CITY OF FORT PIERCE
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

COMPREHENSIVE PLANNING ◊ DEVELOPMENT REVIEW
HISTORIC PRESERVATION ◊ URBAN DESIGN ◊ URBAN FORESTRY ◊ ZONING

CAPACITY ANALYSIS

I. Site Data:

	Existing Use	Future Land Use	Zoning
North	SF/Residential	RL/Low Density Residential	R2
South	SF/Residential	RL/Low Density Residential	R2
East	SF/Residential	RL/Low Density Residential	R2
West	SF/Residential	RL/Low Density Residential	R2

	Future Land Use	Zoning Classification	Maximum Intensity Residential: Dwelling Units per Acre Other: Square Footage	Total Acreage	Flood Zone
Current	RL/Low Density Residential	R2	3484	1.06	X
****Proposed**	RL/Low Density Residential	R2	3049	1.06	N/A

II. Public Facilities Information:

A. Potable Water:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.125 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	435 Total gallons per day
**Proposed Zoning/FLU	381 Total gallons per day
**Change in Demand	816 Total gallons per day

B. Wastewater:	
Average Use	Residential: 100 gallons per day per person (du x 2.6= persons x 100 gpd = demand) Other: 0.1 gallons per day per square foot
Demand Analysis	Maximum
Current Zoning/FLU	348 Total gallons per day
**Proposed Zoning/FLU	304 Total gallons per day
**Change in Demand	652 Total gallons per day

C. Parks and Recreation (Residential Classifications Only): N/A
(Du x 2.6 = persons + 44,227 = population /LOS)

Park Type	LOS	Existing Population Park Demand	Proposed Population Park Demand	Change in Demand
Regional	20 acres per 1,000 people			
Urban District	5 acres per 1,000 people			
Community	2.5 acres per 1,000 people			
Neighborhood	1.36 acres per 1,000 people			

D. Public Schools (Residential Classifications Only): N/A
Single Family: (du x 0.405 = students/70% K-8/30% High)
Multi-family: (du x 0.207 = students/70% K-8/30% High)

	K-8	High
School Name		
City		
Distance		
Current Zoning/FLU Enrollment Demand		
****Proposed Zoning/FLU Enrollment Demand**		
****Change in Demand**		

E. Solid Waste: 2 yard serves 15 units, 4 yard serves 30 units, 6 yard serves 45 units, 8 yard serves 60 units	
Demand Analysis	Maximum
Current Zoning/FLU	2 yards
****Proposed Zoning/FLU**	2 yards
***Change in Demand**	4 yards

F. Stormwater:
Potential increase in volume discharged due to increased impervious coverage, reduced groundwater seepage or loss of surface water storage impacting Adopted LOS of 25-year 3-day storm Pre vs. Post Runoff (Storm sewers to convey 5 year- 1 day storm event; Canals to convey 3 year – 1 day storm event)

Impact	No Change

III. Transportation Analysis: *Complete ITE Trip Generation Form (Attached)*

G. Transportation Analysis: Complete ITE Trip Generation Data Form Most recent ITE Code for use; HCM Roadway Capacity See Traffic Impact Study		
	AADT	**AM/PM Peak Hour Trips**
Demand Analysis	Maximum	Maximum
Current Zoning/FLU		
****Proposed Zoning/FLU**		
***Change in Demand**	Trips	Trips
Impact to Capacity		

IV. Project Description

PHASING
Is this project (phase) part of a larger project? [ ] Yes [X] No
If yes, enumerate each phase, the number of units or square footage in each phase and beginning/completion date.
Total Project: Residential Units: Single Family: Multifamily:
Non-residential (square footage):
Mixed-use (describe use):
(If this is a single phase project, name it Phase I – Total)

RESIDENTIAL DATA					
Type	**Phase**	**Number of Units**	**Acres**	**Expected beginning date**	**Expected completion date**
Single-family, detached					
Single-family, attached					
Multi-family					
Other (specify)					

NON-RESIDENTIAL DATA					
Type(s) specify	**Phase**	**Square footage**	**Acres**	**Expecting beginning date**	**Expected completion date**
Daycare Classroom Building	N/A	6533	1.06	Oct 2011	Oct 2012

A. Indicate whether the proposed project will be eliminating any existing recreational facilities. If yes, detail the number and type being eliminated. [ ] Yes [X] No

B. 1. Does this application involve demolition or re-use of any structure(s)? [ ] Yes [X] No
If yes, what is the size of the structure(s) to be demolished or re-used? _____

2. What is the current use of the structure to be demolished or re-used? _____

3. Are you claiming trip credits for the demolition or re-use of a structure(s) at the site? [ ] Yes [ ] No
If yes, provide estimates of credits for each previous use at the site. (Attach sheet with calculations)

C. Exemptions Requested:

** Complete section if requesting a change in zoning, future land use, or expanding

See Traffic Impact Study

ite Institute of Transportation Engineers

Trip Generation Data Form (Part 1)

Land Use/Building Type:[1]	ITE Land Use Code:
Source:	Source Number:
Name of Development:	Day of the Week:
City: State/Province: Zip/Postal Code:	Day: Month: Year:
Country:	Metropolitan Area:

1. For fast-food land use, please specify if hamburger- or nonhamburger-based.

Location Within Area:

☐ (1) CBD ☐ (2) Urban (Non-CBD) ☐ (3) Suburban (Non-CBD) ☐ (4) Suburban CBD ☐ (5) Rural ☐ (6) Freeway Interchange Area (Rural) ☐ (7) Not Given

Detailed Description of Development:[3]

Independent Variable: (Include data for as many as possible)[2]	Actual	Estimated
_____ (1) Employees (#)	☐	☐
_____ (2) Persons (#)	☐	☐
_____ (3) Total Units (#) (Indicate unit: _____)	☐	☐
_____ (4) Occupied Units (#) (Indicate unit: _____)	☐	☐
_____ (5) Gross Floor Area (gross sq. ft.) (% of development occupied _____)	☐	☐
_____ (6) Net Rentable Area (sq. ft.)	☐	☐
_____ (7) Gross Leasable Area (sq. ft.) (% of development occupied _____)	☐	☐
_____ (8) Total Acres (% developed: _____)	☐	☐
_____ (9) Parking Spaces (% occupied: _____)	☐	☐
_____ (10) Beds (% occupied: _____)	☐	☐
_____ (11) Seats (#)	☐	☐
_____ (12) Servicing Positions/Vehicle Fueling Positions	☐	☐
_____ (13) Shopping Center % Out-parcels/pads	☐	☐
_____ (14) A.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (15) P.M. Peak Hour Volume of Adjacent Street Traffic	☐	☐
_____ (16) Other _____	☐	☐
_____ (17) Other _____	☐	☐

2. Definitions for several independent variables can be found in the *Trip Generation*, Second Edition, *User's Guide* Glossary.

3. Please provide all pertinent information to describe the subject project, including the presence of bicycle/pedestrian facilities. To report bicycle/pedestrian volumes, please refer to Part 4 of this data form.

Other Data:

Vehicle Occupancy (#):
_____ A.M. _____ P.M. _____ 24-hour %

Percent by Transit:
_____ A.M. % _____ P.M. % _____ 24-hour %

Percent by Carpool/Vanpool:
_____ A.M. % _____ P.M. % _____ 24-hour %

Employees by Shift:

	Start Time	End Time	Employees (#)
First Shift:	_____	_____	_____
Second Shift:	_____	_____	_____
Third Shift:	_____	_____	_____

Parking Cost on Site: Hourly _____ Daily _____

Transportation Demand Management (TDM) Information:

At the time of this study, was there a TDM program (that may have impacted the trip generation characteristics of this site) underway?

☐ No

☐ Yes (If yes, please check appropriate box/boxes, describe the nature of the TDM program(s) and provide a source for any studies that may help quantify this impact. Attach additional sheets if necessary)

☐ (1) Transit Service
☐ (2) Carpool Programs
☐ (3) Vanpool Programs
☐ (4) Bicycle/Pedestrian Facilities and Site Improvements
☐ (5) Employer Support Measures
☐ (6) Preferential HOV Treatments
☐ (7) Transit and Ridesharing Incentives
☐ (8) Parking Supply and Pricing Management
☐ (9) Tolls and Congestion Pricing
☐ (10) Variable Work Hours/Compressed Work Weeks
☐ (11) Telecommuting
☐ (12) Other _____

Please Complete Form on Other Side

ite Institute of Transportation Engineers

Trip Generation Data Form (Part 2)

Summary of Driveway Volumes *(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)*

	Average Weekday (M-F)						Saturday						Sunday					
	Enter		Exit		Total		Enter		Exit		Total		Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks	All	Trucks
24-Hour Volume																		
A.M. Peak Hour of Adjacent Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):																		
P.M. Peak Hour of Adjacent Street Traffic (4 – 6) Time:																		
A.M. Peak Hour Generator[2] Time:																		
P.M. Peak Hour Generator[2] Time:																		
Peak Hour Generator[3] Time (Weekend):																		

[1] Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.). Please specify the peak hour.
[2] Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.
[3] Highest hourly volume during the entire day. Please specify the peak hour.
Please refer to the *Trip Generation User's Guide* for full definition of terms.

Hourly Driveway Volumes- Average Weekday (M-F)

A.M. Period	Enter		Exit		Total		Mid-Day Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
6:00-7:00							11:00-12:00							3:00-4:00						
6:15-7:15							11:15-12:15							3:15-4:15						
6:30-7:30							11:30-12:30							3:30-4:30						
6:45-7:45							11:45-12:45							3:45-4:45						
7:00-8:00							12:00-1:00							4:00-5:00						
7:15-8:15							12:15-1:15							4:15-5:15						
7:30-8:30							12:30-1:30							4:30-5:30						
7:45-8:45							12:45-1:45							4:45-5:45						
8:00-9:00							1:00-2:00							5:00-6:00						

☐ **Check if Part 3, 4 and/or additional information is attached.**

Survey conducted by: Name: _____

Organization: _____

Address: _____

City/State/Zip: _____

Telephone #: _____ Fax #: _____ E-mail: _____

Please return to: Institute of Transportation Engineers
Technical Projects Division
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438 USA
Telephone: +1 202-289-0222
Fax: +1 202-289-7722
ITE on the Web: www.ite.org

Institute of Transportation Engineers

Trip Generation Data Form (Part 3)

Name/Organization: _____ **City/State:** _____

Telephone Number: _____

Detailed Driveway Volumes: Attach this sheet to Parts 1 and 2 if you are providing additional information.

Day of the week: _____ *(All = All Vehicles Counted, Including Trucks; Trucks = Heavy Duty Trucks and Buses)*

A.M. Period	Enter		Exit		Total		P.M. Period	Enter		Exit		Total	
	All	Trucks	All	Trucks	All	Trucks		All	Trucks	All	Trucks	All	Trucks
12:00-12:15							12:00-12:15						
12:15-12:30							12:15-12:30						
12:30-12:45							12:30-12:45						
12:45-1:00							12:45-1:00						
1:00-1:15							1:00-1:15						
1:15-1:30							1:15-1:30						
1:30-1:45							1:30-1:45						
1:45-2:00							1:45-2:00						
2:00-2:15							2:00-2:15						
2:15-2:30							2:15-2:30						
2:30-2:45							2:30-2:45						
2:45-3:00							2:45-3:00						
3:00-3:15							3:00-3:15						
3:15-3:30							3:15-3:30						
3:30-3:45							3:30-3:45						
3:45-4:00							3:45-4:00						
4:00-4:15							4:00-4:15						
4:15-4:30							4:15-4:30						
4:30-4:45							4:30-4:45						
4:45-5:00							4:45-5:00						
5:00-5:15							5:00-5:15						
5:15-5:30							5:15-5:30						
5:30-5:45							5:30-5:45						
5:45-6:00							5:45-6:00						
6:00-6:15							6:00-6:15						
6:15-6:30							6:15-6:30						
6:30-6:45							6:30-6:45						
6:45-7:00							6:45-7:00						
7:00-7:15							7:00-7:15						
7:15-7:30							7:15-7:30						
7:30-7:45							7:30-7:45						
7:45-8:00							7:45-8:00						
8:00-8:15							8:00-8:15						
8:15-8:30							8:15-8:30						
8:30-8:45							8:30-8:45						
8:45-9:00							8:45-9:00						
9:00-9:15							9:00-9:15						
9:15-9:30							9:15-9:30						
9:30-9:45							9:30-9:45						
9:45-10:00							9:45-10:00						
10:00-10:15							10:00-10:15						
10:15-10:30							10:15-10:30						
10:30-10:45							10:30-10:45						
10:45-11:00							10:45-11:00						
11:00-11:15							11:00-11:15						
11:15-11:30							11:15-11:30						
11:30-11:45							11:30-11:45						
11:45-12:00							11:45-12:00						

ite Institute of Transportation Engineers

Trip Generation Data Form (Part 4)

Summary of Bicycle Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend):									

[1] Highest hourly volume between 7 a.m. and 9 a.m. (4 p.m. and 6 p.m.) as defined in Trip Generation Data Form (Part 2). Please specify the peak hour.
[2] Highest hourly volume during the a.m. or p.m. period. Please specify the peak hour.
[3] Highest hourly volume during the entire day. Please specify the peak hour. Please attach supplemental hourly volumes.
Please refer to the *Trip Generation User's Guide* for full definition of terms.

Summary of Pedestrian Volumes

	Average Weekday (M-F)			Saturday			Sunday		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
24-Hour Volume									
A.M. Peak Hour of Adjacent[1] Street Traffic (7 – 9) Time (ex.: 7:15 - 8:15):									
P.M. Peak Hour of Adjacent[1] Street Traffic (4 – 6) Time:									
A.M. Peak Hour Generator[2] Time:									
P.M. Peak Hour Generator[2] Time:									
Peak Hour Generator[3] Time (Weekend):									

Survey conducted by: Name: _____

Organization: _____

Address: _____

City/State/Zip: _____

Telephone #: _____ Fax #: _____ E-mail: _____

Please return to: Institute of Transportation Engineers
Technical Projects Division
1099 14th Street, NW, Suite 300 West
Washington, DC 20005-3438 USA
Telephone: +1 202-289-0222
Fax: +1 202-289-7722
ITE on the Web: www.ite.org