MARCELA CAMBLOR & ASSOCIATES, INC
Town Planning • Architectural Design

2-24-2021

Electronic Delivery

Tom Reetz
Senior Planner
Development Department
City of Stuart
121 SW Flagler Avenue
Stuart, FL 34994

RE: Central Parkway Lofts – Request for Major Planned Unit Development (UPUD)

Dear Tom,

We are in receipt of the review comments received and provide the following responses and updated documentation to address all of out the outstanding matters:

1. Response letter.
2. Site Plan – updated.
3. Landscape Plan – updated.
4. Operational analysis document.

A. PLANNING & ZONING REVIEW COMMENT RESPONSES:

1. The engineering comment relating to 'fire hydrant' can be addressed at permitting, however the traffic comments need to be responded to in writing by MacKenzie Engineering and Planning, Inc. and returned by next Wednesday (February 24, 2021) along with any median changes (elevated table with parking) you may be proposing in response to the LPA meeting.

   Applicant's Response: Acknowledge review comment re fire hydrant. Intend to address at the building permit stage.

   Attached is an updated traffic response from MacKenzie Engineering and Planning, Inc., including the operational analysis details in accordance with details discussed during a meeting with staff February 23, 2021.

   The site plan has been modified to show a traffic calmed section that includes reduced travel-lane widths, median changes with more mature landscaping, a slightly raised pavered or stamped concrete table, and crosswalk. Additionally, 16 (sixteen) on-street parking spaces further calming traffic and expanding parking capacity for the project.

Of note is the fact that traffic counts on Central Parkway, a local roadway that connects – and dead ends - Kanner Hwy. and US1 show that this road is a good candidate for a longer-term "road diet." This road diet would allow for a two-lane road (one lane in each direction), one or two wide multi-modal paths to support the increased residential uses, on-street parking, and increased landscaping. This road diet would create balanced mobility in a safer, more pedestrian friendly, improved address within the City. Should the City decide to engage in the reconstruction of Central Parkway, the Applicant would participate in the construction of the section of roadway that fronts the property.

2. Also, the Willoughby extension right-of-way next to the project is owned by Martin County.

Applicant's Response: Acknowledged and understood.

3. When you are calculating your parking requirement in the legend as follows: 1 BR requires 1.5 spaces (44 x1.5 = 66 spaces), 2 & 3 BR's require 2 parking spaces (152 x 2 = 304 spaces). Total 370 required spaces. It's okay to justify less in your narrative.

Applicant's Response: Site plan has been modified to show updated parking data. The correct proposed number of units proposed in site plan is:

62 x 1 bed units;
102 x 2 bed units
32 x 3 bed units.
196 Total units.

Based on this unit breakdown, parking calculations based on closes zoning parameters is shown as 'required' vs. 'proposed' on the updated site plan data and as follows:

62x1.5/ 1 bed unit = 93 spaces
102 x 2/ 2 bed unit = 204 spaces
32 x 2/ 3 bed unit = 64 spaces.
Totaling 361 spaces for a non-PUD proposal.

As a PUD zoning the parking calculations propose the following:

62 spaces based on 1 space per 1 bed unit
164 spaces based on 1.6 spaces per 2 bed unit
64 spaces based on 2 space per 3 bed unit.
9 guest parking spaces
Totaling 299 spaces for the PUD proposal.

Why reduced parking?
Various groups tend to own fewer than average automobiles, value the potential savings that result from reduced parking requirements, and live in higher-density, multi-family housing. These groups including low-income

households, young adults, single parents, first time home buyers and older people. This project strives to be a mixed-age, mixed income development that warrants a reduced number of parking because:

a. 25% of the units (49 units) will be age restricted. Seniors downsize when entering retirement (TD Ameritrade survey), including becoming a single-car household. Retired Americans reduce car ownership to protect savings, afford living on fixed income and improve health (AARP Livable Communities). A majority of these age-restricted units will likely be single-car households.
b. 10% of the units (20 units) will be affordable units. Vehicle ownership tends to increase with income and lower income households are typically single-vehicle households in semi-urban areas like Central Parkway. Housing affordability tends to be particularly harmed by parking minimums. Based on typical affordable housing development costs, one parking space per unit increases rent costs by approximately 12.5%, and two parking spaces can increase rent costs by up to 25%. Since parking costs increase as a percentage of rent for lower priced housing, and low-income households tend to own fewer vehicles, minimum parking requirements are regressive and counterintuitive to affordabiity. Various parking management strategies can increase affordability, economic efficiency and equity. (Baker and Leiben 2019; Strong Towns) Parking Management for More Affordable Housing (www.huduser.org/rbc/newsletter/vol7iss2more.html).

4. Include changes at the Central Parkway median replaced with stamped concrete to look like brick pavers and the demarcation of crosswalks.

Response: The site plan has been modified to include the necessary changes. Refer to site plan for details.

TRAFFIC IMPACT ANALYSIS COMMENTS:

1. Operational analysis data provided as per attached document from MacKenzie Engineering and Planning, Inc.
2. Turn lane storage analysis has been provided as per the attached.
3. Capacity analysis of Central Parkway to show level of service upon buildout of the development.

Engineering Review:

1. Fire hydrant locations will be provided at the building permit stage in the approval process. Comments acknowledged and understood.
   We trust the attached information addresses the outstanding review issues and look forward to receiving confirmation from staff ahead of the March 8, 2021 City Commission first public hearing.

Sincerely,

Marcela Camblor-Cutsaimanis, AICP
Principal, Marcela Camblor & Associates, Inc.

Encl.