Parcel Type

Use Code	1000 Vacant Commercial
Neighborhood	50100 SW Stuart_Kanner_Willoughby

Assessment Information

Market Land Value	$769,590
Market Improvement Value	
Market Total Value	$769,590