MARTIN COUNTY, FLORIDA
INTER-OFFICE MEMORANDUM

www.martin.fl.us 2401 South East Monterey Road, Stuart, Florida, 34996

DATE: February 25, 2026

TO: Jenn Knobbe, Senior Planner

FROM: Lisa A, Wichser, P.E., CFM, Chief Project Engineer

SUBJECT: Comprehensive Growth Management Plan
CPA 25-03 P3 Public Facility

Martin County staff from the Traffic Engineering Division was asked to evaluate the proposed Future Land Use Map (FLUM) designation on 2.66 acres on SE Ruhnke Street east of SE Willoughby Boulevard. The existing FLUM designation on the property is Institution General; the proposed FLUM designation is Commercial Office/Residential development (COR). The following roadways will be directly affected by the change in FLUM designation.

- SE Ruhnke Street from SE Willoughby Boulevard to SE Aster Lane:, which
    - is a two-lane undivided facility without dedicated left turn lanes, with a sidewalk on the north side , and without bicyclist facilities;
    - is owned and maintained by the City of Stuart;
    - for the purposes of this evaluation, is assumed to be a major collector in a Suburban Commercial context; and
    - has a peak hour directional generalized service capacity of 855.
- SE Willoughby Boulevard from SR-718 (SE Indian Street) to SR-714 (SE Monterey Road):
    - is a four-lane divided facility with dedicated left turn lanes sidewalks on both sides, and dedicated bicycle lanes;
    - is along Route 3 of the Martin County transit system known as Marty;
    - is owned and maintained by Martin County; and
    - is a minor arterial in a Suburban Commercial context.
    - has a peak hour directional generalized service capacity of 1,810.

Trip Generation. Staff has determined that the proposed FLUM designation has the potential to generate 30 trips from the site in the evening peak hour, while the existing FLUM designation has the potential to generate 19 trips. Based on a review of trip generation of potential land uses, the PM peak of the adjacent roadway network was identified as the worst case. Table 1 provides potential PM trip generation for the existing and proposed FLUM designations.

Table 1 – Potential Trip Generation

Potential existing uses - Institution General

Quantity* (X)	Unit	ITE Trip Gen Code	ITE Trip Gen Land Use	PM Peak Hour Unit Rate**	PM Peak Hour (T)	Peak Diistrib	PM Peak Hour Directional Trips
2.39	1000 SF	520	Fire and Rescue Station	T = 0.48(X)	3	71%	3
4.79	1000 SF	590	Library	T = 8.90(X) - 5.11	38	50%	19
4.79	1000 SF	730	Gov't Office	Ln(T) = 0.97 Ln(X) + 0.62	9	75%	7
2.39	1000 SF	170	Utility	Ln(T) = 0.81 Ln(X) + 0.86	5	82%	5

**Assumes 0.45 FAR (2-story Utility / Fire-Rescue or 4-story Library / Office)*

***Source: ITE Trip Generation, Twelfth Edition*

Potential proposed uses - Commercial Office / Residential development (COR)

Quantity* (X)	Unit	ITE Trip Gen Code	ITE Trip Gen Land Use	PM Peak Hour Unit Rate**	PM Peak Hour (T)	Peak Distrib	PM Peak Hour Directional Trips
3.59	1000 SF	151	Mini-Warehouse	T = 0.14(X)	2	52%	2
24	DU	231	Mid-Rise Res w/ Ground Comm'l	T = 0.34(X)	9	70%	7
24	Room	312	Limited-Service Hotel	T = 0.21(X) + 12.06	18	55%	10
3.59	1000 SF	710	General Office	T = 0.99(X) + 31.14	35	84%	30
3.59	1000 SF	712	Small Office Building	T = 2.16(X)	8	66%	6
3.59	1000 SF	720	Medical or Dental Office	T = 3.70(X) - 5.75	8	70%	6
3.59	1000 SF	814	Variety Store	T = 6.7(X)	19	51%	10
3.59	1000 SF	911	Walk-in Bank	T = 12.13(X)	44	56%	25
2.39	1000 SF	912	Drive-through Bank	T = 21.03(X)	51	50%	26

**Assumes 0.45 FAR (3-story non-res or 2-story drive-thru bank) or 0.30 FAR (3-story res & 10 units/ acre)*

***Source: ITE Trip Generation, Twelfth Edition*

Trip Distribution and Evaluation. For the purposes of this evaluation, staff assumed that *all* of the trips generated under the proposed FLUM designation will leave the site on SE Ruhnke Street and head west to SE Willoughby Boulevard where *all* of the trips will head south toward SR-718 (SE Indian Street) or *all* of the trips will head north toward SR-714 (SE Monterey Road). This is considered very conservative and the "worst-case" scenario. Figure 1 is an aerial map with major roads, Marty routes and stops, existing and proposed traffic signals, and trip distribution.

Figure 1 – Location and Distribution Map

Table 2 provides the future traffic volumes on SE Ruhnke Street and SE Willoughby Boulevard. To be conservative, all of the trips that could be generated from a 3-story General Office building are added to the future volumes to determine whether capacity will exist.

Table 2 - Trip Assignment

Segment	*SE Ruhnke St*	*SE Willoughby Blvd*
From:	Site	SR-718 (SE Indian St)
To:	SE Willoughby Blvd	SR-714 (SE Monterey Rd)
2050 Bkgd Peak Hour Direction Volume	618	1236◆
Site Trip Distribution	100%	100%
Site Peak Hour Direction Volume	30	30
2050 Peak Hour Directional Volume (with Site)	648	1266
General Service Capacity	855	1810
% Impact	3.5%	1.7%
Is there adequate capacity?	yes	yes

◆*Source: Martin 2050 LRTP Anticipated Volume Report (std K and D factor applied to 23,648 AADT)*

Conclusion. For the purpose of this proposed amendment, staff can provide a "positive evaluation", meaning there is sufficient roadway capacity planned in the adopted long-range capital facility plans of the Comprehensive Growth Management Plan [Martin County, Fla., CGMP Policy 14.1C.5.(2)(e)]. However, this evaluation shall not be used by the applicant, or their successors in title, in any way whatsoever as committing the County legally through the theory of equitable estoppel or any other legal theory, to approve any final development order for the project without a determination and reservation of roadway adequate capacity, as applicable [Martin County, Fla., CGMP Policy 14.1C.5.(2)].

Staff will reevaluate the traffic impacts prior to the issuance of any development order associated with the property.

LAW:law