



CITY COMMISSION MEETING CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Tuesday, March 8, 2022
6:00 PM

Call to Order
Pledge of Allegiance
Roll Call

REGULAR MEETING

1. Presentations -
2. Changes to the Agenda -
Action Request: Motion to approve the March 8, 2022 City Commission Agenda.
3. Audience Comments -
Public participation is encouraged. If you wish to address the City Commission, please fill out a speakers card and provide it to the City Clerk. Once you are called, please come to the podium and state your name and address for the record. Comments shall be limited to 3 minutes and shall be limited to non-public hearing items on the current agenda. Public comment on agenda items will be allowed when that item is called. If you plan to make a presentation as part of your public comment, the presentation must be provided to the City Clerk 24-hours in advance of the meeting.
4. Consent -
 - a. **February 22, 2022 City Commission Minutes**
5. Action Items
 - a. **Urban Design and Landscape Architectural Services**

Authorization to approve Urban Design and Landscape Architectural Services from Kimley-Horn and Associates

Action Request: Motion to approve the Urban Design and Landscape Architectural Services from Kimley-Horn and Associates in the amount of \$45,439.00.

6. Ordinances -

a. Final Reading Ordinance 2022-03: The Corey Landings Project

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR THE ALLOCATION OF ADDITIONAL RESIDENTIAL DWELLING UNITS UNDER THE PROVISIONS OF THE GENERAL RESIDENTIAL UNIT "RU" DENSITY POOL RESERVE, AS ESTABLISHED IN THE CITY OF ST. PETE BEACH COMPREHENSIVE PLAN AND IMPLEMENTED THROUGH THE CITY'S LAND DEVELOPMENT CODE, TO THE PROPOSED COREY LANDINGS DEVELOPMENT PROJECT, GENERALLY LOCATED AT 10 COREY AVENUE; PROVIDING FOR CODIFICATION; CONFLICTS, SEVERABILITY, CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION, PUBLICATION, AND AN EFFECTIVE DATE.

Action Request: Motion to approve the final reading of Ordinance 2022-03.

7. Resolutions -

a. Resolution 2022-03: The Corey Landings Project Conditional Use

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, APPROVING A CONDITIONAL USE, PURSUANT TO SECTION 4.7 OF THE LAND DEVELOPMENT CODE FOR THE REDEVELOPMENT OF THE COREY LANDINGS PROJECT, GENERALLY LOCATED AT 10 COREY AVENUE; INCORPORATING THE CONDITIONS OUTLINED HEREIN; AND PROVIDING FOR AN EFFECTIVE DATE.

Action Request: Motion to adopt Resolution 2022-03.

8. Items for Discussion -

9. City Clerk, City Manager, City Attorney and City Commission Reports -

10. Adjournment

APPEAL: In accordance with 286.0105, Florida Statute (Notices of meetings and hearings must advise that a record is required to appeal), if a person decides to appeal any decision made by this committee, board, agency, or commission with respect to any matter considered at this meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she 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.

AMERICANS WITH DISABILITIES ACT (ADA): In accordance with the Americans with Disabilities Act and Florida Statutes, if any person with a disability defined by the ADA needs special accommodation to participate in this proceeding, then not later than two business days prior to the proceeding, he or she should contact City Hall at (727) 367-2735.

PUBLIC COMMENT INSTRUCTIONS FOR THOSE NOT PHYSICALLY PRESENT:

The City has made accommodations for those who cannot be physically present, or do not feel comfortable appearing in person, due to COVID-19. If a member of the public would like to provide comments for the meetings, they may do so in the following ways:

- Email the City Clerk by 5:00 p.m. on the day of the meeting at cityclerk@stpetebeach.org
- Leave a voicemail message by calling **727.363.9225** by 1:00 p.m. the day of the meeting
- Upload or submit a video or audio file online by 1:00 p.m. the day of the meeting at <https://www.stpetebeach.org/PublicComment>

In your three (3) minute or less comment, please be sure to include your name and address for the record.

**The public is cordially invited to attend this meeting.
All agenda material is available for review at City Hall or www.stpetebeach.org.**

DRAFT
City Commission Meeting
February 22, 2022
6:00 p.m.

ELECTED OFFICIALS PRESENT:

Alan Johnson, Mayor
Ward Friszolowski, Vice Mayor, Commissioner, District 3
Chris Graus, Commissioner, District 1
Mark Grill, Commissioner, District 2
Melinda Pletcher, Commissioner, District 4

STAFF PRESENT:

Alex Rey, City Manager
Andrew Dickman, City Attorney
Amber LaRowe, City Clerk
Vince Tenaglia, Assistant City Manager

Mayor Johnson called the meeting to order at 6:00 p.m. followed by the Pledge of Allegiance.

Before the agenda items began, Alex Rey, City Manager asked that items 5.d. and 6.b. be discussed. A request for continuance has been made by the Corey Landings development team and City staff. Attorney Dickman explained that it is recommended to continue both items to March 8, 2022, at 6:00 p.m. He also asked that any members from the public who have signed up to speak on these items hold their comments until March 8th if they can attend at that time, so that the applicant can address any comments made when they are present.

5. d. Final Reading Ordinance 2022-03: The Corey Landings Project

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR THE ALLOCATION OF 150 RESIDENTIAL DWELLING UNITS UNDER THE PROVISIONS OF THE GENERAL RESIDENTIAL UNIT "RU" DENSITY POOL RESERVE, AS ESTABLISHED IN THE CITY OF ST. PETE BEACH COMPREHENSIVE PLAN AND IMPLEMENTED THROUGH THE CITY'S LAND DEVELOPMENT CODE, TO THE PROPOSED COREY LANDINGS DEVELOPMENT PROJECT, GENERALLY LOCATED AT 10 COREY AVENUE; PROVIDING FOR CODIFICATION; CONFLICTS, SEVERABILITY, CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION, PUBLICATION, AND AN EFFECTIVE DATE.

Motion: Commissioner Pletcher moved, Vice Mayor Friszolowski seconded, and the motion carried 5-0 to continue the final reading of Ordinance 2022-03 to March 8, 2022.

6.b. Resolution 2022-03: The Corey Landings Project Conditional Use

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, APPROVING A CONDITIONAL USE, PURSUANT TO SECTION 4.7 OF THE LAND DEVELOPMENT CODE FOR THE REDEVELOPMENT OF THE COREY LANDINGS PROJECT, GENERALLY LOCATED AT 10 COREY AVENUE; INCORPORATING THE CONDITIONS OUTLINED HEREIN; AND PROVIDING FOR AN EFFECTIVE DATE.

Motion: Commissioner Grill moved, Commissioner Graus seconded, and the motion carried 5-0 to continue Resolution 2022-03 to March 8, 2022.

1. PRESENTATIONS

Libby Hctor, Duke Energy Senior Public Engagement manager, made a presentation on the Duke Energy Grid

Improvements. A copy of this presentation is made a part of the record. Ms. Hocter addressed the grid strengthening, resiliency, and equipment upgrades. Discussion ensued on the other utilities that utilize the poles having the option to underground alongside Duke Energy or to take over the maintenance of the poles.

A comprehensive plan on the improvements throughout the City was discussed and will be provided to the City Manager; this specific presentation is in regard to the Pasadena substation improvements.

2. CHANGES TO THE AGENDA

Discussed at the first of the meeting.

3. AUDIENCE COMMENTS

Bev Jackson, resident, discussed the January 31st meeting with the City Manager and Commissioner Pletcher. She looks forward to continuing to work together.

St. Pete Beach Astronomer, resident, discussed light pollution.

Deb Schechner, resident, discussed traffic concerns, parking and the consideration of allowing the public to comment after the applicant on projects as well as at the end of the meeting.

Betty Rzewnicki, resident, discussed the Boca Ciega parking signs during school hours and the school resource officer's (SRO) new duties on cone placement. She opined this is not a good utilization of the SRO duties and also inquired if a traffic study was done.

4. CONSENT

- a. Commission Minutes: January 25, February 8 5:00 p.m., and February 8 6:00 p.m.
- b. Fire Station 23 Concrete Repairs

Motion: Commissioner Graus moved, Commissioner Grill seconded, and the motion carried 5-0 to approve the February 22, 2022 Consent Agenda as presented by the City Manager.

5. ORDINANCES

a. Final Reading Ordinance 2022-04: Lobbying

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA AMENDING THE CODE OF ORDINANCES, CHAPTER 2 – ADMINISTRATION, ARTICLE II - OFFICERS AND EMPLOYEES, DIVISION 2 - CODE OF ETHICS, ESTABLISHING SECTION 2-68 - DEFINITIONS; SECTION 2-69 - REGISTRATION OF LOBBYISTS; SECTION 2-70 – VALIDITY OF ACTION; SECTION 2-71 – RECORD KEEPING RESPONSIBILITIES; SECTION 2-72 – MAINTAINING REGISTRATIONS AND CONTACT LOGS; SECTION 2-73 – PROHIBITED CONDUCT OF CITY OFFICIALS AND EMPLOYEES; SECTION 2-74 – COMPLIANCE, PENALTIES, AND RESERVING SECTIONS 2-75 – 2-95; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE..

No public comment was heard.

Mrs. LaRowe mentioned that the effective date for this Ordinance is September 1, 2022.

Motion: Vice Mayor Friszolowski moved, Commissioner Pletcher seconded, and the motion carried 5-0 to adopt Ordinance 2022-04.

b. Final Reading Ordinance 2022-05: Appendix A – Addition of Lobbyist Annual Registration Fee
AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR AMENDMENTS TO APPENDIX A OF THE CODE OF ORDINANCES; AMENDING, DELETING, AND ESTABLISHING FEES AND MEMBERSHIPS; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER’S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

No public comment was heard.

Mrs. LaRowe mentioned that the effective date of this Ordinance is September 1, 2022.

Motion: Commissioner Graus moved, Commissioner Grill seconded, and the motion carried 5-0 to adopt Ordinance 2022-05.

c. Final Reading Ordinance 2022-07: Supplemental Budget Appropriations
AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR SUPPLEMENTAL BUDGET APPROPRIATIONS; PROVIDING FOR CODIFICATION; CONFLICTS; SEVERABILITY; CORRECTION OF SCRIVENER’S ERROR; CONSTRUCTION; PUBLICATION; AND AN EFFECTIVE DATE.

No public comment was heard.

Vince Tenaglia, Assistant City Manager, stated that no changes have been made since the first reading at the last meeting.

Motion: Commissioner Grill moved, Vice Mayor Friszolowski seconded, and the motion carried 5-0 to adopt Ordinance 2022-07.

6. RESOLUTIONS

a. Resolution 2022-06: Boca Ciega Drive Grant Agreement
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, AUTHORIZING THE BOCA CIEGA DRIVE GRANT AGREEMENT WITH THE FLORIDA DEPARTMENT OF TRANSPORTATION; AND PROVIDING FOR AN EFFECTIVE DATE.

City Manager Rey stated that this Resolution is to allow for the City to accept the funding from the Florida Department of Transportation for the Boca Ciega Drive Grant; this is a reimbursement program, and the City has already budgeted the funds for this project in this fiscal years’ budget.

Motion: Commissioner Graus moved, Commissioner Grill seconded, and the motion carried 5-0 to adopt Resolution 2022-06.

7. ITEMS FOR DISCUSSION

No items for discussion.

8. CITY CLERK, CITY MANAGER, CITY ATTORNEY AND CITY COMMISSION REPORTS

Amber LaRowe, City Clerk—reminded the Commission of the Parliamentary Training next week, March 2nd, 1:00-5:00 p.m. in these Chambers; the training will be televised and broadcast on the internet. No Zoom option is available.

Commissioner Grill—announced the Gulf Winds Drive Community meeting next week, March 1st, starting at 5:30 p.m. in the Commission Chambers; there will be a Zoom option available.

He mentioned two new businesses that have opened in his District; Sea Grapes Wine Lounge and Engel & Völkers Real Estate. Both businesses are located on Gulf Boulevard.

Commissioner Grill was thankful for the traffic issue assistance that District 2 has been receiving for the current construction going on along Gulf Boulevard and Gulf Winds Drive.

Vice Mayor Friszolowski—mentioned the HOA and Civic meetings that have occurred and are planned in his District.

He asked to receive a copy of the Florida League of Cities ethics training calendar, when available.

Commissioner Pletcher—discussed the recent traffic and parking issues in Pass-A-Grille over the weekend with visitors to the beach. She opined the parking rates may need to be increased and/or adjusted to increase during peak hours, weekends, and holidays.

Commissioner Pletcher discussed private companies that are providing picnic style services to patrons on the beaches in the City. These companies prepare picnics with essentials, blankets, etc. and set up on the beach. She inquired about how to regulate these businesses, as in permitting and taxing them. Mrs. Pletcher opined that this would be the best way to ensure the company(ies) are adhering to clean-up and other codes in the City.

Mayor Johnson—mentioned the upcoming Florida League of Cities Ethics Webinar and tomorrow's BIG-C meeting at Madeira Beach, 9:00 a.m.

Mayor Johnson adjourned the meeting at 7:33 p.m.

MINUTES APPROVED:

AMBER LAROWE
CITY CLERK

ALAN JOHNSON
MAYOR

**CITY COMMISSION MEETING
CITY OF ST. PETE BEACH**

Agenda Report

Issue Considered: Urban Design and Landscape Architectural Services

Date: March 8, 2022

Prepared By: Jennifer McMahon, Chief Operating Officer

Through: Alex Rey, City Manager

Summary of Issue: Kimley-Horn will provide urban design and landscape architectural services for the design and preparation of construction documents for Fisherman's Park, and enhanced intersection with crosswalks at Corey Ave and Sunset Way. It will include modification of parking and sidewalks on the western end of Corey Avenue and review of drainage and ADA compliance within the project area. Kimley-Horn is an approved Engineering and Consulting Service Firm.

Funding: 301-8000-590-0057

Requested Motion: "I move to approve Urban Design and Landscape Architectural Services from Kimley-Horn and Associates in the amount of \$45,439.00."

Attachments: 1. Kimley-Horn Task Order Fisherman's Park



Exhibit "B"

TASK ORDER FORM - CONTINUING CONTRACT FOR PROFESSIONAL DESIGN SERVICES

<i>Date of Task Order Request</i>	February 08, 2022
<i>Firm Selected for Task</i>	Kimley-Horn and Associates, Inc.
<i>Task (Project) Name</i>	Sunset Way and Fisherman's Park Design
<i>Task Description (and other relevant details)</i>	The Consultant will provide Urban Design and Landscape Architectural and Engineering services for the design and preparation of Construction Documents for Fisherman's Park, an enhanced intersection with crosswalks at Corey Avenue and Sunset Way, modification of parking and sidewalks on the western end of Corey Avenue, and review of drainage and ADA compliance within the project area. Permitting requirements and an opinion of probable construction costs will be prepared as part of this effort.
<i>Task Budget</i>	\$45,439.00
<i>Task Proposal Due Date</i>	TBD

Thank you for your efforts on behalf of the City of St. Pete Beach. If there are any questions or additional information needed, please contact the Public Works Department at (727) 363-9243.

Acknowledgement of Task Order:

Alex Rey
City Manager
City of St. Pete Beach

Date

02/08/2022

Signature

Date

David J. Flanagan, PLA, ASLA

Name

Project Manager

Title

Kimley-Horn and Associates, Inc.

Firm

Brett Warner
Assistant Public Works Director
City of St. Pete Beach

Date

INDIVIDUAL PROJECT ORDER (IPO)**February 8, 2022**

Describing a specific agreement between Kimley-Horn and Associates, Inc. (Kimley-Horn), and the City of St. Pete Beach (the City) in accordance with the terms of the Master Agreement for Continuing Professional Services dated in 2021, which is incorporated herein by reference.

IDENTIFICATION OF PROJECT:**SUNSET WAY AND FISHERMAN'S PARK DESIGN****GENERAL CATEGORY OF SERVICES:**

Under this IPO, Kimley-Horn will provide and Landscape Architectural, Planning, and Engineering services for the development of construction documents for Fisherman's Park, the intersection of Sunset Way and Corey Avenue, and the west end of Corey Avenue. The improvements will be consistent with the Corey Avenue and Sunset Way Visioning Plan, the City of St Pete Beach Mobility Plan, and direction provided by City staff for the streetscape and parking enhancements to Corey Avenue for the area from the intersection with Sunset Way extending approximately 200' eastward. The improvements will include an elevated and enhanced intersection at Sunset Way and Corey Avenue, the review of stormwater drainage improvements, and the evaluation of ADA compliance for proposed walkways within the project area. Fisherman's Park will be developed to provide hard scape, seating, planting, and irrigation, as well as screening for the existing lift station located within the site. Site survey will be included.

Kimley-Horn staff will attend meetings with the City, as outlined in the scope of services at the request of City staff.

SCOPE OF SERVICES:

Kimley-Horn's scope of services will include but not be limited to the following task:

TASK 1- SUNSET WAY AND FISHERMAN'S PARK DESIGN**A. Assimilation of Data and Preliminary Design**

1. Project Kick-Off - Kimley-Horn will perform an initial consultation with Client to verify the project program and agreed upon schedule.
2. Site Survey for Fisherman's Park and the portions of Sunset Way and Corey Avenue. Subconsultant will complete a topographic survey for the project area noted. Apparent right-of-way lines will be determined in accordance with existing monumentation, and information supplied by the City. Visible aboveground site improvements, utilities and appurtenances will be located. Underground utilities will be graphically depicted on the survey drawing(s) in accordance with visible appurtenances. No Title Searches will be performed as part of this scope of services.
3. Assimilation of Data – Pre-Design. Kimley-Horn will prepare base plans from site survey data and site visits to verify field conditions. Additional base materials will be provided (if available) by Client in electronic format.
4. Review of site permitting requirements related to the proposed park and streetscape improvements.
5. Review of the Corey Avenue Visioning plans and St Pete Beach Mobility Plan for compliance with the proposed design.

6. Kimley-Horn will conduct up to two (2) design meetings with the Client and applicable stakeholders, as directed by the Client.

B. Construction Documents

1. Preparation of Construction Documents detailing improvements for the following project areas:
 - a. Fisherman's Park, including seating areas, planting areas, walkway connection to the future beachwalk and boardwalk improvements, and screening of the existing pump station. Access to the pump station shall be maintained for ongoing maintenance of the facilities.
 - b. An enhanced and elevated intersection at Sunset Way and West Corey Avenue, including specialty pavement, enhanced crosswalks, and streetscape improvements.
 - c. West Corey Avenue sidewalk, parking, and streetscape improvements for the western-most approximately 200' of Corey Avenue.
 - d. Sunset Way sidewalk and streetscape improvements for approximately 100' on both sides of the intersection of Sunset Way and Corey Avenue.
2. Construction Documents Plan Preparation of sufficient detail for bidding, permitting, and construction. This task consists of the preparation of the following plans:
 - Cover Sheet
 - Clearing/Demolition Plans
 - Existing Condition Plans
 - Site Plans
 - Hardscape Plans
 - Hardscape Details
 - Grading and Drainage Plans
 - Landscape/Streetscape Plans
 - Landscape Details
 - Landscape Lighting Plans
 - Landscape Lighting Details
 - Irrigation Plans
 - Irrigation Details
3. Consultant will prepare an Opinion of Probable Construction Costs (OPCC) for the improvements documented in the Construction Documents. The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.
4. Kimley-Horn will conduct up to two (2) Client meetings during the preparation of Construction Documents.

SERVICES NOT INCLUDED:

Any other services, including but not limited to the following, are not included in this Agreement:

- Permitting services and/or support (to be provided under a separate Task Order)
- Bidding Services (to be provided under a separate Task Order)
- Construction Phase services (to be provided under a separate Task Order)

FEE AND BILLING:

Kimley-Horn will perform these services with the maximum labor fee shown below.

TASK 1- SUNSET WAY AND FISHERMAN'S PARK DESIGN \$ 45,439.00

Includes: Topographic Survey \$ 1,500.00

MAXIMUM LABOR FEE **\$ 45,439.00**

Kimley-Horn will not exceed the total maximum labor fee shown without authorization from the Client. Individual task amounts are provided for budgeting purposes only. Kimley-Horn reserves the right to reallocate amounts among tasks as necessary.

METHOD OF COMPENSATION:

Services under this IPO will be provided on an hourly, not to exceed basis. Invoices will be prepared based on an hourly basis.

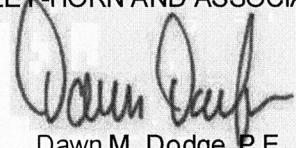
OTHER SPECIAL TERMS OF IPO:

Services provided under this will be invoiced on a monthly basis. All invoices will include a description of services provided.

ACCEPTED:
THE CITY OF ST. PETE BEACH, FLORIDA

KIMLEY-HORN AND ASSOCIATES, INC.

BY: _____

BY:  Dawn M. Dodge, P.E. _____

TITLE: _____

TITLE: Associate _____

DATE: _____

DATE: 02/08/2022 _____

Project Name:	Sunset Way and Fishermans Park Design
Project Number:	
Date Prepared:	2/4/2022
Estimated By:	David J. Flanagan, P.L.A., A.S.L.A.

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CITY COMMISSION MEETING CITY OF ST. PETE BEACH

Agenda Report

Issue Considered: Final Reading Ordinance 2022-03: The Corey Landings Project

Date: March 8, 2022

Prepared By: Wesley Wright, Planning Manager

Through: Alex Rey, City Manager

Summary of Issue: Ordinance 2022-03, providing for the allocation of 150 residential dwelling units from the 195 residential dwelling units available. The Corey Landings Project consists of a mixed-use development with 243 multi-family dwelling units, +/- 12,000 square feet of retail and commercial uses and +/- 5,000 square feet of restaurant uses.

Funding: N/A

Requested Motion: "I move to approve the final reading of Ordinance 2022-03."

Attachments:

1. Ordinance 2022-03 - Relating to The Corey Landings Project

Ordinance 2022-03

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, FLORIDA PROVIDING FOR THE ALLOCATION OF ADDITIONAL RESIDENTIAL DWELLING UNITS UNDER THE PROVISIONS OF THE GENERAL RESIDENTIAL UNIT "RU" DENSITY POOL RESERVE, AS ESTABLISHED IN THE CITY OF ST. PETE BEACH COMPREHENSIVE PLAN AND IMPLEMENTED THROUGH THE CITY'S LAND DEVELOPMENT CODE, TO THE PROPOSED COREY LANDINGS DEVELOPMENT PROJECT, GENERALLY LOCATED AT 10 COREY AVENUE; PROVIDING FOR CODIFICATION; CONFLICTS, SEVERABILITY, CORRECTION OF SCRIVENER'S ERROR; CONSTRUCTION, PUBLICATION, AND AN EFFECTIVE DATE.

WHEREAS, it is the intent of the City that the units in the pool be distributed to promote quality land management, with emphasis given to development projects that may act in catalytic revitalization of the Community Redevelopment District.

WHEREAS, Ram Realty Acquisitions Advisors, desires to develop its 3.9 (+/-) acre site at 10 Corey Avenue and has filed an application for a conditional use permit for the Corey Landings Development Project (development project) consisting of a mixed-use development with 243 multi-family residential dwelling units, +12,000 square feet of retail and commercial uses and +5,000 square feet of restaurant uses. The conditional use application is being processed in with this Ordinance.

WHEREAS, the subject property of the development project is permitted "by-right" a total of 93 residential units, and is eligible for the requested additional 150 residential density pool units through the conditional use process as established in Section 39.18 of the City's Land Development Code.

WHEREAS, the applicant held the required duly noticed Community Meeting on June 24, 2021, in the Boca Ciega Ballroom of the St. Pete Beach Community Center and presented the proposed development project for public review and comment.

WHEREAS, the City Commission finds that the proposed development project meets the City's merit-based criteria for the awarding 150 residential dwelling units from the General Residential Unit Density Pool.

WHEREAS, notice of this Ordinance has been provided in accordance with applicable law.

NOW, THEREFORE, THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH FLORIDA, HEREBY ORDAINS:

SECTION 1. Recitals. The above recitals (“Whereas” clauses) are hereby adopted as legislative findings, purpose and intent of the City Commission.

SECTION 2. The City Commission finds that the proposed development project has the requisite merit, more specifically listed in the companion conditional use Resolution No. 2022-03, to award the requested 150 residential units for the development project.

SECTION 3. Pursuant to Section 39.18 (c) of the City’s Land Development Code, the number of residential units currently available in the density pool is 195 units. After allocating 150 units by this Ordinance, a total of 45 units will be remaining in the General Residential Unit Density Pool. See Exhibit A, attached and incorporated herein.

SECTION 4. The 150 residential units awarded by this Ordinance shall revert to the density pool should a building permit not be obtained within one (1) year of the date of the passage of this Ordinance or should “continual construction” as defined in Division 2 of the Land Development Code cease, unless extended by resolution of the City Commission. The 150 units shall be contingent on the approval of the companion conditional use resolution.

SECTION 6. Conflicts. All ordinances or parts of ordinances, in conflict herewith are hereby repealed to the extent of any conflict with the Ordinance.

SECTION 7. Severability. The provisions of this Ordinance are declared to be severable, and if any section, sentence, clause or phrase of this Ordinance shall for any reason be held to be invalid or unconstitutional, such decision shall not affect the validity of the remaining sections, sentences, clauses, and phrases of this Ordinance but they shall remain in effect, it being the legislative intent that this Ordinance shall stand notwithstanding the invalidity of any part.

SECTION 8. Scrivener’s Error. The City Attorney may correct scrivener’s errors found in this Ordinance by filing a corrected copy of this Ordinance with the City Clerk.

SECTION 9. Construction. This Ordinance is to be liberally construed to accomplish its objectives.

SECTION 10. Publication. This Ordinance shall be published in accordance with the requirements of law.

SECTION 11. Effective Date. This ordinance shall take effect immediately upon adoption.

FIRST READING: _____
PUBLISHED: _____
SECOND READING: _____
PUBLIC HEARING: _____

CITY COMMISSION, CITY OF ST. PETE
BEACH, FLORIDA.

Alan Johnson, Mayor

I, Amber LaRowe, City Clerk of the City of St. Pete Beach, Florida, do hereby certify that the foregoing Ordinance was duly adopted in accordance with the provisions of applicable law this _____ day of _____, 2022.

Amber LaRowe, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Andrew Dickman, City Attorney

Words ~~stricken~~ through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

EXHIBIT A

Residential Density Pool Information			
District	Total Units Available	Total Units Utilized	Total Units Remaining
Community Redevelopment District	195	0 <u>150</u>	195 <u>45</u>

Temporary Lodging Density Pool Information			
District	Total Units Available	Total Units Utilized	Total Units Remaining
Boutique Hotel/Condo	125	15	110
Town Center Core	50	0	50
Upham Beach Village	175	0	175
Town Center Core – Corey Circle	325	64	261
Town Center Core – Coquina West			
Activity Center			
Bayou Residential			
Total	675	79	596

Words ~~stricken~~ through shall be deleted. Words underscored constitute the amendment proposed. The symbol *** constitutes code sections not shown for purposes of brevity. Remaining provisions are now in effect and remain unchanged.

CITY COMMISSION MEETING CITY OF ST. PETE BEACH

Agenda Report

Issue Considered: Resolution 2022-03: The Corey Landings Project Conditional Use

Date: March 8, 2022

Prepared By: Wesley Wright, Planning Manager

Through: Alex Rey, City Manager

Summary of Issue: The Corey Landings Project consists of a mixed-use development with 243 multi-family dwelling units, +/- 12,000 square feet of retail and commercial uses and +/- 5,000 square feet of restaurant uses. The request requires a Conditional Use Permit for the following pursuant to section 39.18, 37.5(d) and (e) of the Land Development Code:

- (1) Allocation of 150 additional residential dwelling units from the "RU" Density Pool Reserve,
- (2) Commercial Class A and Class B Docks for the restaurant and multi-family units, and for
- (3) Outdoor dining and drinking areas that provides for outdoor music.

Funding: NA

Requested Motion: I move to adopt Resolution 2022-03.

Attachments:

1. Staff Report - The Corey Landing Project 03082022
2. Resolution 2022-03 - Corey Landings CUP
3. Community Meeting Sign-In Sheet 6.24.21
4. Community Meeting - Comment Cards
5. Application - RAM - Corey Landings Project
6. Application - Exhibit B
7. Assignment of Equity Interests of St. Pete Beach Holdings LLC
8. CF RFP Holdings LLC - AR LLC Agreement
9. Ram Realty Project Book
10. City TRC Comments and Applicant Response to City
11. Architectural Rendering of The Corey Landings Project
12. Site Plan - Illustrative Rendering

13. Site Plan - The Corey Landings Project
14. Site Plan - Fire Truck Simulation
15. Landscape Plan - North End
16. Landscape Plan - South End
17. Architectural Floor Plan
18. Transportation Analysis prepared by: Kimley
Horn and Assoc.



THE COREY LANDINGS PROJECT CONDITIONAL USE APPLICATION STAFF REPORT

APPLICATION NUMBER: #21080

OWNER: ST. PETE BEACH HOLDINGS, LLC C/O Jeff Slahor, Fortress Investment Group

AGENT: S. Elise Batsel, Esq. c/o Stearns, Weaver, Miller

APPLICANT: Ram Realty Acquisitions Advisors (Ram) c/o Travis Williams

PREPARED BY: Wesley Wright, Planning Manager

MEETING DATE: March 08, 2022

REQUEST:	The Corey Landings Project (the “Project”) consists of a mixed-use development with 243 multi-family dwelling units, +/- 12,000 square feet of retail and commercial uses and +/- 5,000 square feet of restaurant uses. The request requires a Conditional Use Permit for the following pursuant to section 39.18, 37.5(d) and (e) of the Land Development Code: (1) Allocation of 150 additional residential dwelling units from the “RU” Density Pool Reserve, (2) Commercial Class A and Class B Docks for the restaurant and multi-family units, and (3) Outdoor dining and drinking areas that provide for outdoor music.
LOCATION:	10 Corey Avenue; St. Petersburg Beach Subd., Parcels 1 and 2 and Government Lot 1 Subd., Parcels 2-5; Parcels Id # 36-31-15-00000-140- (0100, 0300, 0400) And 25-31-15-78084-000-(141, 142, 143)
ACREAGE:	Approximately 3.9 acres, identified as Area 1 and Area 2.
EXISTING ZONING	TC-2 – Town Center Corey Circle District
SURROUNDING ZONING and FUTURE LAND DESIGNATIONS:	North – Corey Causeway to S. Pasadena / Boca Ciega Bay South – DCR – Downtown Core Residential East – Boca Ciega Bay West – TC-1 – Town Center Core District
SURROUNDING EXISTING USES:	North – The Blue Parrott and City Recreation Center South – The Clay House and Bay Palm Apartment East – Boca Ciega Bay / City of S. Pasadena West – Charlie’s Transmission and City Hall

BACKGROUND AND ANALYSIS

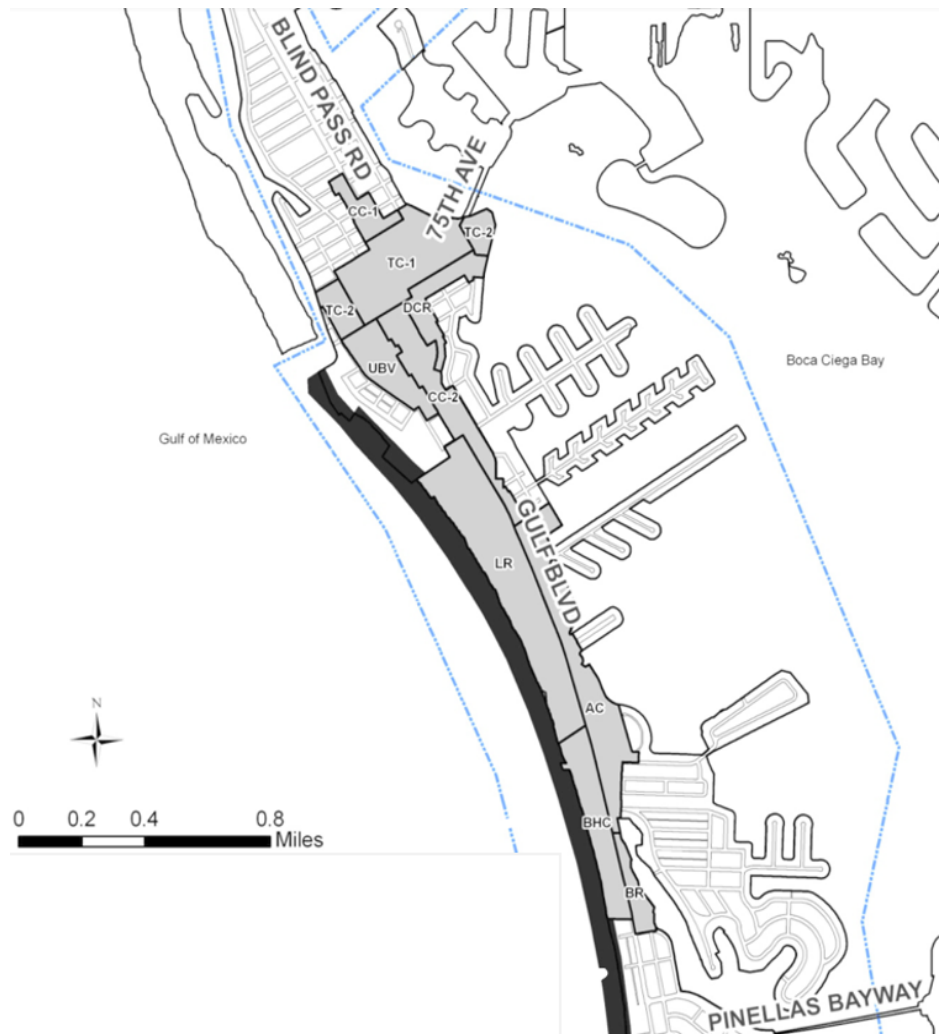
The subject property consists of 5 parcels at the eastern terminus of Corey Avenue. Two parcels (“Area 1”) is on the north side of Corey Avenue and 3 parcels (“Area 2”) are on south side of Corey Avenue. All parcels are waterfront and Area 1 and 2 are bisected by the Corey Avenue right-of-way. The subject property is 3.9 acres (+/-), is now vacant, and was the former location of Leverock’s restaurant, Bay Winds motel and Bay View Heights Apartments. The Blue Parrot restaurant property and Charlie’s Transmission property are not part of this application.

The applicant held, pursuant to Section 39.17 of the LDC, a duly noticed public community meeting on June 24, 2021 in the Boca Ciega Ballroom of the St. Pete Beach Community Center where The Corey Landings Project was presented and discussed with over one-hundred members of the community. Comments were received including but not limited to the number and type of residential units, setbacks, resident and commercial parking, rental duration, multi-family design, landscaping, and traffic impact. A second duly noticed virtual Zoom community meeting was held on August 25, 2021. This meeting provided the public, who may have been unable to attend the in-person community meeting a chance to see the presentation and ask questions. This virtual meeting also gave the applicant an opportunity to address topics that were raised at the first in-person meeting that members of the community were unable to attend. The presentation was identical as the in-person meeting.

The application for the conditional use permits was submitted to the Planning Division on September 15, 2021. The case was reviewed at the October 29, 2021 Technical Review Committee meeting, where staff provided comments on site improvements, operational restrictions, and other items which have been made conditions of this report.

The Comprehensive Plan allows for a residential use project within the Town Center Corey Circle District only as part of mixed-use residential development project that is located on a minimum 1.8-acre buildable site. The applicant is seeking a “by right” density of 24 dwelling units per acre that permits 93 residential units on the Property, pursuant to the Land Development Code (LDC) Sec. 37.7(a). The property is also located within the City’s

Community Redevelopment District (See Map) which allows for additional reserved densities. The General Residential Unit “RU” Density Pool Reserve contains 195 residential dwelling units as a density reserve for any property located within the boundaries of the Community Redevelopment District that permits residential use.



The applicant is seeking an additional 150 residential units (150 of 195 = 77%) from the "RU" Density Pool Reserve. The LDC states, pursuant to Sec. 39.18(b), that it is the intent of the city to distribute the units to promote quality land management, with emphasis given to proposals that act in catalytic revitalization of an area. Along with factors considered in the typical conditional use process, consideration shall be given to the local and city-wide impact of the proposal, and the size and proportion of the density pool request in relation to any public benefits included in the proposal. The total residential density of The Project is proposed at approximately 62 dwelling units per acre that would allow for a total of 243 residential units on the Property.

Residential Density Pool Information			
District	Total Units Available	Total Units Utilized	Total Units Remaining
Community Redevelopment District	195	0 150	195 45

Additionally, the applicant is requesting Commercial Class A and Class B Docks for the restaurant and multi-family units, along with outdoor dining and drinking for the restaurant. The restaurant will be providing outdoor music.

The applicant is not seeking any variances for the Project. As presented, the Project meets the City's standards for building height, setbacks, lot coverage, off-street parking, and landscaping.

Prior to the issuance of building permits, the applicant will be required to submit a site plan that complies with the minimum standards of LDC Division 5 entitled "SITE PLAN APPROVAL PROCEDURES". Any requirements upon which approval is made conditional will be required to be reflected on the site plan, as applicable. The applicant will have to further comply with Code of Ordinances Chapter 106 – FLOOD CONTROL related to drainage, and supply concurrency statements and a transportation management plan as required.

VICINITY MAP



ZONING MAP



AERIAL MAP



CONDITIONAL USE PERMITS- 4.4 STANDARDS FOR REVIEW

When considering an application for approval of a conditional use, the City Commission review shall consider the following standards:

(1) Whether the conditional use is consistent with the goals, objectives, and policies of the Comprehensive Plan, any adopted special area plan and these regulations;

The Project is consistent with the Comprehensive Plan and will promote the goals, objectives, and policies of the Comprehensive Plan provisions for the TC-2 area by:

- a) Incorporating a mixed-use design of Commercial, Office, Retail, Restaurant in a Multifamily project
- b) Incorporates architectural features that are at a pedestrian scale along Corey Circle, with street-level commercial uses accessible from Corey Circle and
- c) Not include blank wall facades on the street or water sides but incorporating covered walkways and storefront glass at the commercial spaces along Corey Avenue and residential units with balconies, railings, and other features that breakup the wall face along the waterfront.

Furthermore, the Project is consistent with the following goals, objectives and policies of the Comprehensive Plan:

II Future Land Use Element

GOAL 2: The City shall ensure that the residential character of the City of St. Pete Beach is maintained and protected by:

- Maximizing the potential for economic benefit resulting from the tourist trade and the enjoyment of natural and man-made resources by residents and visitors alike.
- Maintaining the community's recreation and open space.

Objective 2.1 The integrity and quality of life throughout the City, including existing residential neighborhoods, as well as core commercial and resort areas, will be maintained through the enforcement of the land development regulations and shall be encouraged to be improved, and for those properties experiencing blighting conditions such as deterioration, degradation, and distress shall be encouraged to redevelop through the use of land development regulations and other incentives, in accordance with the Future Land Use Element.

Policy 2.1.2 The City shall, through the land development regulations, encourage a balanced land use mix providing a variety of housing styles, densities and open space.

Objective 2.4 Consistent with this comprehensive plan, as amended, the City of St. Pete Beach shall enhance and protect the City's character through the encouragement of redevelopment which ensures an orderly and aesthetic mixture of land uses.

IV Housing Plan Element

GOAL 1: The City shall provide decent, safe and sanitary housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the City, free from arbitrary discrimination because of race, sex, handicap, ethnic background, age, marital status or household composition.

Policy 1.1.3 The City shall continue to allow a variety of residential densities and housing types in order to enhance the opportunity for the private sector to provide housing in a wide range of types and costs.

Special Designation – Community Redevelopment District (CRD)
D. Downtown Redevelopment District

GOAL 1: The downtown commercial core of the District shall be a community gathering place that attracts people to the area with living, working, shopping, entertainment and recreational opportunities. The City shall encourage revitalization through redevelopment that is designed to attract residents and visitors to Downtown core community destination. The downtown residential neighborhoods surrounding and within walking distance of the Downtown core area, are encouraged to redevelop in a manner that enhances pedestrian and non-vehicular mobility.

Objective 1.2 Residential uses in the Downtown are encouraged only as part of a mixed use commercial project with a variety of densities, housing types and affordability, consistent with the character districts. Exclusively residential use projects shall be prohibited in the Town Center Core Districts located along Corey Avenue Corey Circle East, and Coquina West as well as the small commercial corridors located near Corey Avenue on Blind Pass Road and Gulf Boulevard.

Objective 1.5 Parks shall be maintained and expanded and recreational activities that serve residents and visitors shall be encouraged.

Objective 1.6 Public waterfront access shall be pursued and expanded.

Town Center Corey Circle District (TC-2) The following policies shall govern development in the Town Center Corey Circle District and are intended to encourage redevelopment of the area as one or two comprehensive mixed use residential/commercial projects to anchor the east terminus of the Corey Avenue Main street that will act as a catalyst for revitalizing the entire Corey Avenue area as well as create a safer environment and attractive entrance to the City.

Policy 1: Architectural design features that provide visual interest, are aesthetically pleasing and relate to the human scale at ground level are equally important for both the street and water side of buildings. Blank wall facades shall be prohibited. Street-level retail facades shall have a storefront character. Architectural elements that provide protection to pedestrians from weather elements shall be encouraged. *** The Project incorporates architectural features that are at a pedestrian scale along Corey Circle, with street-level commercial uses accessible from Corey Circle.**

Policy 2: Parking shall be integrated into the principal building and hidden from public view to the maximum extent feasible and practical. *** The parking design layout is integrated into the interior of the main building; hidden from public view.**

Policy 3: Retail/Restaurant uses shall be located on the first floor or accessible from street level and near the pedestrian walkways to provide easy public access. *** The restaurant, retail and commercial uses are located on the first floor and are accessible from the street.**

Policy 4: Publicly or privately-owned small-scale marina facilities with transient boat slips will be encouraged in locations and quantities that attract visitors to the Downtown core and minimize adverse environmental impacts. ** The Project includes public (Class A) and private (Class B) dock facilities for the restaurant and multifamily use.*

Policy 5: Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required on the entire building site where any new development will occur, with particular emphasis on screening and buffering from adjacent residential uses that may include landscaping and privacy walls. ** The Project will exceed the minimum landscape design standards required by the LDC. The Landscape Calculations Table below illustrates a comparison of the Required vs. Provided Landscaping:*

RESTAURANT PARCEL		Required	Provided
Sec. 22.7.b. - Vehicular Use Areas			
Min. 6' depth of landscape area			9 Trees and
1 Tree per 30 LF	North Property - Adjacent to Water (195')	6.5 Trees	10 Palms
	East Property - N/A	N/A	N/A
	South Property - Adjacent to Corey Cir. (165.3')	5.5 Trees	6 Trees
	West Property - (Buffer Type 'A' Req.)	See Below	See Below
Sec. 22.7.c. - Interior Ldsc VUA			
Min. 20 SF for each parking space	47 spaces x 20 SF = 940 SF	940 SF	1,575 SF
Each island shall require 1 Tree	6 Islands	6 Trees	5 Trees and
Total Trees for area 1 tree per 100 SF			5 Palms
Sec. 22.7.d. - Walkways, Ped. Connections			
1 Tree per 50 LF of Walkway	284 LF of Frontage	5.7 Trees	7 Trees and
			4 Palms
Sec. 22.8 BUFFER REQUIREMENTS			
Sec. 22.8.c. LDSC Buffer along Street 'B'			
Adjacent to Public Street - 5'-15' width	South Property		Complied
Shade Trees			
Groundcovers			
Sec. 22.8.d. Landscape Buffer 'A' Type			
Commercial adjacent to Commercial	West Property - 132.25 LF		
4.8 Trees per 100 LF		6 Trees	7 Trees
20 Shrubs per 100 LF		27 Shrubs	100+ Shrubs
Width 10' Required			
RESIDENTIAL/MULTIFAMILY PARCEL			
Sec. 22.7.d. - Walkways, Ped. Connections			
1 Tree per 50 LF of Walkway	547 LF of Frontage	11 Trees	17 Trees
Sec. 22.8 BUFFER REQUIREMENTS			
Sec. 22.8.c. LDSC Buffer along Street 'B'			
Adjacent to Public Street - 5'-15' width	North Property		Complied
Shade Trees			
Groundcovers			
Sec. 22.8.d. Landscape Buffer 'B' Type			
Mixed Use adjacent to Residential	West Property - 192.5 LF	9 Trees	21 Trees
4.8 Trees per 100 LF		39 Shrubs	100+ Shrubs
20 Shrubs per 100 LF			
Width 10' Required			
Sec. 39.10. Streetscape Design Required			
	1 - 10' Wide Sidewalk - along Frontage of project		Complied
	2 - Bay Street - 8' wide min. private Ldsc zone		Complied
	3 - Private LDSC Zone planted with Trees		Complied
	4 - Landscape Zone - contain Bike Racks, Benches, and Trash Receptacles.		Complied

(2) Whether the proposed use will be compatible with the character of the existing area, including existing structures and structures under construction, existing public facilities and public facilities under construction, and residential, commercial and/or service facilities available within the existing area. More specifically:

- a. Whether the overall appearance and function of the area will be significantly affected. Consideration shall be given to the existence of other uses in the area, based on the number, size, and location of the uses and the intensity and scale of the proposed and existing uses in the area;**

The Project will significantly enhance the appearance and function of the area. The Town Center Location provision in the Plan states: "This entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive repair service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City."

The east end of Corey Avenue has existed in its current state since 2007. The Property previously had a waterfront multi-family development that was demolished and slated for redevelopment just before the last recession. The Property is in an area of the Future Land Use Map that is targeted for redevelopment with mixed-use development as identified by Objective 1.2. The request to allocate units from the Pool is supported by the aforementioned provisions in the Comprehensive Plan and LDC that specifically encourages the redevelopment of this area. The Project would be the eastern "anchor" for Corey Avenue. It will act as a catalyst to activate and further encourage businesses along Corey Avenue. The changes proposed by the Project are supported by the Comprehensive Plan and any adverse impacts are mitigated by developing within the confines of the Comprehensive Plan and the limitations of the Comprehensive Plan and LDC.

- b. Whether the application will preserve any city, state or federally designated historic, scenic, archaeological, or cultural resources;**

This application does not impact any known city, state or federally designated historic, scenic, archaeological, or cultural resources.

- c. Whether the application will be compatible with adjacent development, if any, based on characteristics such as size, building style and scale; or whether such incompatibilities are mitigated through such means as screening, landscaping, setbacks, and other design features.**

The proposed multifamily structure has a greater number of stories (seven stories) than the abutting properties, with The Clay House property to the south having two stories and the commercial properties of The Blue Parrott and the Transmission Shop to the north having single stories. However, staff find that the overall function of the area will not be significantly affected, given that the Comprehensive Plan encourages redevelopment of this area as an anchor the east terminus of the Corey Avenue. Staff find that revitalization of this property is a goal of the City and find the project will have a positive impact and act as a catalyst for revitalizing the entire Corey Avenue area.

The outdoor music area proposed for the restaurant is located on the far northeast side the property, furthest away from residential uses. This proposed conditional use will be compatible with the existing music offered by The Blue Parrott. The Commercial Class B Docking facilities proposed are consistent and compatible the adjoining properties to the south. The five commercial properties to the south all have Commercial Docks, including The Clay House, Baywaters Inn, Bay Palms Apartments, 7201 Bay St Apartments and The Pasa Tiempo Waterfront Resort. The adjacent properties will be protected by the landscaping, screening, and setback requirements of the LDC.

- d. Whether the application will have significant adverse impacts on the livability and usability of nearby land due to noise, dust, fumes, smoke, glare from lights, late-night operations, odors, vehicular traffic, truck and other delivery trips, the amount, location, and nature of any outside activities, potential for increased litter, or privacy and safety issues.**

The Project will not have significant adverse impacts on the other commercial properties along Corey Circle. As previously stated, the outdoor eating and drinking area is proposed on the north end of the property, adjacent to The Blue Parrott and the Boca Ciega Bay. Nearby residential uses will be protected by the orientation of the commercial uses toward the existing commercial uses and Corey Avenue, away from the existing residential uses. In addition, the enhanced landscaping along with the screening, and setback requirements of the LDC, which the Project will mitigate any impacts to the neighboring properties.

- (3) Whether the transportation system is capable of adequately supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, if any, site access requirements, neighborhood impacts, and pedestrian safety;**

As indicated in the Transportation Operational Analysis prepared for this application by Kimley-Horn, dated November 2021, the “significantly impacted” roadways are anticipated to have sufficient capacity and are not anticipated to exceed their adopted LOS following buildout of the proposed Project. Further, at the intersections where City staff requested analysis, the intersection operations are not anticipated to be significantly impacted by the proposed Project. Site access is proposed via through movements on Corey Avenue and Bay Street; therefore, turn lanes are not warranted. As indicated in the Transportation Operational Analysis and on the “conceptual” site plan, the Project is located within 0.25 mile of multiple transit stops and the future SunRunner is expected to serve the area by mid to late 2022. In addition, the Project is meeting the City's parking requirements and is providing off-street parking, a parking garage and bicycle racks.

(4) Whether the minimum off-street parking area required and the amount of space needed for the loading and unloading of trucks, if applicable, will be provided and will function properly and safely;

The minimum off-street parking area required (592 spaces) and the loading and unloading area will function properly and safely. The North Parcel (Area 1) will provide the required parking for the restaurant, which includes eight (8) transient boat slips for access to the restaurant and the public park via the water. The South Parcel (Area 2) will provide a parking deck internal to the mixed-use building to accommodate parking for all the residential, retail and commercial. Loading/unloading and trash pickup are all addressed via a dedicated service entrance on the western side of the building off Bay Street. The Project will provide a total of 598 spaces and an additional 29 on-street public parking spaces, as identified in the Table below:

<u>PARKING</u>		
TOTAL PROPOSED ON-STREET PARKING	29 TOTAL SPACES (4 ADA ACCESSIBLE)	
OFF-STREET PARKING	REQUIRED	PROVIDED
<u>NORTH PARCEL</u>		
RESTAURANT (1 SPACE / 100 SF)	5,000 SF = 50 SPACES (3,500 SF INDOOR 1,500 SF OUTDOOR)	36 STANDARD (9' X 20') SPACES 9 COMPACT (8' X 16') SPACES (17%)
TRANSIENT BOAT SLIPS (PER CODE: SLIPS COUNT TOWARDS PROVIDED PARKING)	N/A	8 SPACES
TOTAL:	50 SPACES	53 SPACES
<u>SOUTH PARCEL</u>		
RETAIL SALES AND SERVICE (1 SPACE / 200 SF)	8,264 SF = 42 SPACES	42 SPACES
COWORK / OFFICE (1 SPACE / 300 SF)	3,959 SF = 14 SPACES	14 SPACES
BOAT SLIPS/NON-LIVE ABOARD (RESIDENTIAL ONLY)	0 SPACES	0 SPACES
RESIDENTIAL (2 SPACES /UNIT)	243 UNITS = 486 SPACES	489 SPACES
TOTAL:	542 SPACES	545 SPACES

(5) Whether generally, the public health, safety and welfare will be preserved, and any reasonable conditions necessary for such preservation have been made;

The health, safety and welfare of the public will be preserved by the Project. The Project will ensure the public is protected by conformance with the policies and requirements of the Plan and LDC, which exist for the very purpose of protecting the public. Additionally, the Project will benefit the public by re-developing an abandoned area of the City, promoting economic development (a primary purpose of the Community Redevelopment District), providing housing diversity (as encourages by FLUE Policies 2.1.1 and 2.4.2 and Housing Element Policy 1.1.3), providing public access to the water's edge, and creating a vibrant commercial mixed-use development.

Staff are recommending conditions related to mitigation of noise associated with outdoor uses such as restaurants, vehicular area screening, and landscaping maintenance. Other conditions that preserve the health, safety and/or welfare may be imposed by the City Commission in the approval of this project.

(6) Whether the applicant has demonstrated the financial and technical capacity to complete any improvements and mitigation necessitated by the development as proposed and has made adequate legal provision to guarantee the provision such improvements and mitigation;

A Financial Project Book has been provided that indicates Ram, has developed hundreds of millions of dollars of residential and commercial properties. Ram and its predecessor entities have continuously operated in the Southeast Region of the United States since 1978. Since 2004, Ram has primarily invested through a series of discretionary closed-end funds. Ram has developed and acquired approximately 11,700 multifamily units and 9.6 million square feet of commercial and has invested \$983 million of equity (\$3.5 billion total capitalization) in its real estate investments. Ram has completed projects in multiple counties and municipalities throughout Florida and the Southeast. Ram is headquartered in Palm Beach Gardens, FL with regional offices in Nashville, TN, Charlotte and Raleigh-Durham, NC, and Tampa, FL. Many of the team members are native to Ram's markets, providing comprehensive market knowledge, relationships and experience. The Principals average 32 years of industry experience and a 19-year tenure with Ram. One or more members of Senior Management is directly involved in all aspects of sourcing, evaluating and executing each investment. Ram appears to have the financial and technical capacity to complete the proposed Project.

(7) Whether the proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the regulations of the City of St. Pete Beach.

Staff have been in contact with the applicant for several months and have discussed requirements imposed by the LDC, many of which have been integrated into the "conceptual" site plan which accompanies this request. Staff will ensure that all criteria imposed by the LDC, as well as any conditions of approval for this request, are evaluated and accepted at the appropriate time. The applicant has worked diligently on a "conceptual"

site plan that does not require variances despite the unique physical configuration and challenges related to the Property. The site plan will be substantially in conformity with the “conceptual” site plan attached to this application.

Sec. 4.12. - Criteria for review of conditional use applications.

(a) Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties:

(1) Utility infrastructure, including sanitary sewer, reclaimed water, potable water, electric and natural gas services, and data transmission and telecommunications services;

The applicant will be responsible to pay for connection fees to defray the cost of their share of the sewer capacity to be consumed by the project. The applicant will be responsible for the applicable impact fees. Staff has advised the applicant it must coordinate the installation of the park, sidewalk, landscaping and other street amenities with the City.

The purpose of the Residential Density Pool is to protect the City from overdevelopment and overburdening utility infrastructure. The Project requests development within the density limitations of the Comprehensive Plan and Density Pool, which works with the confines of the LDC to allow development and protect from overburdening utility services. Additionally, the Comprehensive Plan requires that future development orders for the Project only be allowed if City staff finds that the various LOS requirements are met.

A certificate of concurrency shall be required prior to the issuance of any development permit. The City shall not issue a development permit for any project that results in a reduction of the level of service requirements established and adopted in the Comprehensive Plan.

(2) Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways;

Pedestrian amenities, as required by the LDC, shall be reflected on the site plan. See Transportation Operational Analysis prepared by Kimley-Horn.

(3) Hydrological features and storm water management infrastructure;

The Project will be engineered, permitted, and approved by local, state, and federal agencies for stormwater management. Additionally, the Project’s location, along the inter-coastal waterway, is such that it will not have to burden the City’s stormwater system as a land locked development. The applicant shall be required to adhere to the City’s standards for flood control and site drainage as found in Code of Ordinances Chapter 106.

(4) Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas;

The Project was designed as a unified vision that connects both sides of Corey Circle, creating a destination point at the eastern end of Corey Avenue. Consisting of a one-story restaurant with potential outdoor/roof top dining/drinking and music areas on the northern side, and a seven-story mixed-use building on the southern side, both buildings within the Project border edges on the Boca Ciega Bay creating a dynamic public space in between. The open space will not only offer the opportunity for community gatherings and events but also provide public access and connectivity to the Boca Ciega Bay. Any public space created in conjunction with the City would continue to be owned by the City, which would protect this new public benefit into the future. The height of the mixed-use building will be +/- 80'-0" to the highest point of the primary flat roof measured from the Design Flood Elevation (Elev. +11'), which is in compliance with the LDC. Parapets and raised roof elements at key locations will extend above this height to create massing and architectural interest, but will remain below the maximum allowable height of 86-feet.

The overall length of the mixed-use building in the east-west direction adjacent to Corey Avenue is around 500-feet and is 270-feet at its widest point in the north-south direction. Architectural relief and interruptions are incorporated into the design of the buildings to break up the building massing. The restaurant will be +/- 20-feet in height taken from the Design Flood Elevation and around 80-feet in length along the proposed public park. The architectural design features of the Project will draw upon local Florida vernaculars in a clean and edited contemporary architectural style that complements neighboring architecture. The exterior materials will consist primarily of stucco with prefinished metal and cementitious decorative panel reliefs to help break down building massing. Signage will be designed to comply with the LDC.

The applicant states they are committed to building an aesthetically pleasing development that features both modern amenities and versatility and is compliant with all building requirements regarding design and appearance. The LDC does not impose architectural styles on new developments within the Community Redevelopment District but does provide select standards related to breaks in massing and building planes and requirements that elevations be covered in a certain percentage of windows or architectural decoration. Staff have indicated to the architect that these items will need to be affirmed on elevations provided during the site plan review process.

(5) Site landscaping, open space provision and impervious surface limitations;

The Project will comply with all Comprehensive Plan and LDC limitations regarding landscaping, open space, and impervious surfaces. Additionally, this and future development order applications will be reviewed by City staff to ensure compliance. The applicant shall

be required to provide landscaping zones at the front of the property adjacent the sidewalk. Adequate landscaping or barrier screening of the parking lot shall be required.

(6) Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance;

This application does request special consideration for the operation outdoor music. This request will be addressed with conditions imposed for noise abatement as it pertains to the music. Any use, business, or operation requests associated with the Project in the future must go through regular City LDC approval and applications processes. Operational and functional requirements will be addressed by later applications. Staff have expressed to the applicant that the development shall comply with all local codes related to lighting. The applicant shall be responsible for property upkeep as regulated in the Code of Ordinances.

(7) Fire suppression and facility security;

The Project will comply with all fire code requirements and have a professional management staff that will facilitate security. The Project shall be required to follow site requirements for fire access to the structures, including provisions for an access road, a truck maneuverability exhibit, and other requirements of the Fire Marshal.

(8) Emergency management and hurricane evacuation provisions;

The Project shall comply with all county and local hurricane closure and evacuation procedures that will ensure orderly evacuation of residents and visitors.

The Project will comply with all emergency management provisions as required by FLUE Policies 2.9.1, 2.9.6, 3.2.1, and 5.1.2, as well as Transportation Element Policy 1.1.1. Information for the major emergency routes including the existing LOS and the existing volume to capacity ratio (v/c) was provided by the 2020 Forward Pinellas MPO Level of Service Report. Based upon the information provided, the roadways identified as emergency routes within the vicinity of the Project site currently operate at an acceptable overall LOS (LOS D) during typical peak periods as identified in the Forward Pinellas LOS Report.

- 75th Avenue/Corey Causeway (Gulf Boulevard to Shore Drive South)
 - LOS D
 - v/c = 0.679
- Blind Pass Road (Gulf Boulevard to 75th Avenue/Corey Causeway)
 - LOS D
 - v/c = 0.641
- Gulf Boulevard (75th Avenue/Corey Causeway to south of Blind Pass Road)
 - LOS D
 - v/c = 0.656

As indicated in the Transportation Operational Analysis prepared by Kimley-Horn, dated November 29, 2021, these roadways are anticipated to have sufficient capacity and are not anticipated to exceed their adopted LOS following buildout of the proposed Project. Therefore, the net, new project trips are not anticipated to cause deficient levels of service for out-of-county evacuation or clearance times for hurricane evacuation identified by the Tampa Bay Regional Planning Council and the State of Florida.

(9) For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:

Not applicable, this application does not include temporary lodging uses.

(b) Any of the foregoing elements may be omitted from the conditional use application upon agreement of the city commission.

Not elements have been omitted from this application.

(c) Content additional to the foregoing may be included in the application, so long as such content is consistent with the applicable requirements of this Code.

Section 4.11, Conditional uses in designated community redevelopment district:

It is the intent of the city that the aesthetic and functional characteristics of new development shall be regulated to ensure consistency with the stated objectives of city redevelopment policy and that all new development is undertaken in a manner consistent with the best interests of the community. In instances of development projects which are of significant density or intensity, the complexity of the construction and operation of such projects require a higher than usual level of public scrutiny and technical review prior to permitting and necessitate the articulation of specific requirements on the part of both the developer and the city to ensure that such developments are in harmony with community character and consistent with the policies of the community redevelopment plan. The provisions of this section are intended to supplement the stated requirements of this division and other divisions of the Land Development Code and provide for the incorporation of provisions into conditional use approvals which address issues of public concern.

The following address applicable criteria in Sec 4.12 of the Code specific to requests for approval of 150 units from the Pool to the proposed development:

(d) The allocation of residential units from the density pool established in the Comprehensive Plan shall be by ordinance. To be awarded units from the density pool, the City Commission shall evaluate any proposal to draw from the density pool on a merit basis to include, but not be limited to, the provision of public benefits such as the following:

- (1) Surplus on-site parking to be reserved for the public, and/or public or private multimodal transportation enhancements;**
The development as proposed commits to the construction of 29 total on-street public parking spaces, including four ADA spaces, in the reconfigured public ROW to provide the public easy access to the proposed park/gathering places and waterfront access being developed.
- (2) Public beach access with an easement made to the City for beachfront properties that are not otherwise required to provide access, or wider or multiple public beach accesses for properties required to provide access; Not applicable**
- (3) Additional public art or amenities;** The applicant in concert with the City is providing a public park space that will include water view access, gathering places, seating and landscaped areas connected to the boardwalk adjacent to the proposed restaurant in Area 1. As noted above, the Project includes a number of improvements which go above and beyond the requirements of the LDC. This includes providing enhanced landscaping and new public parking spaces along both Corey Avenue and Corey Circle, opening up an underutilized public space and creating a Public Park, undergrounding a number of overhead utility lines and adding streetscape and lighting to enhance the pedestrian connectivity and the pedestrian experience. All of these added amenities will benefit the public.
- (4) Public boat slips;** Incorporated in the Project is a request for Commercial Docks improving public access to the water and to the proposed public park. The Commercial Dock will consist of eight, 40' deep boat slip. It is also the intent to provide a kayak/stand up paddleboard launch. The kayak launch will need to be further evaluated to confirm that it can be designed, permitted and constructed for safe public use. These improvements truly enhance public access to and from the water.
- (5) Workforce housing; Not applicable.**
- (6) Integration of additional green building principles, or other principles such as wellness, into new development or redevelopment projects;** The Project will pursue approval for a Florida Green Building Coalition (FGBC) High Rise Residential building certification for the mixed-use building and a FGBC Commercial Building Certification for the restaurant. Some of the features that will be incorporated into the design will be low flow plumbing fixture, Energy Star residential appliances, LED lighting, White reflective roof membrane and native plant selections. The residential amenities will include a fitness center and yoga room, kayak and standup paddleboard storage, and a secure bike storage room with a bike repair station.

- (7) For Gulf-front properties not otherwise required to provide such, an unimproved public access easement landward of the mean high water line; **Not Applicable.**
- (8) **Additional landscaping above and beyond existing Land Development Code requirements.** Landscape Calculations have been provided that exceed the minimum LDC requirements.
- (9) **Other public benefits proposed by citizens or the applicant at community meetings, which may be considered by the City Commission.**
- a. Public park: The Applicant will create, at Applicant's expense, the public park as described above in partnership with the City.
 - b. Co-Working; Live, Work Play Project: Revitalization of the east end of Corey Ave will produce increased viability to the east end of Corey Avenue which is a key component to revitalizing the east end. However, creating additional development with complimentary uses including co-working spaces, retail and restaurants will allow people to live, work and play on St. Pete Beach. Residents will have access to onsite co-working areas and coworking memberships will also be available to the public for a fee. This will encourage our residents and members to use our facility in lieu of commuting off the island and thus lowering carbon admissions and various pollutants. A bike storage room will be incorporated into the Project for residents and bike racks will be available to the public along the right of way.
 - c. Improvement on City Property: The Developer, in conjunction with the public park improvements will remove, at Developer's expense include a portion of the Corey Avenue impervious asphalt roadway that dead ends into #9720480 v9 the Boca Ciega Bay to create new green areas. This will create a net improvement to the current impervious are on the City owned public park.
 - d. Public Boat/Dock Access: As described above.
 - e. Enhanced Landscaping and Pedestrian Experience along Corey Avenue and Corey Circle: As described above.
 - f. Addition of public parking along Corey Avenue and Corey Circle: As described above.

It is the intent of the city that requests for public benefits such as those listed above be considered within the contexts of the scale of the development proposal, the local and citywide impact of the proposal, the size and proportion of the density pool request, and the degree to which the benefits proposed and development itself advance the goals, objectives and/or policies of the district specifically and the Community Redevelopment District generally. This list is not considered to be exhaustive, nor is any one benefit or set of benefits required to be included in a proposal unless said benefit(s) are made condition(s) of development approval by the City Commission.

STAFF RECOMMENDATION

It has been determined that the reviewing body (City of St. Pete Beach City Commission) is empowered under the LDC to grant Conditional Uses for application #21080.

Staff is recommending approval for the following conditional uses for The Corey Landings Project consisting of a mixed-use development with multi-family dwelling units, retail and commercial uses and a restaurant use:

- (1) Allocation of 150 additional residential dwelling units from the “RU” Density Pool Reserve,
- (2) Commercial Class A and Class B Docks for the restaurant and multi-family units, and for
- (3) Outdoor dining and drinking areas that provide for outdoor music

Granting the requests will not adversely affect the public interest and would be generally compatible with adjacent properties and other properties in the district provided the conditions as proposed by staff are adhered to. Should the City Commission grant the Conditional Use the application, should be subject to the following conditions:

Administrative Approval Conditions

1. The number of additional residential dwelling units on the subject property shall be contingent on final action on companion Ordinance 2022-03 which allocates one-hundred and fifty (150) residential units from the “RU” Density Pool Reserve to the subject property. Any additional residential dwelling units awarded from the Density Pool shall be returned to the Pool should a building permit not be obtained within one (1) year of the date of the passage of companion Ordinance 2022-03, or should “continual construction” as defined in Division 2 of the Land Development Code cease, unless extended by resolution of the City Commission;
2. The site plan submittal shall be in substantially the same as the “conceptual” site plan presented to the City. Any major deviations, as determined by the City Manager at his own discretion, may result in the loss of the conditional use approval;

Public Amenity Requirements

3. The applicant shall submit a unified landscaping plan reflecting, at the time of submittal of the site plan which meets or exceeds the landscape shown in the “conceptual” site plan;
4. The applicant will partner with the City in connecting a boardwalk adjacent to the proposed restaurant in Area 1 to the City-owned property at 7701 Boca Ciega Drive. The City shall make application to the appropriate authorities for permitting, grants and will be responsible for the design and construction of the proposed boardwalk. Provided the City is able to permit and fund the boardwalk, the applicant will provide a public access easement to the City to connect the boardwalk to the public park. The form and contents of the public access boardwalk shall be acceptable to the City Attorney and the applicant. The location of the proposed 10’ easement shall be acceptable to the applicant;
5. The City shall review and approve all improvements being placed upon any public right-of-way prior to the issuance of any development permits;

6. The City shall review and approve the design of all public recreation facilities prior to the issuance of any development permits;
7. The applicant will use good faith efforts to obtain the appropriate regulatory approvals in order to permit the construction of the proposed Commercial Class A and B docking facilities located adjacent to the restaurant;
8. The applicant shall be required to provide electrical undergrounding of all utilities along Corey Avenue and Corey Circle adjacent to the project except for the poles along Bay Street, including the intersection of Bay Street and Corey Avenue. The City will work with Duke Energy, who is performing electrical undergrounding work south of the project area, and will look to enter into an agreement with Duke that will bring the undergrounding along Bay Street to Corey Avenue. In the event that this agreement is put in place, the Developer will make a contribution, not to exceed \$50,000 towards that portion of the undergrounding effort;
9. The applicant shall be required to provide for all necessary relocation of existing public utilities in the project area and shall further be required to dedicate all appropriate utility easements. Such required dedications shall be made prior to the issuance of any development permits for the project;

Landscaping & Irrigation Requirements

10. All landscaping standards shall comply with the requirements of Division 22 of the City's Land Development Code;

Operational & Construction Requirements

11. Amplified music within the outdoor dining area shall be come from the onsite installed equipment and speakers. Amplified music will have no bass. The Music Level Limits (dBA) shall not exceed the following levels at the property:
 - 83 dBA between (7:00 a.m. – 10:00 p.m.),
 - 73 dBA between (10:00 p.m. – 11:00 p.m.),
 - No amplified music after 11:00 p.m.

The Sound Level Limitations outlined in Section 46-132 are in addition to the limits set above.

12. Construction of The Project shall incorporate at least two (2) of the eight (8) energy and environmental design features listed in LDC Sec. 39.9 as are appropriate to this use. Other emerging green building standards (including motion sensor lighting), and other certifications for building design such as wellness, may be considered in lieu of those listed following review and approval by the Community Development Department;
13. All impact fees and the wastewater connection fee, as may be applicable to this project at the time of building permit issuance, shall be collected prior to issuance of any building permit approval associated with this subject development;

Concurrency Management Requirements

14. Concurrency Management Statements shall be submitted for potable water, sanitary sewer, solid waste, transportation facilities, and stormwater shall be submitted prior to building permit approval. Approval of these statements and plan shall take place prior to issuance of any site plan associated with this request;

Violation of Stated Conditions

15. Any violation of these conditions shall entitle the City Commission to modify or revoke the Conditional Use.

RESOLUTION 2022-03

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, APPROVING A CONDITIONAL USE PERMIT, PURSUANT TO SECTION 4.7 OF THE LAND DEVELOPMENT CODE FOR THE DEVELOPMENT OF THE COREY LANDINGS DEVELOPMENT PROJECT LOCATED AT 10 COREY AVENUE; INCORPORATING THE CONDITIONS OUTLINED HEREIN; AND PROVIDING FOR CORRECTION OF SCRIVENER'S ERROR AND AN EFFECTIVE DATE.

WHEREAS, Section 4.7 of the City of St. Pete Beach's Land Development Code requires the City Commission to adopt conditional use permits by resolution.

WHEREAS, Section 37.7 of the City of St. Pete Beach's Land Development Code provides, through Section 39.18, units from the residential density pool to be allocated by ordinance through the conditional use process and a unified site plan.

WHEREAS, on September 15, 2021, Stearns, Weaver, Miller c/o S. Elise Batsel, Esq (agent), on behalf of, Ram Realty Acquisitions Advisors (applicant), filed an application for a conditional use permit for the Corey Landings Project (the "Project") consisting of a mixed-use development with 243 multi-family dwelling units, (+/-) 12,000 square feet of retail and commercial uses and (+/-) 5,000 square feet of restaurant uses on 3.9 acres (+/-) at the eastern terminus of Corey Avenue, generally located at 10 Corey Avenue.

WHEREAS, to develop the Project, the application requests three conditional uses i) allocation of 150 residential dwelling units from the "RU" Density Pool Reserve, ii) Commercial Class A and Class B Docks for the restaurant and multi-family units, and iii) Outdoor dining and drinking areas that provide for outdoor music.

WHEREAS, the City Commission has the authority to approve none, some, or all of the requested conditional uses.

WHEREAS, on June 24, 2021, pursuant to Section 39.17 of the City of St. Pete Beach's Land Development Code, the applicant held a duly noticed public community meeting, in the Boca Ciega Ballroom of the St. Pete Beach Community Center and presented the proposed development project for public review and comment.

WHEREAS, on October 29, 2021, the Conditional Use Permit application was reviewed by the Technical Review Committee.

WHEREAS, on January 11, 2022, the City Commission held a first reading of Ordinance 2022-03, to consider the allocation of the requested 150 residential dwelling units from the residential density pool for the Project in accordance with all the criteria listed in the City of St. Pete Beach Land Development Code.

WHEREAS, on February 22, 2022, the City Commission continued the hearing of the final reading of Ordinance 2022-03, to consider the allocation of the requested 150 residential dwelling units from the residential density pool for the Project, and to consider this companion conditional use permit resolution, to March 8, 2022.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, THAT:

SECTION 1. Recitals. The above recitals (“Whereas” clauses) are true and correct and adopted hereby as findings, purpose and intent of the City Commission.

SECTION 2. The City Commission hereby approves the requested conditional use permit application number #21080 submitted by Stearns, Weaver, Miller c/o S. Elise Batsel, Esq (agent), on behalf of, Ram Realty Acquisitions Advisors, incorporated herein by reference, and with the list of conditions enumerated in Exhibit “A” incorporated herein.

SECTION 3. Scrivener’s Error. The City Attorney may correct scrivener’s errors found in this Resolution by filing a corrected copy of this Resolution with the City Clerk.

SECTION 4. Effective Date. This resolution shall take effect immediately upon adoption.

PASSED AND APPROVED BY THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, THIS _____ DAY OF _____, 2022.

CITY COMMISSION, CITY OF ST. PETE
BEACH, FLORIDA.

Alan Johnson, Mayor

ATTEST:

Amber LaRowe, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

Andrew Dickman, City Attorney

EXHIBIT “A”**Conditions****Administrative Approval Conditions**

1. The number of additional residential dwelling units on the subject property shall be contingent on final action on companion Ordinance 2022-03 which allocates one-hundred and fifty (150) residential units from the “RU” Density Pool Reserve to the subject property. Any additional residential dwelling units awarded from the Density Pool shall be returned to the Pool should a building permit not be obtained within one (1) year of the date of the passage of companion Ordinance 2022-03, or should “continual construction” as defined in Division 2 of the Land Development Code cease, unless extended by resolution of the City Commission.
2. The site plan submittal shall be in substantially the same as the “conceptual” site plan presented to the City. Any major deviations, as determined by the City Manager at his own discretion, may result in the loss of the conditional use approval.

Public Amenity Requirements

3. The applicant shall submit a unified landscaping plan reflecting, at the time of submittal of the final site plan which meets or exceeds the landscape shown in the conceptual site plan.
4. The applicant will partner with the City in connecting a boardwalk adjacent to the proposed restaurant in Area 1 to the City-owned property at 7701 Boca Ciega Drive. The City shall make application to the appropriate authorities for permitting, grants and will be responsible for the design and construction of the proposed boardwalk. Provided the City is able to permit and fund the boardwalk, the applicant will provide a public access easement to the City to connect the boardwalk to the public park. The form and contents of the public access boardwalk shall be acceptable to the City Attorney and the applicant. The location of the proposed 10’ easement shall be acceptable to the applicant.
5. The City shall review and approve all improvements being placed upon any public right-of-way prior to the issuance of any development permits.
6. The City shall review and approve the design of all public recreation facilities prior to the issuance of any development permits.
7. The applicant will use good faith efforts to obtain the appropriate regulatory approvals in order to permit the construction of the proposed Commercial Class A and B docking facilities located adjacent to the restaurant.
8. The applicant shall be required to provide electrical undergrounding of all utilities along Corey Avenue and Corey Circle adjacent to the project except for the poles along Bay Street, including the intersection of Bay Street and Corey Avenue. The City will work with

Duke Energy, who is performing electrical undergrounding work south of the project area, and will look to enter into an agreement with Duke that will bring the undergrounding along Bay Street to Corey Avenue. In the event that this agreement is put in place, the Developer will make a contribution, not to exceed \$50,000 towards that portion of the undergrounding effort.

9. The applicant shall be required to provide for all necessary relocation of existing public utilities in the project area and shall further be required to dedicate all appropriate utility easements. Such required dedications shall be made prior to the issuance of any development permits for the project.

Landscaping & Irrigation Requirements

10. All landscaping standards shall comply with the requirements of Division 22 of the City's Land Development Code.

Operational & Construction Requirements

11. Amplified music within the outdoor dining area shall be come from the onsite installed equipment and speakers. Amplified music will have no bass. The Music Level Limits (dBA) shall not exceed the following levels:
 - 83 dBA between (7:00 a.m. – 10:00 p.m.),
 - 73 dBA between (10:00 p.m. – 11:00 p.m.),
 - No amplified music after 11:00 p.m.

The Sound Level Limitations outlined in Section 46-132 are in addition to the limits set above.

12. Construction of The Project shall incorporate at least two (2) of the eight (8) energy and environmental design features listed in LDC Sec. 39.9 as are appropriate to this use. Other emerging green building standards (including motion sensor lighting), and other certifications for building design such as wellness, may be considered in lieu of those listed following review and approval by the Community Development Department.
13. All impact fees and the wastewater connection fees, as may be applicable to this project at the time of building permit issuance, shall be collected prior to issuance of any building permit approval associated with this subject development.

Concurrency Management Requirements

14. Concurrency Management Statements shall be submitted for potable water, sanitary sewer, solid waste, transportation facilities, and stormwater shall be submitted, prior to building permit approval. Approval of these statements and plan shall take place prior to issuance of any site plan associated with this request.

Violation of Stated Conditions

15. Any violation of these conditions shall entitle the City Commission to modify or revoke the Conditional Use.

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Harold Hance	7701 Coguin way SPB		HHHance@ outlook.com
Charlie Newsom	311 70 th Ave SPB	2149570736	RCN110@sbcglobal .net
Luis Escalona	311 70 th Ave S.P.B.		Luis1212@ sbcglobal.net
Jim & Valerie Turley	631 64 th Ave St. Pete Beach 33706	727-360-5929	jturley@tampabay- rr.com
Maureen Tuncer	800 Sailboat Key Blvd #203	727-363-0078	maureen@isellfloridasunshine.com
JOE BENDER	6111 2nd ST #20	727-363-1692	joe.bender10@hotmail.com
Dobres Serwin	7072 S. Shore Dr. S S. Pasadena		belkyo@verizon.net

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
John Nannen	8020 Sailboat Key Blvd S. # 301		jnannen@Verizon.net
Jayne Stitel	251 71st Ave		JSTITIK@YAHOO
Elaine Francis	437-79 Ave 3PB mail: 2619 NE 4th St Gainesville 32609		elfranci@gmail.com
Jo Childers	6992 S. Shore Dr S S. Pasadena, FL		gijo6992@gmail.com
Stephen Maxwell	1893 Shore Dr S. Unit 317 S. Pasadena FL 33707		SMAXVA@YAHOO.COM
Adrian			apetrila @ adrianpetrila.com
David Yeager	6600 Sunset Way Unit 311 St. Pete Beach 33706		davidyeager3@ gmail.com

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Anne Grandel	6892 Gulf Winds Dr SPB	617 596 9621	monakai@gmail.com
Howard Ralyea	7984 Sailboat Key Blvd S #601 South Pasadena 33707	410-952-0361	grandpa5509@hotmail.com
Holly Young	529 59th	727-417- 7118	hollyyoung homes@a gmail.com
KEITH HOGAN	6869 BAY ST	727-698-1321	KHOGAN1@YAHOO.COM
CLAY SHERY TRAVIS	PO BOX 66555 SPB		CLAYHOUSEONTHEBAY@gmail
Sarah Luracuenti	429 Corey Ave	727- 324-7461	Sarah@ sailmktg.com

INFORMATIONAL COMMUNITY MEETING SIGN-IN SHEET June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Jon Mott Paradise Ventures Inc.	2901 Rigsby Lane Safety Harbor, FL 34695	(727) 424-7117	Jmott@paradiseventuresinc. com

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Tricia Brogan Richard Brogan	902 Boca Ciega Isle Pri	813-253-9711 770-617-1087	tricia.thompson@ verizon.net
FLOYD + CAROL JOHNSTONE	7912 SAIBOAT KEY BLVD S.	314 4131852	WKNFON3@gmail.com
Mike + Debbie ELDER	6350 4th Palm Point	813-469-9271 813 713 2154	fire medic elder@gmail.com
Jami, Nicholas	251 72nd Av	727-361- 5888	djntcn@tampabay.com
Max Elson	7140 S. Shore Dr. S. South Pasadena FL	407 973 7389	mvelson@yahoo.com Max.elson@morganstanley.com

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
DAN NELSON	2865 EXECUTIVE CLEARWATER 33762	727-871-0599	DANN@CRISSETOIL.COM
WALLY ALICE COPELAND	6330 3rd Palm Point 33706 ST Pete Beach	813-240-1745	WALLY.C.COPELAND@ GMAIL.COM
LORRAINE HUHN	9425 BLIND PASS RD. #507	727-360-9555	SPAR5VP@YAHOO.COM
Jen Denman	6000 2nd St. E #7 33706		
RAY ROSIAK	644 72 ND AVE SPB.	808-927 9203	RAY.ROSIAK@ GMAIL.COM
Glenn Smedley	1898 Dolphin BLVD. S. ST Pete 33707	—	gsmedley610@gmail. com
Doug Niebaum	345 70 Ave ST Pete Beach FL 33706	727 742 8400	dniebaum@gmail .com dniebaum

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
MARY DABROWSKI	8200 Boca Grande SPB		
Janet Meek	610 79th AVE SPB		jmaccek@ tampabay.fl. com
Brenda Ruiz	6940 Sunset Dr. S #1A, S. Pasadena, FL 33707		mermaidbjh at yahoo.com
Harding Forsyth Sun Pass	365 1/2 71st Ave		hjforsyth@hotmail.com
JOHN BOSLEY	300 64th Ave #116 (317) SPB FL 33706 507-0889		JBTBos@Yahoo. com
LISA DORAN L. Hunter	220 40th Ave St. Petersburg FL 33706 4681 188th St NE St. Pete 33703		ldoran2020@gmail.com
Bill & JEANETTE PERKINS	445 64th Ave SPB		jeanette.perkins1 @gmail.com

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Rachel Ciliberti	400 64th Avenue Unit 1102 St. Pete Beach, FL 33706	813 382 5600	rachelac@verizon.net
WARD FRISZOLOWSKI	3566 Belle Vista Dr. E St. Pete Beach FL	727.642.8296	w.friszowski@harvardjolly.com
P. Naughton	5555 Gulf Blvd #111 St Pete Beach	816 830 1791	www.forangels! @gmail.com
Leslie Close	555 Gulf Blvd #110 St Pete Beach	516 830 1791	
Jim MulHolland	415 64th Ave	727-273 5441	Jim.MulHolland @ TridentTerosPPA.com
Susan Isen	7300 Sun Island Dr # 400 So Pasadena 33707		SusanIsen@ gmail.com
Kytka Jezek	414 86th Ave (727) SPB 33706	277-3531	the age of attraction @ gmail.com

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Ohl CANDRELL	1815 S Shore Dr	813 433 9374	JFord@aol.com
Beth BORDENUX	428-72nd AVE		bethannbordenux @TAMPABAY.FL.COM
M ZOLLER	2411 Hampton Lane West Safety Harbor		MIKER.ZOLLER@GMAIL.COM
Champer Hunter	300 Corey Ave St Pete Beach	727-365- 8147	
KATHLEEN STAN THOMPSON	7922 SAILBOAT Key Blvd. Unit 501 S. PASADENA FL.		KTHAN@CHTML.COM
MARILYN JANSSEN	7974 SAILBOAT KEY BL. S. Unit 501 S. PASADENA	760 214-4100	FLAMINGO 501 @ TAMPABAY.FL.COM
Mary Hart	7922 Sailboat Key Blvd South Pasadena #502 33707	727- 686- 6556	hart9441@ gmail.com

INFORMATIONAL COMMUNITY MEETING

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June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Cheryl Benz Gail Stedron	Bay Island Condos Essex	314-570-1162	c.Renz@hotmail.com gail@stedron.net
Rich McCormick	505 70th Ave SPB	412-772-8338	mccormickno1@aol.com
Linda Tony Rager	7932 Sailboat Key #602	502 3458070	linda.tony3010@gmail.com
MICHAEL WAGNER	7600 SAN ISLAND DR	727 460-8403	MTWAGNER53@gmail.com
Mary LIEBMAN	5130 BRITTANY DRS Apt 507 ST PETE 3375	727 452-5588	MarygillisFL@gmail.com
Daryl Dykens	9233 CAPTIVA CIRCLE	727-639- 1011	lddykens @msny.com
Debi Havens	8025 GULF AVE	727-309- 5001	debihavens957@gmail.com

INFORMATIONAL COMMUNITY MEETING

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<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
CLAUDE WALKER	8010 Gulf St. Pete Beach		claudewalker3@ yahoo.com
William Anderson	6601 Sunset Way Apartment 4 St. Pete Beach	706-718-642	theriversodse@ knology.net
Paul Maxson	8580 Gulf Blvd SPB	360 5113	bogie67@ gmail.com
Susan & Rodney Lang	7400 Sun Island Dr S, 712 S Pasadena, 33707		49 SLANG@ gmail.com
Jan Edenfield	8355 Boca Ciega Dr SPB, FL		
Erwin & Sharon Bleithner	7882 Sailboat Key Blvd S. #107 S. Pasadena, FL 33707	727-258-7018	ebbleithner@yahoo.com
MILA MADJAREV	7974 Sailboat Key Blvd S Apt. 604 South Pasadena 33707		MILAMADJAREV@hotmail.com

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Jon Mott	2901 Rigsby Lane Safety Harbor FL 34695	(27) 424-7117	Jmott@paradiseventures.com
Veronica Brezina	—	—	Veronica@stpetecatalyst.com
Anne Deegan	Coral Pointe		deegananne@gmail.com
Sue Hudson	Sailboat Key		shudson@bellsouth.net
Barbara Haulik	1720 Lighthouse S. Paradise		Barbarahaulik@gmail.com
Michael Isaacson	1750 HARBOR PL 50		MISAACSON@a HOTMAIL.COM
Maria Lapentti	Sunset Plaza		dlrecinos@yahoo.com

**INFORMATIONAL COMMUNITY MEETING
SIGN-IN SHEET
June 24, 2021**

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>

INFORMATIONAL COMMUNITY MEETING SIGN-IN SHEET June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Dan Harvey	434 1172		425 cory
Monica & Mark Grill	St. Pete Beach		mugrill@gmail.com
Darry Metz	St Pete Bch		hmetz@longbay.vt.edu
GLENN AUBREY	S. PASADENA	/	GAUBREY2@ GMAIL.COM
JOHN CHRISTEN		813-240- 4399	JC@ SHELLSEAFOOD.COM
FRANK Quillin	St Pete Bch		frankquillin2@gmail.com
BOB PILETTI FAMOUS PILETTI	S PASADENA		PILETTI.ROBERT@ FMAIL.COM

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Dan Bricker	6430 3rd Palm Point SPB	272-5685	Danbricker46@yahoo.com
Burdon Berry	City Hall	363 - 9253	bberry @ srpccbeach.org
Tom and Mari Bacheler	7932 Sailboat key #801 S. Pasadena	727-215 368 - 2400	TGBASSOC@aol. com
Dwayne & Patricia Elder	7003 Sunset Way #3 St P B 33706	386 984-6286	pkd333@gmail.com
Marge Bodel	121 72nd Ave SPB	727 276 7004	
Arlene McNamara	3037 Belle Vista Dr E	727- 348-5583	arlene.mcl. 901@gmail.com
Phil Smithies	7981 Boca Ciega Dr St Pete Beach	727 325 3005	PSMITHIES48 @gmail.com

INFORMATIONAL COMMUNITY MEETING

SIGN-IN SHEET

June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>
Kathy Kelley Robertson	6855 E 6875 Gulf Woods Dr. SPB 33706	727- 343- 4134	krobertson K @ tampabay.rr.com
Jamey & Steven Levis	117 73rd Ave SPB, FL 33706	860- 389- 5014	Levisfam@ sbcglobal. net
Bill Thompson	664 76th Ave SPB	727 360 0023	bill30307 @earthlink.net
Andria Nicholson	329 72nd Ave SPB	612-239- 5202	andria.nicholson1 @gmail.com
Adam Anderby	8401 BOCA CIEGA DR.	727-367- 2618	Anderby@mm.com
JUDITH BUSACCA	7120 BAY ST SPB	727 954- 6434	
Molly & Mary Hughes	640 64th Ave SPB		

INFORMATIONAL COMMUNITY MEETING SIGN-IN SHEET June 24, 2021

<u>Name:</u>	<u>Address:</u>	<u>Telephone No.:</u>	<u>E-Mail Address:</u>

Kevin Reali

From: Derry Smith <derrysmithfl@gmail.com>
Sent: Thursday, June 24, 2021 2:07 AM
To: Kevin Reali
Subject: Corey Landings concerns
Attachments: Concerns about development at Corey Landings.docx

Sorry, Kevin, that I am so late sending you this list of concerns. I'll paste it into the email, and attach as well. Let me know if you have any questions, and good luck with the meeting. I wish I could be there but will be in Sedona, AZ--a vacation planned well in advance of receiving your invitation to this evening's meeting. Thanks for considering these comments and questions.

All the best,

Derry

Concerns about development at Corey Landings

You are investing in a community that loves where they live, neighbors who have invested a lot to reside in this beautiful area. Once monetarily invested in this project like us, you are connected to this community; thus you have a responsibility to it. The best way to acknowledge that responsibility is to be a sustainable investor. What is sustainable investing? According to [The Forum for Sustainable and Responsible Investment](#), it is:

"an investment discipline that considers environmental, social and corporate governance (ESG) criteria to generate long-term competitive financial returns and positive societal impact."

Please consider each of these concerns with this type of mindset. Any other type of mindset could decrease the value of the properties in this community.

Now for the concerns. Please consider each specific one in the context of these questions: How much of an impact to our area will this project cause? How do the developers plan on evaluating the impact? How will they be held accountable?

1. Will there be precautions to minimize or eliminate sediment, pollutants, and debris from landing in the water during construction? Sedimentation could have negative effects on nearby habitats, especially seagrass. This could happen via both physical impacts through scouring and overlay on seagrass. Seagrass is vital to the of erosion. Processes that involve clearing and excavating the property should be confined to the dry season to limit runoff of sediment and residual pollutants that have accumulated on the property over time. Is clearing and excavating during the dry season something the developer would consider? If not, how will the developer prevent harmful runoff? Also, Will trash associated with construction projects be closely monitored and managed? Trash associated with the sites includes drink bottles, cans and cups; food containers, bags and paper wrapping, stray pieces/sheets of plastic; pieces of pipe, screws, nails, "snow fields" of insulation, etc.

2. Will chemicals (either in building materials or during the building process) be contained so that they will not be released into the bay (even unintentionally—as during inclement weather), harming nearby sea life?
3. Will loud aspects of construction (eg, driving pilings) that could be disruptive to fishes (via their gas bladder acting as an amplifier) and marine mammals be considered? How will the developer manage the length of construction, noise, and ground vibration so as not to harm sea life in the area?
4. We know that there are water quality issues related to how St Pete has managed wastewater (closures, etc.). Will St Pete Beach and St Petersburg have the infrastructure in place to support a large development that will generate a large amount of wastewater? What is the potential for overflows and impacts on the health of the community and wildlife, from fish (and fishing) to seagrasses, manatees, dolphins, etc?
5. How will the development proceed given well-known sea-level rise rates, and how will the developers mitigate impacts for the rise rates and the community? The barrier islands, finger canals, etc. are topographically very low and will flood during a moderate storm. Even a Cat #2 storm moving slowly with the eye making landfall just to the north could cause as much as 10 ft of flooding at this property. A major hurricane could submerge all of that land beneath 16-18 ft of water or even more.
6. Clearly adding this number of condo/hotel units will contribute to local traffic and congestion. Traffic congestion increases vehicle emissions and degrades ambient air quality, and recent studies have shown excess morbidity and mortality for drivers, commuters and individuals living near major roadways. Vehicle emissions not only cause harmful health impacts for people near them but they also affect the quality of the water near urban areas by adding nitrogen dioxides to the water off the coast which promotes algae growth, starving the fish of oxygen. How will the developer address the increased traffic, and the associated environmental consequences?
7. Shading effects (building high rises) that block sufficient sunlight to reach the bottom of the bay could in turn cause fragmentation of habitats that are used as corridors (like stepping stones) between sea life habitats. How will this dilemma be solved by the developer?
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Thank you,

Derry Smith

derrysmithfl@gmail.com

Kevin Reali

From: Steven D. Dobbs <speak2steve63@hotmail.com>
Sent: Wednesday, June 23, 2021 3:50 PM
To: Kevin Reali
Subject: Corey Landing Support

To The Developers Of Corey Landing,

We are, unfortunately, unable to attend the 6/24 informational meeting about this project.

However, having reviewed the site plan, we think that it is an excellent proposal. The scale is proper; it respects the adjacent neighborhood; and, it provides an impressive gateway to the Corey Avenue entertainment and shopping area. Best of all, it respects view corridors to Boca Ciega Bay!

Please count us as enthusiastic supporters!

Genuinely,
Steven D. Dobbs & Stephen S. Rose
404-784-4918

Sunrise at Harbourside
7979 Sailboat Key Blvd South Apt 204
South Pasadena FL 33707

Kevin Reali

From: Derry Smith <derrysmithfl@gmail.com>
Sent: Friday, June 25, 2021 3:43 PM
To: Kevin Reali
Subject: Re: Corey Landings concerns

Hi Kevin,

I have received a few notes from people who attended the meeting, but am wondering if there isn't a recording of the entire event that I could watch? Please let me know.

I don't want you to think I am anti-development. I am not. But I am worried about anything that could harm the fragile eco-system that makes our area such a popular destination--for many reasons, including economic ones. I found this article in Forbes magazine, and thought I would pass it along. It spotlights resorts and hotels that focus on eco-friendly accommodations. If you click on each hotel or resort in the article, you can read more in-depth about the sustainable practices each place uses. How wonderful it would be to have a "resort" on Corey Landings that doesn't only exist to make money, with investors that aren't only concerned with how many customers the development can draw, but also want to take care of the community and environment they are benefiting from. Is it possible for you to pass it on to the developers?

Here's a link to the article: <https://www.forbes.com/sites/sandramacgregor/2020/02/16/travel-green-discover-some-of-the-worlds-best-eco-friendly-hotels/?sh=67ec0d58a6a1>

Thanks, and have a good weekend,

Derry

On Thu, Jun 24, 2021 at 8:56 AM Kevin Reali <kreali@stearnsweaver.com> wrote:

Thank you, Derry. We will include.

Best,

Kevin

Kevin Reali, Esq.

Stearns Weaver Miller Weissler

Alhadeff & Sitterson, P.A.

401 East Jackson Street, Suite 2100

Tampa, FL 33602

Direct Number: 813-222-5059

Main Number: 813-223-4800

Email: kreali@stearnsweaver.com

www.stearnsweaver.com

STEARNS WEAVER MILLER
WEISSLER ALHADEFF & SITTERSON, P.A.

From: Derry Smith <derrysmithfl@gmail.com>

Sent: Thursday, June 24, 2021 2:07 AM

To: Kevin Reali <kreali@stearnsweaver.com>

Subject: Corey Landings concerns

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All the best,

Derry

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Thank you,

Derry Smith

derrysmithfl@gmail.com

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Nice Project
Good Development
Team
Good MTG
Dan Harvey

What is current water,
sewer + Reclaimed water
capacity + Impact of
243 units -

~~gijob~~
gijob6992@gmail.com

Terrible Plan!

What happened to the
marina & hotel planned
previously?

- Prefer condos VS
Rentals
- walkway under
bridge sounds nice
if it can be secure.
- Clearing out the
Rehab business will
help.

K/Hogan

STEARNS WEAVER MILLER
WEISSLER ALHADEFF & SITTERSON, P.A.

401 East Jackson Street, Suite 2100
Post Office Box 3299
Tampa, FL 33601
Direct: (813) 222-5050
Email: swalkerl@stearnsweaver.com

September 14, 2021

VIA E-MAIL –wwright@stpetebeach.org
AND HAND DELIVERY

Wesley Wright, Planning Manager
Community Development Department
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

Re: Conditional Use Application (the “**Application**”) for certain property
located in the City of St. Pete Beach, Florida

Dear Wes:

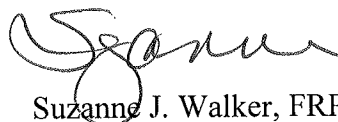
In connection with the above referenced Application, enclosed please find the following documents for your review:

1. Conditional Use Application Acknowledgement Checklist;
2. Conditional Use Application, along with Exhibits “A” and “B;”
3. Owner’s Authorization for Agent;
4. Public Hearing Sign Posting Affidavit;
5. ALTA Topographic, Tree and Bathymetric Survey;
6. Site Plan;
7. Floor Plans; and
8. Transportation Operational Analysis.

Also enclosed is the application fee in the amount of \$531.10 made payable to the City of St. Pete Beach.

Please let me know if you have any questions or comments.

Sincerely,



Suzanne J. Walker, FRP
Florida Registered Paralegal

/sjw
Enclosures

STEARNS WEAVER MILLER, et al.

MIAMI, FLORIDA

CHECK NO.: 290406

REF. #	INV. #	DATE	INV AMT	INVOICE DESCRIPTION	AMT PAID
400740	44945.0001	09-10-21	531.10	#10514 SXW/ Filing Fee for Conditional Use Application	531.10

THE FACE OF THIS DOCUMENT HAS A COLORED BACKGROUND ON WHITE PAPER

CHECK DATE
09/13/21

**STEARNS WEAVER MILLER WEISSLER
ALHADEFF & SITTERSON, P.A.
ATTORNEYS AT LAW**

150 West Flagler Street Suite 2200
Miami, Florida 33130

266086554

CHECK NO.: **290406**

CITIBANK, N.A.
MIAMI, FLORIDA

Not valid after 90 days

CHECK AMOUNT

\$ 531.10

*** FIVE HUNDRED THIRTY-ONE AND 10/100 Dollar

**PAY
TO THE
ORDER OF**

City of St. Pete Beach
Attn: Office of the City Clerk
155 Corey Avenue
St. Pete Beach, FL 33706



OPERATING ACCOUNT

OPERATING ACCOUNT

Susan Penny Bennett

Dan. Quan

|| 290406 || 1: 266086 5541: 3 200 277 238 ||

CONDITIONAL USE APPLICATION

Applicants must acknowledge understanding of the following. Initial each of the statements below. If you do not understand any of these, staff will explain them to you.

JSB I understand that the City will not accept or process an incomplete application.

JSB I understand that a non-conforming use or structure in a particular zoning district does not, in any way, provide justification for the granting of a conditional use. Furthermore, the existence of a permitted use or structure in adjacent districts does not constitute grounds for a conditional use. **N/A**

JSB On all conditional uses, a majority vote is required. Action on this application by the City Commission may be continued to a later meeting.

JSB I understand that if a conditional use is approved by the City Commission, the applicant is required to obtain the appropriate building permits within 1 year from the date of the decision. If no permit is obtained within 1 year, the approval from the City Commission becomes voided.

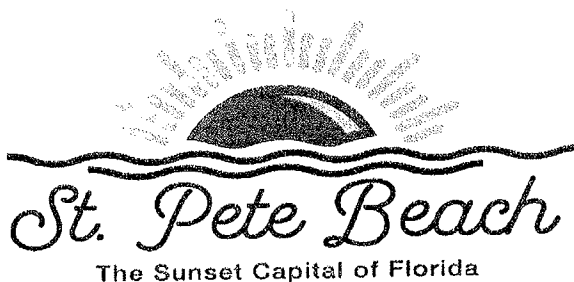
JSB I understand that any person aggrieved by the final decision has the right to file a petition in the Pinellas County Circuit Court within 30 calendar days after the decision. Permits for construction may be granted prior to the expiration of this 30-day period, but an appeal will be grounds for revocation of the permit.

JSB I understand that I, as the applicant, or my authorized representative must be present at all scheduled public meetings on the application.

After acknowledgement of these conditions, complete the application form on the following pages

JSB  9/13/21
Signature of Applicant Date

CITY OF ST. PETE BEACH, Community Development Department
155 Corey Avenue, St. Pete. Beach, Florida 33706, 727-367-2735 www.stpetebeach.org



CONDITIONAL USE APPLICATION

Case Number: _____

PROPERTY OWNER: St. Pete Beach Holdings, LLC, a
Delaware limited liability company

~~XXXXXXXXXX~~ AGENT (Attach agent authorization form)
S. Elise Batsel, Esq.

Name: c/o Jeff Slahor, Fortress Investment Group

Name: c/o Stearns Weaver Miller

Address: 5221 N. O'Connor Blvd., Suite 700

Address: 401 E. Jackson Street, Suite 2100

City: Irving State: TX

City: Tampa State: FL

Zip: 75039 Telephone: 972-532-4300

Zip: 33602 Telephone: 813-223-4800

Email: jslahor@fortress.com

Email: ebatsel@stearnsweaver.com or
dsmith@stearnsweaver.com

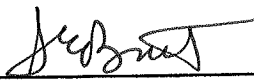
SUBJECT PROPERTY:

Address: See Exhibit "A" attached hereto Current Name of Business: Not Applicable

Parcel ID: See Exhibit "A" attached hereto Name of Project: Corey Landings

DETAILS OF THE REQUEST, INCLUDING APPLICABLE CODE SECTIONS AND ANY ASSOCIATED CASES (Add additional sheets if necessary):

See Exhibit "B" attached hereto.


Signature of ~~XXXXXXXXXX~~ Agent

9/13/2021
Date

CITY OF ST. PETE BEACH, Community Development Department
155 Corey Avenue, St. Pete. Beach, Florida 33706, 727-367-2735 www.stpetebeach.org

EXHIBIT "A"
CONDITIONAL USE APPLICATION

SUBJECT PROPERTY:

Parcel ID Number	Property Address
36-31-15-00000-140-0100	10 Corey Avenue
36-31-15-00000-140-0300	Corey Avenue
36-31-15-00000-140-0400	7345 Bay Street
25-31-15-78084-000-0143	1 Corey Avenue
25-31-15-78084-000-0142	71 Corey Avenue
25-31-15-78084-000-0141	73 7th Avenue

EXHIBIT “B” CONDITIONAL USE APPLICATION

The Project

The project consists of a mixed-use development with (i) 243 multi-family units, (ii) $\pm$ 12,000 square feet of retail and commercial uses, and (iii) $\pm$ 5,000 square feet restaurant uses (the “**Project**”). The Project includes $\pm$ 3.9 acres (including Area 1 and Area 2) as depicted below (the “**Property**”).

Figure “1”



Conditional Use Requests

Conditional use approvals for the Project are requested as follows:

1. Conditional use approval for the allocation of 150 units from the City of St. Pete Beach (the “**City**”) Residential Density Pool (“**Pool**”).¹
2. Conditional use approval for Commercial Docks.

¹ As noted in Sec. 39.18(a) of the City’s Land Development Code (the “**LDC**”), requests to draw down and allocate units from the Pool must be made through the Conditional Use application process. If accepted, the allocation is to be made via ordinance with a unified site plan.

- The commercial docks (transient docks for public use) are being proposed as an alternative means of transportation and parking for the restaurant uses as well as the public park which is proposed between Area 1 and Area 2 (the development of which will be a partnership between the developer and the City) (the “**New Public Park**”). Some of the docks adjacent to Area 2 may also be used as commercial docks.
3. Conditional use approval for an Eating and Drinking Establishment with outdoor dining and/or drinking areas that provide for outdoor music, roof dining and/or drinking areas.
- The request will permit outdoor dining along the waterfront in Area 1.

Background and Analysis

The Property is located within the City’s Downtown Redevelopment District with a future land use category and zoning designation of TC-2, which, according to the City’s Comprehensive Plan, is meant to encourage redevelopment with mixed-use and commercial projects. Within TC-2, residential uses are permitted as part of mixed-use developments in projects that are a minimum of 1.8 buildable acres at a maximum “by-right” density of 24 dwelling units per acre. The by-right density permits 93 residential units on the Property. The Project is located in the Community Redevelopment District that permits residential uses and is, therefore, eligible to receive an allocation of the Pool units. If approved, the LDC allows allocation of the additional Pool units without any need to amend the Future Land Use or zoning maps.

According to the LDC, the intent of the Pool program is to distribute the available units in a way that promotes quality land management with a focus on catalytic revitalization. This application seeks an additional 150 residential units for that very purpose. The Property is located in an area that has not had successful development for many years. New development would revitalize an area that is essentially abandoned and concentrate a significant portion of the Pool in an area with new and nearby commercial uses. It would also concentrate the Pool units near one of the City’s three major entrances, which would maximize transportation efficiency rather than spreading the units, and their corresponding trips, out across the City. The Project would bring commercial uses to the area and activate the northeast end of Corey Avenue, which would support the Comprehensive Plan’s goal to activate Corey Avenue from sunrise to sunset.

The site plan identifies the major features of the Project located in Area 1 and Area 2.

Area 1: Area 1 is planned as a 5,000 +/- square foot waterfront restaurant with parking, a public boardwalk and transient boat slips. This area and is where the Conditional Use approvals discussed previously for Commercial Docks and the outdoor eating/drinking/music and roof top activity are proposed.

Area 2: Area 2 is planned as a seven-story mixed-use project with commercial and multi-family residential uses with a seven-story parking garage sufficient to meet the demand of the building. The parking garage will be wrapped on the perimeter by commercial and residential uses. The

first floor of the Area 2 building includes retail and commercial uses along Corey Avenue (roadway classification pending change by City).

The Project contains a number of excellent features that will promote a high quality development, and benefit the City. The Project will include public and private boat slips and access to the water's edge. Finally, the developer is committed to working with City to create the Public Park between Area 1 and Area 2 that will turn an unsightly portion of Corey Avenue into a vibrant public destination for the community with open space and enhanced access and utilization of the waterfront.

Enhanced Landscaping and Pedestrian Experience:

The Corey Avenue ROW between the proposed Area 1 and Area 2 currently consists of approximately .7 acres that is currently being used by the city for material and equipment storage. The majority of this area is impervious asphalt paving in poor condition. Overhead electrical distribution and industrial-style streetlights extend from the intersection of Bay Street all the way to the edge of the Boca Ciega Bay cluttering the view. The surrounding sidewalks are an extension of the asphalt road with minimal landscape beds that are poorly sodded. The proposed Public Park improvements will include removing all of the existing asphalt and concrete and replacing with over one-half acre of new greenspace for the public.

In addition to the Public Park Improvements (i) the streetscape along Corey Ave. which leads to the waterfront of Boca Ciega Bay, and(ii) the area along Corey Circle adjacent to the Property will be transformed with all new paving, spacious sidewalks, significant landscaping, benches, and bike racks. All of these enhance the pedestrian experience. The overhead electrical distribution and existing streetlights will be removed and replaced with decorative, pedestrian scale lighting, which will further enhance the streetscape. The developer will significantly improve the stormwater infrastructure through the reduction in the overall impervious area and through the addition of a series of new drainage structures that will replace the single existing curb inlet. These streetscape improvements will provide a safe accessible path starting on the west side of Bay Street where new handicap ramps and decorative crosswalks will be installed. The accessible path will extend all of the way through the park to the waterfront.

The Project supports multiple provisions of the City's Comprehensive Plan (the "**Plan**"). It would encourage quality redevelopment in the Downtown CRD, which is noted by the Plan as a focal point for mixed-use and multi-family development. It promotes housing variety as encouraged by Future Land Use Element ("**FLUE**") Policies 2.1.2 and 2.4.4, and Housing Element Policy 1.1.3. The public would be protected by development standards required and enforced by FLUE Policies 2.2.1, 2.1.11, 2.1.13, 2.3.1, 2.3.3, and 5.1.2. The Project is encouraged and would promote the open space desires of FLUE Policies 2.11.2 and 5.1.2, as well as Community Redevelopment District Objectives 1.5, 3.2, and 1.6. Finally, while all community resource studies have not been completed for this phase of development, the public would be protected by strict Level of Service ("**LOS**") limitations commanded by FLUE Policies 2.9.1, 2.9.6, and 5.1.2, as well as Transportation Element Policy 1.1.1.

Conditional Use Requirements

In order for an application for a conditional use to be approved or approved with conditions, the City Commission must make a positive finding with regard to each of the provisions below, pursuant to Division 4 of the City's Land Development (LDC). The applicant has the burden of proof demonstrating that the application for the conditional use complies with each of the requirements. Please explain in detail how your case meets these requirements (attach additional sheets if necessary):

1. *LDC Sec 4.4(a)(1) Whether the conditional use is consistent with the goals, objectives, and policies of the Comprehensive Plan and any adopted special area plan.*

The Project will promote the Plan provisions for the TC-2 area in a number of ways.

- 1) The Project is a mixed-use project that is encouraged by Objective 1.2.
- 2) The Project incorporates architectural features that are at a pedestrian scale along Corey Circle, with street-level commercial uses accessible from Corey Circle.
- 3) The Project will not include blank wall facades on the street or water sides. It will have covered walkways and storefront glass at the commercial spaces along Corey Avenue and residential units with balconies, railings, and other features that breakup the wall face along the waterfront.

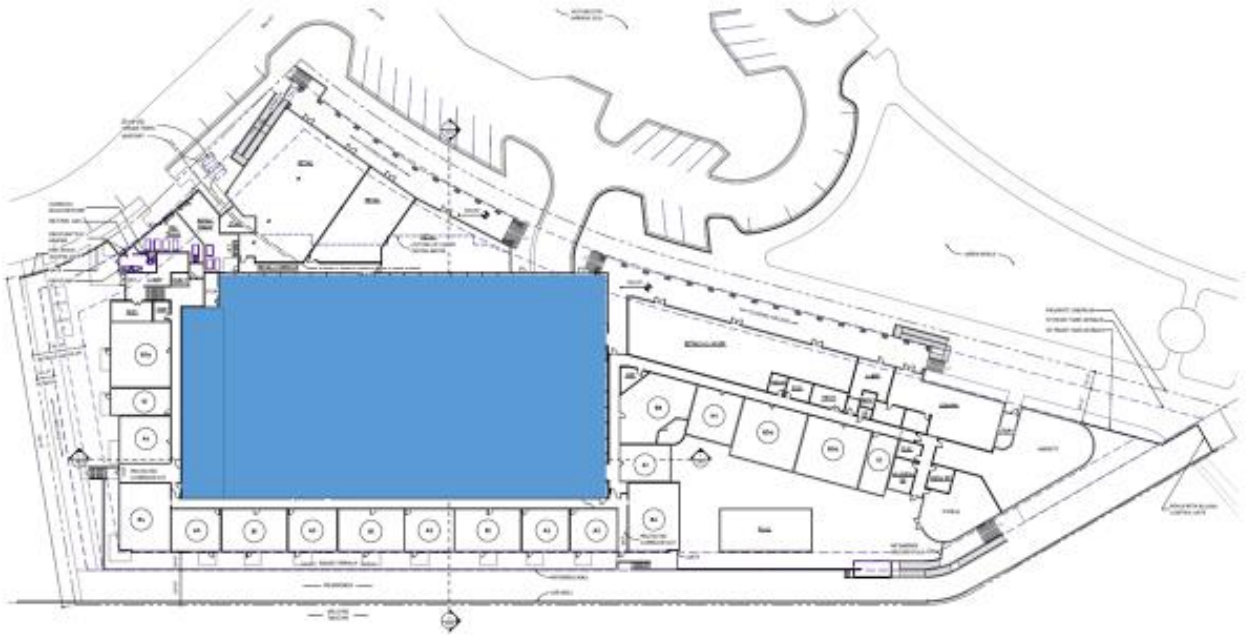
All of the aforementioned design features are consistent with Policy 1 and are further conceptually depicted in the rendering shown as Figure 2.

Figure “2”



- 4) The parking design promotes the Plan with a layout that is integrated into the interior of the main building; hidden from public view, as required by Policy 2 (shown in blue on Figure 3).

Figure “3”



- 5) All of the restaurant, retail and commercial uses are located on the first floor and are accessible from the street, as required by the Plan to ensure convenient public access, as required by Policy 3 (see Figure 2).
- 6) The Project includes public and private dock facilities, which, given the location of the Project, supports Plan policy goals of attracting visitors to the Downtown Core area by boat as encouraged by Policy 4.

Figure “4”



- 7) Finally, the Project **will exceed** all professional landscaping and design standards required by the CDC, which meets the intent of Policy 5. The Landscape Calculations Tables from Landscape Sheet L-200 dated 11/19/2021, are shown below in Figure 5.

**Figure “5”
Landscape Calculations**

RESTAURANT PARCEL		Required	Provided
Sec. 22.7.b. - Vehicular Use Areas			
Min. 6' depth of landscape area			9 Trees and
1 Tree per 30 LF	North Property - Adjacent to Water (195')	6.5 Trees	10 Palms
	East Property - N/A	N/A	N/A
	South Property - Adjacent to Corey Cir. (165.3')	5.5 Trees	6 Trees
	West Property - (Buffer Type 'A' Req.)	See Below	See Below
Sec. 22.7.c. - Interior Ldsc VUA			
Min. 20 SF for each parking space	47 spaces x 20 SF = 940 SF	940 SF	1,575 SF
Each island shall require 1 Tree	6 Islands	6 Trees	5 Trees and
Total Trees for area 1 tree per 100 SF			5 Palms
Sec. 22.7.d. - Walkways, Ped. Connections			
1 Tree per 50 LF of Walkway	284 LF of Frontage	5.7 Trees	7 Trees and
			4 Palms
Sec. 22.8 BUFFER REQUIREMENTS			
Sec. 22.8.c. LDSC Buffer along Street 'B'			
Adjacent to Public Street - 5'-15' width	South Property		Complied
Shade Trees			
Groundcovers			
Sec. 22.8.d. Landscape Buffer 'A' Type			
Commercial adjacent to Commercial	West Property - 132.25 LF		
4.8 Trees per 100 LF		6 Trees	7 Trees
20 Shrubs per 100 LF		27 Shrubs	100+ Shrubs
Width 10' Required			
RESIDENTIAL/MULTIFAMILY PARCEL			
Sec. 22.7.d. - Walkways, Ped. Connections			
1 Tree per 50 LF of Walkway	547 LF of Frontage	11 Trees	17 Trees
Sec. 22.8 BUFFER REQUIREMENTS			
Sec. 22.8.c. LDSC Buffer along Street 'B'			
Adjacent to Public Street - 5'-15' width	North Property		Complied
Shade Trees			
Groundcovers			
Sec. 22.8.d. Landscape Buffer 'B' Type			
Mixed Use adjacent to Residential	West Property - 192.5 LF	9 Trees	21 Trees
4.8 Trees per 100 LF		39 Shrubs	100+ Shrubs
20 Shrubs per 100 LF			
Width 10' Required			
Sec. 39.10. Streetscape Design Required			
	1 - 10' Wide Sidewalk - along Frontage of project		Complied
	2 - Bay Street - 8' wide min. private Ldsc zone		Complied
	3 - Private LDSC Zone planted with Trees		Complied
	4 - Landscape Zone - contain Bike Racks, Benches, and Trash Receptacles.		Complied

2. *LDC Sec 4.4(a)(2)a-d Whether the proposed use will be compatible with the character of the existing area, including existing structures and structures under construction, existing public facilities and public facilities under construction, and residential commercial and/or service facilities available within the existing area. More specifically:*

a. *Whether the overall appearance and function of the area will be significantly affected. Consideration shall be given to the existence of other uses in the area, based on the number, size, and location of the uses and the intensity and scale of the proposed and existing uses in the area;*

The Project will significantly enhance the appearance and function of the area. The Town Center Location provision in the Plan states: *“This entire area has become vacant, unsafe and in disrepair except for one restaurant and an automotive repair service shop. Corey Circle is clearly visible from the Corey Causeway main entrance to the City.”* This is clearly illustrated by the photographs provided below.









The east end of Corey Avenue has existed in this state for many years. Prior to 2009, the Property had a waterfront multi-family development that was demolished and slated for redevelopment just before the last recession.

The Property is located in an area of the Future Land Use Map, TC-2, targeted for redevelopment with mixed-use development by Plan Objective 1.2. The Project is a mixed-use development as contemplated and encouraged by the Plan. The request to allocate units from the Pool is supported by the aforementioned provisions in the Plan and CDC specifically encourages the redevelopment of this area. The Project would be the eastern “anchor” for Corey Avenue. It will act as a catalyst to activate and further encourage businesses along Corey Avenue. The changes proposed by the Project are supported by the Plan and any adverse impacts are mitigated by developing within the confines of the Plan and the limitations of the Plan and CDC.

- b. *Whether the application will preserve any city, state, or federally designated historic, scenic, archaeological, or cultural resources (check with Community Development to determine historic resource status);*

There are no historic, archaeological, or cultural resources on the Property so this provision is not applicable.

- c. *Whether the application will be compatible with adjacent development, if any, based on characteristics such as size, building style and scale, or whether such incompatibilities are mitigated through such means as screening, landscaping, setbacks, and other design features;*

The Project seeks to develop most of the Corey Landing area. The two existing uses on Corey Landing, a restaurant and automotive repair shop, are commercial uses that are compatible with a mixed-use development. The Project, as stated, is also consistent and compatible with the Plan, as the Project has been designed under the direction and limitations created by the Plan. Nearby residential uses will be protected by the landscaping, screening, and setback requirements of the CDC, which the Project will comply with as commanded by FLUE Policies 2.1.11, 2.1.13, 2.3.1, 2.3.3, and 5.1.2. In addition, the applicant is providing enhanced landscaping as set forth in Figure 5 above.

- d. *Whether the application will have significant adverse impacts on the livability and usability of nearby land due to noise, dust, fumes, smoke, glare from lights, late-night operations, odors, vehicular traffic, truck and other delivery trips, the amount, location, and nature of any outside activities, potential for increased litter, or privacy and safety issues;*

The Project will not have significant adverse impacts on the other commercial properties in Corey Landing. Nearby residential uses will be protected by the orientation of the commercial uses toward the existing commercial uses and away from the existing residential uses. In addition, the enhanced landscaping along with the screening, and setback requirements of the CDC, which the Project will mitigate any impacts to the neighboring properties (See FLUE Policies 2.1.11, 2.1.13, 2.3.1, 2.3.3, and 5.1.2.).

It is also important to emphasize that the Public Park which is proposed to be located between Area 1 and Area 2 will provide great benefits to the neighborhood and the livability of the community. The Public Park will have strong physical connections to the waterfront, will be tied to all types of transportation options including the transient boat slips (Commercial Docks) being proposed by as part of the Project and will have pedestrian connections to the larger community. From an environmental perspective, the conversion from the existing asphalt in the Public Park to pervious greenspace has positive benefits. For one, vehicles driving over asphalt surfaces contribute to an increase in nitrogen and phosphorous loads that ultimately discharge to the bay via stormwater runoff. A reduction in this impervious area and a proposed drainage system that has been designed to treat stormwater runoff will provide a net improvement in nutrient loading across the project area.

Finally, the Transportation Operational Analysis prepared by Kimley-Horn, dated November 2021, provides that the “significantly impacted” roadways are anticipated to have sufficient capacity and are not anticipated to exceed their adopted LOS following buildout of the proposed Project. Further, at the intersections where City staff requested analysis, the intersection operations are not anticipated to be significantly impacted by the proposed Project.

3. *Whether the transportation system is capable of adequately supporting the proposed use in addition to the existing uses in the area. Evaluation factors include street capacity and level of service, access to arterials, transit availability, on-street parking impacts, if any, site access requirements, neighborhood impacts, and pedestrian safety (a traffic study may be required);*

See Transportation Report included with this report as Attachment “1” below. As indicated in the Transportation Operational Analysis prepared by Kimley-Horn, dated November 2021, the “significantly impacted” roadways are anticipated to have sufficient capacity and are not anticipated to exceed their adopted LOS following buildout of the proposed Project. Further, at the intersections where City staff requested analysis, the intersection operations are not anticipated to be significantly impacted by the proposed Project. Site access is proposed via through movements on Corey Avenue and Bay Street; therefore, turn lanes are not warranted. As indicated in the Transportation Operational Analysis and the site plan, the Project is located within 0.25 mile of multiple transit stops and the future SunRunner is expected to serve the area by mid to late 2022. In addition, the Project is meeting the City's parking requirements and is providing off-street parking, a parking garage and bicycle racks.

4. *Whether the minimum off-street parking area required and the amount of space needed for the loading and unloading of trucks, if applicable, will be provided and will function properly and safely (please provide current and proposed number of parking and loading spaces);*

The Project will comply with the City parking requirements. The parking deck internal to the mixed-use building in Area 2 will accommodate parking for all of the residential, retail and commercial located within Area 2. Area 1 will provide the required parking for the restaurant, which includes eight (8) transient boat slips for access to the restaurant and the Public Park via the water.

Loading/unloading and trash pickup are all addressed via a dedicated service entrance on the western side of the building off Bay Street.

5. *Whether generally, the public health, safety and welfare will be preserved, and any reasonable conditions necessary for such preservation have been made;*

For the reasons stated above, the health, safety and welfare of the public will be well preserved by the Project. The Project will ensure the public is protected by conformance with the policies and requirements of the Plan and CDC, which exist for the very purpose of protecting the public. Additionally, the Project will benefit the public by re-developing an abandoned area of the City, promoting economic development (a primary purpose of the Community Redevelopment District), providing housing diversity (as encourages by FLUE Policies 2.1.1 and 2.4.2 and Housing Element Policy 1.1.3), providing public access to the water's edge, and creating a vibrant commercial mixed-use development.

6. *Whether the applicant has demonstrated the financial and technical capacity to complete any improvements and mitigation necessitated by the development as proposed and has made adequate legal provision to guarantee the provision of such improvements and mitigation; and,*

The Applicant, RAM Realty Advisors, has developed hundreds of millions of dollars of residential and commercial properties. They are a well-established company, created in the 1970's. RAM has completed projects in multiple counties and municipalities throughout Florida and the Southeast. They are technically and financially capable of completing the

Project. Please let us know if you would like additional information about RAM's existing projects.

7. *The proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the regulations of the City of St. Pete Beach.*

The Project complies with the Plan and CDC. The applicant has worked tirelessly on a site plan that does not require variances despite the unique physical configuration and challenges related to the Property.

Sec. 4.12 of the Land Development Code additionally requires conditional use applications within the community redevelopment district to be evaluated upon the extent to which the applicant can demonstrate that the following issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties:

1. *The proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the regulations of the City of St. Pete Beach.*

The Project will comply with the policies of the Plan and the provisions of the CDC. The Plan and CDC specifically contemplate the proposed uses including the Conditional Uses requested to support the restaurant and Public Park and the allocation of units from the Pool as an appropriate means to allocate additional density to certain projects. This request to allocate units from the Pool to the Property is in accordance with the Plan and CDC. Additionally, the Plan requires formal site plan review by City staff under FLUE Policy 2.2.1.

2. *Utility infrastructure, including sanitary sewer, reclaimed water, potable water, electric and natural gas services, and data transmission and telecommunication services.*

The purpose of the Pool was to protect the City from overdevelopment and overburdening utility infrastructure. The Project requests development within the density limitations of the Plan and Pool, which works with the confines of the CDC to allow development and protect from overburdening utility services. Additionally, the Plan requires, under FLUE Policies 2.9.1, 2.9.6, and 5.1.2, that future development orders for the Project only be allowed if City staff finds that the various LOS requirements are met. The conditional uses related to the commercial docks and eating/drinking establishments are consistent with the uses and intensity contemplated by the CDC and comprehensive plan and will not and will not have negative impacts on adjacent or nearby properties.

3. *Transportation infrastructure, including ingress and egress from public right-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public sidewalks and roadways.*

See Transportation Report included with this report as Attachment “1” below.

4. *Hydrological features and storm water management infrastructure.*

The Project will be engineered, permitted, and approved by local, state, and federal agencies for stormwater management. Additionally, the Project’s location, along the inter-coastal waterway, is such that it will not have to burden the City’s stormwater system as a land locked development.

5. *Aesthetic and architectural features of the development, including site layout, physical dimensions of structures such as height and massing, design and appearance of building facades, exterior building materials, advertising and directional signage and the provision and maintenance of Gulf and Bay views and vistas.*

The Project was designed as a unified vision that connects both sides of Corey Circle, creating a destination point at the eastern end of Corey Avenue. Consisting of a one-story restaurant with potential outdoor/roof top dining/drinking and music areas on the northern side, and a seven-story mixed-use building on the southern side, both buildings within the Project border edges on the bay creating a dynamic public space in between. The open space will not only offer the opportunity for community gatherings and events but also provide public access and connectivity to the bay. Any public space created in conjunction with the City would continue to be owned by the City, which would protect this new public benefit into the future.

The height of the mixed-use building will be +/- 80’-0” to the highest point of the primary flat roof measured from the elevation of the first habitable floor (Elev. +11’), which is in compliance with the LDC. Parapets and raised roof elements at key locations will extend above this height to create massing and architectural interest, but will remain below the maximum allowable 86’. The overall length of the mixed-use building in the east-west direction adjacent to Corey Circle is around 500’-0” and is 270’-0” at its widest point in the north-south direction. Architectural relief and interruptions are incorporated into the design of the buildings to break up the building massing. The restaurant will be +/- 20’-0” taken from the first habitable floor and around 80’-0” long along the proposed Public Park.

The architectural design features of the Project will draw upon local Florida vernaculars in a clean and edited contemporary architectural style that complements neighboring architecture. The exterior materials will consist primarily of stucco with prefinished metal and cementitious decorative panel reliefs to help break down building massing. Signage will be designed to comply with the LDC.

6. *Site landscaping, open space provision and impervious surface limitations.*

The Project will comply with all Plan and CDC limitations regarding landscaping, open space, and impervious surfaces. Additionally, this and future development order applications will be reviewed by City staff to ensure compliance under the command of FLUE Policy 2.2.1.

7. *Operational and functional requirements of facilities, including hours of operation, provision of required services or amenities, lighting requirements, noise abatement requirements, residency limitations and facilities maintenance.*

This application does not request any special operations or functions. Any use, business, or operation requests associated with the Project in the future must go through regular City CDC approval and applications processes. Operational and functional requirements will be addressed by later applications.

8. *Fire suppression and facility security.*

The Project will comply with all fire code requirements and have a professional management staff that will facilitate security.

9. *Emergency management and hurricane evacuation provisions.*

The Project will comply with all emergency management provisions as required by FLUE Policies 2.9.1, 2.9.6, 3.2.1, and 5.1.2, as well as Transportation Element Policy 1.1.1.

Information for the major emergency routes including the existing LOS and the existing volume to capacity ratio (v/c) was provided by the 2020 Forward Pinellas MPO Level of Service Report. Based upon the information provided, the roadways identified as emergency routes within the vicinity of the Project site currently operate at an acceptable overall LOS (LOS D) during typical peak periods as identified in the Forward Pinellas LOS Report.

- 75th Avenue/Corey Causeway (Gulf Boulevard to Shore Drive South)
 - LOS D
 - v/c = 0.679
- Blind Pass Road (Gulf Boulevard to 75th Avenue/Corey Causeway)
 - LOS D
 - v/c = 0.641
- Gulf Boulevard (75th Avenue/Corey Causeway to south of Blind Pass Road)
 - LOS D
 - v/c = 0.656

As indicated in the Transportation Operational Analysis prepared by Kimley-Horn, dated November 29, 2021, these roadways are anticipated to have sufficient capacity and are not anticipated to exceed their adopted LOS following buildout of the proposed Project. Therefore, the net, new project trips are not anticipated to cause deficient levels of service for out-of-county evacuation or clearance times for hurricane evacuation identified by the Tampa Bay Regional Planning Council and the State of Florida.

10. *For temporary lodging uses taller than 50 feet in height or a density greater than 30 units per acre, the following additional issues shall be considered:*

Not applicable, this application does not include temporary lodging uses.

- a. *The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and*

Not applicable, this application does not include temporary lodging uses.

- b. *The proximity of any adjacent residential building to the Florida Coastal Construction Control Line and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from neighboring properties.*

Not applicable, this application does not include temporary lodging uses.

The following address applicable criteria in Sec 4.12 of the Code specific to requests for approval of 150 units from the Pool to the proposed development:

- (d) The allocation of temporary lodging or **residential units from a density pool** established in the Comprehensive Plan shall be by ordinance. In cases where a property is required to obtain a conditional use permit to be awarded units from a density pool, evaluation shall be by the City Commission on a case-by-case basis, with review of relevant criteria specified in this division and Code generally. In addition to these criteria, the Commission may consider any proposal requiring a conditional use permit to draw from a density pool on a merit basis to include, but not be limited to, the provision of public benefits such as the following:

(1) Surplus on-site parking to be reserved for the public, and/or public or private multimodal transportation enhancements;

The development as proposed commits to the construction of 29 total public parking spaces, including four ADA spaces, in the reconfigured public ROW to provide the public easy access to the proposed park/gathering places and waterfront access being developed.

- (2) Public beach access with an easement made to the City for beachfront properties that are not otherwise required to provide access, or wider or multiple public beach accesses for properties required to provide access; Not applicable

(3) Additional public art or amenities;

The developer in concert with the City is providing a public park space that will include water view access, gathering places, seating and landscaped areas connected to the boardwalk adjacent to the proposed restaurant in Area 1. As noted above, the Project includes a number of improvements which go above and beyond the requirements of the LDC. This includes providing enhanced landscaping and new public parking spaces along Corey Circle, opening up an underutilized public space and creating a Public Park, undergrounding a number of overhead utility lines and adding streetscape and lighting to enhance the pedestrian connectivity and the pedestrian experience. All of these added amenities will benefit the public.

(4) Public boat slips;

Incorporated in the project is a request for Commercial Docks improving public access to the water and to the proposed Public Park. The Commercial Dock will consist of eight, 40' deep boat slip. It is also the intent to provide a kayak/stand up paddleboard launch. The kayak launch will need to be further evaluated to confirm that it can be designed, permitted and constructed for safe public use. These improvements truly enhance public access to and from the water.

(5) Workforce housing; Not applicable

(6) Integration of additional green building principles, or other principles such as wellness, into new development or redevelopment projects;

The project will pursue approval for a Florida Green Building Coalition (FGBC) High Rise Residential building certification for the mixed-use building and a FGBC Commercial Building Certification for the restaurant. Some of the features that will be incorporated into the design will be low flow plumbing fixture, Energy Star residential appliances, LED lighting, White reflective roof membrane and native plant selections. The residential amenities will include a fitness center and yoga room, kayak and standup paddleboard storage, and a secure bike storage room with a bike repair station.

(7) For Gulf-front properties not otherwise required to provide such, an unimproved public access easement landward of the mean high water line; Not Applicable.

(8) Additional landscaping above and beyond existing Land Development Code requirements.

See Landscape Calculations provided in Figure 5 above.

(9) Other public benefits proposed by citizens or the applicant at community meetings, which may be considered by the City Commission.

1. Public Park: The Developer will create, at Developer's expense, the Public Park as described above in partnership with the City.
2. Co-Working; Live, Work Play Project: Revitalization of the east end of Corey Ave will produce increased viability to the east end of Corey Avenue which is a key component to revitalizing the east end. However, creating additional development with complimentary uses including co-working spaces, retail and restaurants will allow people to live, work and play on St. Pete Beach. Residents will have access to onsite co-working areas and co-working memberships will also be available to the public for a fee. This will encourage our residents and members to use our facility in lieu of commuting off the island and thus lowering carbon admissions and various pollutants. A bike storage room will be incorporated into the Project for residents and bike racks will be available to the public along the right of way.
3. Improvement on City Property: The Developer, in conjunction with the public park improvements will remove, at Developer's expense include a portion of the Corey Ave impervious asphalt roadway that dead ends into

the bay to create new green areas. This will create a net improvement to the current impervious are on the City owned Public Park.

4. Public Boat/Dock Access: As described above.
5. Enhanced Landscaping and Pedestrian Experience along Corey Circle.: As described above.
6. Addition of Public Parking along Corey Circle: As described above.

It is the intent of the city that requests for public benefits such as those listed above be considered within the contexts of the scale of the development proposal, the local and citywide impact of the proposal, the size and proportion of the density pool request, and the degree to which the benefits proposed and development itself advance the goals, objectives and/or policies of the district specifically and the Community Redevelopment District generally. This list is not considered to be exhaustive, nor is any one benefit or set of benefits required to be included in a proposal unless said benefit(s) are made condition(s) of development approval by the City Commission.

ASSIGNMENT OF EQUITY INTERESTS

ST. PETE BEACH HOLDINGS, LLC

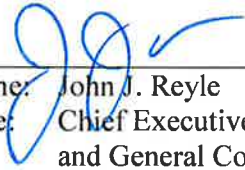
Reference is hereby made to (a) that certain Equity and Asset Purchase Agreement, dated as of August 30, 2019, as amended by that certain Amendment No. 1 to the Equity and Asset Purchase Agreement, dated as of October 4, 2019, and by that certain letter agreement dated November 5, 2019 (as may be further amended, modified or supplemented from time to time in accordance with its terms, the “Purchase Agreement”), by and among (i) RAIT Financial Trust, a Maryland real estate investment trust (“RAIT Parent”), RAIT General, Inc., a Maryland corporation (“RAIT General”), RAIT Limited, Inc., a Maryland corporation (“RAIT Limited,” and together with RAIT General, the “Assignors”), and Taberna Realty Finance Trust, a Maryland real estate investment trust; and (ii) CF RFP Holdings LLC, a Delaware limited liability company (“Buyer”), and (b) that certain notice delivered by Buyer to RAIT Parent on November 27, 2019 (the “Transfer Election Notice”), which, together with the Purchase Agreement, provides, among other things, for the sale, transfer, assignment, conveyance and delivery by the Assignors to Buyer of all of the Equity Interests in St. Pete Beach Holdings, LLC, a Delaware limited liability company (“St. Pete Beach Holdings”) owned by the Assignors, which represent all of the limited liability company interests in St. Pete Beach Holdings (such Equity Interests, the “St. Pete Beach Holdings Equity Interest”) in accordance with and subject to the terms of the Purchase Agreement and the Transfer Election Notice. Capitalized terms used but not defined in this Assignment of Equity Interests shall have the meanings ascribed to such terms in the Purchase Agreement.

FOR GOOD AND VALUABLE CONSIDERATION, the receipt and sufficiency of which are hereby acknowledged, and pursuant to the Purchase Agreement and the Transfer Election Notice, each Assignor hereby sells, transfers, assigns, conveys and delivers to Buyer its entire legal and beneficial right, title and interest in and to the St. Pete Beach Holdings Equity Interest held by such Assignor, free and clear of all Liens, TO HAVE AND TO HOLD the same unto Buyer and its successors and assigns.

Dated: December 20, 2019

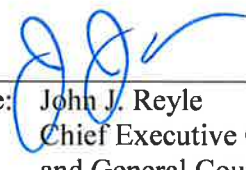
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RAIT GENERAL, INC.,

By: 

Name: John J. Reyle
Title: Chief Executive Officer, President
and General Counsel

RAIT LIMITED, INC.,

By: 

Name: John J. Reyle
Title: Chief Executive Officer, President
and General Counsel

[Signature Page to Assignment of St. Pete Beach Holdings Equity Interest]

ACKNOWLEDGED:

CF RFP HOLDINGS LLC

By: _____

Name: Constantine M. Dakolias
Title: President

[Signature Page to Assignment of St. Pete Beach Holdings Equity Interest]

AMENDED AND RESATED
LIMITED LIABILITY COMPANY AGREEMENT
OF
CF RFP HOLDINGS LLC

THIS AMENDED AND RESTATED LIMITED LIABILITY COMPANY AGREEMENT (as amended, supplemented or otherwise modified from time to time, this "**Agreement**") of **CF RFP Holdings LLC**, a Delaware limited liability company (the "**Company**"), dated as of December 5, 2019 and effective as of December 5, 2019 (the "**Effective Date**"), is entered into by **FCOF V UST LLC**, a Delaware limited liability company, **FTS SIP II L.P.**, a Jersey limited partnership, **FCO MA J5 Investments LLC**, a Delaware limited liability company, **FCO MA V UB Securities LLC**, a Delaware limited liability company, **Super FCO MA III L.P.**, a Cayman Islands exempted limited partnership, **FCO V LSS SubCo LP**, a Delaware limited partnership, **FCO MA MAPLE LEAF LP**, a Delaware limited partnership, **FCO MA MI II L.P.**, a Cayman Islands exempted limited partnership, **DBO RFP LLC**, a Delaware Limited Liability Company, and **Drawbridge Special Opportunities Fund LP**, a Delaware limited partnership, as the members (each, a "**Member**", and collectively, the "**Members**"), amend and restate the Limited Liability Company Agreement, dated as of August 27, 2019 (the "**Original LLC Agreement**") entered into by **FCOF V UST LLC**, a Delaware limited liability company, **FTS SIP II L.P.**, a Jersey limited partnership, **FCO MA J5 L.P.**, a Cayman Islands exempted limited partnership, **FCO MA V UB Securities LLC**, a Delaware limited liability company, **Super FCO MA III L.P.**, a Cayman Islands exempted limited partnership, **FCO V LSS SubCo LP**, a Delaware limited partnership, **FCO MA MAPLE LEAF LP**, a Delaware limited partnership, **FCO MA MI II L.P.**, a Cayman Islands exempted limited partnership, **DBO RFP LLC**, a Delaware Limited Liability Company, and **Drawbridge Special Opportunities Fund LP**, a Delaware limited partnership (the "**Original Members**").

WHEREAS, the Original Members have formed a limited liability company under the Delaware Limited Liability Company Law, 6 Del. C. §§18-101, *et seq.*, as amended from time to time (the "**Delaware Act**"); and

WHEREAS, pursuant to the assignment and assumption agreements, effective as of December 5, 2019, FCO MA J5 L.P. has transferred .9928790% of its membership interest to FCO MA J5 Investments LLC, and

WHEREAS, the Members desire to amend and restate the Agreement of the Company in its entirety as set forth herein, to reflect the foregoing.

NOW, THEREFORE, upon the terms and subject to the conditions described below, the Members and New Member hereby declare the following:

1. **Formation.** Marc K. Furstein is an "authorized person" within the meaning of the Delaware Act. The Company has been formed pursuant to a Certificate of Formation filed with the Secretary of State of the State of Delaware under the provisions of the Delaware Act and this Agreement. The name of the company is "**CF RFP Holdings LLC**".

2. Purpose. The purpose of the Company is to engage in any lawful business and activity permitted to be engaged in by a limited liability company pursuant to the Delaware Act or the laws of any other jurisdiction in which the Company may conduct its business including without limitation acquiring, owning, managing, operating, improving, financing, marketing, selling and otherwise dealing with and disposing of direct or indirect interests in a variety of investments and securities.

3. Principal Office. The Company shall maintain its principal office at c/o Fortress Investment Group, 1345 Avenue of the Americas, 46th Floor, New York, NY 10105, or at such other place as the Member may determine from time to time.

4. Registered Office; Registered Agent. The address of the registered office of the Company in the State of Delaware is c/o The Corporation Trust Company, Corporation Trust Center, 1209 Orange Street, Wilmington, Delaware 19801, and the registered agent for service of process on the Company in the State of Delaware shall be The Corporation Trust Company at the same address.

5. Members. The name and the address of the Members are listed on Schedule A attached hereto.

6. Management of the Company. The business and affairs of the Company shall be managed by the Members (acting with the Consent of the Members), who shall have the exclusive power and authority, on behalf of the Company, to take any action of any kind not inconsistent with the provisions of this Agreement or any Consent and to do anything and everything they deem necessary or appropriate to carry on the business and purposes of the Company consistent with this Agreement and any Consent. There shall not be a “manager” (within the meaning of the Delaware Act) of the Company. The Members are, to the extent of their rights and powers set forth in this Agreement, agents of the Company for the purpose of the Company’s business, and the actions of the Members (acting with the Consent of the Members) taken in accordance with such rights and powers shall bind the Company. The Members hereby appoint the persons listed on Schedule B as officers of the Company, which persons shall hold the offices set forth next to their names until a successor has been appointed by the Members or such person shall resign.

The officers of the Company shall have the power to bind the Company and shall be appointed, removed and perform such functions as set forth by the Members in their sole discretion. Notwithstanding any other provision of this Agreement, any officer of the Company is hereby authorized to execute, deliver and perform any document on behalf of the Company without any vote or consent of any Member.

7. Voting. All Members shall be entitled to vote on any matter submitted to a vote of the Members (which shall include all matters to be determined by the Members hereunder) in accordance with and in the manner provided by this Agreement or the Act (unless such voting is expressly restricted or prohibited herein). Notwithstanding anything to the contrary contained herein any matter submitted to a vote of the Members shall not be approved without the Consent of the Members. For purposes of this Agreement the term “Consent” shall mean the consent by majority vote of Percentage Interests of all Members of the Company; provided that if a majority (but less than all) of the Percentage Interests are held by a single Member or a single group of Members that are controlled by the same investment fund (e.g., XYZ Fund LP) or group of fundlets

that are part of single fund complex (e.g., XYZ Fund II (A) LP, XYZ Fund II (B) LP and XYZ Fund II (C) LP) (the “Majority Member(s)”), then Consent shall also require the vote of at least one Member who is not the Majority Member(s). The Percentage Interests of the Members may be adjusted based on their relative capital contributions to the Company from time to time as determined by the Members.

A meeting may be called at any time by a majority of the Percentage Interests of the Members. Notice of a meeting of Members shall be given to each Member by or at the direction of the Member(s) calling the meeting not less than 10 nor more than 60 days before the date of such meeting. Notice shall be given by depositing the notice in the United States mail, postage prepaid, and addressed to such Member at such Member’s address as it appears on the records of the Company. Such notice shall state (i) the business to be transacted at the meeting or the purpose of the meeting, (ii) the date and time of the meeting and (iii) the location of the meeting or the form of communications system to be used for the meeting (with accompanying access instructions), as applicable. Notice of a meeting of the Members is not required to be given to any Member if (A) a waiver of notice is given by such Member before or after the meeting or (B) such Member attends the meeting (unless such Member attends the meeting solely to object to the holding of the meeting on the grounds that the meeting was not lawfully called or convened).

Members holding an aggregate Percentage Interest of greater than 50% shall constitute a quorum with respect to any meeting of the Members.

Any action required or permitted to be taken at any meeting of Members (or Managing Member) may be taken without a meeting, without prior notice and without a vote, if a written consent stating the action to be taken is signed by the number of Members necessary to have at least the minimum number of votes that would be necessary to take the action at a meeting at which each Member entitled to vote on the action is present and votes.

Members may participate in a meeting of Members through a conference telephone or other telecommunications system by means of which each person participating in the meeting is able to communicate with all other persons participating in such meeting.

Any Member may authorize another Person or Persons to act for it by proxy in all matters in which a Member is entitled to participate, whether by waiving notice of any meeting, objecting to or voting or participating at a meeting, or expressing consent or dissent without a meeting.

8. Dissolution. The Company shall be dissolved and its affairs shall be wound up upon the decision of the Members to dissolve the Company, or as otherwise provided in the Delaware Act.

9. Percentage Interest. The “Percentage Interest” of each Member in the Company shall be a fraction, expressed as a percentage, the numerator of which is the Member’s aggregate capital contributions to the Company and the denominator of which is the aggregate amount of all of the capital contributions of all Members to the Company. The Percentage Interests of each Member are set forth in Schedule A annexed hereto and made a part hereof. The sum of the Percentage Interests of all Members shall at all times equal one hundred percent (100%). The

Percentage Interests of the Members may be adjusted based on their relative capital contributions to the Company from time to time as determined by the Members.

10. Capital Contributions. The Members shall have the ability (but shall not be obligated) to make capital contributions to the Company as may be determined by the Members.

11. Tax Matters.

(a) General. The Members intend that the Company be treated as a partnership for Federal income tax purposes. The Company shall maintain a capital account for each Member in accordance with Treasury Regulation Section 1.704-1(b). The Company's taxable income and tax losses and all other tax items shall be allocated based on each Member's Percentage Interest.

(b) Determination by the Members of Certain Matters. All matters concerning valuations and the allocation of taxable income, deductions, credits, net income and net losses, including taxes thereon and accounting procedures, not expressly provided for by the terms of this Agreement, shall be determined by the Members.

(c) Filing of Tax Returns. The Members, at the Company's expense, shall prepare and file, or cause the accountants of the Company to prepare and file, a Federal information tax return in compliance with Section 6031 of the Internal Revenue Code of 1986, as amended (the "Code") and any required state and local income tax and information returns for each tax year of the Company.

(d) Reports to Current and Former Members. Within 90 days after the end of each fiscal year, the Company shall prepare and mail, or cause its accountants to prepare and mail, to each Member and, to the extent necessary, to each former Member (or his or her legal representative), a report setting forth in sufficient detail that information which will enable such Member or former Member (or his or her legal representative) to prepare his or her federal, state and local tax returns in accordance with the laws, rules and regulations then prevailing.

(e) Tax Matters Partner. **Drawbridge Special Opportunities Fund LP** shall be designated on the Company's annual federal information tax return as the Tax Matters Partner of the Company for purposes of Section 6223 of the Code.

12. Distributions. Distributions shall be made to the Members in accordance with their Percentage Interests and at the times and in the aggregate amounts as the Members decide.

13. Withdrawals. The Members shall be permitted to make withdrawals from the Company of net income or net realized gain as determined by the Members in their sole discretion.

14. Admission of Additional or Substitute Members. No substitute or additional members shall be admitted to the Company without the Consent of the Members.

15. Transfers of Interests. No Member or Assignee shall transfer, (including without limitation an assignment or pledge of all or any portion of its interest in the Company to a lender as security for a bona fide loan), all or any portion of its interest in the Company, except upon the Consent of the Members. Such Consent may specify the rights and obligations the

transferee shall have, including whether the transferee to whom an interest has been transferred is to be admitted as a Member or have only the rights of an Assignee. If, however, the authorization does not specify otherwise, the transferee shall be admitted as a Member. Notwithstanding the foregoing or anything else to the contrary contained in this Agreement, a Member shall, upon thirty (30) days written notice to the other Members, be entitled to transfer all or any portion of its interest at any time to an Affiliate, and such transferee shall be admitted as a Member. For purposes of this Agreement: (A) an “**Affiliate**” of, or person “**Affiliated**” with, a specified person, is a person that directly, or indirectly through one or more intermediaries, controls or is controlled by, or is under common control with, the person specified, and (B) an “**Assignee**” shall (i) have no right to vote or otherwise participate in Company matters, (ii) take no part in the management of the Company’s business and affairs or transact any business on behalf of the Company, (iii) have no right to any notices provided hereunder, (iv) have no power to sign on behalf of, or to bind, the Company, (v) have no right to any information or accounting of the affairs of the Company, (vi) not be entitled to inspect the books or records of the Company, and (vii) not have any other rights of a Member under the Delaware Act or this Agreement other than those described in this last sentence of this Section 14.

16. Liability of the Members. The Members shall not have any liability for the obligations or liabilities of the Company except to the extent expressly provided in the Delaware Act.

17. Exculpation and Indemnification. No Covered Person shall be liable to the Company or to any Member for any loss, damage or claim incurred by such Covered Person by reason of any act or omission performed or omitted by such a manner reasonably believed to be within the scope of authority conferred on such Covered Person by this Agreement, except to the extent that such loss, damage or claim arose out of such Covered Person’s bad faith, willful misconduct or gross negligence. To the fullest extent permitted by applicable law, a Covered Person shall be entitled to indemnification from the Company for any loss, damage or claim incurred by such Covered Person by reason of any act or omission performed or omitted by such a manner reasonably believed to be within the scope of authority conferred on such Covered Person by this Agreement, except to the extent that such loss, damage or claim arose out of such Covered Person’s bad faith, willful misconduct or gross negligence; provided, however, that any indemnity under this Section 16 shall be provided out of and to the extent of Company assets only, and no Covered Person shall have any personal liability on account thereof.

“**Covered Person**” means the “authorized person”, the Members, any Affiliate of the Members, any partners, members, employees, representatives, officers or agents of any Members or the Company, or their respective Affiliates.

18. Fiscal Year. The fiscal year of the Company shall end on December 31.

19. Benefits of Agreement. None of the provisions of this Agreement shall be for the benefit of or enforceable by any creditor of the Company or of the Members.

20. Integration. This Agreement constitutes the entire agreement pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements and understandings in connection therewith.

21. Headings. The titles of Sections of this Agreement are for convenience of reference only and shall not define or limit any of the provisions of this Agreement.

22. Governing Law. This Agreement shall be governed by, and construed in accordance with, the laws of the State of Delaware, without giving effect to conflicts of law principles of such State.

23. Amendments. This Agreement may be amended only by written instrument executed by the Members.

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IN WITNESS WHEREOF, the undersigned has duly executed this Limited Liability Company Agreement as of the date written above.

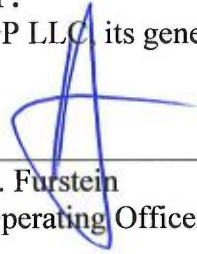
MEMBERS:

FCOF V UST LLC

By: 
Name: Marc K. Furstein
Title: Chief Operating Officer

FTS SIP II L.P.

By: FCO BT GP LLC, its general partner

By: 
Name: Marc K. Furstein
Title: Chief Operating Officer

FCO MA J5 INVESTMENTS LLC

By: 
Name: Marc K. Furstein
Title: Chief Operating Officer

FCO MA V UB SECURITIES LLC

By: 
Name: Marc K. Furstein
Title: Chief Operating Officer

SUPER FCO MA III L.P.

By: FCO MA Sup GP III LLC, its general partner

By: 
Name: Marc K. Furstein
Title: Chief Operating Officer

FCO V LSS SUBCO LP

By: FCO V LSS SubCo GP LLC, its general partner

By: _____

Name: Marc K. Furstein

Title: Chief Operating Officer

FCO MA MAPLE LEAF LP

By: FCO MA MAPLE LEAF GP LLC, its general partner

By: _____

Name: Marc K. Furstein

Title: Chief Operating Officer

FCO MA MI II L.P.

By: FCO MA MI GP LLC, its general partner

By: _____

Name: Marc K. Furstein

Title: Chief Operating Officer

DRAWBRIDGE SPECIAL OPPORTUNITIES FUND LP

By: Drawbridge Special Opportunities GP LLC,
its general partner

By: _____

Name: Marc K. Furstein

Title: Chief Operating Officer

DBO RFP LLC

By: _____

Name: Marc K. Furstein

Title: Chief Operating Officer

SCHEDULE A

<u>Member</u>	<u>Member Address</u>	<u>Percentage Interest</u>
FCOF V UST LLC	c/o Fortress Investment Group 1345 Avenue of the Americas, 46th Fl New York, NY 10105	38.6192050%
FTS SIP II L.P.	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	2.9404860%
FCO MA J5 Investments LLC	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	0.9928790%
FCO MA V UB Securities LLC	c/o Fortress Investment Group 1345 Avenue of the Americas, 46th Fl New York, NY 10105	2.0542320%
Super FCO MA III L.P.	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	1.9857570%
FCO V LSS SubCo LP	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	0.9928790%
FCO MA MAPLE LEAF LP	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	5.9572720%
FCO MA MI II L.P.	c/o Maples Corporate Services Limited PO Box 309, Ugland House Grand Cayman, KY1-1104 Cayman Islands	1.9857570%
Drawbridge Special Opportunities Fund LP	c/o Fortress Investment Group 1345 Avenue of the Americas, 46th Fl New York, NY 10105	36.5279980%
DBO RFP LLC	c/o Fortress Investment Group 1345 Avenue of the Americas, 46th Fl New York, NY 10105	7.9435350%

SCHEDULE B

INITIAL OFFICERS

Peter L. Briger, Jr.	Chairman
Constantine M. Dakolias	President
Marc K. Furstein	Chief Operating Officer
William A. Covino	Chief Financial Officer
David Prael	Chief Administrator Officer
Jennifer Sorkin	Treasurer
David N. Brooks	Secretary
Alexander Gillette	Assistant Secretary
Jason Meyer	Authorized Signatory
Scott Silvers	Authorized Signatory
Daniel N. Bass	Authorized Signatory



ram
Ram Realty Advisors



About Ram

People Making Places

Ram is a vertically-integrated manager, headquartered in Palm Beach Gardens, FL with regional offices in Nashville, TN, Charlotte and Raleigh-Durham, NC, and Tampa, FL. In addition, several of Ram's professionals work remotely in the target markets. Ram's four principals manage a team of approximately 42 professionals focused on Company sponsored assets. Many of the team members are native to Ram's markets, providing comprehensive market knowledge, relationships and experience. The Principals average 32 years of industry experience and a 19-year tenure with Ram. One or more members of Senior Management is directly involved in all aspects of sourcing, evaluating and executing each investment.

Ram and its predecessor entities have continuously operated in the Southeast since 1978. Since 2004, Ram has primarily invested through a series of discretionary closed-end funds. Ram has developed and acquired approximately 11,700 multifamily units and 9.6 million square feet of commercial and has invested \$983 million of equity (\$3.5 billion total capitalization) in its real estate investments.

Ram intends to use capital from a discretionary closed-end fund to capitalize the Corey Landing Project. The fund has sufficient available capital to fund the equity requirement in its entirety; therefore, Ram would fund all equity required for the project from the fund and would not require any outside capital partners. The fund acts as an all-cash buyer, and Ram has full discretion over investment decisions through its investment committee, which is controlled by the firm's senior management team. Our capital structure combined with our team's expertise in all aspects of mixed-use development should provide the City of St. Pete Beach with the utmost confidence in Ram's ability to perform, stay on schedule, and deliver a top tier mixed-use project.



Current Projects

Current Project: CURV

Location: Ft. Lauderdale, FL

Size: 243 Rental Apartments; 49,000 SF Retail; \$106 Million Cost

Investment Summary:

Mixed-use development of 243 luxury apartments (8 stories) and 49,000 sf Whole Foods on 3.2-acre site.

Urban infill location at high-traffic intersection of 17th Street and Federal Highway (61,000 vehicles/day).

Walkable (one block) to Broward Health Medical Center (8,000 employees); 1 mile from Fort Lauderdale CBD (6 million SF, 40,000 employees), 1 mile from Port Everglades, and 1.5 miles from Fort Lauderdale International Airport.

Completed Q4 2020.



Current Project: **Mareas at Botanica**

Location: Miami, FL

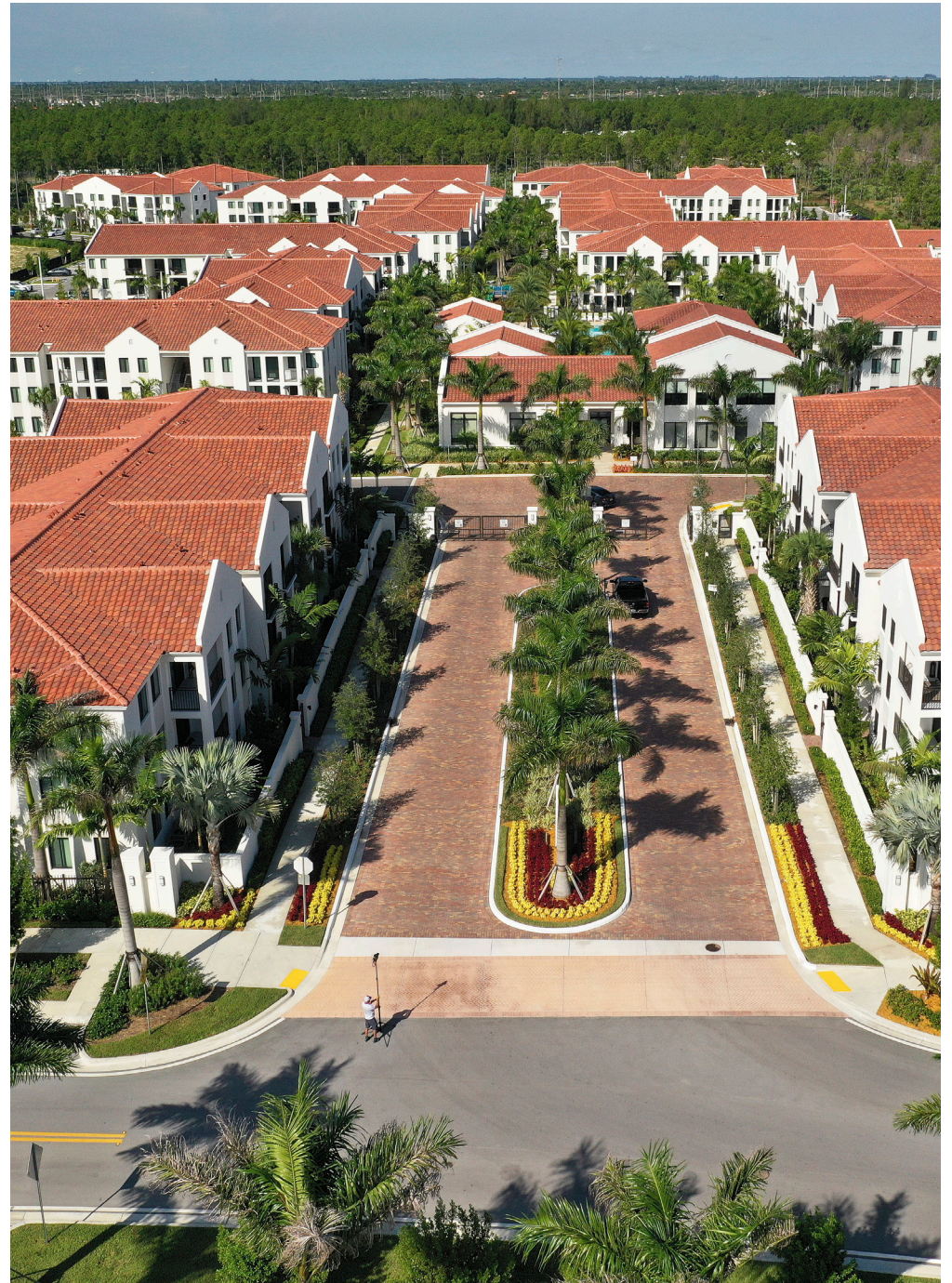
Size: 600 Rental Apartments; 290,000 SF Retail; \$195 Million Cost

Investment Summary:

Mixed-use development of 600 apartments and 290,000 sf of retail including Walmart and LA Fitness.

Located in a densely populated submarket of Miami, containing 315,000+ residents within a 5-mile radius. The area is highly underserved for retail uses and is primed for anchor/junior anchor space, restaurants, banks, and other service providers.

Phase 1 (408 apartments & 240,000 sf of retail) completed in Q2 2020.



Current Project: The District Boynton

Location: Boynton Beach, FL

Size: 350 Rental Apartments; \$73 Million Cost

Investment Summary:

350-unit luxury apartment development on 14-acre site.

Infill suburban location, directly adjacent to Target-anchored lifestyle center across the street from 1.1 million sf Boynton Beach Mall. Walkable to dining, entertainment, and a new park (and dog park).

Construction completed Q3 2017.



Current Project: BLYS

Location: Oakland Park, FL

Size: 300 Rental Apartments and 31,000 SF Retail; \$86 Million Cost

Investment Summary:

Mixed-Use development featuring 300-luxury apartments and grocery-anchored retail (Sprouts Farmers Market) on a 12-acre site.

Located in the Oakland Park sub-market of Broward County, 3 miles north of the Ft. Lauderdale central business district. Situated along Oakland Park Boulevard, in-between I-95 and US-1.

Anticipated completion Q3 2022.



Current Project: **Mainstreet at Midtown**

Location: Palm Beach Gardens, FL

Size: 121,000 SF Commercial; 225 condo units; \$53 Million Cost

Investment Summary:

Mixed-use development including 97,000 sf of commercial space, 24,000 sf freestanding grocery box, and 225 condo units.

Infill development in the heart of Palm Beach Gardens. Located 1 mile west of Interstate 95 and 1 mile east of the Florida Turnpike.

Commercial space and condo units completed in 2007; The Fresh Market opening Q2 2022



Current Project: Hub South End

Location: Charlotte, NC

Size: 265 Rental Apartments; 22,425 SF Retail; \$63 Million Cost

Investment Summary:

Mixed-use development, including 265 luxury apartments and 22,425 sf of retail space.

The project is located in South End, a transit-oriented submarket within walking distance to retail, dining, offices, the Charlotte Rail Trail and Charlotte's light rail system ("LYNX") connecting to the "Uptown" central business district.

Amenities include co-working space, designed to provide opportunities for residents to work collaboratively.

Completed Q3 2020.



Current Project: Hawk

Location: Charlotte, NC

Size: 71 Rental Apartments; 6,600 SF Retail; \$32 Million Cost

Investment Summary:

0.36 acre site adjacent to Design Center of the Carolinas (Ram Fund II). Planned boutique luxury multifamily building (13 stories), including 71 rental units and 6,600 sf of ground floor retail.

Located in South End, a transit-oriented submarket within walking distance to retail, dining, offices, the Charlotte Rail Trail and Charlotte's light rail system ("LYNX") connecting to the "Uptown" central business district.

Completed Q4 2020.



Current Project: Three30Five

Location: Charlotte, NC

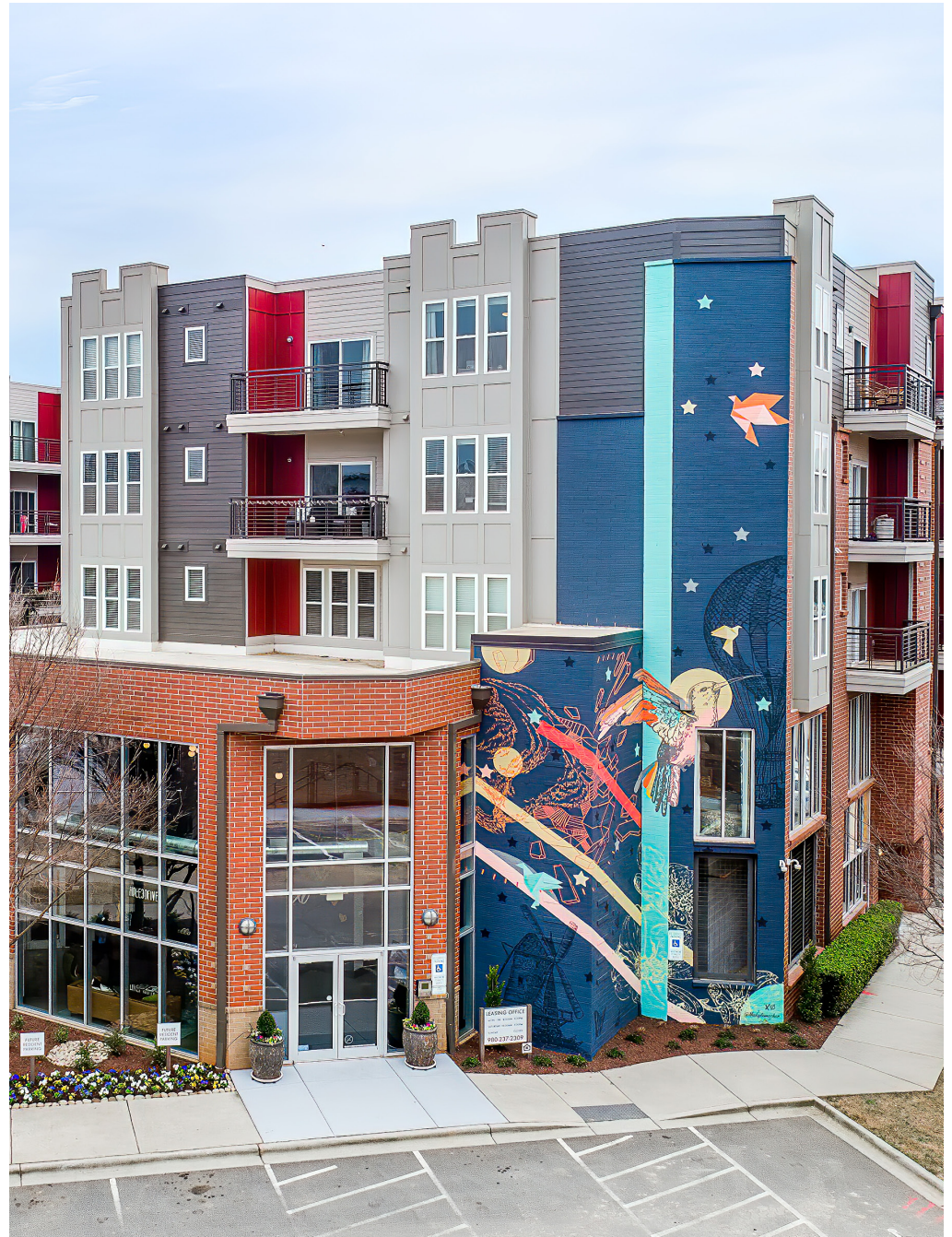
Size: 164 Rental Apartments; 32,000 SF Retail; 28,000 SF Office;
\$36 Million Cost

Investment Summary:

Mixed-use project, including execution of modest renovation program of existing 164-unit apartment community built in 2013 and development of adjacent 2.4 acres of land with 60,000 sf of retail and office.

Urban infill location at high-traffic intersection of Tryon St. & Tremont Ave. in the heart of South End neighborhood. Walkable (one block) to light rail station, which provides convenient access to Charlotte's CBD (100,000+ employees).

Commercial development completed Q2 2020.



Current Project: Lowe's Tech Hub

Location: Charlotte, NC

Size: 357,000 SF Office ; 20,000 SF Retail; \$155 Million Cost

Investment Summary:

Joint venture with Childress Klein to develop a 23-story office tower anchored by Lowe's Home Improvement for their new technology hub (2,000 employees). Includes 20,000 SF of ground floor retail space.

Urban infill location in the heart of South End, a transit-oriented submarket within walking distance to retail, dining, offices, the Charlotte Rail Trail and Charlotte's light rail system ("LYNX") connecting to the "Uptown" central business district.

Completed Q4 2021.



Current Project: **The Collective**

Location: Charlotte, NC

Size: 250 Rental Apartments; 18,900 SF Retail; \$46 Million Cost

Investment Summary:

Acquired 17,200 sf commercial building on 3.6 acres of land. Planned value-add strategy on existing commercial space and development of 250 rental apartments plus 1,700 sf of additional retail space.

In-fill development in the growing NoDa submarket of Charlotte appealing to the creative class and millennials; walking distance to retail, dining, and a new 9.3-mile extension of Charlotte's light rail system (<10 minute ride to Charlotte CBD).

Completed Q1 2019.



Current Project: The Elliott Apartments

Location: Chapel Hill, NC

Size: 272 Rental Apartments; \$56 Million Cost

Investment Summary:

3-acre site, former Days Inn motel, combined with portion of adjacent Elliott Square (Ram Owned Shopping Center) to develop 272-unit multifamily project.

Part of newly established “Blue Hill District” created to promote high density redevelopment.

High-traffic, suburban infill location adjacent to Whole Foods, a new luxury apartment development, Trader Joe’s, and Harris Teeter anchored centers.

Completed Q1 2021.



Current Project: Bull City Market

Location: Durham, NC

Size: 40,875 SF Retail; \$14 Million Cost

Investment Summary:

Acquired 40,875 sf retail shopping center anchored by Whole Foods Market.

Plan to perform minor property enhancements and renew or re-tenant existing shop tenants (~9,300 sf) at market rents upon expiration.

Infill location within Durham, NC adjacent to Duke University's East Campus, near the 9th Street District.

Acquired in June 2020.



Current Project: University Place

Location: Chapel Hill, NC

Size: 374,000 SF Retail; \$70 Million Cost

Investment Summary:

Acquired 374,400 sf partially enclosed mall, anchored by Harris Teeter, Silverspot Cinema, Planet Fitness and Southern Season. Originally developed in the 1970s and partially renovated in 2013. Value-add strategy to create a vibrant mixed-use environment through combination of redevelopment of existing structures and potential new development in surface parking lots.

Infill suburban location at high-traffic intersection (Fordham Blvd. and Estes Dr.), 1.5 miles from UNC and walking distance to recent Ram investments (The Elliott Apartments and Elliott Square Shopping Center).

Acquired December 2018.



Current Project: 601 Midtown

Location: Raleigh, NC

Size: 70,000 SF Retail; \$23 Million Cost

Investment Summary:

Acquired 70,000 sf shopping center (9.4 acres) built in 1996, anchored by Lifetime Fitness (~55,000 sf), shadow-anchored by Wegmans (~100,000 sf, under construction). Planned renovation of existing structure to provide space for new 43,800 sf anchor and ~11,000 sf of additional shop space. Planning construction of two new buildings (~11,000 sf) fronting Six Forks Road.

Infill suburban location at high-traffic intersection (Six Forks and Wake Forest Road), just off I-440 (Raleigh's inner beltline). Other retailers at the intersection include Trader Joe's and Costco.

Acquired June 2019.



Current Project: Elliott Square

Location: Chapel Hill, NC

Size: 69,000 SF Retail; \$18 Million Cost

Investment Summary:

Acquired 69,000 sf retail shopping center anchored by O2 Fitness.

Value-add renovation program currently underway. Plans include new façade, signage, and resurfacing of the parking lot. Tenant mix upgrade in process.

High-traffic, infill suburban location adjacent to Whole Foods, Trader Joe's and University Place. Located in recently established "Blue Hill District" created by local government to encourage mixed-use redevelopment.

Acquired in July 2016.



Current Project: **Homestead Market**

Location: Durham, NC

Size: 164,000 SF Retail; \$17 Million Cost

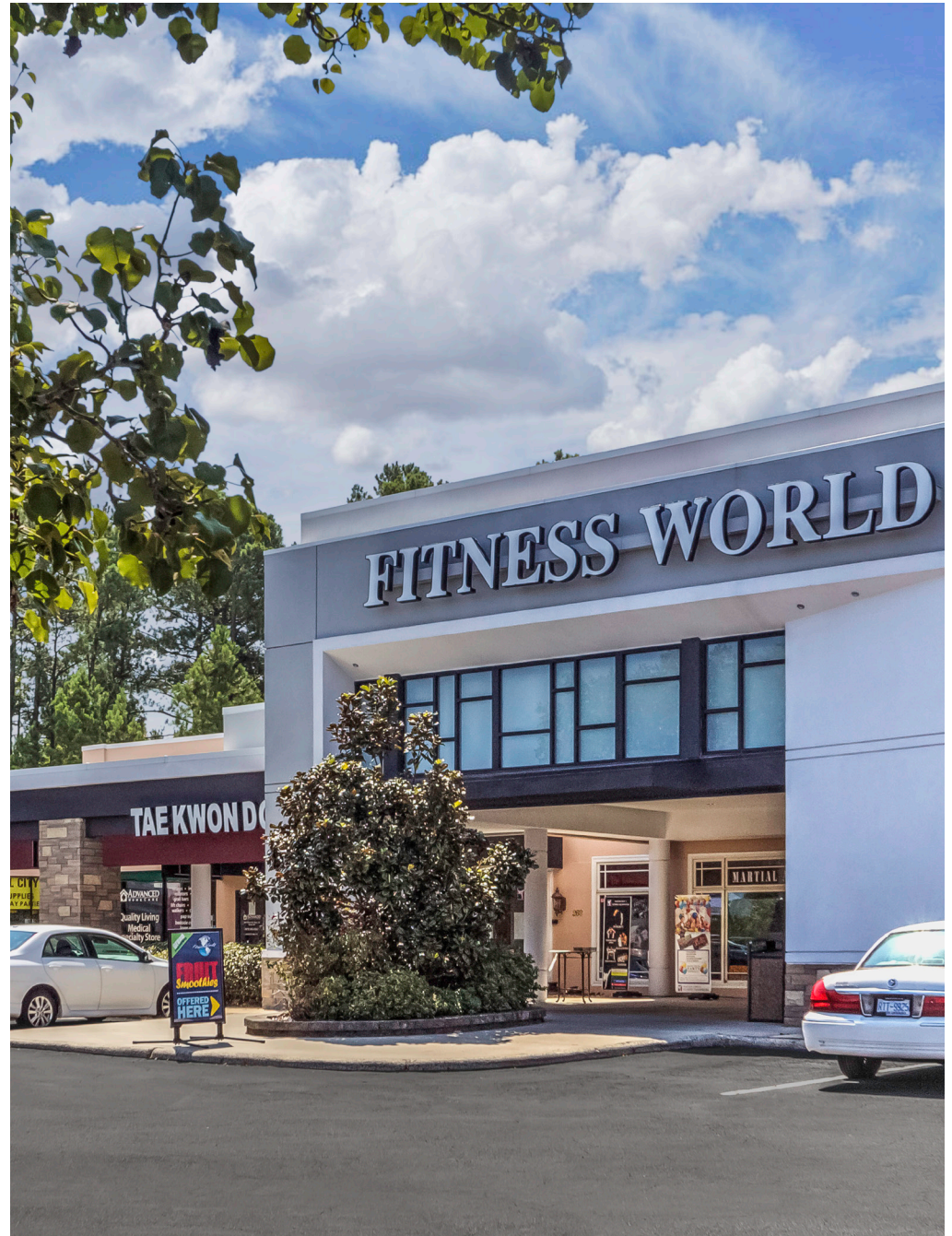
Investment Summary:

Acquired 164,000 sf retail center with vacant grocery anchor box.

Value-add strategy to reposition the center with a stronger tenant mix at higher rents by renovating the center, parking field, landscape and signage. Backfilled vacant anchor box with Sprouts Farmers Market.

Located in one of the region's strongest retail submarkets of Durham, NC, anchored by The Streets at Southpoint, the dominant regional mall in the Triangle.

Acquired in July 2017.



Current Project: Wrenstone at The Highlands

Location: Nashville, TN

Size: 323 Units; \$65 Million Cost

Investment Summary:

Development of a 323-unit garden style apartment community and an adjacent 156+ acre nature preserve. Located in the rapidly growing, high-quality Bellevue neighborhood (~8 miles southwest of downtown Nashville).

The project will be a mix of studio, 1 bedroom and 2 bedroom units and will provide exceptional views to the South. Amenities will include a fitness center, dedicated outdoor space, clubroom, and resort-style pool. Anticipated completion Q4 2021.

Phase I Completed Q4 2021.



Past Projects

Past Project: Indigo Station

Location: Deerfield Beach, FL

Size: 226 Rental Apartments; 7,675 SF Retail; \$48 Million Cost

Investment Summary:

Mixed-use development of 226 apartments and adjacent 7,675 sf commercial building.

8-acre site located in a high-traffic urban infill location (50,000+ vehicles/day along Hillsboro Blvd.).

Directly adjacent to Tri-Rail station (4+ million riders annually) and Interstate 95. Neighboring employers include JM Family Enterprises, Sun-Sentinel, and Publix Distribution Center.

Completed Q3 2019. Sold in Q3 of 2021.



Past Project: The Alexander

Location: West Palm Beach, FL

Size: 205 Rental Apartments; 529 SF Retail; \$63 Million Cost

Investment Summary:

205 unit luxury tower (16 stories) developed on surface lot adjacent to Alexander Lofts. Includes shared amenities and garage parking for Alexander Lofts.

Urban, infill location; walking distance (96 "Walk Score") to retail and entertainment (CityPlace, Kravis Center for Performing Arts), CBD office (80,000 employees) and PBAU (3,600 students).

Sold October 2018.



Past Project: **Mirador Doral**

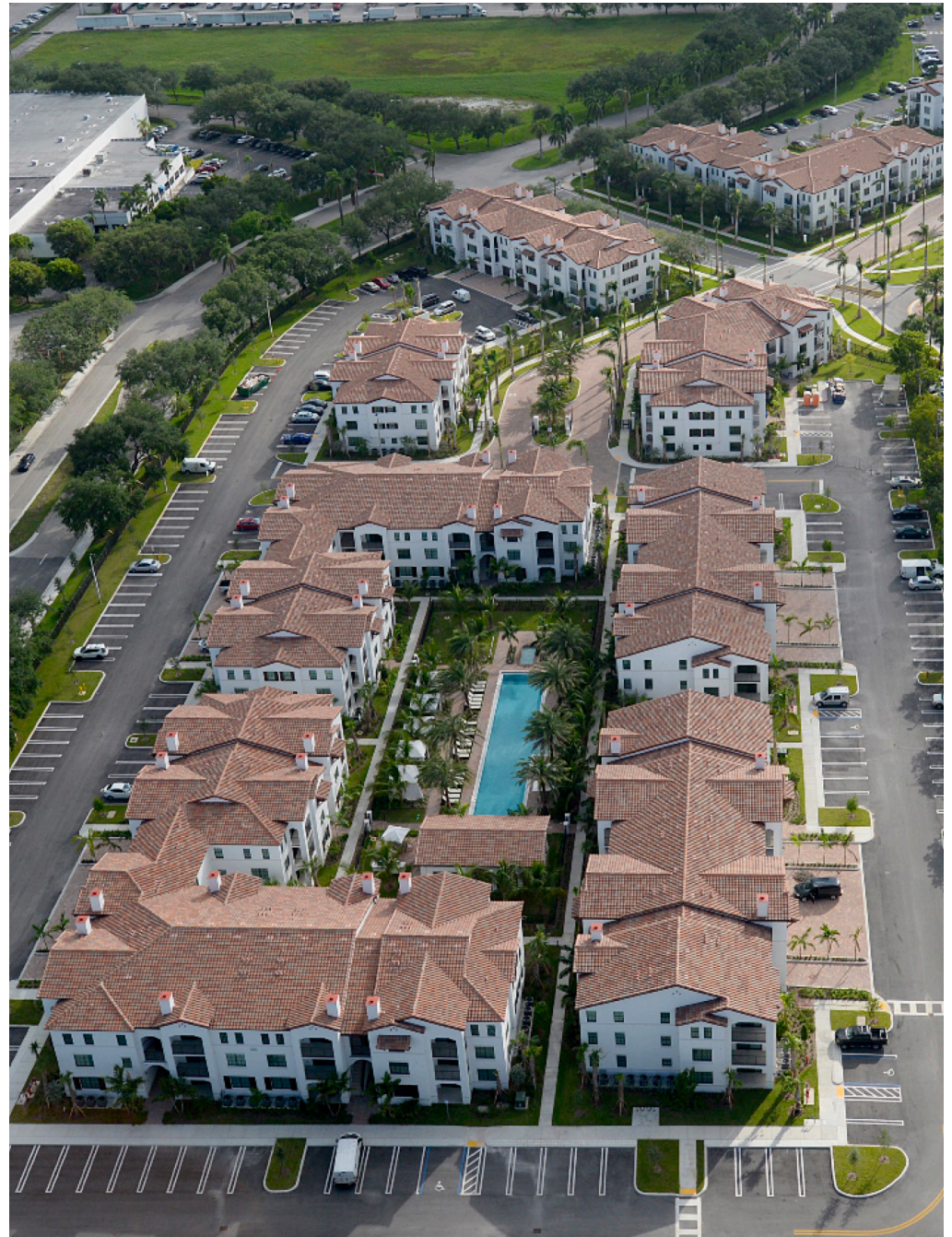
Location: Doral, FL

Size: 332 Rental Apartments; \$75 Million Cost

Investment Summary:
332-unit garden-style apartment development.

Infill location with easy access to Doral business district, future City Place development (600,000 sf of retail), and downtown Miami.

Construction completed Q3 2017. Sold June 2018.



Past Project: Alexander Lofts

Location: West Palm Beach, FL

Size: 85 Rental Apartments and 1,357 SF Retail; \$15 Million Cost

Investment Summary:

Acquired 85,000 sf historic building and two adjacent surface parking lots. Vacant office building, originally built in 1926 as Southern Bell regional headquarters converted into 85 loft apartments. Award winning public art created as centerpiece of project marketing.

Urban, infill location; walking distance (96 "Walk Score") to retail and entertainment (CityPlace, Kravis Center for Performing Arts), CBD office (80,000 employees) and PBAU (3,600 students).

Sold October 2018.



Past Project: Parc Station

Location: Hollywood, FL

Size: 336 Rental Apartments; \$70 Million Cost

Investment Summary:

21-acre former mobile home park redeveloped into 336-unit luxury garden apartment community.

Infill suburban location; high-traffic Interstate 95 corridor; close proximity to beaches, airports, downtown Fort Lauderdale and Miami.

Sold December 2017.



Past Project: The Mark at Cityscape

Location: Boca Raton, FL

Size: 208 Rental Apartments; \$57 Million Cost

Investment Summary:

Acquired infill office building in downtown Boca Raton with excess land (surface parking) approved for mixed-use project.

Mixed-use development including 200-room Hyatt Place, existing Merrill Lynch Office Building, and The Mark at Cityscape (208 luxury apartments, 19,000 sf commercial, 675-space garage).

Sold March 2015.



Past Project: The Exchange on Erwin

Location: Durham, NC

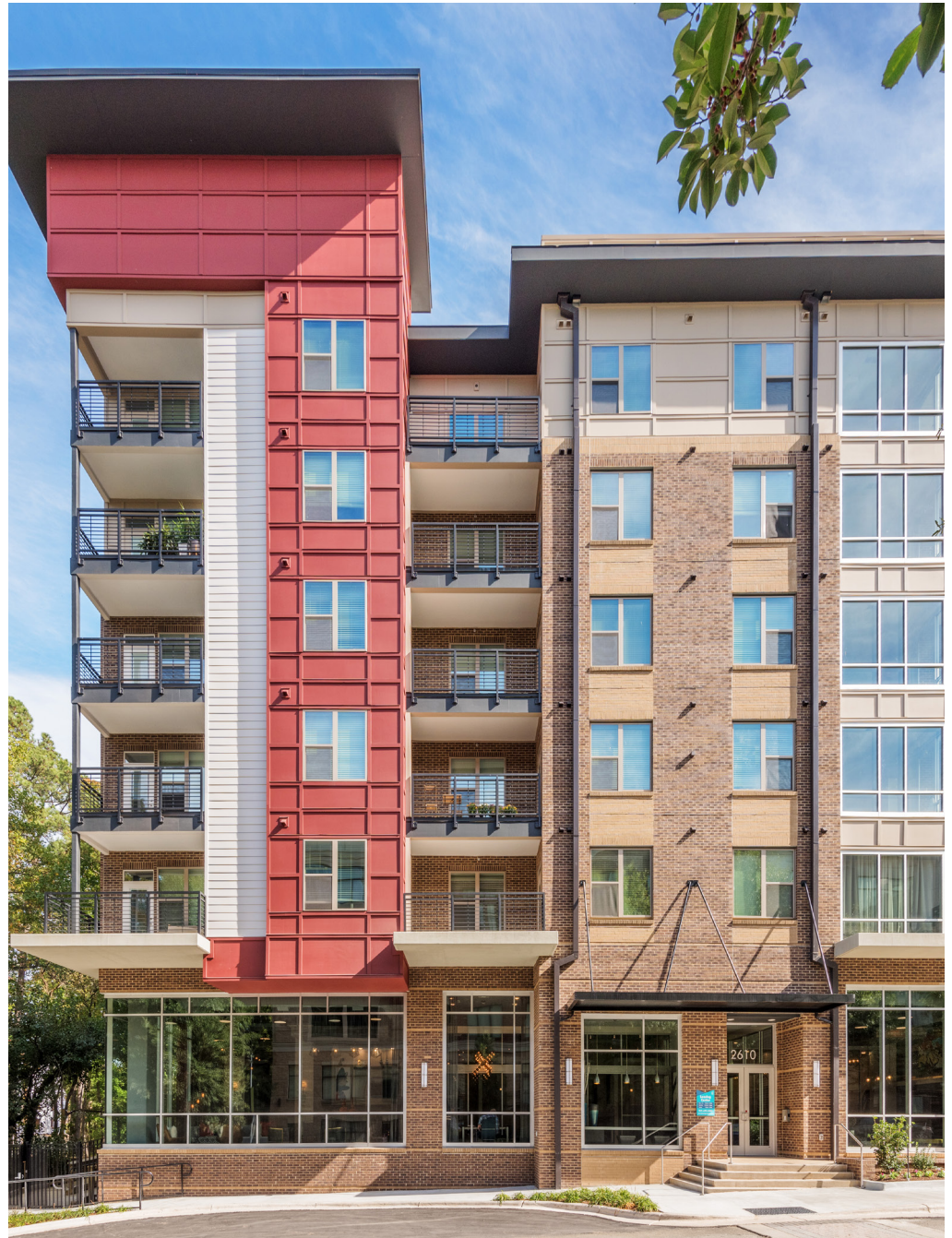
Size: 265 Rental Apartments; 97,000 SF Commercial;
\$45 Million Cost

Investment Summary:

Acquired 97,000 sf commercial building, 631-space under-utilized garage and 5 acres of land (16 duplex units). Executed value-add strategy on existing commercial space and redevelopment of adjacent land into 265 apartment units.

In-fill location adjacent to Duke University (15,000 students, 36,000 employees), Duke Medical (10,000 employees) and VA Hospital. Created a live/work/play (mixed-use) environment through combination of value-add and development strategies.

Sold December 2019.



Team and Contact Information

Casey Cummings | CEO
cc@ramrealestate.com

Jim Stine | President
jstine@ramrealestate.com

Travis Williams | Vice President of Development
twilliams@ramrealestate.com

Nate Wilson | Director of Investments - Central Florida
nwilson@ramrealestate.com



November 29, 2021

Brandon Berry, Planner II
Community Development Department
155 75th Ave
St. Pete Beach, FL 33706
(727) 363-9253

RE: Conditional Use Permit #21080 – 1 Corey Ave – Corey Landing – Mixed-use
Residential and Commercial Project with Residential Density Pool Request

Dear Mr. Berry,

On behalf of the property owner St. Pete Beach Holdings, LLC, regarding the project located at 1 Corey Ave., Kimley-Horn and Associates, Inc. is providing the following response to your comments dated October 29, 2021.

Public Works

Flood Protection and Drainage

- 1) Comment: Section 4.12(a)(3) of the Land Development Code requires that Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that any hydrological features and storm water management infrastructure issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties. It is unclear from the submitted application that this requirement will be met.

Response 1: Acknowledged. As part of the site development permit, a drainage report is being prepared to demonstrate that the proposed development will not adversely impact any adjacent or nearby properties. The CUP Site Plan shows the approximate location of the stormwater management area, an underground vault in the parking garage structure on the South Parcel, and the location of a treatment filter product located outside of the proposed building, upstream of the outfall location to Boca Ciega Bay.

- 2) Comment: This development will be evaluated for compliance with the City's Flood Control Code of Ordinance requirements. Please see Chapter 106 of the City's Code of Ordinances for additional information.

Response 2: Acknowledged. Chapter 106 of the City's Code of Ordinances has been reviewed and it is understood that the drainage report will be reviewed for compliance with the City's Code of Ordinances.

Utilities

- 3) Comment: Section 4.12(a)(1) of the Land Development Code requires that Conditional use applications within the community redevelopment district shall be evaluated upon the extent to which the applicant can demonstrate that any utility infrastructure, including sanitary sewer, reclaimed water, potable water, electric and natural gas services, and data

transmission and telecommunications services issues are addressed in a manner consistent with the policies established in the community redevelopment plan for the district and that no unreasonable or disproportionately negative impacts are imposed upon adjacent or nearby properties. It is unclear from the submitted application that this requirement will be met. Full utility concurrency review will be required, and offsite utility improvements may be required to support the proposed development.

Response 3: Acknowledged. Preliminary meetings have been held with the Pinellas County Water Department, Duke Energy, and the City of St. Pete Beach Wastewater Department for capacity and service discussions. Re-engagement with these municipalities is underway and utility design is in process.

Fats, Oils, and Grease (FOG)

- 4) Comment: FOG Permit Application is required and must be approved prior to development. Please see Chapter 86 – Article V of the City’s Code of Ordinances for additional information on compliance with the FOG Program

Response 4: Acknowledged. A FOG Permit Application is anticipated for the proposed restaurant on the North Parcel and grease interceptors are already identified by the MEP adjacent to the trash service area for the southern parcel and will serve the restaurant / retail spaces located with int the ground floor of the mixed-use building. These FOG Permit applications will be submitted during utility permitting.

Building

General Notes

- 5) Comment: Only a site plan was submitted so the Building Department comments are very narrow based on-site plans but will mention a few items
- a. Commercial restaurant and store spaces on the ground floor need to be floodproofed
 - b. All residential units must be located above the DFE (BFE+1)
 - c. Fire pump and equipment room on ground floor must be floodproofed
 - d. Flood vents are required in trash rooms
 - e. We encourage arch/engineer to consult with building dept. during design phase to ensure it will be FEMA compliant
 - f. Building must be built to FBC 2020 7th edition and 2017 NEC, ASCE 24 standards

Response 5: Per FEMA Flood Map 12103C0276H, effective 08/24/2021, the BFE is 11.0’. A coastal analysis is being performed for the site and a submittal to FEMA for a CLOMR is upcoming which is expected to lower the base flood elevation of the property. The new base flood elevation will establish the DFE, which all first floor commercial, restaurant and residential will be located above this elevation. Any service areas below this elevation will be addressed, potentially through floodproofing. The building permit plans will provide the requested details in the comments above.

Recreation

- 6) Comment: Recommend including bike racks by park, shops and restaurant

Response 6: Bike racks will be provided. Preliminary locations are shown on the landscape plans.

- 7) Comment: Park should include water access, landscaping, and passive recreational opportunities (i.e. gazebo, seating, open space)

Response 7: The proposed landscape / hardscape programming is included in the landscape plans. Further programming will be developed with the City staff.

Fire

- 8) Comment: No comments regarding the conditional use permit request.
a) Please be advised that these are preliminary notes and not a formal review of the plans. Site plans comments shall be addressed during site plan submittal; building plans during building plan submittal.

Response 9: Acknowledged.

Site plan Page A101: South Fire Lane

- 9) Comment: Minimum 12ft width shall be provided. Curb cuts shall conform to fire truck turning radii.

Response 10: Please see the updated Site Plan, Sheet C300, which shows two fire access lanes, one in the park and one just south of the parking garage, which are 12 ft wide. In these areas, FDOT Type E curb is shown for fire truck accessibility.

- 10) Comment: What is the length of the fire lane? If greater than 150ft in length provisions for a turnaround must be provided (1:18.2.3.5.4)

Response 11: The two proposed fire lanes discussed above do not exceed 150 ft in length and therefore a turnaround is not required.

- 11) Comment: Landscaping shall not prohibit FD access onto this area.

Response 12: Acknowledged. The fire lanes have been coordinated with the landscape plans.

- 12) Comment: Fire truck access gate- Provide EVAC access at gate. Signage shall be provided to delineate that area designated for FD access.

Response 13: Acknowledged. EVAC access to the gate will be coordinated with the architect and signage will be incorporated to designate this area.

- 13) Comment: Provide surface type. Shall be in accordance with NFPA 1

Response 14: The fire lane located in the park will be reinforced turf in accordance with NFPA 1. The fire lane to the south of the proposed mixed-use building will be reinforced pavers or reinforced concrete access way in accordance with NFPA 1.

- 14) Comment: Access shall be designed to support the loads of the heaviest fire apparatus, which is 70,000lbs. Provide engineered design drawings and documentation.

Response 15: Acknowledged. Please refer to the response above, manufacturer specifications for a load support product will be provided at time of submittal to demonstrate the 70,000 lb. load requirement.

Page C300 Site plan:

- 15) Comment: FD vehicle movement exhibit shall include turning radii for Corey Circle and South access lane. Fire department access roads shall have an unobstructed width of not less than 20ft (1:18.2.3.5.1.1) The turning radius of q fire department access road shall be as approved by the AHJ (1:18.2.3.5.3.1)

Response 15: A standalone fire department truck-turn exhibit is being prepared and will be included in the building permit drawings to demonstrate access to both fire access lanes and sufficient maneuverability throughout the site and within the public rights-of-way.

- 16) Comment: Access to buildings to include restaurant shall comply with NFPA 1 2018ed Section 18.2.3.2
- a) If restaurant door which provides access to the interior of the building is greater than 50ft away from Corey Circle, access into parking lot shall be provided with proper turning radii and drive aisle widths to enter and exit.
- i) 18.2.3.2.1 A fire department access road shall extend to within 50 ft (15 m) of at least one exterior door that can be opened from the outside and that provides access to the interior of the building.
 - ii) 18.2.3.2.2 Fire department access roads shall be provided such that any portion of the facility or any portion of an exterior wall of the first story of the building is located not more than 150 ft (46 m) from fire department access roads as measured by an approved route around the exterior of the building or facility.
 - iii) 18.2.3.2.2.1 When buildings are protected throughout with an approved automatic sprinkler system that is installed in accordance with NFPA 13, NFPA 13D, or NFPA 13R, the distance in 18.2.3.2.2 shall be permitted to be increased to 450 ft (137 m).

Response 16: It is intended that the proposed fire access lane shown on Sheet C300 will extend within 50 ft of exterior door of the restaurant space. The exact door locations of the restaurant have not been finalized and will be coordinated during design. The mixed-use residential building will be protected with an approved automatic sprinkler system. Dimensions around the exterior of the residential building following the path of the promenade on the backside of the building to each of the fire lanes have been added to show that this distance does not exceed 450 ft.

- 17) Comment: Fire flow shall be in accordance with the minimum flow requirements of NFPA 1 2018ed Section 18.4.5.3

Response 17: Acknowledged. Fire flow will be designed and reviewed at the time of utility permitting.

- 18) Comment: Fire hydrant spacing shall be in accordance with the requirements of NFPA 1 2018ed Section 18.5.3

Response 18: Acknowledged. Fire hydrants will be spaced in accordance with NFPA code. The exact locations of fire hydrants on the site will be discussed with Pinellas County Water Department in upcoming meetings.

- 19) Comment: Provide FDC(s) detail. FDC(s) shall be a 2.5-inch Siamese connection, 30-36 inches above finished grade.

Response 19: Acknowledged. FDC details and specifications will be coordinated with the architect.

- 20) Comment: Provide FDC to fire hydrant distance

Response 20: Acknowledged. The distance between the FDC and fire hydrants will be provided on the utility plan which is currently in design.

- 21) Comment: Provide type of underground line for FDC.

Response 21: The estimated fire main size to the FDC is 8". Details regarding the type of pipe and confirmation of size will be determined during permitting.

- 22) Comment: Provide type of fire line Ex: ductile iron, DR 14...

Response 22: Acknowledged. Private fire lines will be at minimum be C900, DR14. Fire lines in the ROW will be as required by the Pinellas County Water Department.

- 23) Comment: FDC(s) signage shall be provided.

Response 23: Acknowledged. Signage will be coordinated with the architect.

- 24) Comment: Water supply must be adequate to support the fire pump acceptance test which is at 150% of the fire pump's rated capacity. (NFPA 20 2016ed Section 14.1)

Response 24: Acknowledged.

- 25) Comment: Fire flow worksheet shall be completed. Please request when that phase commences.

Response 25: Acknowledged. Fire flow worksheet will be completed at time of building permit.

- 26) Comment: Dock standpipe - Is dock standpipe on North and South side tied into the fire protection system of the South building?

Response 26: This comment will be addressed by the fire protection engineer at time of building permit.

Page A101:

- 27) Comment: Level 1-identify exits from garage to public way. Doors shall outswing.

Response 27: Acknowledged. the doors will be noted and will swing outwards.

- 28) Comment: Provide exit door from stair 1 to public way

Response 28: An exit door from stair one has been added to the plans.

Page A102:

Comment: Is stair 2-3 remotely located from one another? Stairs shall be separated by not less than one-third the length of the maximum overall diagonal dimension of the building or area to be served. (NFPA 101 2018ed Section 7.5.1.3.3)

Response 30: Yes. The bldg. diagonal is 567'-4". Stairs 2 & 3 are 205'-4" apart and more than a 1/3rd (189'-2").

Page A102-A107:

- 29) Comment: Level 2-7: Parking area - Identify exits. Doors shall swing towards direction of travel (outwards to corridor or inwards toward stair)

Response 31: Acknowledged. Exits will be labeled and swing in the direction of egress.

- 30) Comment: Level 1-7: Stair 3-4 ensure maximum travel distance is not exceeded.

Response 32: Acknowledged. The travel distances will be shown on the lift safety plans (all less than 250'-0")

Comment: Page A107: Is there access into stair 1 on 7th floor?

Response 33: Yes. It is now shown correctly on the floor plan.

- 31) Comment: Fire alarm/voice evac system shall meet the requirements of NFPA 101 2018ed Section 30.3.4

Response 34: Acknowledged.

- 32) Comment: Fire sprinkler/fire pump/standpipes shall be provided.

Response 35: Acknowledged. They will be provided.

- 33) Comment: Fire rating of corridors, elevator hoistway, stairwell, trash chute room, shall meet the requirements of NFPA 1 2018ed.

Response 36: Acknowledged. Ratings will be noted on the construction assemblies and life safety plan sheets.

- 34) Comment: Fire separation between retail/residential and parking structure (ceiling and vertical walls) shall meet the requirements of NFPA 101 2018ed Table 6.1.14.4.1

Response 37: 1HR separation is required between A, R, B, and S occupancy with NFPA 13 fire protection system. 1HR will be provided.

- 35) Comment: Apartment corridor protection shall be in accordance with NFPA 101 2018ed Section 30.3.6

Response 38: Acknowledged. 30 minutes required & 30 minutes will be provided.

- 36) Comment: Tenant separation shall be in accordance with NFPA 101 2018ed Section 30.3.7.2

Response 39: Acknowledged. 30 minutes required & 1HR will be provided.

- 37) Comment: A life safety plan shall be provided depicted exit signs/ emergency lighting throughout to include stairs and foyer areas, travel distance dimension apartments to stairs, corridor widths, fire extinguisher locations and occupant load calculations.

Response 40: Acknowledged. On the Life Safety plans all Exits will be labeled, travel distances shown, fire extinguishers will either be in each unit or in the corridors and labeled, and occupant loads will noted.

Transportation

Comments on Transportation Study

The proposed development is anticipated to generate an additional 151 net, new weekday p.m. peak-hour trips (94 entering/57 exiting) and 74 net, new Saturday peak-hour trips (89 entering/85 exiting). The trip generation for the weekday p.m. peak-hour and the Saturday peak-hour is summarized in Table 1 and Table 2, respectively.

Table 1: Weekday P.M. Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS						GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	Trips	IC	In	Out	Total	Percent	Trips	In	Out	Total
Multi-Family Housing Mid-Rise	10	221	243	DU	63	41	104	15.7%	16	24	24	33	88	0.0%	0	54	23	77
Variety Store	10	814	14	KSF	50	46	96	27.0%	26	32	32	33	60	34.0%	24	25	21	46
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	30	19	49	40.0%	20	20	9	9	30	43.0%	12	14	3	17
					143	106	249	24.9%	62	118	75	75	187	9.3%	36	94	57	145

Note:

Internal capture was reduced to not exceed 25% of gross project trip ends

show supporting documentation for the pass-by percentages, they seem to be a bit high

Table 2: Saturday Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS						GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	Trips	IC	In	Out	Total	Percent	Trips	In	Out	Total
Multi-Family Housing Mid-Rise	10	221	243	DU	53	56	109	20.0%	22	32	42	45	87	0.0%	0	42	45	87
Shopping Center	10	820	14	KSF	68	63	131	32.1%	28	54	49	49	103	34.0%	36	36	31	67
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	29	27	56	40.0%	23	18	16	16	34	43.0%	14	11	9	24
					150	146	296	24.3%	72	114	110	110	224	22.3%	50	89	85	174

Notes:

Internal capture was reduced to not exceed 25% of gross project trip ends

ITE does not provide Saturday trip generation data for LUC 814 (Variety Store). LUC 820 (Shopping Center) Saturday data

- 38) Comment: Saturday period per the methodology letter requested adjustments has a higher external trip than the PM Peak. The study readjusted the Saturday Peak which increased the internal capture to 29.4%, 32.1%, and 50%. This was not the agreed upon percentages. Please revise the study accordingly to align with the city's comments.

Response 42: The traffic study has being revised with the requested internal capture percentages provided.

- 39) Comment: City requested under the tables of the Study Network Identification to add Gulf Winds Drive (75th to Gulf Blvd) to the analysis. This was not included. (Refer to page 10 in methodology letter where this was added)

Response 43: Acknowledged. Additional traffic counts and data collection have been received and will be sent as an addendum to the traffic report the first week of December.

Preliminary Site Plan Comments

- 40) Comment: Would like to see 10 ft sidewalks around the project area. Not clear in the plans what the sidewalks widths are and extent of the sidewalk network.

Response 44: The sidewalk along Corey Ave. is 10' wide and extends through the proposed Public park to the waterfront. The sidewalk along Bay Street is currently designed as 8' wide. This sidewalk will dead end on the south property line since there are no sidewalks in the adjacent residential neighborhood. The private promenade along the waterfront is designed with and 8' wide sidewalk.

- 41) Comment: Would like to see more landscaping incorporated within the pedestrian realm and in between the on-street parking area of the project site

Response 45: Acknowledged. The hardscape between the tree wells have been pulled back to provide a 9' wide landscape bed.

- 42) Comment: Would like to see designated crosswalk areas be designed with texture pavement (ex. pavers) to add emphasis to crossings and align with the crosswalks on Corey Ave

Response 46: Acknowledged. Enhance crosswalks have been added to the plans at the intersection of Bay Street and Corey Ave.

- 43) Comment: Lighting around the streetscape should be included

Response 47: Acknowledged. We are working with Duke Energy and the City to remove all of the overhead transmission lines and existing pole lighting and replace with decorative poles to match the existing lighting on Corey Ave. west of Bay Street. Building lighting and landscape accent lighting will also be included along the building frontage.

- 44) Comment: Would like to see the retail dumpster/trash area be buffered with some landscaping since it partially faces the entrance from Corey Ave and fronts Bay Street

Response 48: Acknowledged. Addressed in Landscape Plans.

- 45) Comment: Please clarify the location of the loading zone. Is this area within the right of way, not clear in the plans shown?

Response 49: The loading zoning previously included in the ROW has been removed from the plans. Loading and trash service driveway have been combined.

Planning & Zoning - DIVISION 37 TC-2 TOWN CENTER COREY CIRCLE DISTRICT

- 46) Comment: Purpose and intent. The TC-2 Town Center Corey Circle District is established as mixed use district anchoring the east end of the Corey Avenue corridor. The TC-2 district exists to accommodate medium intensity commercial and mixed-use developments oriented to the waterfront with retail and/or eating and drinking establishments on the ground level. The intent of these districts is to facilitate property assemblage and comprehensive redevelopment under unified project plans.

Response 50: Acknowledged

- 47) Comment: Sec. 37.2. Permitted uses. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses in the TC-2 Town Center Corey Circle are as follows:
- a) Retail uses except automotive sales lots, pawn shops, liquor stores, and tobacco shops;
 - b) Grocery stores, markets, pharmacies without drive-through service;
 - c) Personal service businesses such as barbershops, beauty shops, salons, day spas, gyms and fitness centers, tailoring, garment alteration and repair, shoe repair, dry cleaning pick-up and drop-off and other personal service uses similar in character and impact. Body art, bail-bond, check-cashing and other similar services are prohibited;
 - d) Eating and drinking establishments—Full-service restaurant, limited-service restaurant, bar/lounge, outdoor dining and/or drinking areas that do not provide for outdoor music, subject to Section 6.24 of this Code as may be applicable;
 - e) Office uses;
 - f) Commercial recreation, public parks and/or recreational facilities;
 - g) Government buildings and other public facilities, including parks and recreation facilities; (h) Artist studios and art galleries;
 - h) Multi-family residential only as a component of mixed use. Residential uses are not permitted on the ground floor;
 - i) Vehicle for hire - Limited to rental of non-motorized (bicycles) and individual motorized vehicles such as Segways, mopeds/scooters;
 - j) Class I mobile food trucks, subject to the criteria found in Division 6, herein;
 - k) Other commercial uses similar in character, nature and impact to permitted uses listed above.

Response 51: The Project will include only permitted multi-family residential, commercial and restaurant uses.

- 48) Sec. 37.3. Secondary uses.
(a) Marina—Wet slip only.

Response 52: Acknowledged

- 49) Sec. 37.4 Permitted accessory uses and structures.
- a) Uses and structures, as regulated in sections 6.12 and 6.13, which are customarily accessory and clearly incidental and subordinate to permitted or permissible uses and structures and are not of a nature prohibited under section 31.5.
 - b) Electric vehicle charging stations;
 - c) Home occupations, subject to the conditions set forth in section 6.5 of this Code.
 - d) Temporary structures under the provisions of section 6.11 of this Code.

Response 53: Acknowledged

50) Sec. 37.5. Allowable conditional uses. Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable conditional uses in the TC-2 Town Center Corey Circle are as follows:

- a) Temporary lodging facilities hotel, motel, and resort condominium, awarded on a case-by case basis, to come from the density pool established in the Comprehensive Plan, with evaluation through criteria specified in this Code.
- b) Commercial developments with a gross square footage of greater than 25,000.
- c) Commercial kitchen.
- d) Commercial docks—Classes A, B, C and D.
- e) Eating and drinking establishment—Take-out only restaurant, outdoor dining and/or drinking areas that provide for outdoor music, roof dining and/or drinking areas, subject to Section 6.24 of this Code as may be applicable.
- f) Vessel for hire (water taxis).

Response 54: Acknowledged. This application includes conditional uses for commercial docks and eating and drinking establishments (in addition to the condition use for the residential units from the density pool).

51) Sec. 37.6. Prohibited uses and structures. All uses and structures not of a nature specifically or provisionally permitted herein are hereby prohibited in the TC-2 Town Center Corey Circle District.

- a) Detached and attached single- and two-family dwellings.
- b) Any type of vehicle sales or service.
- c) Restaurants with drive-through service.
- d) Industrial and other incompatible uses (including, but not limited to, day labor, pawn shops, check cashing, plasma centers, body piercing and tattoo parlors).

Response 55: Acknowledged

52) Sec. 37.7. Density and intensity.

- a) Residential densities of 24 units per acre as a component of mixed-use projects, and as provided for in section 39.18 of this Code. This project is proposing 243 units.
- b) Maximum floor area ratio for exclusively commercial/office/retail projects shall be limited to 0.55.

Response 56: Acknowledged

53) Sec. 37.8. Building height. The Town Center Corey Circle is limited in height as follows:
[c] Up to eighty-six (86) feet for buildings containing non-residential uses on the first habitable floor accessible at street level.

Response 57: Acknowledged.

54) Sec. 37.9. Setbacks.

Front yard. Complied.	Mainstreet—Corey Avenue & Corey Circle 0 feet to 10 feet maximum for building elements up to 28 feet in height;
	30 feet for all building elements above 28 feet. Bay Street: 10 feet Minimum for building elements up to 28 feet in height; 30 feet for all elements above 28 feet. <i>Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space.</i>
Side yard. Adjacent to The Clay House on South Side. 20.8 feet required.	10 percent of lot width (208 feet per survey) minimum per side minimum for building elements up to 28 feet in height; 30 feet for all building elements above 28 feet. <i>Parts of the building that are stepped back above 28 feet on all streets may be used as patio or balcony space.</i>
Rear yard. Complied.	20 feet for the first feet in height; 30 feet for all building elements above 28 feet;

Response 58: Side yard setback on the south side of the mixed-use building will be increased to 20.8' minimum.

55) Sec. 37.10. Maximum impervious surface ratio is met. Maximum impervious surface ratio (ISR) for all uses: 0.70

Response 59: Acknowledged.

56) Sec. 37.11. Minimum off-street parking requirements are met.

- a) Shall be in accordance with the requirements of Division 23 of the Land Development Code, Off Street Parking and Loading.
 - i) The first 500 square feet of outdoor seating area requires zero parking spaces pursuant to LDC Sec. 23.5. Please update this under the North Parcel restaurant parking requirements in the CS300 data table. Please also note that the City rounds up on parking requirements; required spaces for the retail sales and service on the south parcel should round up to 40. • Access to structured parking shall be from 'A' or 'B' streets only. Please show the location of Corey Circle on the site plan and ensure the entry and exit for structured parking is located away from Corey Ave.
 - ii) Provide parking space dimensions (90 degrees, angled, and disabled). Also inform if any of these spaces will be compact and how many (# and percentage). A typical graphic of the various types of parking spaces to be incorporated into the plan will suffice at this time.
 - iii) Provide total number of compact, regular and disabled parking spaces.
 - iv) Provide the width of the drive aisles and whether they are one way or two way.

Response 60: Acknowledged.

57) Sec. 37.12. Landscaping must be met.

- a) Shall be in accordance with the requirements of Division 22 of the Land Development Code, Landscaping and Tree Protection.
 - i) Only 20% of the required 0.3 permeable space may be comprised of non-vegetative greenspace. Vegetative greenspace shall comprise 24% of the

consolidated project site, unless an innovative landscaping plan is reviewed and approved by Staff following the procedure listed in Land Development Code Sec. 22.4(f). Ratios shall be provided in the zoning data table in addition to the impervious surface ratios shown.

- ii) Between the restaurant and Blue Parrott: Cumulative standards of LDC Sec. 22.7(b) for vehicular use areas and a 'Buffer Type A' as selected by the applicant and found in LDC Sec. 22.8, due to a commercial use abutting a commercial use.
- iii) Between the mixed-use building and The Clay House: A 'Buffer Type B' as selected by the applicant and found in LDC Sec. 22.8, due to a commercial use abutting a transient accommodation use.

Response 61: Landscape calculations have been added to the planting plan. Buffer Type 'A' has been added to plan and meets all applicable code requirements. Added the required Type 'B' Buffer adjacent to the Clay House on the revised planting plan.

58) Sec. 37.13. Design requirements.

- a) Shall be in accordance with the requirements of Division 39 below.

Response 62: Acknowledged.

59) Sec. 37.14. Signs.

- a) Shall be in accordance with Division 26.
 - i) Please note that only one sign may be internally illuminated, it may not be a wall sign, and it may not face toward Corey Ave. Wall signage may not exceed 50 square feet in area. Only three exterior, permanent signs are permitted per business.

Response 63: Acknowledged. Signage design will be submitted during the building permit process.

Planning & Zoning - DIVISION 39 COMMUNITY REDEVELOPMENT DISTRICT GENERAL STANDARDS

60) Sec. 39.2. Classification of district streets.

Street Name	Designation
Corey Avenue	Main Street
Corey Circle	B
Bay Street	B

Response 64: Acknowledged.

61) Sec. 39.3. Site design for the Downtown Redevelopment District.

- a) Building frontage shall occupy no less than 75 percent of a "Main Street" street
- b) A narrative shall be provided indicating three of the following design features has been provided for visual relief along all elevations of the building:
 - i) Divisions or breaks in materials (materials should be drawn from a common palette).
 - ii) Window bays.
 - iii) Separate entrances and entry treatments, porticoes.

- iv) Awnings.
- v) Dormers.
- vi) Gables.
- vii) Recessed entries.
- viii) Covered porch entries.
- ix) Cupolas.
- x) Variation in rooflines.

Response 65: Acknowledged.

- 62) The use of black or fluorescent colors is prohibited as the predominant exterior building color(s). Black may be used for trim, windows, doors, and awnings. A color scheme shall be submitted.

Response 66: Acknowledged.

- 63) Sec. 39.5. General operational and aesthetic requirements must be met.
- a) The Commercial uses shall be designed and operated so that neighboring residents are not exposed to offensive noise, especially from late-night activity. No amplified music shall be audible to neighboring residents.
 - b) All outdoor lighting associated with commercial uses shall be designed so as not to adversely impact surrounding residential uses
 - c) Loading or service areas, including refuse and recycling, must be out of public view.
 - d) Residential and commercial uses shall provide combined and private bulk sanitation service for the entire development.
 - e) Electric and communications transformers shall be screened from public view through below grade installation, a hedge, or similar measure.
 - f) All other mechanical equipment must be behind or on top of the building and screened from public view.

Response 67: Acknowledged. Loading area have been removed from the Bay Street ROW,

- 64) Sec. 39.7. Street-level facades must be met.
- a) The human scale and aesthetic appeal of street-level facades, and their relationship to the sidewalk, are essential to a pedestrian-friendly environment. Accordingly, at least 50 percent of the street level facades of buildings used for nonresidential purposes which abut a public street or pedestrian access way, will be transparent.

Response 68: Acknowledged.

- 65) Sec. 39.8. Design, scale and mass of buildings must be met.

Response 69: Acknowledged.

- 66) Sec. 39.9. Energy and environmental design.
- a) The development shall be required to obtain at least two Energy and Environmental Design certifications.

Response 70: The project will pursue approval for a Florida Green Building Coalition (FGBC) High Rise Residential building certification for the mixed-use building and FGBC Commercial Building Certification for the restaurant.

- 67) Sec. 39.10. Streetscape design required elements must be met.
- a) A ten-foot sidewalk shall be constructed in front of the development project.
 - b) Bay Street shall contain a minimum eight-foot wide private landscape zone to be installed along the property between the sidewalk and the building face.
 - c) The landscaping buffer along Corey Ave and Corey Circle shall meet the standards of LDC Sec. 22.7(a).
 - d) Trees shall be placed in the landscape zones, as provided.
 - e) The landscape zone shall provide at least two of the following pedestrian amenities for each 200 feet of street frontage that shall be accessible to the sidewalk:
 - i) Benches;
 - ii) Trash receptacles;
 - iii) A design element that offers protection from the weather;
 - iv) Secured bicycle storage;
 - v) Public art;
 - f) Pedestrian-scale decorative lighting fixtures are required. A lighting plan shall be submitted.

Response 71: Acknowledged. Landscape Plans have been revised to meet these requirements. A lighting plan is being coordinated with Duke Energy and the City for the ROW. The mixed-use building will also have wall mounted lighting and accent landscape lighting.

- 68) Sec. 39.11. Walkways and pedestrian connections must be met.

Response 72: Acknowledged.

- 69) Sec. 39.12. Site utilities and waste management must be met.
- a) All solid waste areas shall be designed with a six-foot decorative masonry wall. The wall shall be of the same material as the primary structure or concrete masonry, decorative brick or standard concrete masonry clad with painted stucco or other masonry veneer. The wall shall include a continuous cap feature and closing gate.
 - b) In addition to the masonry enclosure, storage and dumpster/solid waste areas shall be treated with a 24-inch high planted hedge that shall reach 36 inches to 42 inches height and 90 percent opacity within one year.
 - c) Other above-ground utility elements such as pull boxes, transformers, and backflow preventers shall be located and designed to permit convenient maintenance access, painted dark green and screened with a 24-inch planted hedge that shall reach 36 inches to 42 inches height and 90 percent opacity within one year.
 - d) Long-term storage containers are prohibited unless located on a parcel with a fully screened masonry or brick enclosure designed and constructed for that purpose.
 - e) There shall be no open storage of materials or equipment.
 - f) On-site utilities shall be located underground.
 - g) Participation in a waste recycling program will be required.

Response 73: Acknowledged.

70) Sec. 39.13. Irrigation and maintenance must be met.

Response 74: Acknowledged.

71) Sec. 39.16. Story standards or overall height maximum (86 feet) shall not be exceeded.

District	Floor	Desired Finished Height	Interstitial Space	Total Story Height
TC-2	1st floor	12 feet	4 feet	16 feet
	All other floors	10 feet	2 feet	12 feet
	Garage floor	9 feet	1 foot	10 feet

Applicant is showing the building as not exceeding the permitted 86 feet in height.

Response 75: Acknowledged.

72) Sec. 39.18. General Residential Unit "RU" Density Pool Reserve.

- a) *Intent.* It is the intent of the city that these units be distributed to promote quality land management, with emphasis given to proposals that may act in catalytic revitalization of the area. Along with factors considered in the typical conditional use process, consideration shall be given to the local and citywide impact of the proposal, and the size and proportion of the density pool request in relation to any public benefits included in the proposal.
- b) *Allocation procedures.* The 150 Units proposed from the residential density pool shall be allocated by ordinance of the City Commission on a case-by-case basis to ensure that the overall density cap is not exceeded. The final version of any ordinance in which residential density pool units are awarded shall state, at a minimum, the number of units available in the density pool prior to any allocation to the subject property, as well as the number of units remaining in the density pool following any allocation to the subject property. The accompanying conditional use application shall be considered at the final reading of the ordinance.
- c) *Project availability and considerations.* The residential density pool units are made available without setting a maximum project, acreage, or district cap other than that established by density pool availability at the time of awarding one or more units to a project. The number of units awarded to a project shall be at the discretion of the City Commission upon consideration of criteria listed in this Code.
- d) *Prohibitions.* The awarding of one or more residential density pool units to a project shall not be construed to permit variation to the maximum height, impervious surface ratio, or any other district standard to which variances are prohibited in the Comprehensive Plan.

Response 76: Acknowledged.

73) Staff recognizes the following benefits as being provided:

- i) Public (transient) boat slips;
- ii) Additional landscaping above and beyond Land Development Code requirements (street end landscaping).

74) Staff would furthermore like to see the following integrated into the project, as viable:

- i) A public walkway or alternative for pedestrians from the development to Horan Park or the Community Center.
- ii) Public art along the frontages or within the park.

Response 78: We are not aware of any feasible way to accomplish a connection from Horan Park to the proposed Public Park adjacent to the property. Ram will be making a significant investment in the creation of the park and right of way improvements and is willing to work with the City on design enhancements.

75) General requirements must be met.

- i) Multimodal Impact Fee – See General Fee Schedule for new development. Equations, rates, and alternatives can be found in Article II, Chapter 150 of the Pinellas County Code of Ordinances. These impact fees shall be assessed prior to construction permitting for the project; if the project is to be completed in phases, fees for the corresponding phase shall be assessed at the time of permitting. Wastewater user fees can be found in Appendix A of the St. Pete Beach Code of Ordinances.
- ii) Zoning data asterisk note on Site Plan pg. CS300 references the former “first come first serve” basis for residential density pool allocation. Please note that this has been changed to “on a case-by-case” basis.
- iii) Staff will recommend that the owner be required to enter into an agreement for shared maintenance of the public park space should this conditional use permit request be approved.

Response 79: Acknowledged.

Please contact me at (813) 417-2073 or twilliams@ramrealestate.com should you have any questions or desire additional information.

Sincerely,

Travis Williams
Ram Realty Advisors









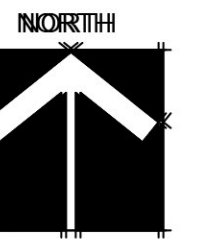
Corey Landing
St Pete, FL | 04.1021.00 | 11.22.2021
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Conceptual Rendering

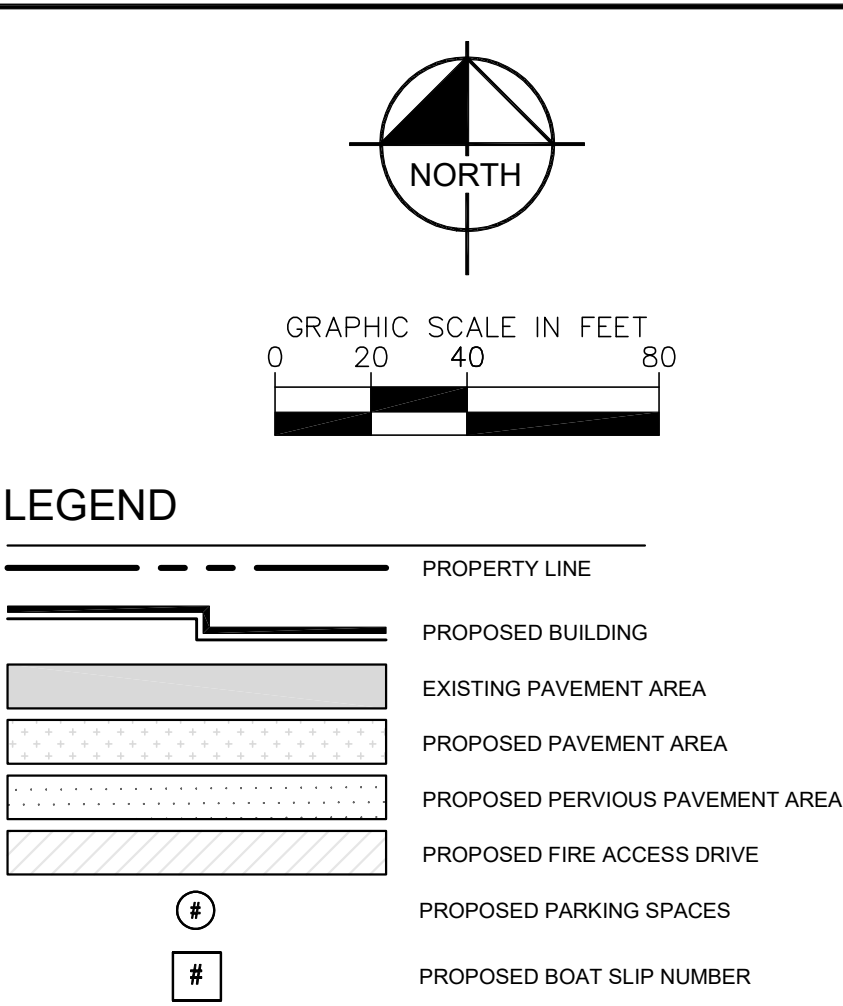
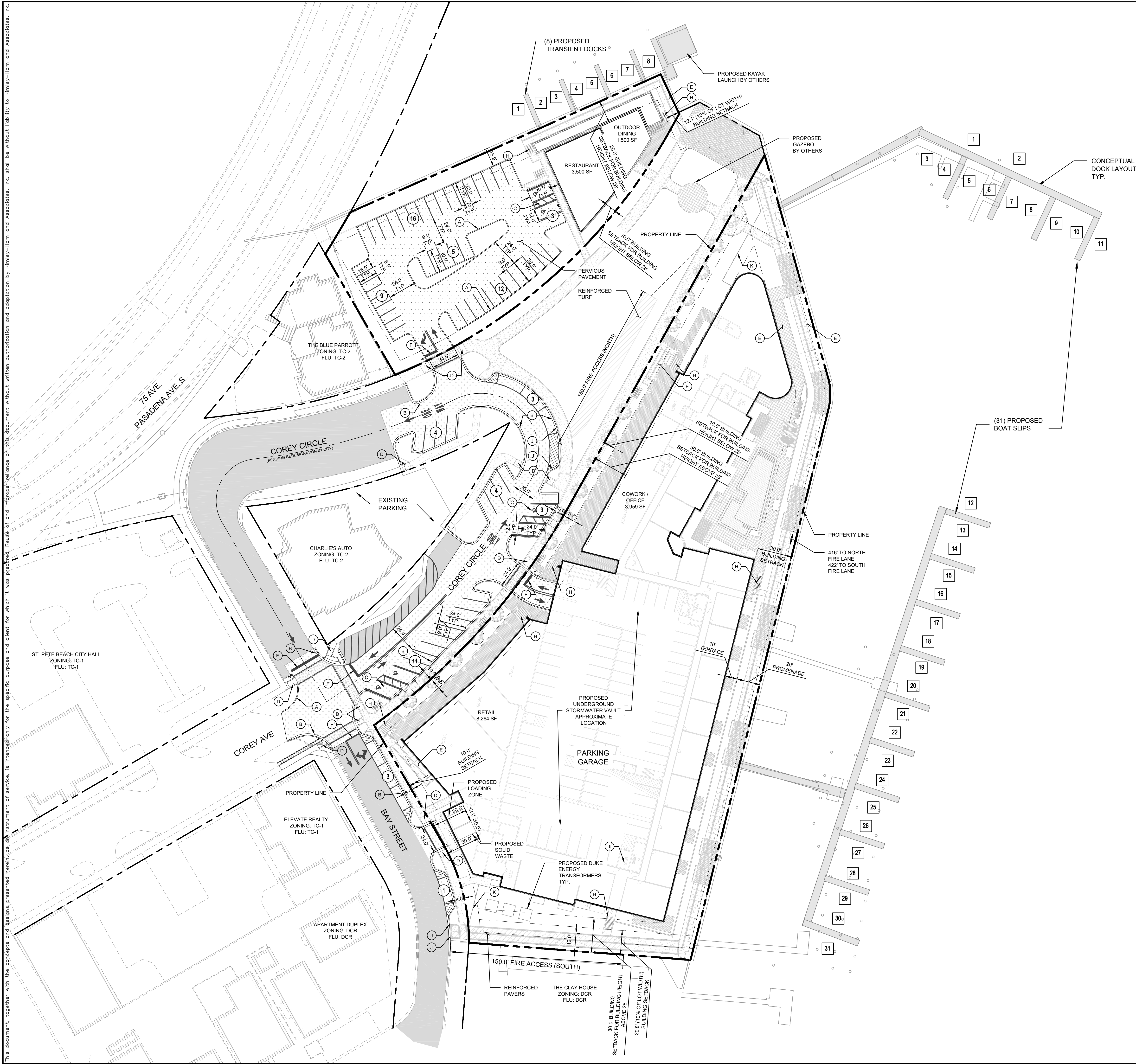


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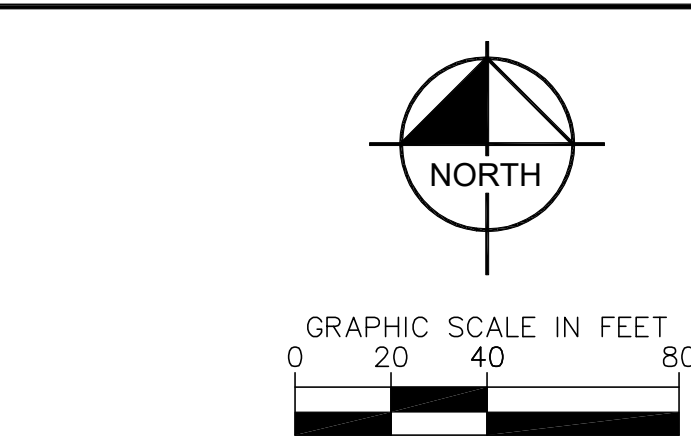
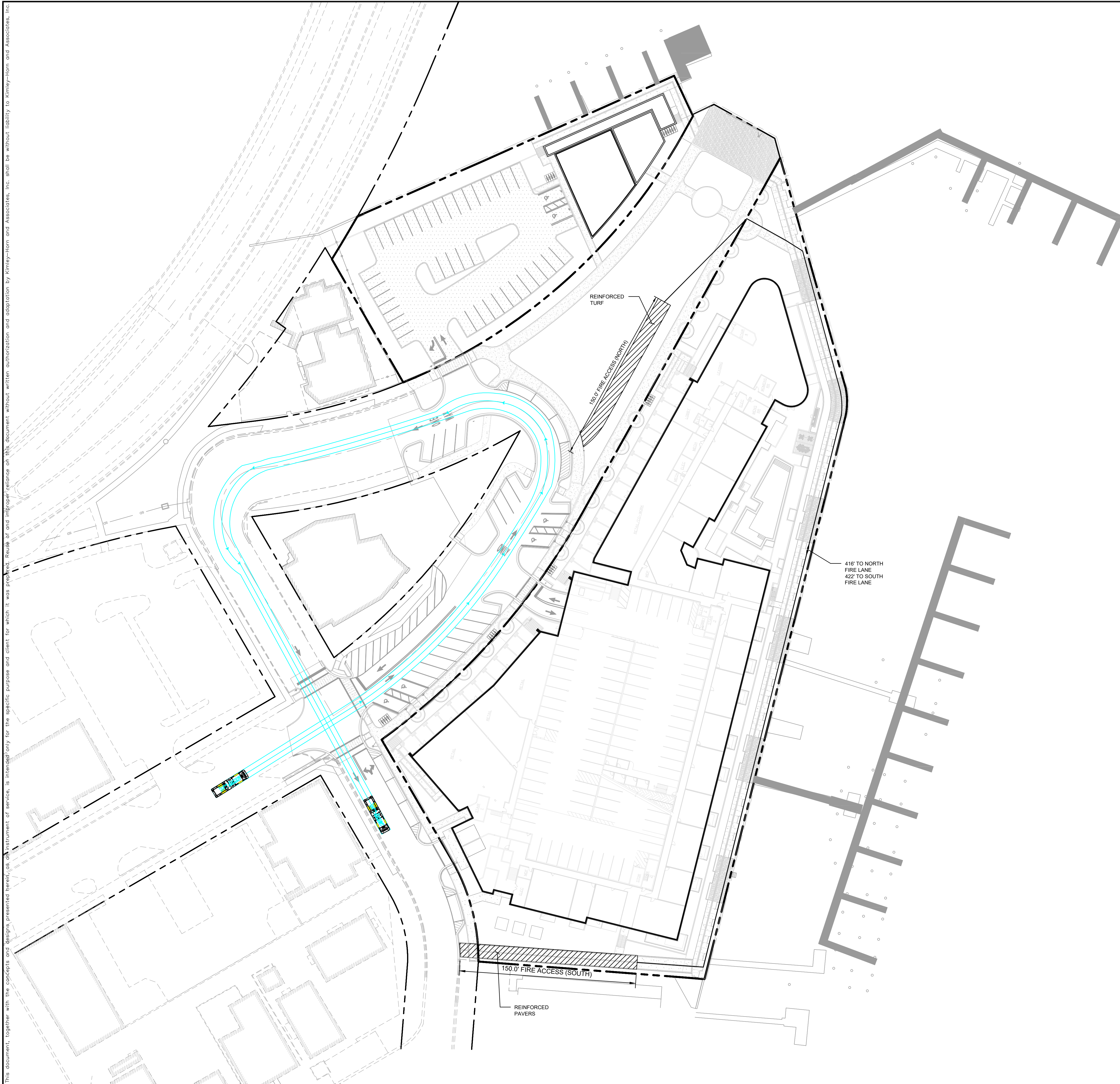
- ## KEYNOTE LEGEND
-
- | | |
|-----|---|
| (A) | PROPOSED TYPE 'D' CURB. SEE DETAIL SHEET. |
| (B) | PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET. |
| (C) | ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL. |
| (D) | PROPOSED CONCRETE CURB RAMP WITH DETECTABLE WARNINGS. SEE FDOT STANDARD PLANS, 522-002. |
| (E) | PROPOSED INTERNAL ADA RAMPS. SEE CITY STANDARDS S60-41 |
| (F) | PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R-11 STOP SIGN |
| (G) | PROPOSED CONCRETE SIDEWALK, SEE PLANS FOR WIDTH. SEE CITY STANDARDS S20-32 |
| (H) | STAIRS |
| (I) | UP-FLOW FILTER FOR TREATMENT OF STORMWATER RUNOFF |
| (J) | PROPOSED TYPE 'E' CURB. SEE DETAIL SHEET. |
| (K) | PROPOSED FENCE. REFER TO HARDSCAPE PLAN FOR DETAILS. |

SITE DATA TABLE				
PROPERTY DATA				
SITE NAME		COREY LANDINGS		
JURISDICTION		CITY OF ST. PETE BEACH		
PARCEL NUMBER		25-31-15-78084-000-0141 - 0.20 AC		
		25-31-15-78084-000-0142 - 0.39 AC		
		25-31-15-78084-000-0143 - 0.24 AC		
		36-31-15-00000-140-0110 - 1.07 AC		
		36-31-15-00000-140-0300 - 0.36 AC		
SUBMERGED LAND		36-31-15-00000-140-0400 - 1.61 AC		
		36-31-15-00000-140-0110 - 0.33 AC		
		36-31-15-00000-140-0410 - 0.73 AC		
		36-31-15-00000-140-0700 - 0.07 AC		
		LEASE NUMBER 520027033 - 0.15 AC		
SITE AREA		TOTAL 1.26 AC SUBMERGED LANDS		
CURRENT ZONING		NORTH PARCEL: 0.83 AC		
		SOUTH PARCEL: 3.05 AC		
		TOTAL ACREAGE: 3.88 AC		
CURRENT USE		VACANT SITE		
FUTURE LAND USE		TC-2 TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS		
PROPOSED USE		243 MULTI-FAMILY UNITS		
		5,000 SF RESTAURANT		
		8,264 SF RETAIL		
		3,959 SF CO-WORK (OFFICE)		
PARKING				
TOTAL PROPOSED ON-STREET PARKING		29 TOTAL SPACES (4 ADA ACCESSIBLE)		
OFF-STREET PARKING		REQUIRED	PROVIDED	
NORTH PARCEL		5,000 SF TOTAL 3,500 SF INDOOR = 35 SPACES 1,500 SF OUTDOOR =10 SPACES FIRST 300 SF DOES NOT COUNT PER LDC SEC 23.5)		
RESTAURANT (1 SPACE / 100 SF)		36 STANDARD (9' X 20') SPACES 9 COMPACT (8' X 16') SPACES (17%)		
TRANSIENT BOAT SLIPS (PER CODE: SLIPS COUNT TOWARDS PROVIDED PARKING)		N/A 8 SPACES		
TOTAL:		45 SPACES	53 SPACES	
SOUTH PARCEL		243 UNITS = 486 SPACES		
RETAIL SALES AND SERVICE (1 SPACE / 200 SF)		8,264 SF = 42 SPACES	42 SPACES	
COWORK / OFFICE (1 SPACE / 300 SF)		3,959 SF = 14 SPACES	14 SPACES	
BOAT SLIPS/NON-LIVE ABOARD (RESIDENTIAL ONLY)		0 SPACES	0 SPACES	
RESIDENTIAL (2 SPACES/UNIT)		243 UNITS = 486 SPACES	486 SPACES	
ZONING DATA				
	TOTAL:	424 SPACES		545 SPACES
	ALLOWABLE	NORTH PARCEL	SOUTH PARCEL	TOTAL
IMPERVIOUS SURFACE RATIO (ONSITE)	0.70	0.20	0.83	0.70
RETAIL/RESTAURANT FLOOR AREA RATIO	0.55	0.14	0.09	0.10
VEGETATIVE GREENSPACE (AC) (PER SEC. 37.12)	-	0.21	0.50	0.71
DENSITY (UNITS/ACRE)	24*	UNITS AT 24 DU/AC: 93		
BONUS POOL (UNITS)	195	-	BONUS POOL UNITS: 150	
			TOTAL UNITS: 243	

*PER COSPB LAND DEVELOPMENT CODE, SEC. 39.18, GENERAL RESIDENTIAL DENSITY POOL RESERVE ALLOWS FOR 195 ADDITIONAL UNITS AVAILABLE ON FIRST COME FIRST SERVE BASIS.

DATE		11/05/2021
PROJECT NO.		148993000
SHEET NUMBER		C300
CITY OF ST. PETER BEACH		FLORIDA
COREY LANDINGS PREPARED FOR: RAM REALITY ADVISORS		
SITE PLAN		
SCALE	AS NOTED	
DESIGNED BY	SWG	
DRAWN BY	SMH	
CHECKED BY	SWG	
DATE:		
DESIGN ENGINEER:	SCOTT W. GILNER, P.E.	
FL LICENSE NUMBER	63945	
 © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 655 NORTH FRANKLIN STREET, SUITE 150, TAMPA, FL 33602 PHONE: 813-620-1140 WWW.KIMLEY-HORN.COM CA 00-006936		
No.	REVISIONS	DATE

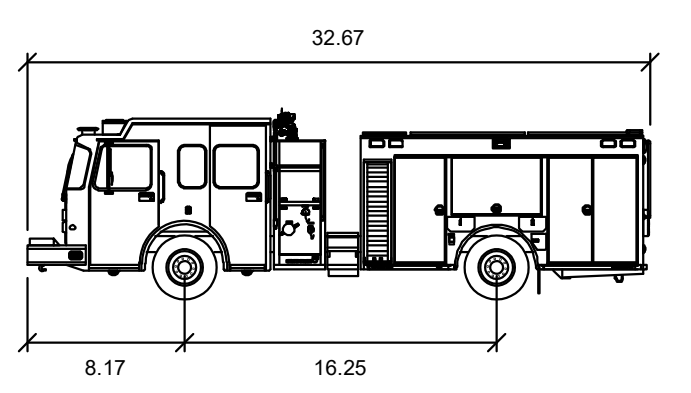
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LEGEND

-
- PROPERTY LINE
- PROPOSED BUILDING

FIRE TRUCK TURN SIMULATION DETAILS



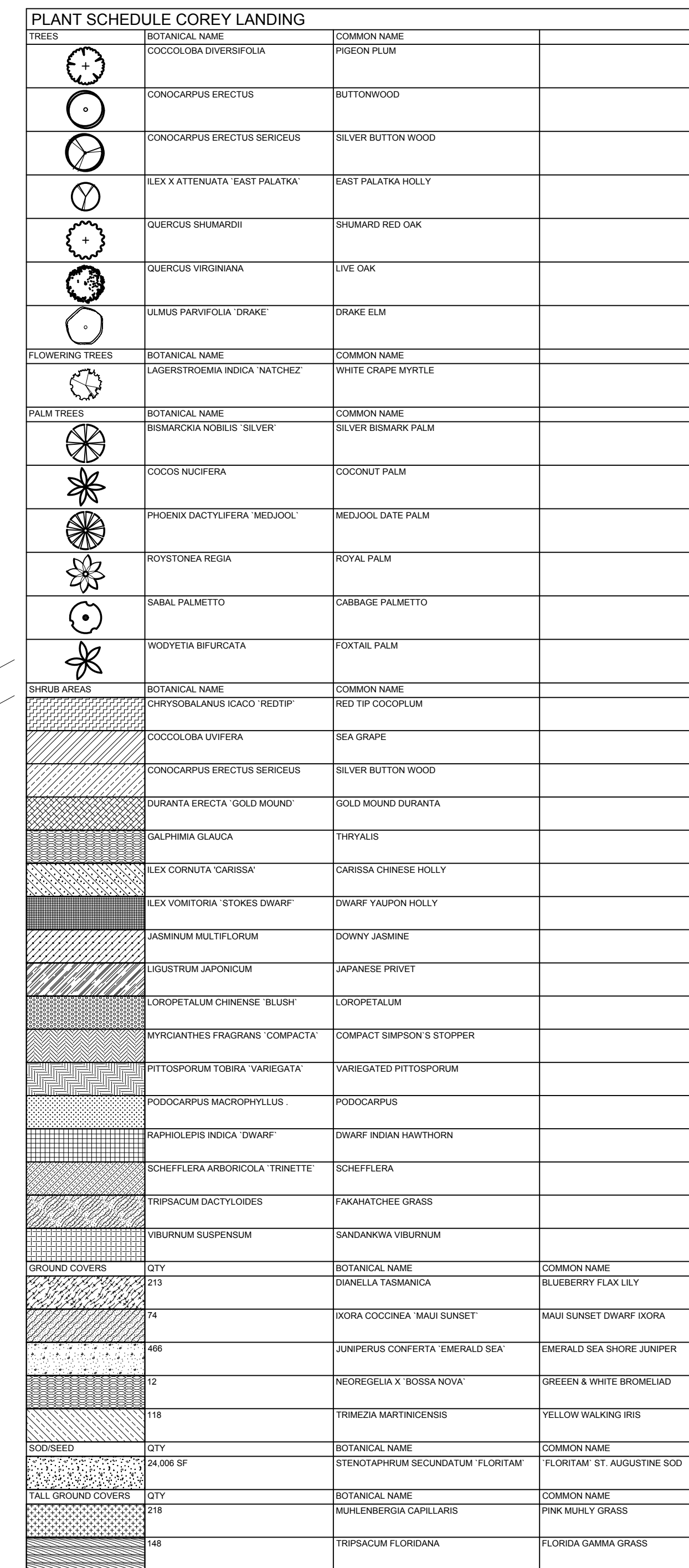
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TRACK	: 7.93
LOCK TO LOCK TIME	: 6.0
STEERING ANGLE	: 50.0



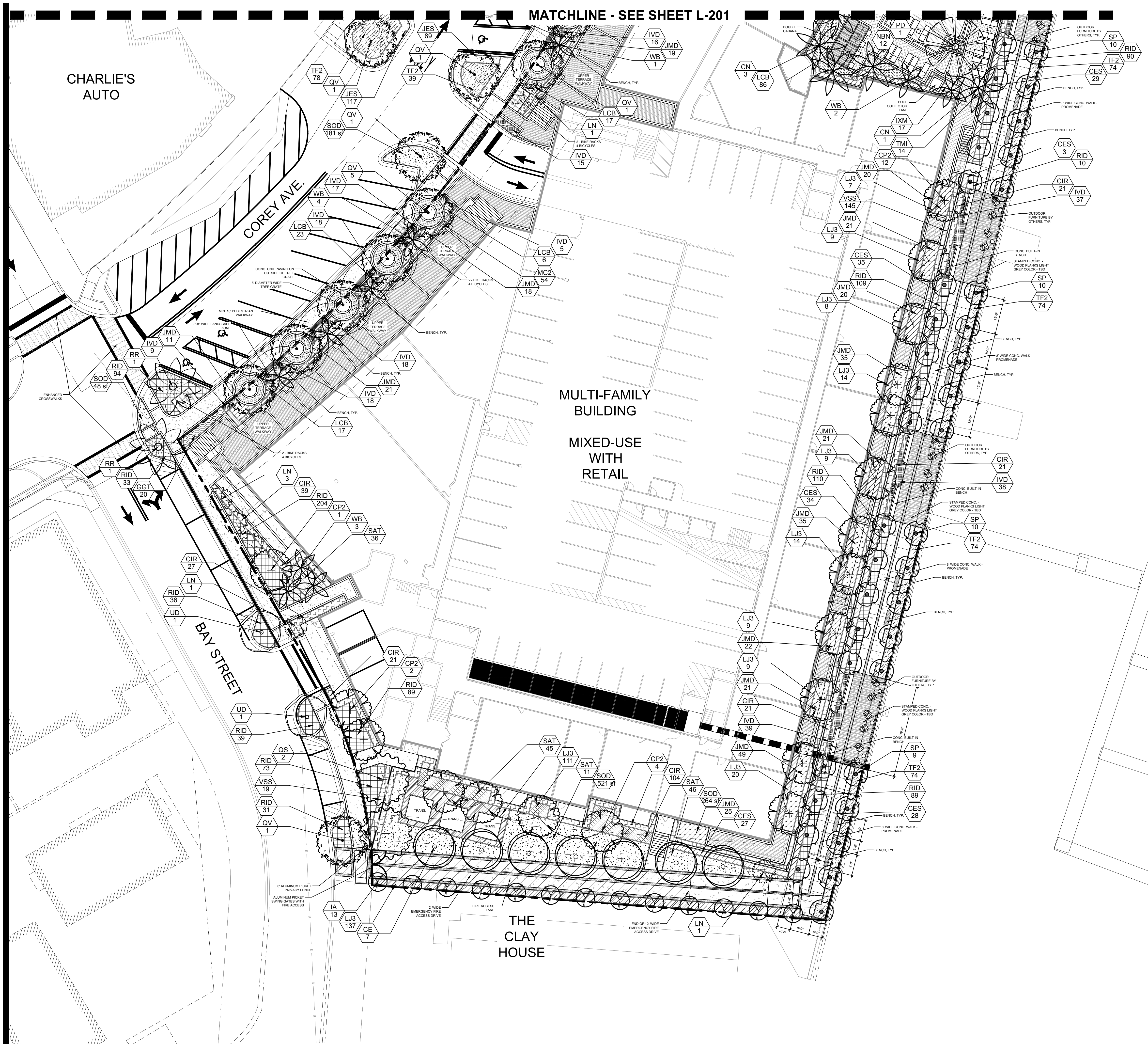
ALERT TO CONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.
2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

C310	SHEET NUMBER	DATE 11/05/2021	PROJECT NO. 148993000	CITY OF ST. PETE BEACH	FLORIDA	FIRE TRUCK TURN SIMULATION	SCALE AS NOTED	DESIGNED BY SWG	DRAWN BY SMH	CHECKED BY SWG	DESIGN ENGINEER: SCOTT W. GILNER, P.E.	FL LICENSE NUMBER 63945	DATE:	Kimley»Horn © 2021 KIMLEY-HORN AND ASSOCIATES, INC. 655 NORTH FRANKLIN STREET, SUITE 150, TAMPA, FL 33602 PHONE: 813-620-1460 WWW.KIMLEY-HORN.COM CA 00000696	No.	REVISIONS	DATE
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Sheet Description
LANDSCAPE PLAN
Release Date
11-19-2021
Project Number
2126B
Drawing Number
L-201
Sheet 2 of 4



PLANT SCHEDULE COREY LANDING			
TREES	BOTANICAL NAME	COMMON NAME	
	COCOLOBA DIVERSIFOLIA	PIGEON PLUM	
	CONOCARPUS ERECTUS	BUTTONWOOD	
	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTON WOOD	
	ILEX X ATTENUATA 'EAST PALATKA'	EAST PALATKA HOLLY	
	QUERCUS SHUMARDII	SHUMARD RED OAK	
	QUERCUS VIRGINIANA	LIVE OAK	
	ULMUS PARVIFOLIA 'DRAKE'	DRAKE ELM	
FLOWERING TREES	BOTANICAL NAME	COMMON NAME	
	LAGERSTROEMIA INDICA 'NATCHEZ'	WHITE CRAPE MYRTLE	
PALM TREES	BOTANICAL NAME	COMMON NAME	
	BISMARCKIA NOBILIS 'SILVER'	SILVER BISMARCK PALM	
	COCOS NUCIFERA	COCONUT PALM	
	PHOENIX DACTYLIFERA 'MEDJOL'	MEDJOL DATE PALM	
	ROYSTONIA REGIA	ROYAL PALM	
	SABAL PALMETTO	CABBAGE PALMETTO	
	WODYETIA EFURCATA	FOXTAIL PALM	
SHRUBS	BOTANICAL NAME	COMMON NAME	
	CHRYSOBALANUS SCADO 'REDTIP'	RED TIP COCOPLUM	
	COCOLOBA UVIFERA	SEA GRAPE	
	CONOCARPUS ERECTUS SERICEUS	SILVER BUTTON WOOD	
	DURANTA ERECTA 'GOLD MOUND'	GOLD MOUND DURANTA	
	GALPHIMIA GLAUCA	THRYALIS	
	ILEX CORNUTA 'CARISSA'	CARISSA CHINESE HOLLY	
	ILEX VOMITORIA 'STOKES DWARF'	DWARF YALPON HOLLY	
	JASMINUM MULTIFLORUM	DOWNY JASMINE	
	LIGUSTRUM JAPONICUM	JAPANESE PRIVET	
	LOROPETALUM CHINENSE 'BLUSH'	LOROPETALUM	
	MYRSINUS FRAGRANS 'COMPACTA'	COMPACT SIMPSON'S STOPPER	
	PITISPORUM TOBIRA 'VARIAGATA'	VARIAGATED PITISPORUM	
	PODOCARPUS MACROPHYLLUS	PODOCARPUS	
	RAPICOLEPS INDICA 'DWARF'	DWARF INDIAN HAWTHORN	
	SCHAEFFERA ARBORICOLA 'TRINETTE'	SCHAEFFERA	
	TRIPSACULUM DACTYLOIDES	PAKAHATCHEE GRASS	
	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	
GROUND COVERS	BOTANICAL NAME	COMMON NAME	
	QTY 1	DANIELLA TASMANICA	BLUEBERRY FLAX LILY
	QTY 74	KORA COCCINEA 'MAUI SUNSET'	MAUI SUNSET DWARF KORA
	QTY 466	JUNIPERUS CONFERTA 'EMERALD SEA'	EMERALD SEA SHORE JUNIPER
	QTY 12	NEOREGELIA X BOSSA NOVA	GREEN & WHITE BROMELIAD
	QTY 118	TRIMEZIA MARTINICENSIS	YELLOW WALKING IRIS
SOILS	BOTANICAL NAME	COMMON NAME	
	QTY 1	STENOCTAPHYLLUM SECUNDATUM FLORITAM	FLORITAM ST. AUGUSTINE SOIL
TALL GRASS	BOTANICAL NAME	COMMON NAME	
	QTY 218	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS
	QTY 48	TRIPSACULUM FLORIDANA	FLORIDA GAMMA GRASS

Architectural Alliance Landscape
10000 N. W. 11th Ave., Suite 1000
Fort Lauderdale, FL 33304
TEL: 954-764-8858
EMAIL: h.hubbard@aall.com

Signature: [Signature]
Date: 2021.11.13
Title: [Title]

Revision Dates

1	2021.11.13	Initial
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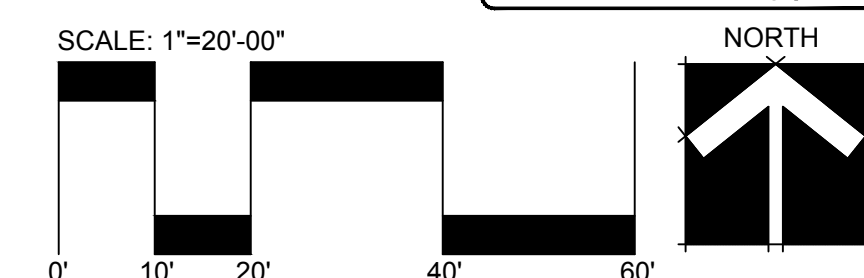
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COREY LANDING
RAM DEVELOPMENT
ST. PETE BEACH

Sheet Description
LANDSCAPE PLAN

Release Date
11-19-2021

Project Number
2126B

Drawing Number
L-202
Sheet 3 of 4



ram
Ram Realty Advisors

#	Date	Issued / Revised
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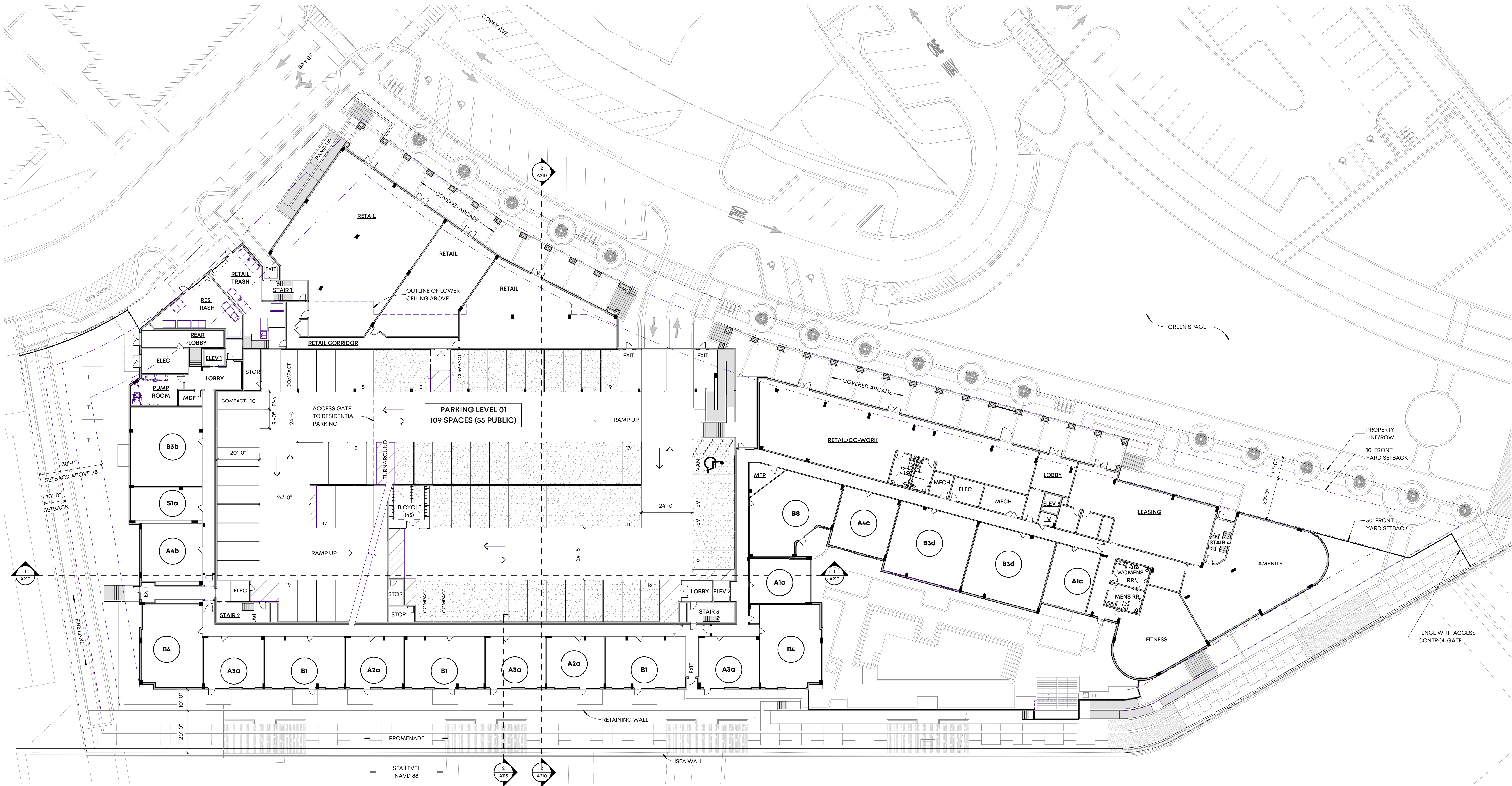
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11/12/21
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CONSTRUCTION

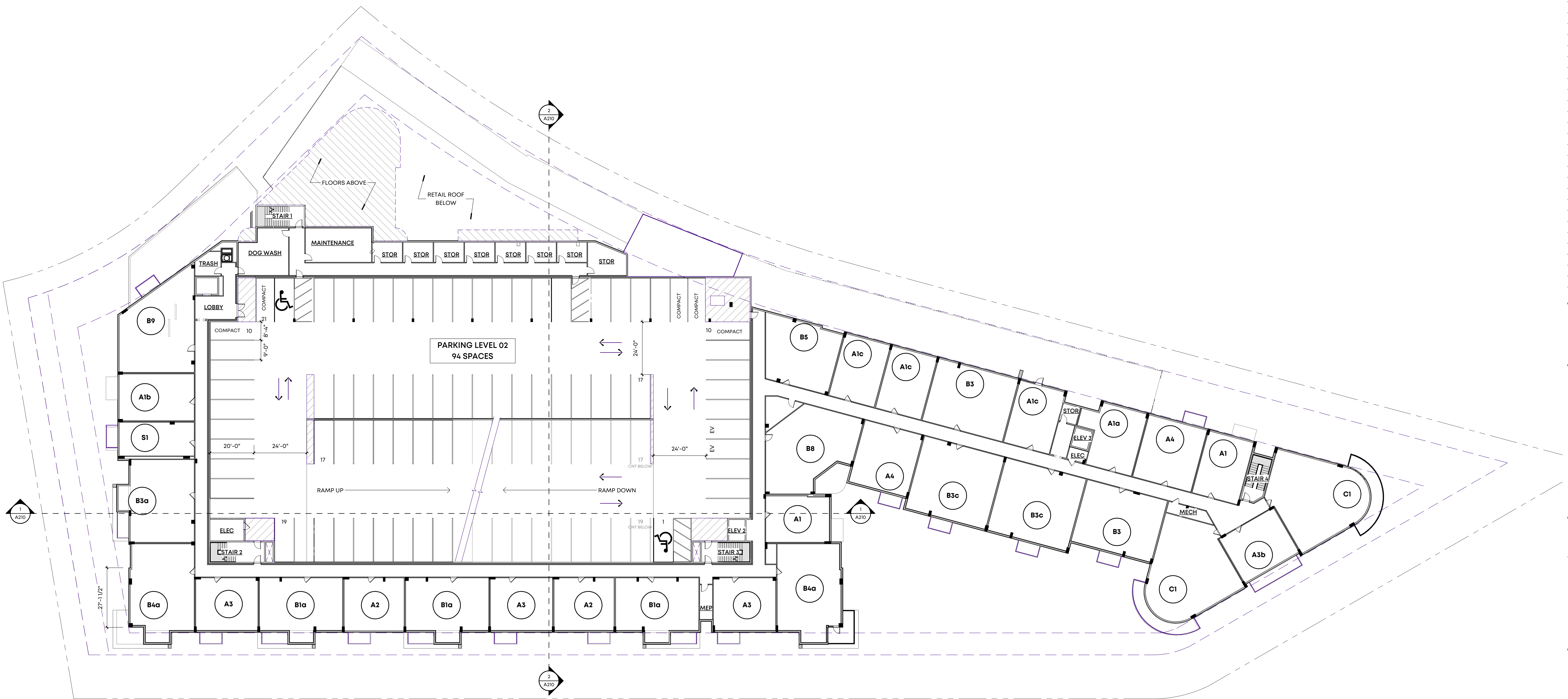
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Page 166 of 306

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Level 02	1	0	2	1	1	3	2	0	3	0	1	2	0	0	0	3	0	0	2	1	0	2	0	0	0	2	1	0	0	1	0	31	
Level 03	1	0	6	1	1	0	2	0	3	0	1	3	2	0	0	0	3	2	2	1	0	2	0	0	2	1	1	1	1	1	2	39	
Level 04	1	0	6	1	1	0	2	0	3	0	1	3	2	0	0	0	3	2	2	1	0	2	0	0	2	1	1	1	1	1	2	39	
Level 05	1	0	6	1	1	0	2	0	3	0	1	3	2	0	0	0	3	2	2	1	0	2	0	0	2	1	1	1	1	1	2	39	
Level 06	1	0	6	1	1	0	2	0	3	0	1	3	2	0	0	0	3	2	2	1	0	2	0	0	2	1	1	1	1	1	2	39	
Level 07	1	0	6	1	0	0	2	0	3	0	1	3	2	0	0	0	3	2	2	1	0	2	0	0	2	1	1	1	1	1	0	2	37



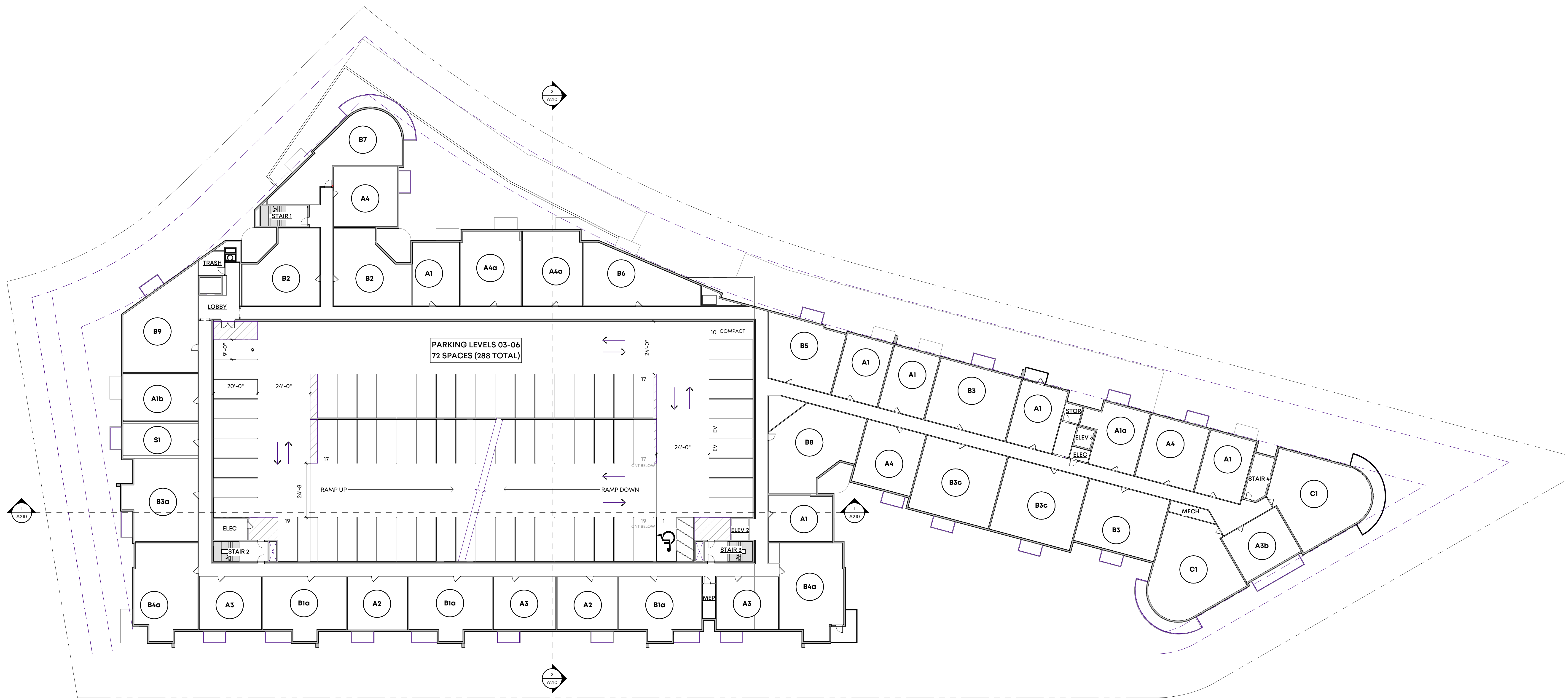
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1 OVERALL SECOND FLOOR

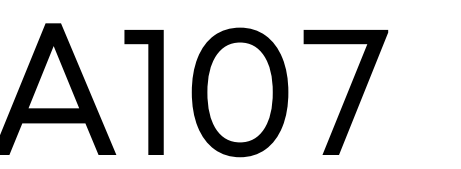
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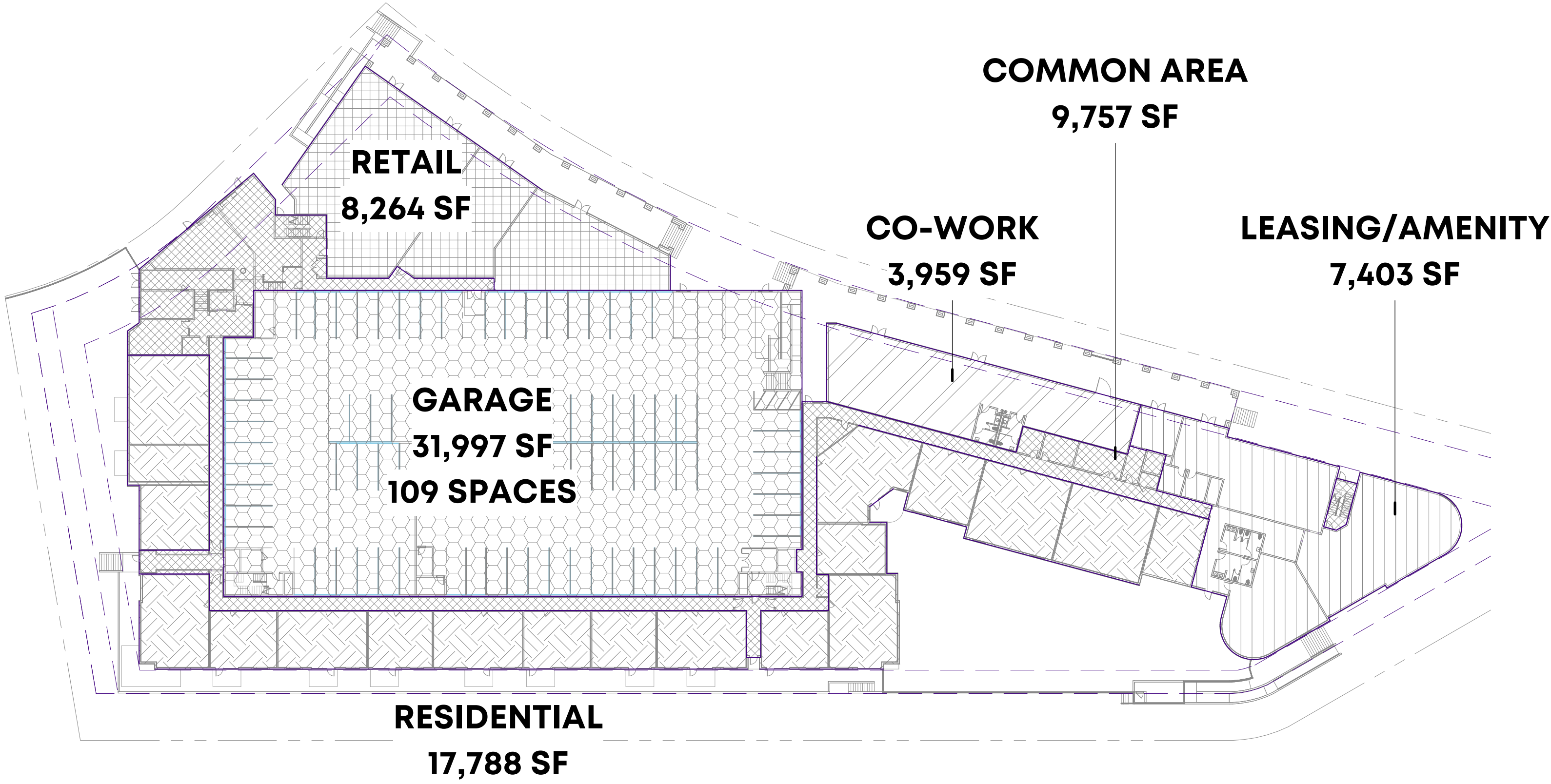


1 OVERALL 3RD-6TH FLOOR PLANS

SCALE: 1" = 20'-0"

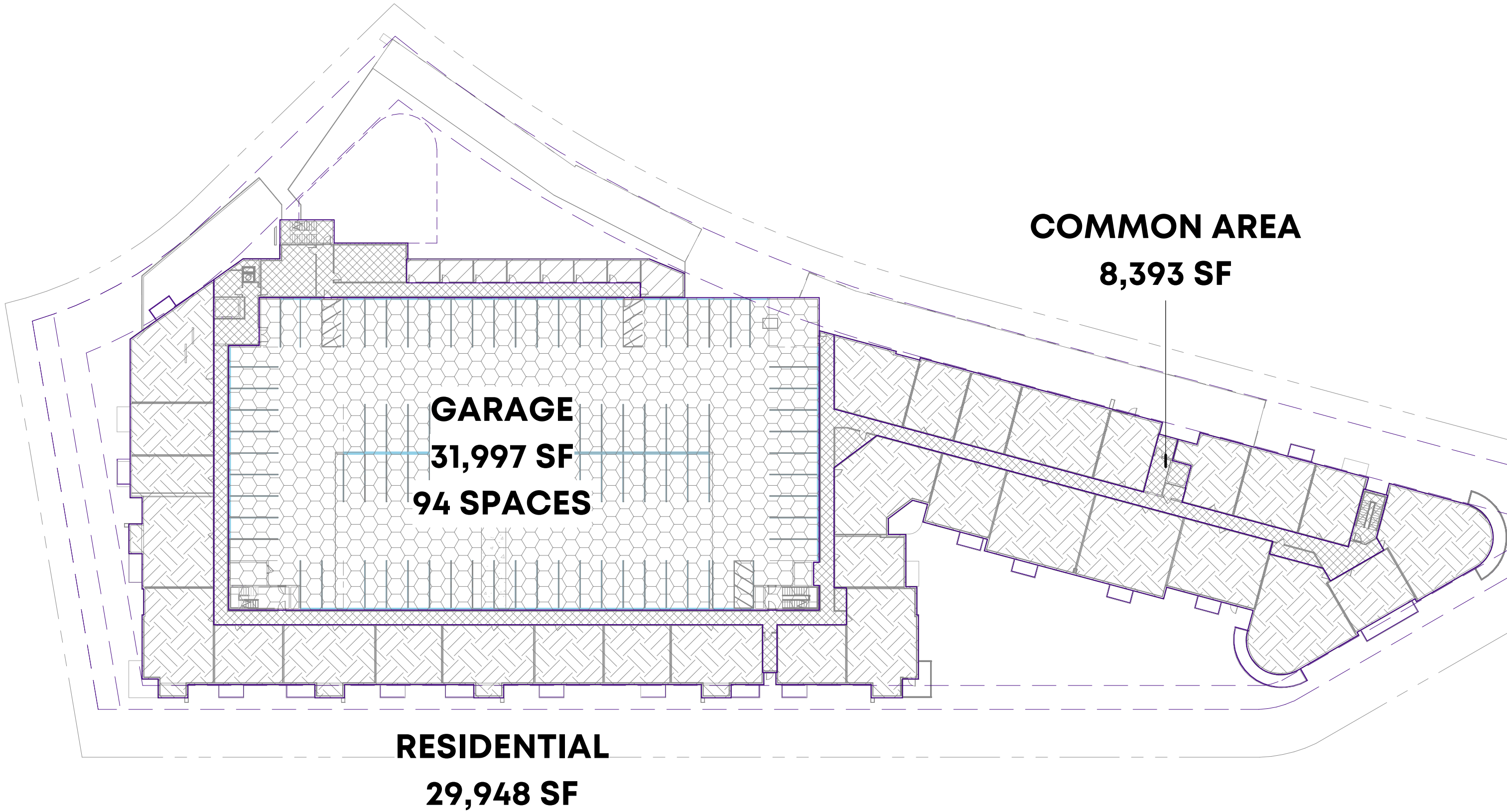


FIRST FLOOR
TOTAL AREA
79,168 SF



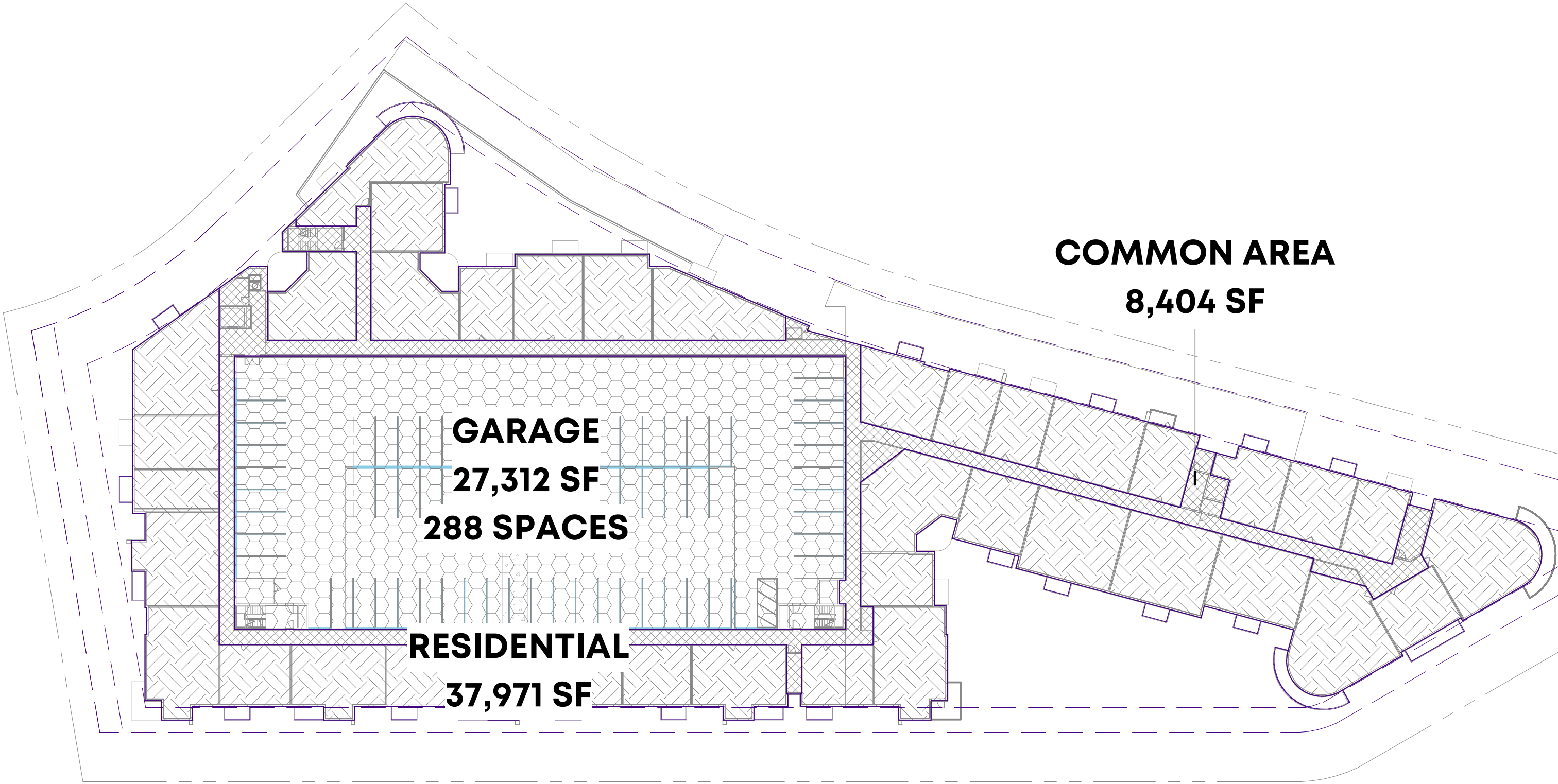
1 AREA PLAN - 1ST FLOOR
SCALE: 1" = 40'-0"

SECOND FLOOR
TOTAL AREA
70,338 SF



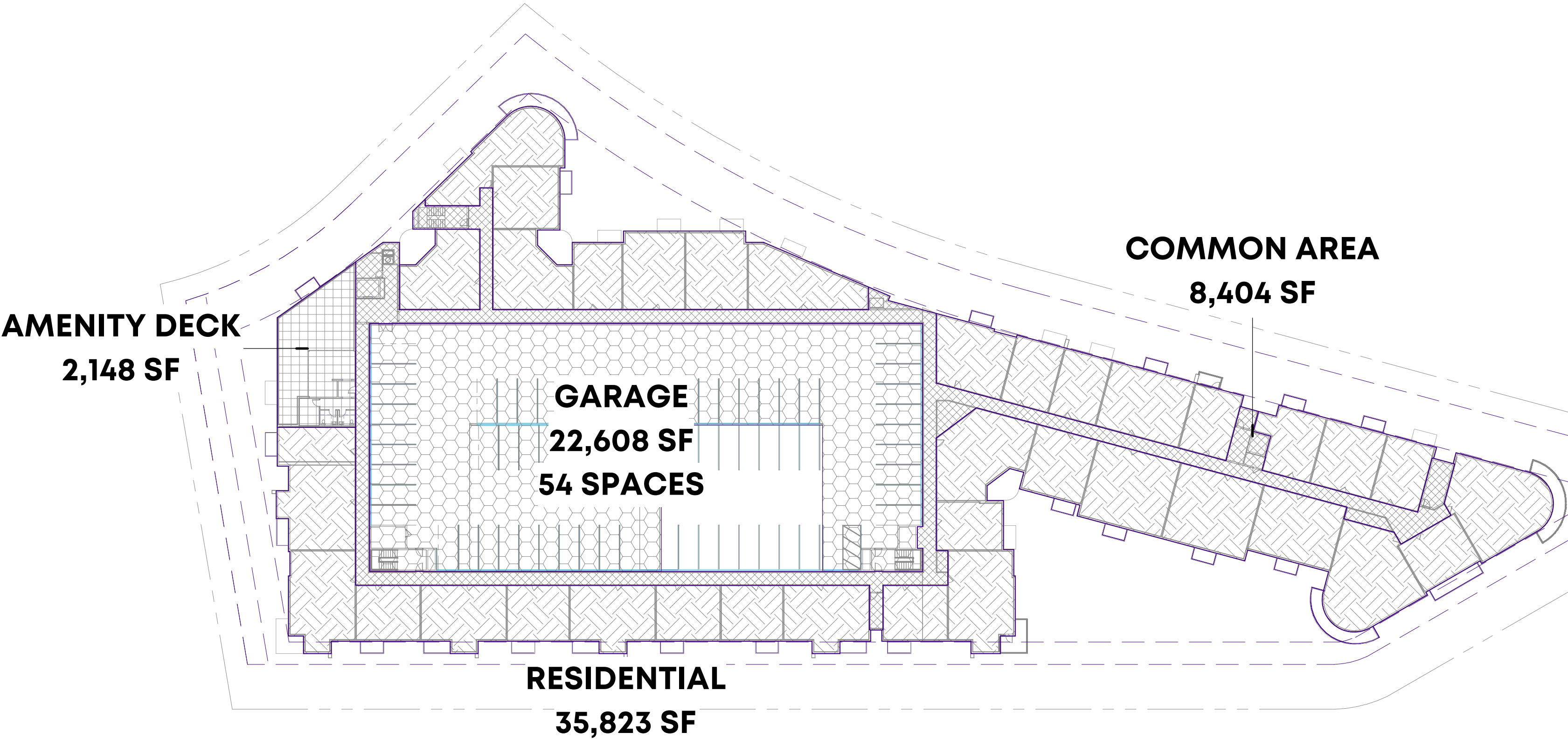
2 AREA PLAN - 2ND FLOOR
SCALE: 1" = 40'-0"

FLOORS THREE THROUGH SIX
TOTAL AREA (PER FLOOR)
73,707 SF



3 AREA PLAN - 3RD - 6TH FLOORS
SCALE: 1" = 40'-0"

SEVENTH FLOOR
TOTAL AREA
68,983 SF



4 AREA PLAN - 7TH FLOOR
SCALE: 1" = 40'-0"

L R K

671 Front Street
Suite 220
Celebration, FL 34747
407.566.2575 AA 26002089

Client:

ram
Ram Realty Advisors

4801 PGA Boulevard
Palm Beach Gardens, FL 33418

Issues and Revisions

Date Issued / Revised

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Seal

11.12.2021
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LRK Project Number: 04.21021.00

Project Name:

Corey Landings

St. Pete Beach, FL

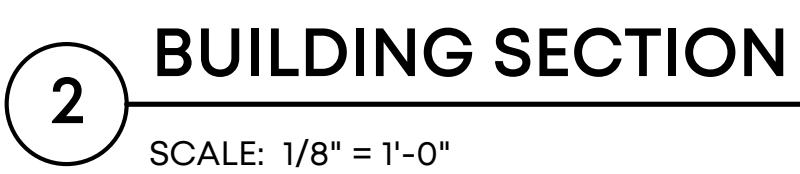
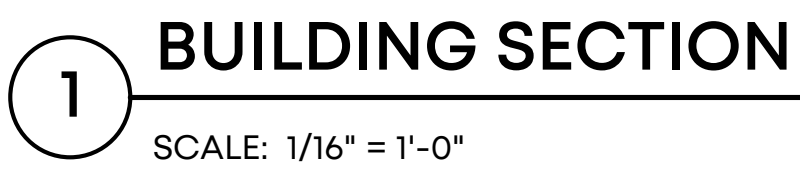
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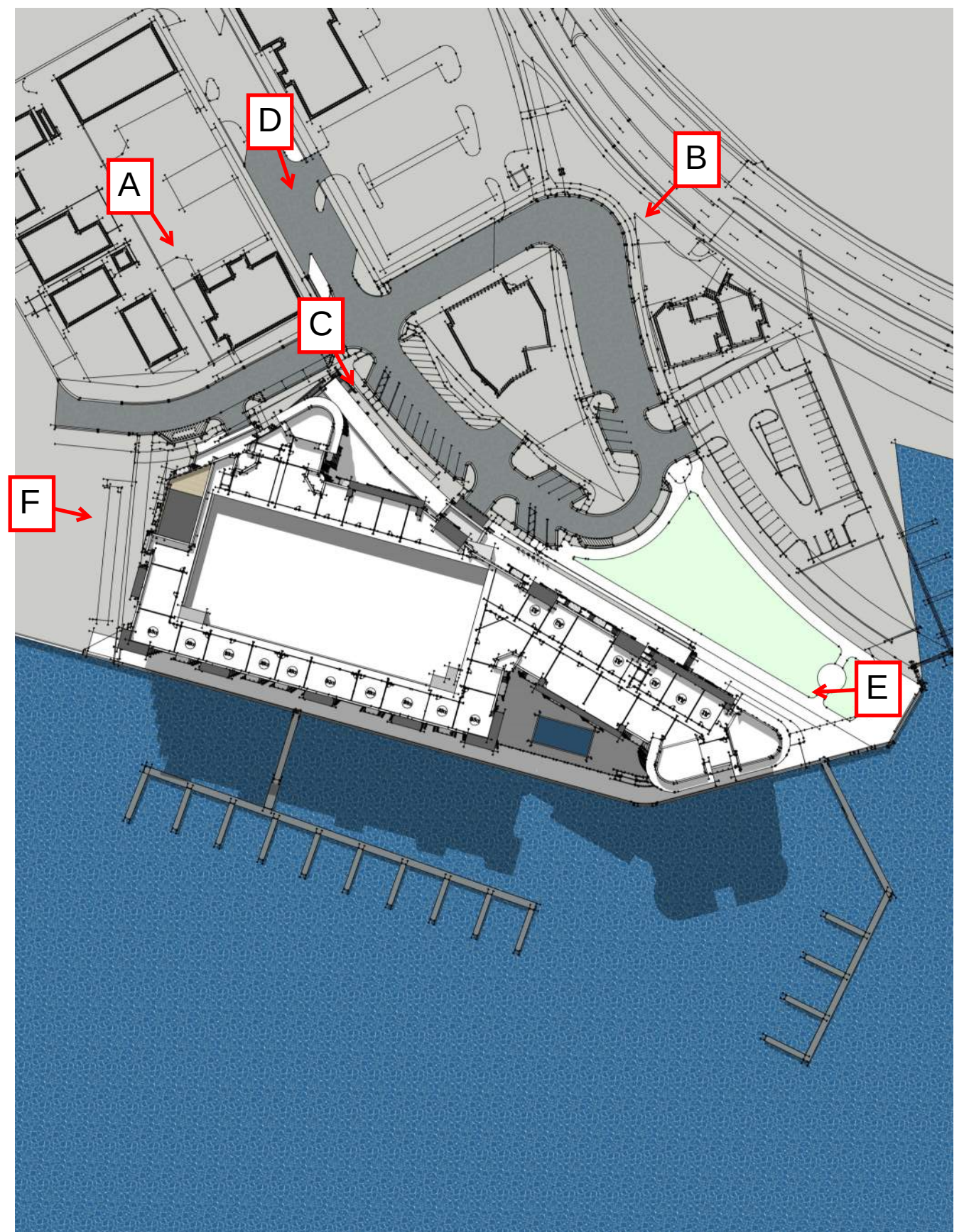
AREA BREAKDOWN

Drawn By: TBROOME

Checked By: JBRENNAMAN

G108





LRK

AA 26002089

ram
Ram Realty Advisors

#	Date	Issued / Revised
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LRK Project Number: 04.21021.00

Project Name:

Corey Landings

St. Pete Beach, FL

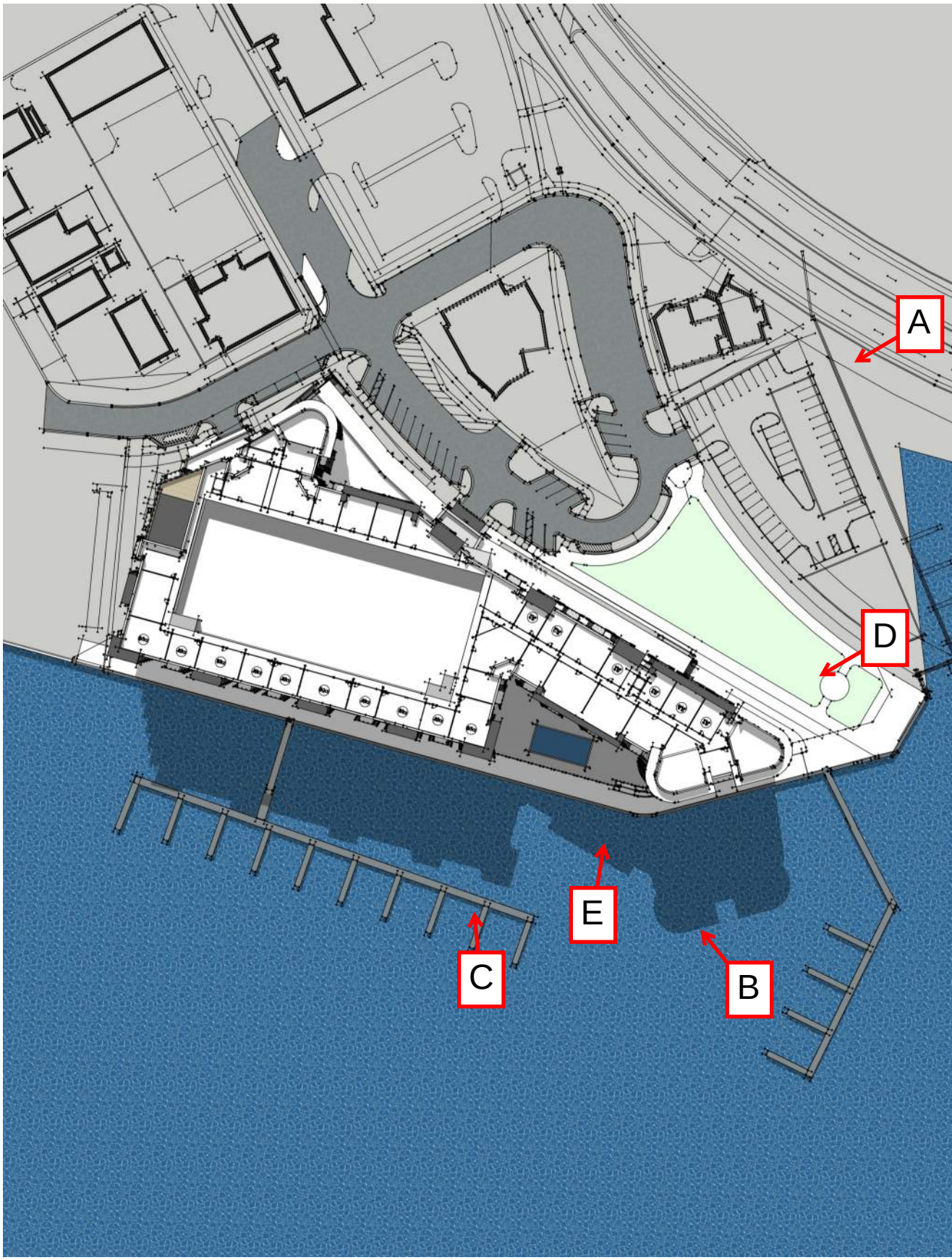
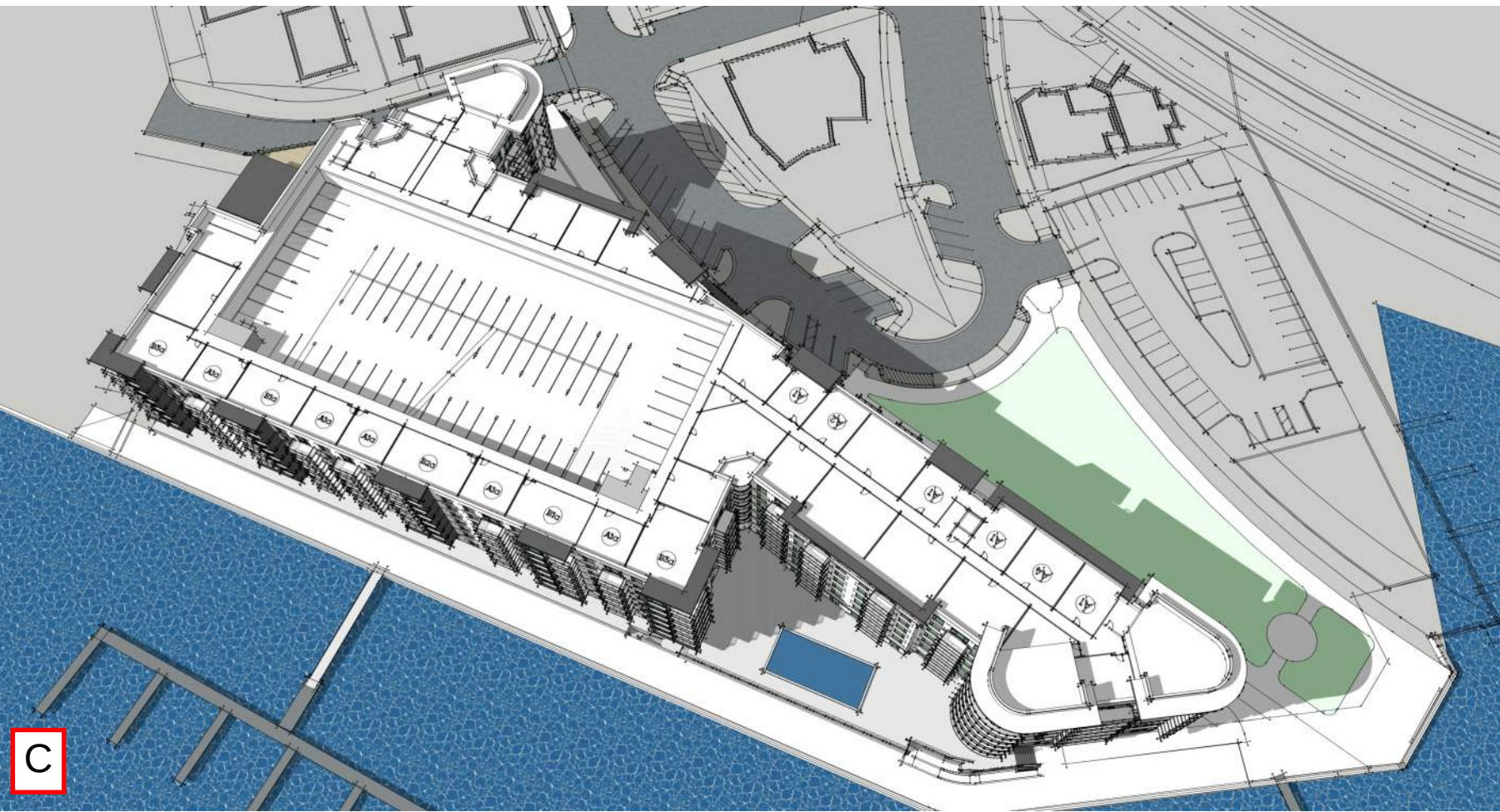
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A901



671 Front Street
Suite 220
Celebration, FL 34747
407.566.2575 AA 26002089

Client:
ram
Ram Realty Advisors

4801 PGA Boulevard
Palm Beach Gardens, FL 33418

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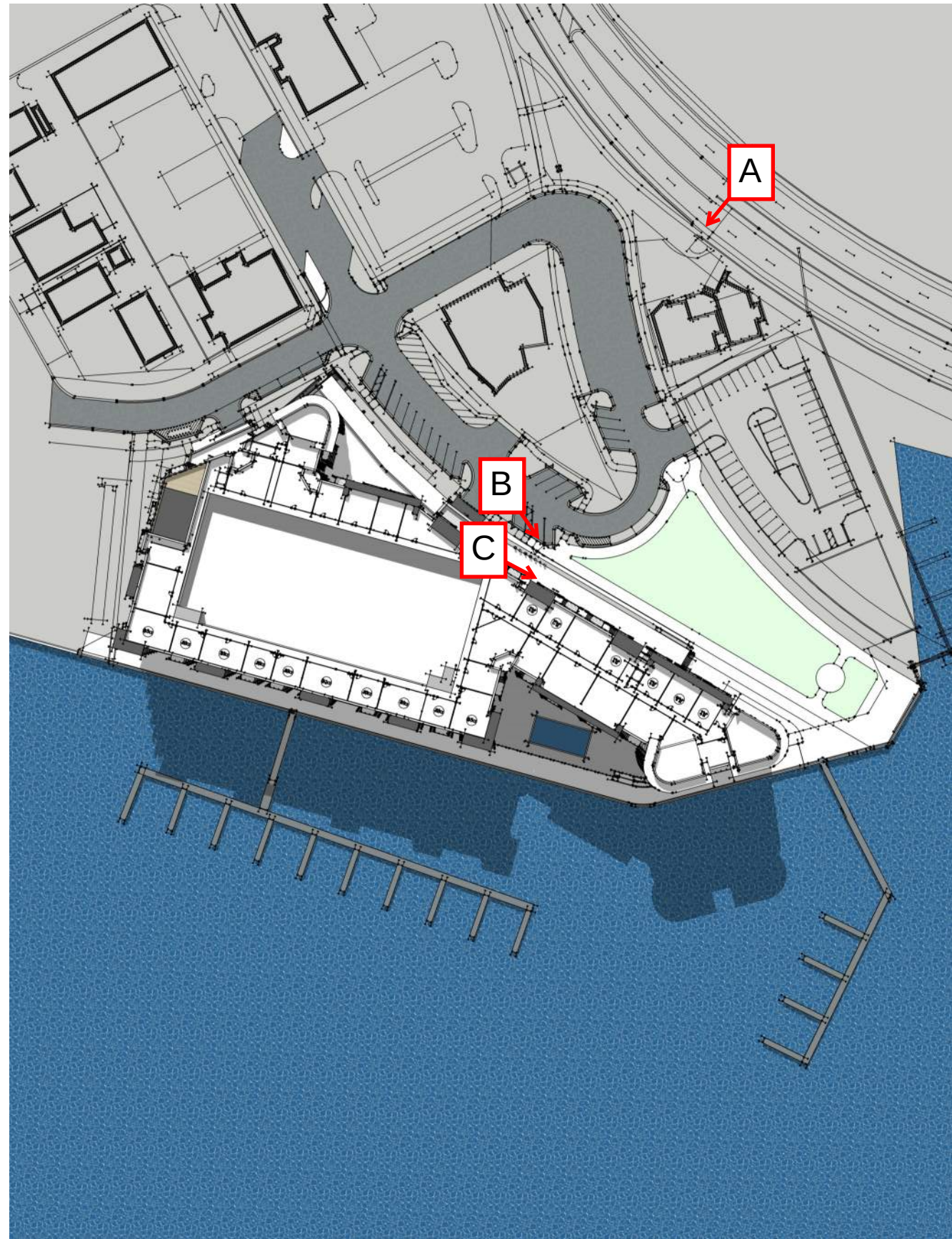
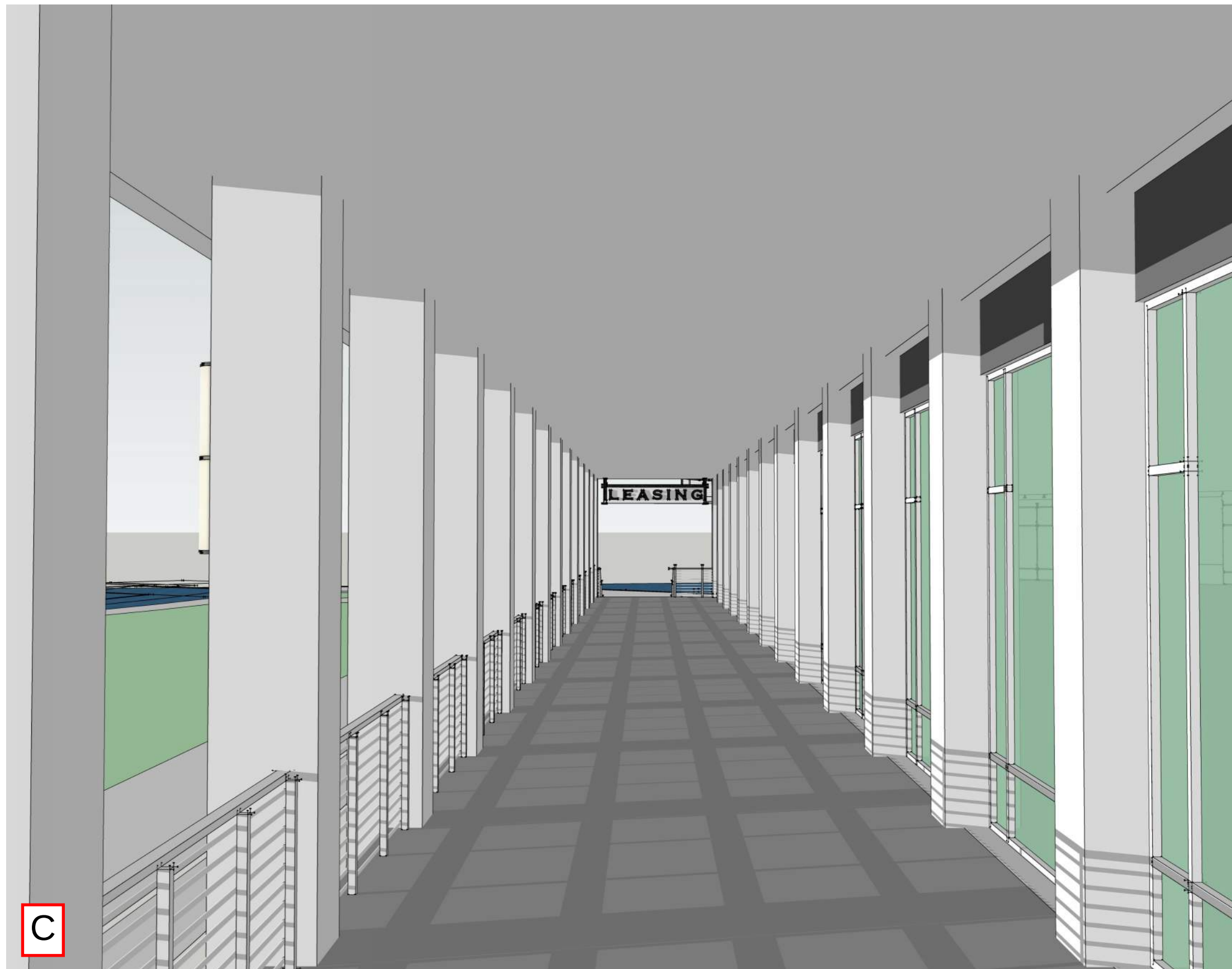
Project Name:
Corey Landings

St. Pete Beach, FL

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10/15/21
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Project Name:

St. Pete Beach, FL

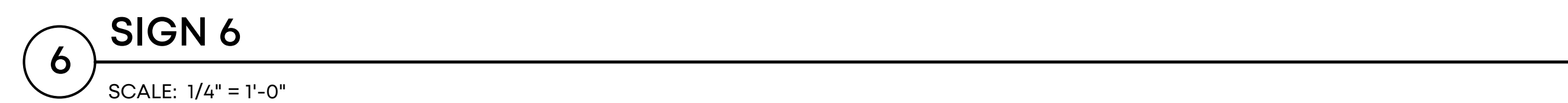
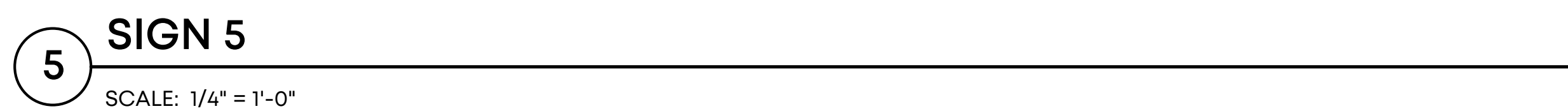
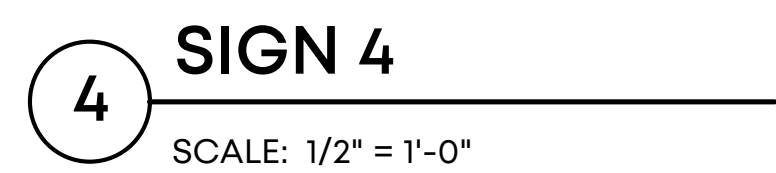
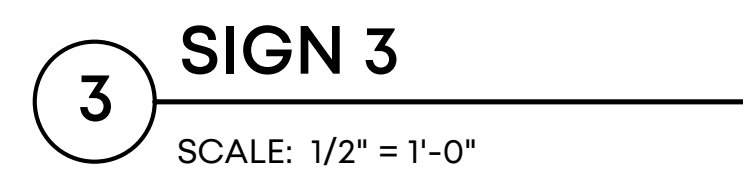
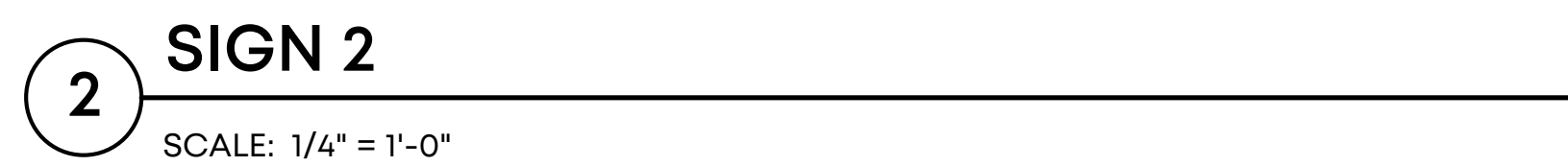
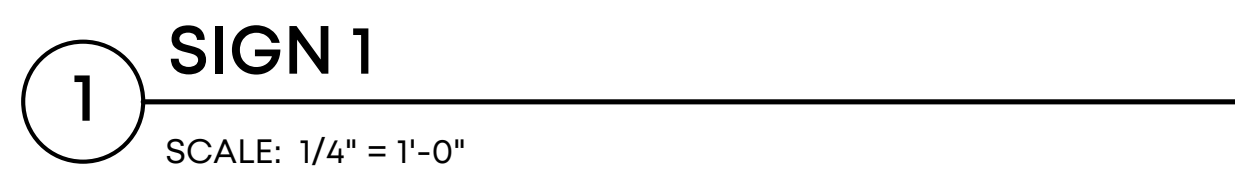
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Page 175 of 306



*Transportation Operational Analysis
Prepared for City of St. Pete Beach*

Corey Landings

City of St. Pete Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Tampa, Florida

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Updated November 2021
September 2021

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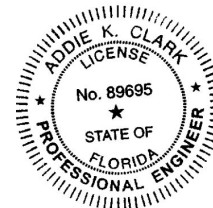
Transportation Operational Analysis
Prepared for City of St. Pete Beach

Corey Landings

City of St. Pete Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Tampa, Florida



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PE Number: 89695

Date

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- Appendix B: Conceptual Site Plan
- Appendix C: Project Traffic Distribution Model Output and Saturday Peak-Hour Trip Generation
- Appendix D: Traffic Count Reports, Intersection Diagrams, and Peak Season Factor Category Report
- Appendix E: Growth Rate Calculations
- Appendix F: Roadway Analysis Documentation
- Appendix G: Synchro Intersection Outputs
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- Appendix I: Volume Development Worksheets

INTRODUCTION

Pursuant to comments from City staff dated October 29, 2021, this updated transportation operational analysis as part of the Conditional Use Application provides an evaluation of the transportation impacts of the proposed Corey Landings development on the operations and capacity of the nearby roadway network. The analysis procedures utilized in this report follow the updated transportation operational analysis methodology letter submitted to the City of St. Pete Beach. The methodology letter is provided in Appendix A.

The proposed Corey Landings development is located at the northeast quadrant of Corey Avenue & Bay Street in the City of St. Pete Beach, Florida. This development is proposed to include up to 243 multi-family dwelling units, 14,000 square feet of retail, and 5,000 square feet of restaurant. Access to the site is provided along Corey Circle through the intersection of Corey Avenue & Bay Street. The project location map is illustrated in Figure 1. The conceptual site plan is included in Appendix B.

This analysis is provided based upon the requirements in the Forward Pinellas MPO Traffic Impact Study Methodology and the City of St. Pete Beach Land Development Code and Comprehensive Plan. This project meets the criteria for a Tier 1 project based upon Section III of the Comprehensive Plan. The requirements for this application include a traffic study and Transportation Management Plan identifying improvements to help increase mobility and decrease impacts of the project. The cost of transportation management strategies implemented for Tier 1 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a Transportation Management Plan. The Transportation Management Plan is provided under separate cover.

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Legend

-  Project Site
-  Sidewalks
-  Road Centerlines

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Project Location Map

CITY OF ST. PETE BEACH, FLORIDA

Project No: 148993000

Scale: As Noted

September 2021

Figure 1

An initial methodology meeting was held with the City of St. Pete Beach on July 29, 2021. Based upon the meeting, Kimley-Horn submitted a transportation study methodology to the City of St. Pete Beach. The City issued comments regarding the methodology on August 26, 2021. The City issued comments regarding the transportation operational analysis on October 29, 2021. In general, the following procedural steps were undertaken:

- Traffic volumes anticipated to be generated by the proposed development were estimated using the Institute of Transportation Engineers', *Trip Generation Manual*, 10th Edition;
- Project traffic was distributed and assigned to the public roadway network based upon the results of a Florida Standard Urban Transportation Model Structure (FSUTMS) analysis;
- Existing p.m. peak-hour traffic volumes in the study area were collected and adjusted to reflect the peak season peak-hour existing volumes, and considered in the development of future background volumes;
- Work Programs of Pinellas County and the FDOT were reviewed to identify scheduled roadway improvements in the area;
- Roadway analyses within the study area for existing and future scenarios were completed using capacity thresholds defined in the *Forward Pinellas 2020 Annual Level of Service Report*;
- Intersection analyses within the study area for existing and future scenarios were completed using analytical methods defined in the *Highway Capacity Software (HCS)* programs.

PROJECT SITE INFORMATION

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development. These trips were distributed and assigned throughout the study roadway network.

Project Access

Access to the site is to be provided along Corey Circle through the intersection of Corey Avenue & Bay Street.

Parking

Parking will be provided on-site. The total number of proposed parking spaces is indicated in the attached site plan and meets code requirements.

Trip Generation

Trip generation for the proposed development was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, for the following land use codes (LUC):

- LUC 221 (Multifamily Housing Mid-Rise)
- LUC 814 (Variety Store)
- LUC 932 (High-Turnover (Sit-Down) Restaurant)

Based upon the methodology letter and Forward Pinellas MPO *Traffic Impact Study Methodology*, the p.m. peak-hour is required to be analyzed and, therefore, was selected as the analysis period. The pass-by rates and the internal capture trip methodology provided in the ITE *Trip Generation Handbook*, 3rd Edition, was utilized for the mixed-use development. Pursuant to the Forward Pinellas MPO *Traffic Impact Study Methodology* defined in the Level of Service Final

Report, internal capture trip ends were reduced to not exceed twenty-five percent (25%) of the gross project trip ends.

The proposed development is anticipated to generate an additional 157 net, new weekday p.m. peak-hour trips (97 entering/60 exiting). The trip generation potential for the weekday p.m. peak-hour is summarized in Table 1. As discussed with City staff on September 2, 2021, the trip generation potential for the Saturday peak-hour is included in Appendix C. As indicated in the trip generation data in Appendix C, the internal capture between the mix of land uses is anticipated to increase during the Saturday peak-hour along with the use of other modes of transportation other than passenger vehicles, such as transit, ride-share, etc.; therefore, the analysis was completed for the average weekday p.m. peak-hour scenario for a more conservative analysis.

Trip Distribution and Assignment

New traffic expected to be generated by the proposed project was distributed to the roadway network based on the Florida Standard Urban Model Structure (FSUTMS) for District 7 (version 9.2). Approximately 58 percent of project trips are expected to travel to/from areas east of the project site on 75th Avenue/Corey Causeway. Approximately 15 percent of project trips are expected to travel to/from areas north of the project site on Blind Pass Road. Approximately 15 percent of project trips are expected to travel to/from areas south of the project site on Gulf Boulevard. The project traffic distribution model output is provided in Appendix C.

The resulting percentages were applied to the trip generation estimates shown in Table 1 to estimate project trips within the vicinity of the project site. The distribution of net new project traffic, in terms of trip percentages, is shown in Figure 2 and the distribution of pass-by project traffic, in terms of trip percentages, is shown in Figure 3. The p.m. peak-hour project traffic is shown in Figure 4.

Table 1: P.M. Peak-Hour Project Trip Generation

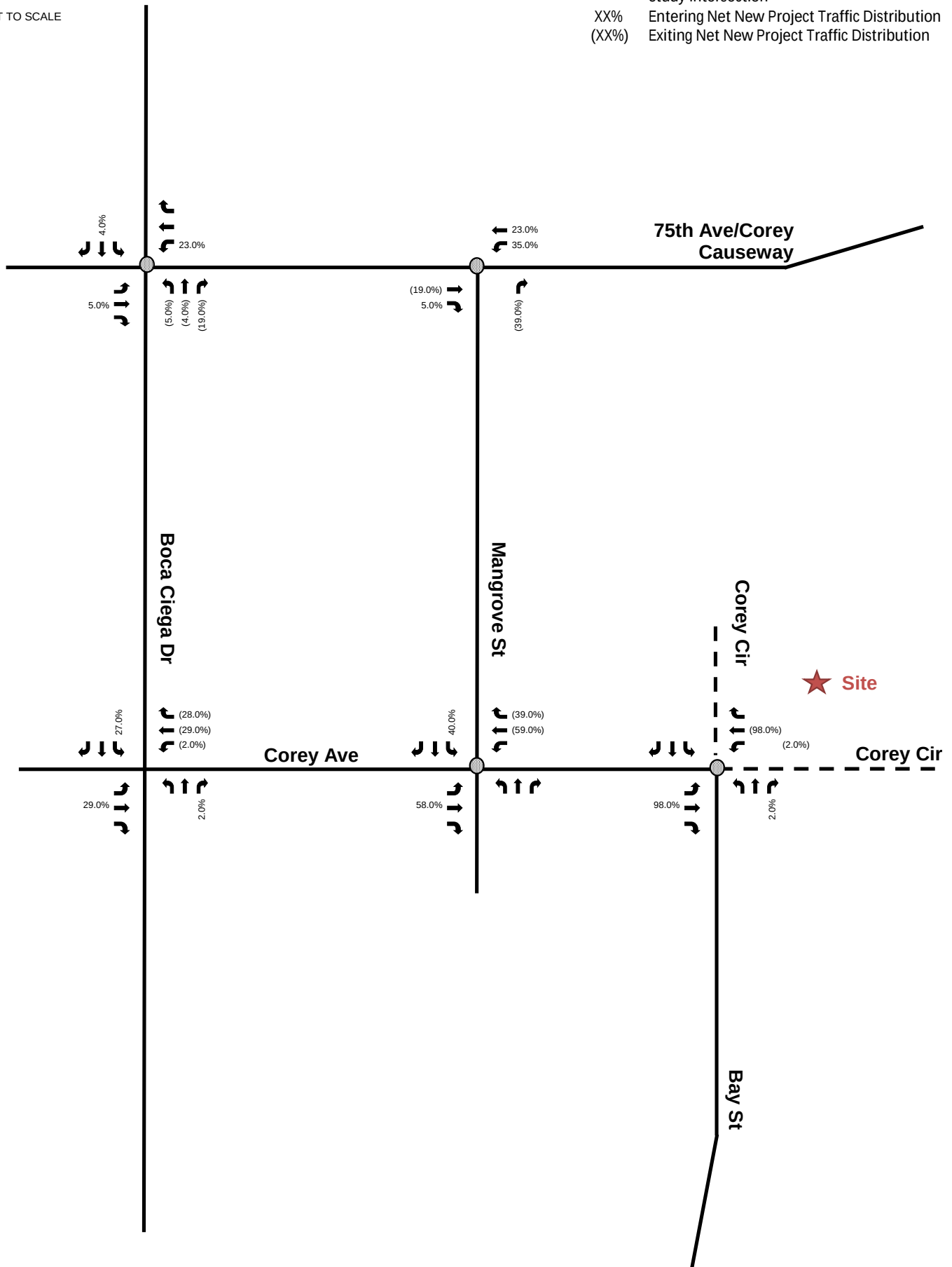
ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS TRIPS			INTERNAL CAPTURE				TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	Percent	IC Trips			In	Out	Total	Percent	PB Trips	In	Out	Total
					In	Out					In	Out	Total								
Multifamily Housing Mid-Rise	10	221	243	DU	61%	39%	63	41	104	15.1%	8	8	16	55	33	88	0.0%	0	55	33	88
Variety Store	10	814	14	KSF	52%	48%	50	46	96	25.0%	12	12	24	38	34	72	34.0%	24	26	22	48
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	62%	38%	30	19	49	25.0%	6	6	12	24	13	37	43.0%	16	16	5	21
Total:							143	106	249	21.3%	26	26	52	117	80	197	20.3	40	97	60	157



NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX% Entering Net New Project Traffic Distribution
- (XX%) Exiting Net New Project Traffic Distribution

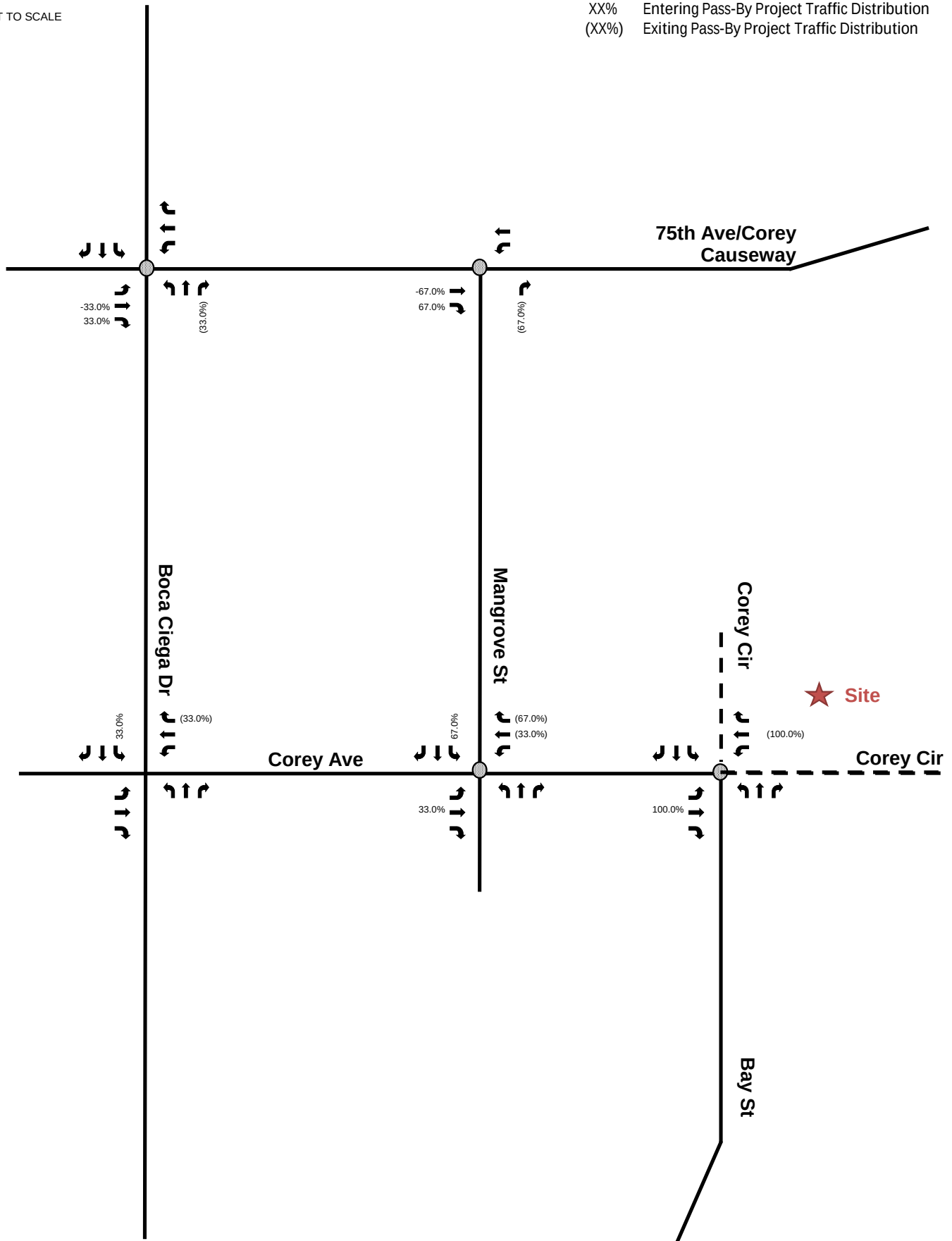




NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX% Entering Pass-By Project Traffic Distribution
- (XX%) Exiting Pass-By Project Traffic Distribution

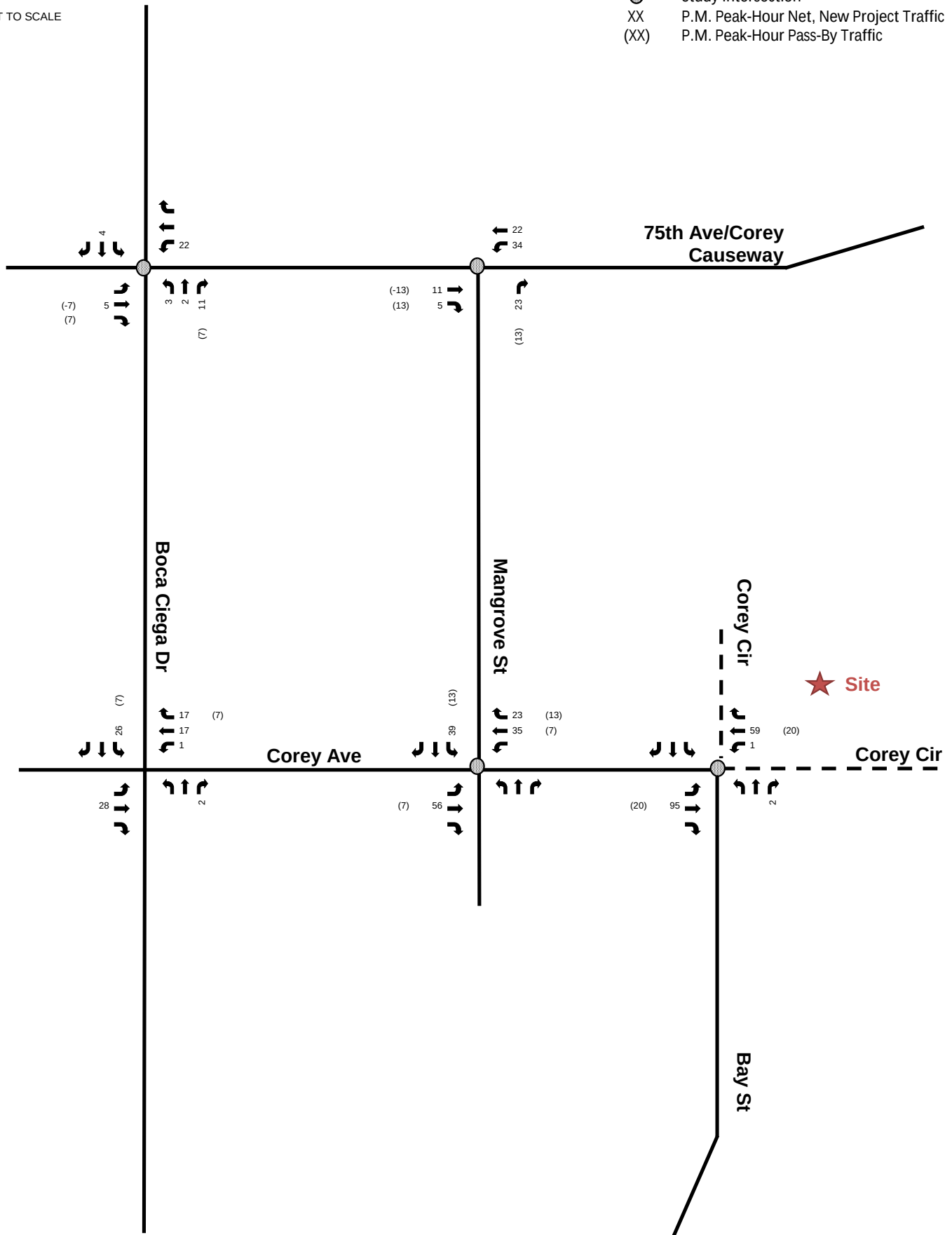




NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX P.M. Peak-Hour Net, New Project Traffic
- (XX) P.M. Peak-Hour Pass-By Traffic



SCHEDULED IMPROVEMENTS

The Pinellas County Public Works Capital Improvement Program and FDOT District 7 and developer committed improvements were reviewed for improvements which are currently planned and funded for construction within the buildout time frame in the immediate vicinity of the project site. No geometric improvements were identified during this time period. Therefore, existing lane geometry and traffic controls were used in the analysis.

The Pinellas Suncoast Transit Authority's (PSTA) new bus rapid transit line, The SunRunner, is expected to be in service by mid to late 2022 to provide transportation between downtown St. Petersburg to the beaches. Two SunRunner "stations" are proposed along 75th Avenue/Corey Causeway within a quarter-mile of the project site. Major construction of the following stations was complete as of September 2021:

- Station 6 located along eastbound 75th Avenue/Corey Causeway, east of Boca Ciega Drive
- Station 7 located along westbound 75th Avenue/Corey Causeway, west of Boca Ciega Drive

STUDY AREA NETWORK DETERMINATION

Per the Forward Pinellas MPO *Traffic Impact Study Methodology*, the study area roadway segments are those with the project traffic representing 1.0% or greater of the available roadway capacity up to a maximum radius of two miles from the project site and those identified by the City in the transportation study methodology comments.

As indicated in the comments from City staff dated October 29, 2021 and in the methodology reviewed by the City of St. Pete Beach in Appendix A, the following study roadway segments were included in the analysis:

- 75th Avenue/Corey Causeway from Blind Pass Road to Shore Drive South
- Pasadena Avenue from Shore Drive South to Central Avenue
- Corey Avenue from Bay Street to Gulf Boulevard
- Blind Pass Road from Gulf Boulevard (south) to 75th Avenue/Corey Causeway
- Boca Ciega Drive/Gulf Winds Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

According to Section 29.2 of the City of St. Pete Beach's Land Development Code, a traffic concern area means an area within which the Level of Service (LOS) for a given road facility has been determined by data from the concurrency management monitoring system to have reached LOS D during the peak hour or is expected to reach LOS E or worse during the peak hour in the next five years and no construction improvements are planned in the next five years.

Based on the Forward Pinellas *2020 Annual Level of Service Report*, 75th Avenue/Corey Causeway and Blind Pass Road currently operate at LOS D (with volume to capacity ratios less than 0.90). Review of the Pinellas County and FDOT Capital Improvement Programs indicates that there are no construction improvements planned for these roadways in the next five years; however, the PSTA's new bus rapid transit line, The SunRunner, is expected to be in service by mid to late 2022 to provide transportation between downtown St. Petersburg to the beaches. Two SunRunner

“stations” are proposed along 75th Avenue/Corey Causeway within a quarter-mile of the project site. Major construction of the following stations was complete as of September 2021. The operation of The SunRunner along 75th Avenue/Corey Causeway within the Corey Avenue Area is anticipated to encourage community connectivity and to help reduce traffic congestion.

Per the Forward Pinellas MPO *Traffic Impact Study Methodology*, the study intersections are those where the total peak-hour traffic volume on one or more links forming a leg of the intersection is projected to equal or exceed ninety percent (90%) of the maximum service volume. As indicated in the preliminary roadway segment analysis, the study area roadway segments are not anticipated to exceed 90% of their peak-hour capacities following buildout of the project; therefore, as discussed in the meeting with City staff on July 29, 2021, the following intersections were included in this analysis:

- 75th Avenue/Corey Causeway & Mangrove Street
- Corey Avenue & Mangrove Street
- Corey Avenue & Bay Street
- 75th Avenue/Corey Causeway & Boca Ciega Drive

The study intersections were analyzed for a maximum volume-to-capacity (v/c) ratio by approach, providing that the v/c ratio does not exceed 1.0. Synchro version 11 was used for the intersection analyses.

The study area map is provided as Figure 5.

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Study Network Map

CITY OF ST. PETE BEACH, FLORIDA

Project No: 148993000

Scale: As Noted

November 2021

Figure 5

EXISTING TRAFFIC VOLUMES

Existing traffic conditions were evaluated within the study network for this operational analysis. The procedures used to develop existing traffic volumes are documented below.

Vehicle turning movement volume counts were conducted at the study area intersections during the p.m. peak period (4:00 p.m. to 6:00 p.m.) on Wednesday, July 28, 2021 to quantify existing peak-hour conditions within the study area.

Pursuant to comments from City staff dated October 29, 2021, in order to analyze the roadway segment of Boca Ciega Drive/Gulf Winds Drive from 75th Avenue/Corey Causeway to Gulf Boulevard, vehicle turning movement volume counts were conducted at the intersections of Boca Ciega Drive/Gulf Winds Drive & 71st Avenue and Boca Ciega Drive/Gulf Winds Drive & 67th Avenue during the p.m. peak period (4:00 p.m. to 6:00 p.m.) on Wednesday, November 17, 2021 to quantify existing peak-hour conditions along the study roadway segment.

The raw counts are provided in Appendix D.

As agreed upon in the transportation study methodology, the vehicle counts at the study intersections were adjusted to reflect peak-season conditions. This modification was performed using the Florida Department of Transportation (FDOT) peak-season conversion factor (PSCF), which corresponds to the data collection date for Pinellas County.

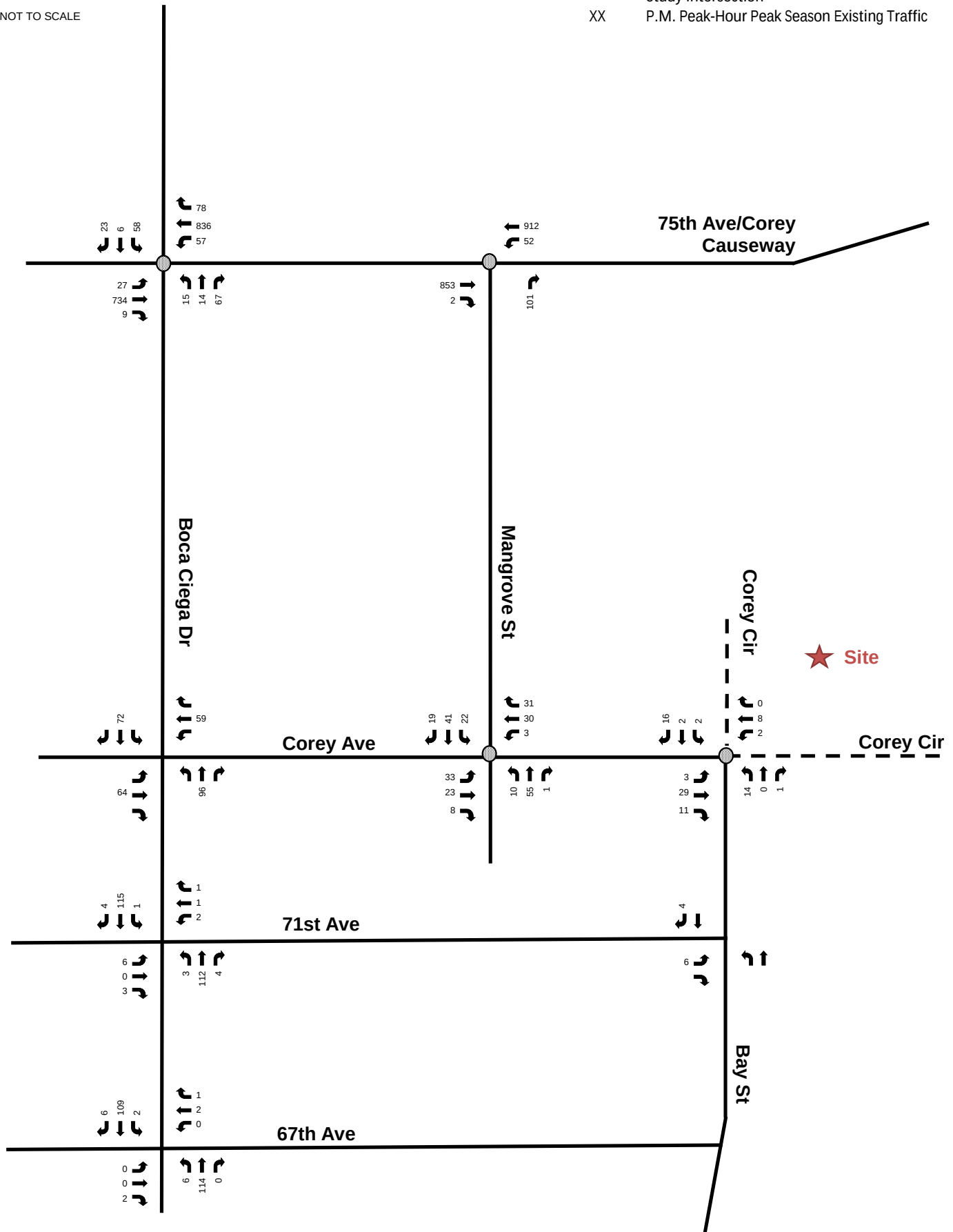
The peak season conversion factors (PSCF) are provided in Appendix D and the existing seasonally adjusted traffic volumes are provided in Figure 6.



NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX P.M. Peak-Hour Peak Season Existing Traffic



FUTURE TRAFFIC CONDITIONS

Future traffic volumes consist of two components: project traffic and future background traffic (non-project) traffic estimates. Future background traffic is defined as expected non-project traffic on the roadway network in the future year at buildout of the proposed project. For the purposes of this analysis, it was determined that 2024 would be the buildout year of the development, thus, 2024 conditions were evaluated as the “future” year scenario.

Historical AADT information for four (4) nearby roadways was provided by FDOT to calculate an average annual growth rate. A growth rate of -1.3% was calculated based upon five years of historical AADT data. For a conservative analysis of future growth in the area, the future background volumes were developed by growing existing traffic volumes by a 2.0% annual growth rate. Growth rate calculations are provided in Appendix E.

The p.m. peak-hour background volumes are identified in Figure 7. The net, new project traffic volumes identified in Figure 4 were then added to the background volumes to develop p.m. peak-hour total volumes identified in Figure 8.

The development of existing and future volumes is documented in Appendix I.



NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX P.M. Peak-Hour Background Traffic

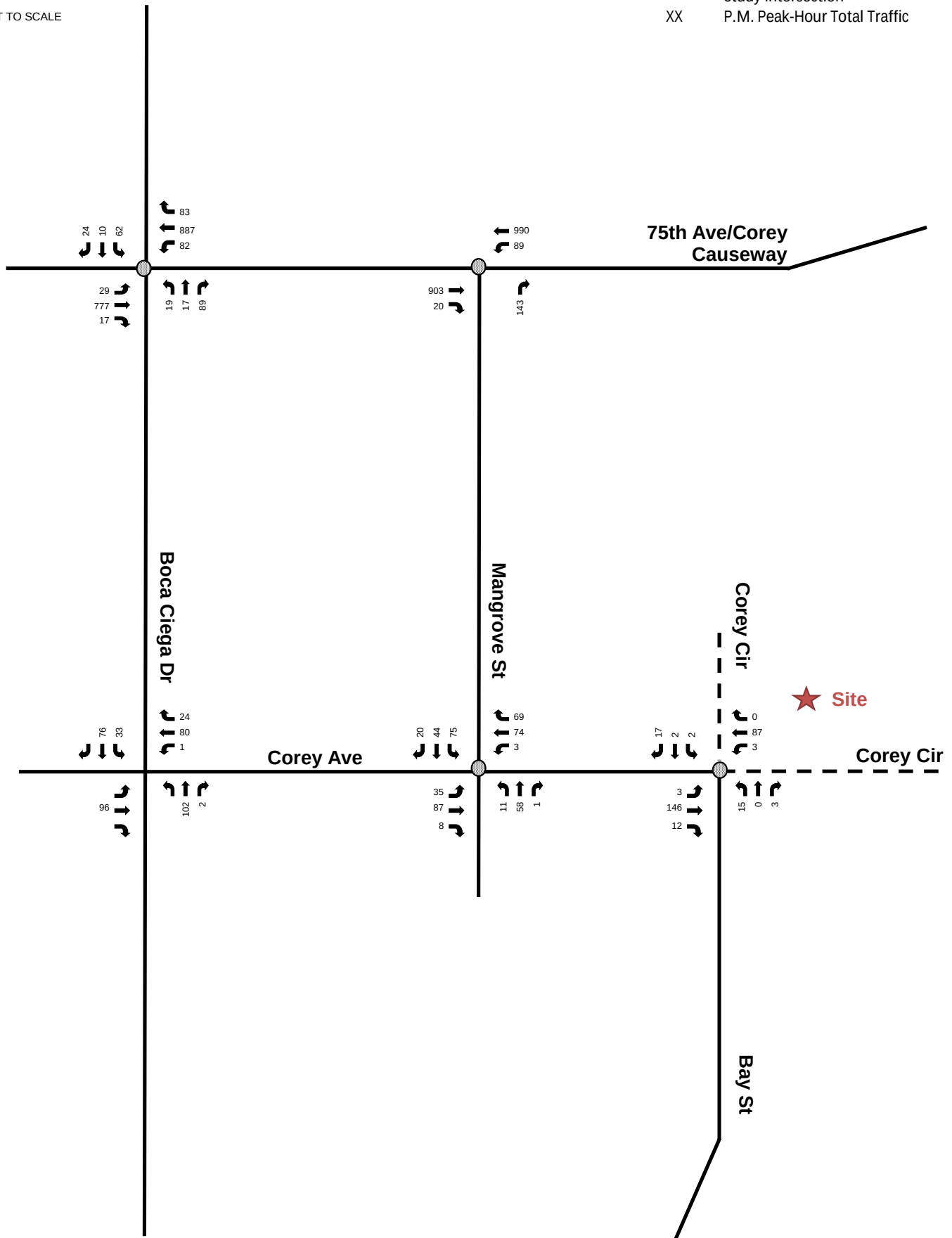




NOT TO SCALE

Legend

- Roadway
- Study Intersection
- XX P.M. Peak-Hour Total Traffic



Roadway Capacity Analysis

A roadway capacity analysis was conducted for the study area roadway segments based upon the service volumes included in the 2020 Forward Pinellas MPO *Level of Service Report*. As indicated in the transportation study methodology, the following roadway segments are included within the study area roadway network:

- 75th Avenue/Corey Causeway from Blind Pass Road to Shore Drive South
- Pasadena Avenue from Shore Drive South to Central Avenue
- Corey Avenue from Bay Street to Gulf Boulevard
- Blind Pass Road from Gulf Boulevard (south) to 75th Avenue/Corey Causeway
- Boca Ciega Drive/Gulf Winds Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

75th Avenue/Corey Causeway is 4-lane divided roadway with a posted speed limit of 35 miles per hour. Pasadena Avenue South is a 6-lane divided roadway that generally runs north-south with a posted speed limit of 35 miles per hour. Corey Avenue is 2-lane undivided roadway that generally runs east-west. Blind Pass Road, south of 75th Avenue/Corey Causeway, is 2-lane undivided roadway that generally runs north-south near the site with a posted speed limit of 35 miles per hour. Boca Ciega Drive/Gulf Winds Drive is a 2-lane undivided roadway that generally runs north-south with a posted speed limit of 25 miles per hour. As a part of this analysis, existing lane geometry was considered for the study area roadway segments.

Based upon comments received from the City of St. Pete Beach on October 29, 2021 and August 26, 2021, the peak-hour directional volumes (2019) included in the 2020 Forward Pinellas MPO *Level of Service Report* were compared to the p.m. peak-hour peak season existing (2021) turning movement volumes illustrated in Figure 6. The peak-hour directional volumes included in the 2020 Forward Pinellas MPO *Level of Service Report* were higher than the p.m. peak-hour peak season existing turning movement volumes, and therefore, utilized in the roadway capacity analysis. The roadway volumes included in the 2020 Forward Pinellas MPO *Level of Service Report* were determined from 2019 base year data, and therefore, not affected by COVID-19 traffic patterns in 2020. The 2019 roadway volumes utilized in this analysis were grown for two (2) years to 2021 by an annual growth rate of 2.0%. For the study area roadways that are not included in the 2020 Forward Pinellas MPO *Level of Service Report*, p.m. peak-hour peak season existing turning movement volumes were utilized to estimate roadway capacity conditions.

In order to develop future background (2024) volumes along the study area roadway segments, the peak-hour directional volumes were grown for three (3) years by an annual growth rate of 2.0%. The development of future total volumes was calculated by adding project traffic volumes to the future background volumes.

As indicated in Table 2, the roadway capacity analysis was conducted for the existing, future background, and future total scenarios. The results of the analysis are summarized in Table 2 and indicate that the study area roadway segments are anticipated to have sufficient capacity at buildout of the proposed development based upon the peak-hour directional capacity volume in the Pinellas MPO *Level of Service Report*.

The worksheets documenting the existing roadway analysis are provided in Appendix F.

Table 2: Roadway Segment Capacity Analysis

ROADWAY	FROM	TO	SERVICE VOLUMES		DIRECTIONAL EXISTING (2019) VOLUMES**	DIRECTIONAL EXISTING (2021) VOLUMES**	DIRECTIONAL BACKGROUND (2024) VOLUMES	PROJECT TRAFFIC			DIRECTIONAL FUTURE BUILDOUT TRAFFIC VOLUME	EXCEED SERVICE VOLUME?
			EXISTING LANEAGE	LOS SERVICE VOLUME PEAK-HOUR DIRECTIONAL VOLUME				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME		
75th Avenue/Corey Causeway	Blind Pass Road	Mangrove Street	4	1,615	1,097	1,141	1,211	Eastbound	23%	22	1,233	No
								Westbound	23%	14	1,225	No
	Mangrove Street	Shore Drive South	4	1,615	1,097	1,141	1,211	Northbound	58%	35	1,246	No
								Southbound	58%	56	1,267	No
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	2,830	1,567	1,630	1,730	Northbound	51%	31	1,761	No
								Southbound	51%	49	1,779	No
	Gulfport Boulevard South	Park Street South	6	2,830	1,567	1,630	1,730	Northbound	37%	22	1,752	No
								Southbound	37%	36	1,766	No
	Park Street South	Central Avenue	6	2,830	1,567	1,630	1,730	Northbound	34%	20	1,750	No
								Southbound	34%	33	1,763	No
Corey Avenue	Bay Street	Mangrove Street	2	718*	--	45	48	Eastbound	98%	114	162	No
						52	55	Westbound	98%	77	132	No
	Mangrove Street	Boca Ciega Drive	2	718*	--	59	63	Eastbound	58%	63	126	No
						64	68	Westbound	59%	43	111	No
	Boca Ciega Drive	Gulf Boulevard	2	718*	--	59	63	Eastbound	29%	27	90	No
						64	68	Westbound	29%	17	85	No
Blind Pass Road	75th Avenue/Corey Causeway	Gulf Boulevard	2	718*	--	87	92	Northbound	15%	15	107	No
						65	69	Southbound	15%	9	78	No
Boca Ciega Drive/Gulf Winds Drive	75th Avenue/Corey Causeway	Corey Avenue	2	718*	--	96	102	Northbound	28%	17	119	No
						72	76	Southbound	27%	26	102	No
	Corey Avenue	71st Avenue	2	718*	--	108	115	Northbound	2%	2	117	No
						96	102	Southbound	2%	1	103	No
	71st Avenue	Bay Street	2	718*	--	117	124	Northbound	2%	2	126	No
						119	126	Southbound	2%	1	127	No
	Bay Street	Gulf Boulevard	2	718*	--	120	127	Northbound	4%	4	131	No
						111	118	Southbound	4%	2	120	No
Bay Street	Corey Avenue	Gulf Winds Drive	2	718*	--	11	12	Northbound	2%	2	14	No
						10	11	Southbound	2%	1	12	No

*Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)

**Directional existing volumes were estimated utilizing the Pinellas Forward 2020 Annual Level of Service Report and, for any roadways not included in the report, existing turning movement counts were utilized

Intersection Analysis

Existing and future intersection conditions were evaluated at the study area intersections utilizing Synchro (Version 11) software. The study intersections were analyzed for a maximum volume-to-capacity (v/c) ratio by approach, providing that the v/c ratio does not exceed 1.0.

Existing lane geometry and traffic controls were used in the intersection conditions analysis. As documented in the study area section of this report, the following intersections were included in the analysis:

- 75th Avenue/Corey Causeway & Mangrove Street
- Corey Avenue & Mangrove Street
- Corey Avenue & Bay Street
- 75th Avenue/Corey Causeway & Boca Ciega Drive

Under existing, background, and total conditions, the study area intersections are anticipated to operate with a volume-to-capacity (v/c) ratio of less than 1.0 for each lane approach. A summary of maximum v/c ratios by approach is provided in Table 3.

Synchro output worksheets for the operational analysis are included in Appendix G.

Table 3: Intersection Operational Analysis

Existing Conditions (2021) v/c Ratio ¹														
{Background Conditions (2024) v/c Ratio} ²														
[Total Conditions (2024) v/c Ratio] ³														
Intersection	Control Type	Eastbound			Westbound			Northbound			Southbound			Overall LOS ⁴
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
75 th Avenue/Corey Causeway & Mangrove Street	TWSC	--			0.07	--		--		0.19	--			--
		--			(0.08)	--		--		(0.21)	--			
		--			[0.13]	--		--		[0.28]	--			
Corey Avenue & Mangrove Street	AWSC	0.09			0.08			0.09			0.11			A
		(0.09)			(0.09)			(0.10)			(0.12)			A
		[0.19]			[0.20]			[0.11]			[0.20]			A
Corey Avenue & Bay Street	TWSC	0.002	--		0.001	--		0.02		0.02				--
		(0.002)	--		(0.001)	--		(0.02)		(0.02)				
		[0.002]	--		[0.002]	--		[0.03]		[0.03]				
75 th Avenue/Corey Causeway & Boca Ciega Drive	Signalized	0.05	0.26		0.09	0.31		0.11	0.70		0.40	0.10		B
		(0.07)	(0.32)		(0.12)	(0.39)		(0.11)	(0.74)		(0.44)	(0.12)		B
		[0.07]	[0.33]		[0.17]	[0.40]		[0.12]	[0.78]		[0.44]	[0.13]		B

1. Existing Conditions: Year 2021 Traffic volumes

2. Background Conditions: Year 2024 Traffic volumes = Existing (2021) Traffic Volumes + 2% annual growth for three years

3. Total Conditions: Background (Year 2024) Traffic Volumes + Project Traffic Volumes

4. Two-way stop-controlled intersections do not have an overall LOS

Queue Analysis

Based upon the methodology meeting with the City of St. Pete Beach on July 29, 2021, the westbound left-turn and northbound right-turn queue lengths at the intersection of 75th Avenue/Corey Causeway & Mangrove Street were analyzed for the future total (with project) scenario.

75th Avenue/Corey Causeway & Mangrove Street is currently a three-legged unsignalized intersection with stop control provided along Mangrove Street. A 185-foot westbound left-turn lane currently exists at 75th Avenue/Corey Causeway & Mangrove Street. Based upon the intersection analysis provided in Synchro (version 11) software, the queue length anticipated for the westbound left-turn movement following buildout of the proposed development is approximately 25 feet (1 vehicle). Additionally, as identified in Table 3, the v/c ratio is anticipated to be less than 1.0 (0.13) for the westbound left-turn movement. Based upon FDOT's Florida Design Manual Exhibit 212-1 and a posted speed limit of 35 miles per hour along 75th Avenue/Corey Causeway, the required total turn lane length for the westbound left-turn lane is 180 feet (155 feet of deceleration distance plus 25 feet of queue length); therefore, the existing 185-foot westbound left-turn lane is anticipated to have sufficient queue storage and capacity following buildout of the proposed development.

The northbound right turn movement is anticipated have a queue length of up to 50 feet (2 vehicles) and a v/c ratio less than 1.0 (0.28) at buildout of the proposed development; therefore, the northbound right-turn lane is anticipated to have sufficient queue storage and capacity following buildout of the proposed development.

MULTIMODAL ANALYSIS

Existing and planned multimodal facilities within the vicinity of the proposed development were reviewed. An inventory is provided below that includes existing and planned facilities for pedestrians, bicyclists, and transit users.

Pedestrians

Sidewalk currently exists along both sides of Corey Avenue, 75th Avenue/Corey Causeway, Blind Pass Road, and Gulf Boulevard. A ten-foot sidewalk circulating the interior of the site is proposed to allow for safe, unobstructed and efficient pedestrian flow and the potential for sidewalk cafes and outdoor eating areas, as appropriate.

Bicyclists

Exclusive bike paths currently exist on both sides of 75th Avenue/Corey Causeway, Gulf Boulevard, and Blind Pass Road. The proposed development will provide bicycle storage spaces on-site.

Transit

Transit service along 75th Avenue/Corey Causeway, Gulf Boulevard, and Blind Pass Road adjacent to the project site is provided by the Pinellas Suncoast Transit Authority (PSTA). The following PSTA bus routes are identified in the near vicinity of the site:

- Route 35 along 75th Avenue/Corey Causeway
- Route 90 along 75th Avenue/Corey Causeway and Gulf Boulevard
- Rout 888 along Blind Pass Road
- Route 355 along Gulf Boulevard
- Suncoast Beach Trolley at 75th Avenue/Corey Causeway & Gulf Boulevard

- Central Avenue Trolley (CAT) at 75th Avenue/Corey Causeway & Gulf Boulevard
- Future SunRunner along 75th Avenue/Corey Causeway

The nearest PSTA bus stops are located within a quarter-mile of the project site (Route 35, Route 90, CAT, Suncoast Beach Trolley, Central Avenue Trolley, future SunRunner Stations 6 and 7).

Transit information is provided in Appendix H.

CONCLUSION

This updated transportation operational analysis provides an evaluation of the transportation impacts of the proposed Corey Landings development in accordance with the Forward Pinellas MPO *Traffic Impact Study Methodology*, the transportation study methodology reviewed by the City of St. Pete Beach, and the comments from the City of St. Pete Beach dated October 29, 2021. The proposed development is located at the northeast quadrant of Corey Avenue & Bay Street in the City of St. Pete Beach, Florida. This development is proposed to include up to 243 multi-family dwelling units, 14,000 square feet of retail, and 5,000 square feet of restaurant. Access to the site is provided along Corey Circle through the intersection of Corey Avenue & Bay Street.

Based upon the roadway capacity analysis and utilizing the standards defined in the Pinellas MPO *Level of Service Report*, the study area roadway segments are anticipated to have sufficient capacity at buildout of the proposed development. Based upon the intersection operations analysis, the study area intersections are anticipated to operate acceptably with a volume-to-capacity (v/c) ratio of less than 1.0 for each lane approach at buildout of the proposed development.

Based upon the methodology meeting with the City of St. Pete Beach on July 29, 2021, the turning movement queue lengths at the intersection of 75th Avenue/Corey Causeway & Mangrove Street were analyzed. The existing westbound left-turn lane and northbound right-turn lane are anticipated to have sufficient queue storage and capacity following buildout of the proposed development.

Existing and planned multimodal facilities were identified adjacent to the proposed project site including sidewalk, bicycle lanes, transit routes, and bus stations. The nearest PSTA bus stops are located within one quarter mile of the project site (Route 35, Route 90, CAT, Suncoast Beach Trolley, Central Avenue Trolley, and future SunRunner Stations 6 and 7).

The proposed development meets the criteria for a Tier 1 project; therefore, a Transportation Management Plan (TMP) will be submitted in addition to this transportation operational analysis.

APPENDIX A

Corey Landings Methodology Letter Comments

Methodology Letter:

- Provide a brief description of your development, including:
 - Location map- **Included**
 - Site plan of the proposed development that shows the proposed access locations - **Included**
 - Anticipated build-out year – **Included (2024)**
 - Phasing plan if your development has two or more stages **One Phase entire development**
 - Size of your development, such as square footage or dwelling units – **243 dwelling units, 14,000 SF of Retail Space, 5,000 SF Sit-down Restaurant**
- Provide map of proposed study area radius, intersections, and corridors to be studied.
 - List of all signalized intersections and major un-signalized intersections that fall within the study area or are recommended to be included in the study. **Included location map but didn't specified radius for study, only included intersection on FDOT roadway facilities. Did not included any intersections or an analysis for the Corey Avenue Corridor.**
- List study periods that will be assessed (such as daily, a.m. peak hour, school p.m. peak hour, p.m. peak hour, Saturday, seasonal, midday peak hour, etc.) **Included Weekday PM Peak and Saturday PM Peak.**
- List proposed analysis years. **Included**
- List the methodology and software to be used as part of the analysis. **Included**
- List of segments or intersections where traffic data will be collected, or date and source of any traffic counts used in the analysis. **Conducted turning movement counts at intersection of 75th Ave/Pasadena and Mangrove Street only. Proposed to use historical traffic Data for 2019-2021. Traffic Data for 2020 should not be used due to the impact to traffic patterns and demand due to the COVID-19 stay at home mandate. We suggest asking Kimley Horn to complete traffic volume counts along 75th Ave/Pasadena, Gulf and Corey Avenue.**
- Provide summary of the proposed trip generation including any proposed pass-by trips and internal trip capture. Show all input items (i.e. Land Use description, ITE Codes, trip rates or formulas) and data used in the calculations. **Although pass-by and internal capture trips were provided, they were calculated with a percentage exceeding the 25% max threshold for internal capture. Please adjust the pass by rate to 25%.**
- Trip Distribution
 - Describe trip distribution methodology. **Can be more specific in this.**
 - Provide a map showing the distribution pattern the site's traffic will use. **Provided a print out from CUBE/FSUTSM Model but not a map showing the distribution of the traffic and the trips.**
- Identify any critical issues related to the project. **Did not mentioned that the project locations is at the end of Corey Avenue and behaves like a cul-de-sac and might adversely impact the local streets surrounding the proposed development.**
- Provide proposed growth rate for calculation of future traffic (if project is phased or anticipated to take more than one year to complete). **Provided.**

August 4, 2021

Ms. Michelle Gonzalez, AICP
Community Development Director
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

■
Suite 150
655 North Franklin Street
Tampa, Florida
33602

Re: Corey Landings Conditional Use Application
Transportation Operational Analysis Methodology
City of St. Pete Beach, Florida

Dear Ms. Gonzalez:

Based on the meeting with City staff on July 29, 2021, the purpose of this letter is to document the proposed transportation operational analysis methodology for the Corey Landings redevelopment. To appropriately address the transportation operational impacts related to the proposed redevelopment in accordance with Section 4.4(a)(2), 4.4(a)(3), and 4.12(2) of the City's Land Development Code, Kimley-Horn will conduct an analysis that follows the study methodology detailed below.

Project Description: The project site is generally located south of Corey Causeway/75th Avenue at the eastern terminus of Corey Avenue in the City of St. Pete Beach, Florida. The concept site plan is attached.

The project site is currently vacant. The Corey Landings redevelopment is proposed to consist of up to 243 mid-rise multifamily dwelling units, 14,000 square feet of retail use, and 5,000 square feet of restaurant use. Access to the site is provided along Corey Circle via the intersection of Corey Avenue & Bay Street.

The general site location map is attached as Figure 1.

Project Trip Generation: Trip generation for the proposed development was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition, for the following land use codes (LUC):

- LUC 221 (Multifamily Housing Mid-Rise)
- LUC 814 (Variety Store)
- LUC 932 (High-Turnover (Sit-Down) Restaurant)

Pass-by rates and the internal capture trip methodology provided in the ITE *Trip Generation Handbook*, 3rd Edition, were utilized for the mixed-use development. Pursuant to the Forward Pinellas MPO Traffic Impact Study Methodology defined in the Annual Level of Service Report, internal capture trip ends were reduced to not exceed twenty-five percent (25%) of the gross project trip ends.

The proposed development is anticipated to generate an additional 151 net, new weekday p.m. peak-hour trips (94 entering/57 exiting) and 174 net, new Saturday peak-hour trips (89 entering/85 exiting). The trip generation for the weekday p.m. peak-hour and the Saturday peak-hour is summarized in Table 1 and Table 2, respectively.

Table 1: Weekday P.M. Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS					GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Multifamily Housing Mid-Rise	10	221	243	DU	63	41	104	15.1%	16	55	33	88	0.0%	0	55	23	88
Variety Store	10	814	14	KSF	50	46	96	26.4%	26	37	33	70	34.0%	24	25	21	46
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	30	19	49	40.0%	20	20	9	29	43.0%	12	14	3	17
					143	106	249	24.9%	62	112	75	187	19.3%	36	94	57	151

Note:

Internal capture was reduced to not exceed 25% of gross project trip ends

show supporting documentation for the pass-by percentages, they seem to be a bit high

Table 2: Saturday Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS					GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Multifamily Housing Mid-Rise	10	221	243	DU	53	56	109	20.0%	22	42	45	87	0.0%	0	42	45	87
Shopping Center	10	820	14	KSF	68	63	131	22.1%	28	54	49	103	34.0%	36	36	31	67
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	29	27	56	40.0%	22	18	16	34	43.0%	14	11	9	20
					150	146	296	24.3%	72	114	110	224	22.3%	50	89	85	174

Notes:

Internal capture was reduced to not exceed 25% of gross project trip ends

ITE does not provide Saturday trip generation data for LUC 814 (Variety Store). LUC 820 (Shopping Center) Saturday data was utilized.

Analysis Year Scenarios: The transportation analysis will be conducted for the existing (peak season 2021), future background (year 2024, without project traffic), and buildout (year 2024, with project traffic) conditions during the weekday p.m. peak-hour. The redevelopment will not be analyzed in phases. Synchro version 11 will be used for the intersection analyses.

Project Trip Distribution: The project traffic was assigned to the roadway network using the Florida Department of Transportation (FDOT) District Seven Florida Standard Urban Transportation Model Structure (FSUTMS) planning model, specifically the Existing plus Committed (E+C) network for District 7. The FSUTMS output is attached for reference.

Scheduled Improvements: The Pinellas County Public Works Capital Improvement Program and FDOT District 7 and developer committed improvements were reviewed for improvements which are currently planned and funded for construction within the buildout time frame in the immediate vicinity of the project site. No improvements were identified during this time period. Therefore, existing lane geometry and traffic controls will be used in the analysis of existing conditions for all impacted intersections and roadways.

Study Area: Per the Forward Pinellas MPO Traffic Impact Study Methodology, the study area roadway segments will be those with the project traffic representing 1.0% or greater of the available roadway capacity up to a maximum radius of two miles from the project site.

As indicated in the attached study area table, the following study roadway segments will be included in the analysis:

- 75th Avenue/Corey Causeway from Blind Pass Road to Shore Drive South
- Pasadena Avenue from Shore Drive South to Central Avenue
- Blind Pass Road from Gulf Boulevard (south) to 75th Avenue/Corey Causeway

According to Section 29.2 of the City of St. Pete Beach's Land Development Code, a traffic concern area means an area within which the Level of Service (LOS) for a given road facility has been determined by data from the concurrency management monitoring system to have reached LOS D during the peak hour or is expected to reach LOS E or worse during the peak hour in the next five years and no construction improvements are planned in the next five years.

Based on Forward Pinellas' 2020 Annual Level of Service Report, 75th Avenue/Corey Causeway and Blind Pass Road currently operate at LOS D (with volume to capacity ratios less than 0.90). Review of the Pinellas County and FDOT Capital Improvement Programs indicates that there are no construction improvements planned for these roadways in the next five years.

Per the Forward Pinellas MPO Traffic Impact Study Methodology, the study intersections will be those where the total peak-hour traffic volume on one or more links forming a leg of the intersection is projected to equal or exceed ninety percent (90%) of the maximum service volume. As indicated in the preliminary roadway segment analysis, the study area roadway segments are not anticipated to exceed 90% of their peak-hour capacities following buildout of the project; therefore, as discussed in the meeting with City staff on July 29, 2021, it is proposed that the adjacent intersection of 75th Avenue/Corey Causeway & Mangrove Street be analyzed for site access operations. Synchro version 11 will be used for the intersection analyses.

In my opinion they should also analyze the intersections shown in the location map.

Background Traffic Volumes: Historical AADT information for four (4) nearby roadways was provided by FDOT to calculate an average annual growth rate. A growth rate of -1.3% was calculated based upon five years of historical AADT data; however, for a more conservative analysis of future growth in the area, background traffic will be calculated using a growth rate of 2.0%.

Existing (2021) Traffic Volumes: The roadway segment volumes provided in Forward Pinellas' 2020 Annual Level of Service Report will be grown from year 2019 to year 2021 using a growth rate of 2.0%.

I suggest completing traffic counts for the existing traffic due to the impact COVID had during 2020 traffic

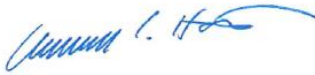
Turning movement counts at the intersection of 75th Avenue/Corey Causeway & Mangrove Street were collected on Wednesday, July 28, 2021 during the p.m. peak period (4:00 p.m. to 6:00 p.m.). The existing volumes will be adjusted to peak season using the peak season factor of 1.14 published by FDOT.

Transportation Management Plan: A Transportation Management Plan (TMP) will be prepared and submitted to the City for review.

We will follow-up with you to determine if you have any questions or comments regarding this transportation methodology.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



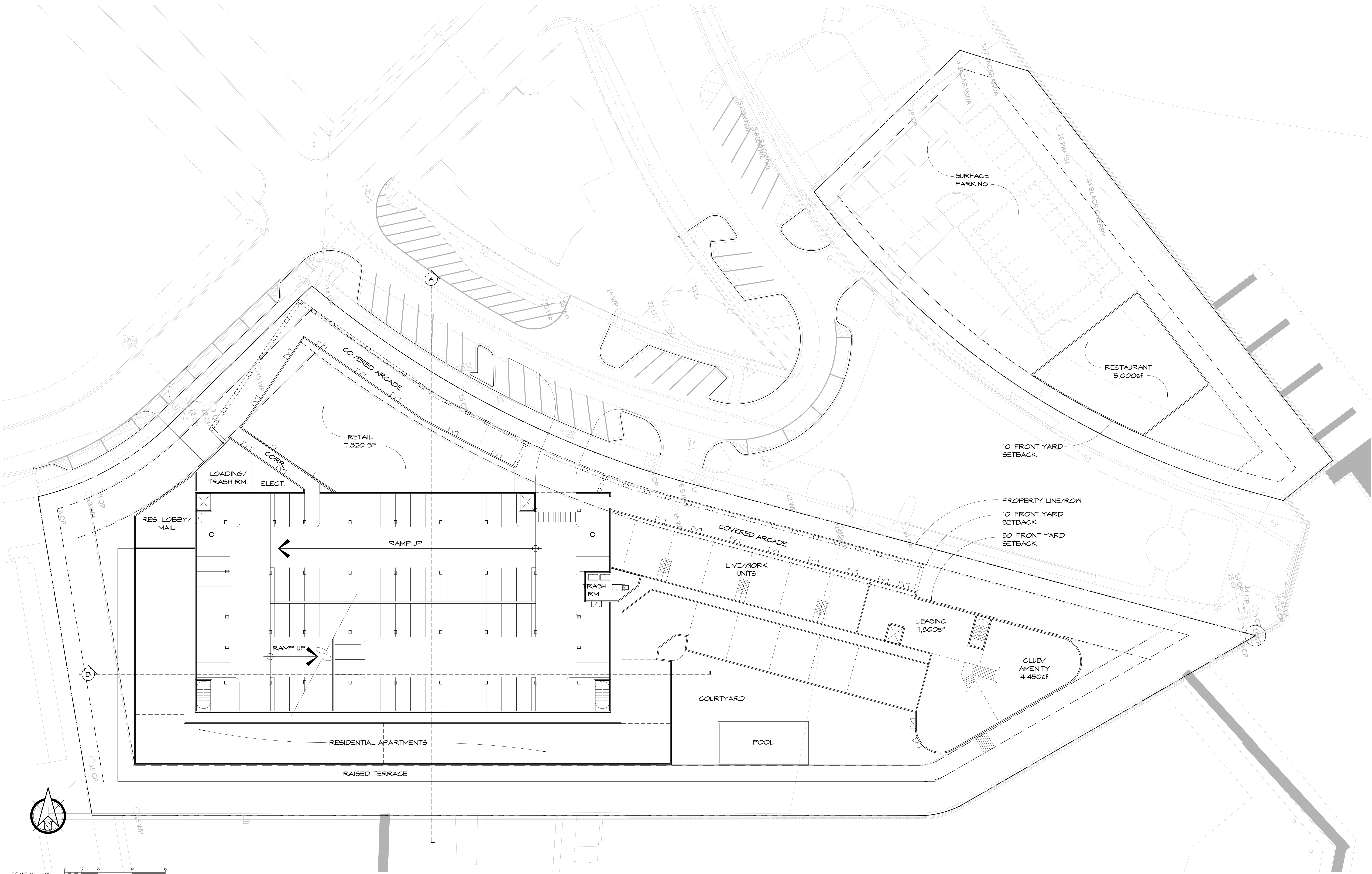
Christopher Hatton, P.E.
Principal



Addie K. Clark, P.E.
Transportation Engineer

Attachments: Figure 1 – Project Location Map
 Site Plan
 Trip Generation Information
 FSUTMS Output
 Study Area Determination Table
 Growth Calculations
 Preliminary Roadway Analysis





Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (PROPOSED WEEKDAY)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail					50	46
	Restaurant					30	19
	Cinema/Entertainment						
	Residential					63	41
	Hotel						
		0	0	0	0	143	106
INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	13	21
	Restaurant	0	0	0	0	13	11
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	15	9
	Hotel	0	0	0	0	0	0
		0	0	0	0	41	41
OUTPUT	Total % Reduction	0.0%		0.0%		32.9%	
	Office						
	Retail					35.4%	
	Restaurant					49.0%	
	Cinema/Entertainment						
	Residential					23.1%	
	Hotel						
EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	37	25
	Restaurant	0	0	0	0	17	8
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	48	32
	Hotel	0	0	0	0	0	0
		0	0	0	0	102	65

Study Network Identification

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES			STUDY NETWORK DETERMINATION	
			EXISTING LANEAGE	LOS SERVICE VOLUME	DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
				PEAK-HOUR DIRECTIONAL VOLUMES					
75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	4	1,615	Eastbound	4%	4	0.23%	No
					Westbound	4%	2	0.14%	No
	Blind Pass Road	Mangrove Street	4	1,615	Eastbound	35%	33	2.04%	Yes
					Westbound	35%	20	1.24%	Yes
	Mangrove Street	Shore Drive South	4	1,615	Northbound	58%	33	2.05%	Yes
					Southbound	58%	55	3.38%	Yes
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	2,830	Northbound	51%	29	1.03%	Yes
					Southbound	51%	48	1.69%	Yes
	Gulfport Boulevard South	Park Street South	6	2,830	Northbound	37%	21	0.75%	No
					Southbound	37%	35	1.23%	Yes
	Park Street South	Central Avenue	6	2,830	Northbound	34%	19	0.68%	No
					Southbound	34%	32	1.13%	Yes
	Central Avenue	66th Street North	6	2,830	Northbound	25%	14	0.50%	No
					Southbound	25%	24	0.83%	No
Blind Pass Road	West Gulf Boulevard	75th Avenue/Corey Causeway	4	1,980	Northbound	15%	9	0.43%	No
					Southbound	15%	14	0.71%	No
	75th Avenue/Corey Causeway	Gulf Boulevard South	2	718*	Northbound	15%	14	1.96%	Yes
					Southbound	15%	9	1.19%	Yes
Gulf Boulevard South	Blind Pass Road	59th Avenue	4	1,870	Northbound	15%	14	0.75%	No
					Southbound	15%	9	0.46%	No
	59th Avenue	46th Avenue	4	1,870	Northbound	13%	12	0.65%	No
					Southbound	13%	7	0.40%	No

Source: Pinellas Forward 2020 Annual Level of Service Report

*Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)

Corey Avenue

Gulf Blvd.

Bay St.

2

Gulf Winds/Boca Ciega Drive 75th

Gulf Blvd.

2

Add this segment of Corey to the Analysis

Project: Corey Landings
 Location: St. Pete Beach, FL
 Notes:

Volume Source #1: 5157 75th Ave NE of SR 699
 Volume Source #2: 9074 Boca Ciega, S of 75th Ave
 Volume Source #3: 5149 Gulf Blvd
 Volume Source #4: 9174 Blind Pass Rd
 Volume Source #5:

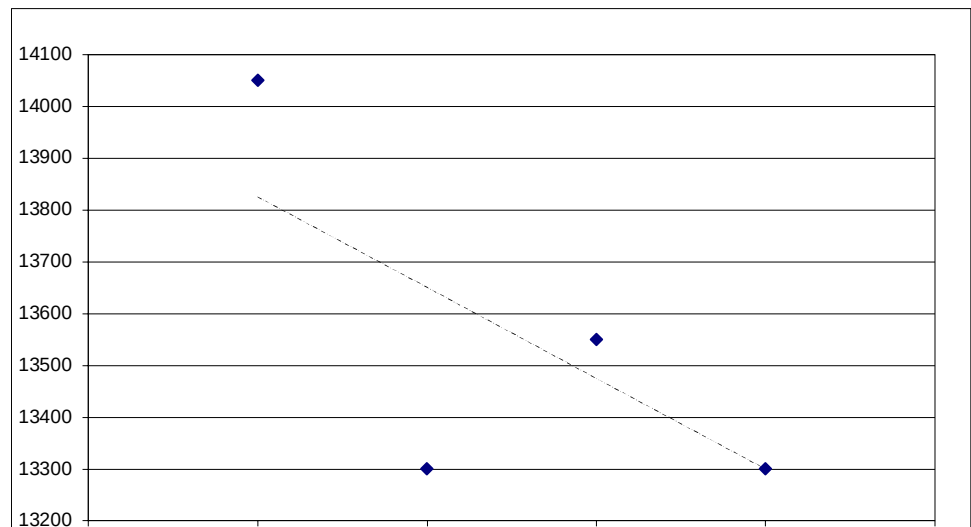
Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2015	24500	2900	27000	1800		14050
2		2016	20000	2900	28500	1800		13300
3		2017	20000	2900	29500	1800		13550
4		2018	20000	2900	28500	1800		13300
5		2019	21000	2900	27000	1800		13175
6								
7								
8								
9								
10								

INPUT DATA				OUTPUT DATA			
Line	Month	Year	Aggregate Traffic Volume	Line	Month	Year	Best Fit Volume Trend
1		2015	14050	1		2015	13825
2		2016	13300	2		2016	13650
3		2017	13550	3		2017	13475
4		2018	13300	4		2018	13300
5		2019	13175	5		2019	13125
6				6			
7				7			
8				8			
9				9			
10				10			

Slope: -175
 Intercept: 366450
 R^2 : 0.628205128
 Standard Error: 245.7980201

Exponential
 Growth Rate: -1.29%
 Future = Existing (1+Growth)^N

Linear
 Growth Rate: -1.27%
 Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9174 - BLIND PASS RD, N OF GULF BLVD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	1700 X		0		0	9.00	55.30	3.40
2019	1800 X		0		0	9.00	55.70	3.30
2018	1800 X		0		0	9.00	55.50	3.20
2017	1800 6		0		0	9.00	54.50	2.90
2016	1800 V		0		0	9.00	55.90	2.90
2015	1800 R		0		0	9.00	55.00	2.90
2014	1800 T					9.00	55.40	3.20
2013	1800 S		0		0	9.00	55.20	3.00
2012	1800 F		0		0	9.00	55.00	2.80
2011	1800 C	N	0	S	0	9.00	56.50	3.10

complete traffic counts on 75th, Gulf, Blind Pass, Corey Avenue and Gulf Winds Drive. Utilize the 2% Growth Rate for future traffic since we don't have reserved

Trips.

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5149 - SR 699/GULF BLVD, S OF BLIND PASS RD & 68TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	25000	C	N 13000		S 12000	9.00	55.30	2.80
2019	27000	C	N 14000		S 13000	9.00	55.70	2.70
2018	28500	C	N 15000		S 13500	9.00	55.50	2.70
2017	29500	F	N 15000		S 14500	9.00	54.50	5.10
2016	28500	C	N 14500		S 14000	9.00	55.90	2.80
2015	27000	C	N 14000		S 13000	9.00	55.00	2.60
2014	28000	C	N 14500		S 13500	9.00	55.40	2.50
2013	28000	C	N 14500		S 13500	9.00	55.20	2.40
2012	27500	C	N 14000		S 13500	9.00	55.00	2.50
2011	25500	C	N 13000		S 12500	9.00	56.50	2.40
2010	28000	C	N 14000		S 14000	10.52	55.26	2.10
2009	26500	C	N 13500		S 13000	10.53	55.79	2.20
2008	26000	C	N 13500		S 12500	10.29	58.46	3.20
2007	27000	C	N 13500		S 13500	10.31	56.79	2.80
2006	27500	C	N 14000		S 13500	9.88	58.53	4.50
2005	27000	C	N 13500		S 13500	9.90	58.50	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5157 - SR 693/75TH AV/ST PETE BCH CSWY, NE OF SR 699

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
----	-----		-----		-----	-----	-----	-----	
2020	19400	C	E	9700	W	9700	9.00	55.30	3.90
2019	21000	E					9.00	55.70	3.50
2018	20000	S	E	10000	W	10000	9.00	55.50	2.60
2017	20000	F	E	10000	W	10000	9.00	54.50	2.60
2016	20000	C	E	10000	W	10000	9.00	55.90	2.60
2015	24500	F	E	12000	W	12500	9.00	55.00	3.70
2014	23500	C	E	11500	W	12000	9.00	55.40	3.30
2013	22000	C	E	11000	W	11000	9.00	55.20	3.20
2012	24000	C	E	12000	W	12000	9.00	55.00	2.90
2011	25000	C	E	12500	W	12500	9.00	56.50	2.80
2010	22500	C	E	11000	W	11500	10.52	55.26	2.70
2009	19600	C	E	10000	W	9600	10.53	55.79	2.70
2008	28000	C	E	14500	W	13500	10.29	58.46	3.40
2007	26000	C	E	13500	W	12500	10.31	56.79	3.40
2006	31000	C	E	15500	W	15500	9.88	58.53	3.40
2005	25000	F	E	13000	W	12000	9.90	58.50	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9074 - BOCA CIEGA, S OF 75TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	2000 C	N	1000	S	1000	9.00	55.30	3.40
2019	2900 V	N	1500	S	1400	9.00	55.70	3.30
2018	2900 R	N	1500	S	1400	9.00	55.50	3.20
2017	2900 T	N	1500	S	1400	9.00	54.50	2.90
2016	2900 S	N	1500	S	1400	9.00	55.90	2.90
2015	2900 F	N	1500	S	1400	9.00	55.00	2.90
2014	2900 C	N	1500	S	1400	9.00	55.40	3.20
2013	2400 S		0		0	9.00	55.20	3.00
2012	2400 F		0		0	9.00	55.00	2.80
2011	2400 C	N	0	S	0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Preliminary Roadway Analysis

ROADWAY	FROM	TO	SERVICE VOLUMES		DIRECTIONAL EXISTING (2019) VOLUMES	DIRECTIONAL FORECASTED BACKGROUND (2024) VOLUMES	PROJECT TRAFFIC			DIRECTIONAL FUTURE BUILDOUT TRAFFIC VOLUME	EXCEED SERVICE VOLUME?
			EXISTING LANEAGE	LOS SERVICE VOLUME			DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME		
				PEAK-HOUR DIRECTIONAL VOLUME							
75th Avenue/Corey Causeway	Blind Pass Road	Mangrove Street	4	1,615	1,097	1,211	Eastbound	35%	33	1244	No
							Westbound	35%	20	1231	No
	Mangrove Street	Shore Drive South	4	1,615	1,097	1,211	Northbound	58%	33	1244	No
							Southbound	58%	55	1266	No
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	2,830	1,567	1,730	Northbound	51%	29	1759	No
							Southbound	51%	48	1778	No
	Gulfport Boulevard South	Park Street South	6	2,830	1,567	1,730	Northbound	37%	21	1751	No
							Southbound	37%	35	1765	No
	Park Street South	Central Avenue	6	2,830	1,567	1,730	Northbound	34%	19	1749	No
							Southbound	34%	32	1762	No
Blind Pass Road	75th Avenue/Corey Causeway	Gulf Boulevard	2	718*	89	98	Northbound	15%	14	112	No
							Southbound	15%	9	107	No

Source: Pinellas Forward 2020 Annual Level of Service Report

*Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables ($1330 \times 0.90 \times 0.60 = 718$)

Buildout Year of 2024 and an assumed Growth Rate of 4.0%

Blind Pass Road volumes estimated using FDOT Information: 1800 vpd AADT x 0.09 K Factor x D Factor of 55% in Northbound Direction

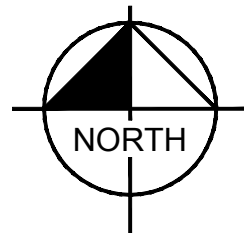
Add Segment of Corey Avenue into this analysis from Gulf to Bay Street and Gulf Winds/Boca Ciega Gulf to 75th

APPENDIX B

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 Kinley-Horn and Associates, Inc. shall be without liability to Kinley-Horn and Associates, Inc.



Know what's **below**.
Call before you dig.



GRAPHIC SCALE IN FEET

A horizontal line with vertical tick marks at 0, 25, 50, and 100. The numbers are placed below the line.

LEGEND

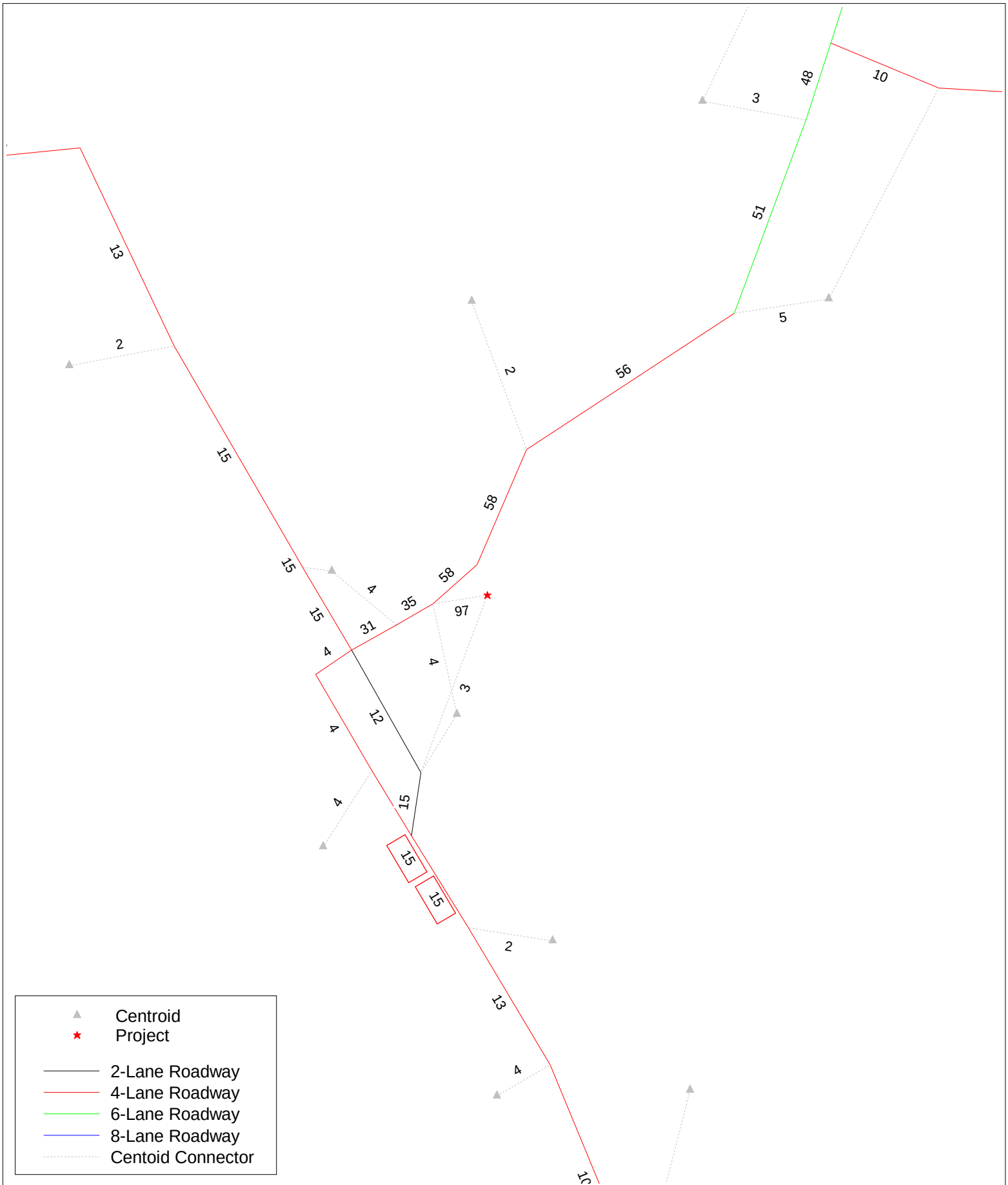


SITE DATA TABLE			
PROPERTY DATA			
SITE NAME		COREY LANDINGS	
JURISDICTION	CITY OF ST. PETE BEACH		
PARCEL NUMBER	25-31-15-78084-000-0141 ~ 0.20 AC		
	25-31-15-78084-000-0142 ~ 0.39 AC		
	25-31-15-78084-000-0143 ~ 0.24 AC		
	36-31-15-00000-140-0110 ~ 1.07 AC		
	36-31-15-00000-140-0300 ~ 0.38 AC		
SUBMERGED LAND	36-31-15-00000-140-0400 ~ 1.61 AC		
	36-31-15-00000-140-0110 ~ 0.33 AC		
	36-31-15-00000-140-0410 ~ 0.73 AC		
SITE AREA	36-31-15-00000-140-0700 ~ 0.07 AC		
	LEASE NUMBER 520027033 ~ 0.13 AC		
		TOTAL 1.26 AC SUBMERGED LANDS	
CURRENT ZONING	NORTH PARCEL: 0.83 AC		
	SOUTH PARCEL: 3.05 AC		
CURRENT USE	TOTAL ACREAGE: 3.88 AC		
CURRENT ZONING	TC-2 TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS		
CURRENT USE	VACANT SITE		
FUTURE LAND USE	TC-2 TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS		
PROPOSED USE	243 MULTI-FAMILY UNITS		
	5,000 SF RESTAURANT		
	7,800 SF RETAIL		
	3,950 SF CO-WORK (OFFICE)		
PARKING			
TOTAL PROPOSED ON-STREET PARKING	45 SPACES		
OFF-STREET PARKING	REQUIRED	PROVIDED	
	NORTH PARCEL		
RESTAURANT (1 SPACE / 100 SF)	5,000 SF = 50 SPACES	45 SPACES	
TRANSIENT BOAT SLIPS (PER CODE: SLIPS COUNT TOWARDS PROVIDED PARKING)	N/A	8 SPACES	
TOTAL:	50 SPACES	53 SPACES	
SOUTH PARCEL			
RETAIL SALES AND SERVICE (1 SPACE / 200 SF)	7,800 SF = 39 SPACES	39 SPACES	
COWORK / OFFICE (1 SPACE / 300 SF)	3,950 SF = 14 SPACES	14 SPACES	
BOAT SLIPS/ON-LIVE ABOARD (1 SPACE / 4 SLIPS)	39 SLIPS = 10 SPACES	10 SPACES	
RESIDENTIAL (2 SPACES /UNIT)	243 UNITS = 486 SPACES	486 SPACES	
TOTAL:	599 SPACES	602 SPACES	

ALERT TO CONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.
2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

APPENDIX C



DISTRICT 7 REGIONAL PLANNING MODEL (VERSION v9.2)
 SELECT ZONE ANALYSIS FOR COREY LANDINGS
 JULY 2021



November 22, 2021

Brandon Berry, Planner II
Community Development Department
155 75th Ave
St. Pete Beach, FL 33706
(727) 363-9253

RE: Conditional Use Permit #21080 – 1 Corey Ave – Corey Landing – Mixed-use
 Residential and Commercial Project with Residential Density Pool Request
 Transportation Operational Analysis Update

Dear Mr. Berry,

In response to Transportation Comment #1, dated October 29, 2021, please see the supplemental Saturday peak-hour trip generation information for the proposed mixed-use development. As requested by the City, internal capture rates were reduced to not exceed 25.0% of the gross Saturday peak-hour trips per land use. In addition, pass-by rate information from the Institute of Transportation Engineers (ITE) *Trip Generation Handbook*, 3rd Edition, is attached to this document for reference.

Updated Saturday Peak-Hour Trip Generation Potential

ITE TRIP GENERATION CHARACTERISTICS					GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Multifamily Housing Mid-Rise	10	221	243	DU	53	56	109	25.0%	28	39	42	81	0.0%	0	39	42	81
Shopping Center	10	820	14	KSF	68	63	131	25.0%	32	52	47	99	26.0%	26	39	34	73
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	29	27	56	25.0%	14	22	20	42	43.0%	18	13	11	24
					150	146	296	25.0%	74	113	109	222	19.8%	44	91	87	178

Please contact me at (813) 635-5517 or addie.clark@kimley-horn.com should you have any questions. The updated Transportation Operational Analysis, per Transportation Comment #2, dated October 29, 2021, will be provided at a later date.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.
 Addie K. Clark, P.E.
 Transportation Engineer

SATURDAY PEAK-HOUR PROJECT TRIP GENERATION

ITE TRIP GENERATION CHARACTERISTICS					GROSS TRIPS			INTERNAL CAPTURE		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	In	Out	Total	Percent	IC Trips	In	Out	Total	Percent	PB Trips	In	Out	Total
Multifamily Housing Mid-Rise	10	221	243	DU	53	56	109	25.0%	28	39	42	81	0.0%	0	39	42	81
Shopping Center	10	820	14	KSF	68	63	131	25.0%	32	52	47	99	26.0%	26	39	34	73
High-Turnover (Sit-Down) Restaurant	10	932	5	KSF	29	27	56	25.0%	14	22	20	42	43.0%	18	13	11	24
					150	146	296	25.0%	74	113	109	222	19.8%	44	91	87	178

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34
 “—” means no data were provided

Pass-by rate for
Weekday Shopping
Center Land Use

**Table E.10 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period
Land Use Code 820—Shopping Center**

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
720	Framingham, MA	Feb. 1984	258	11:00 a.m.–4:00 p.m.	23	34	43	77	—	Raymond Keyes Assoc.
600	Brandywine, DE	Apr. 1983	256	10:00 a.m.–3:00 p.m.	17	50	33	83	—	Raymond Keyes Assoc.
880	Christiana, DE	July 1984	198	11:00 a.m.–4:00 p.m.	5	55	40	95	—	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	223	11:00 a.m.–3:00 p.m.	39	22	39	61	—	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	329	11:00 a.m.–4:00 p.m.	46	44	10	54	—	Raymond Keyes Assoc.
622	Ramsey Cnty, MN	Nov. 1985	119	11:00 a.m.–3:00 p.m.	23	21	56	77	—	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	680	11:00 a.m.–3:00 p.m.	20	31	49	80	—	Raymond Keyes Assoc.
430	Ross, PA	June 1980	425	11:00 a.m.–4:00 p.m.	22	—	—	78	—	Raymond Keyes Assoc.
176	Tampa Springs, FL	May 1986	188	11:00 a.m.–3:00 p.m.	31	42	27	69	—	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	264	11:00 a.m.–3:15 p.m.	31	47	22	69	63,362	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	2:15–3:15 p.m.	28	39	33	72	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 26

“—” means no data were provided

Pass-by rate for Saturday
Shopping Center Land Use

**Table E.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 932—High-Turnover (Sit-Down) Restaurant**

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS- BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	5.8	Orlando, FL	1992	150	2:00–6:00 p.m.	32	—	—	68	—	TPD Inc.
—	5	Casselberry, FL	1992	65	2:00–6:00 p.m.	58	—	—	42	—	TPD Inc.
168	5.3	Louisville area, KY	1993	24	4:00–6:00 p.m.	50	37	13	50	1,615	Barton- Aschman Assoc.
169	2.9	Louisville area, KY	1993	41	4:00–6:00 p.m.	37	27	36	63	3,935	Barton- Aschman Assoc.
150	3.1	Louisville area, KY	1993	21	4:00–6:00 p.m.	38	29	33	62	2,580	Barton- Aschman Assoc.
250	7.1	New Albany, IN	1993	—	4:00–6:00 p.m.	23	23	54	77	1,565	Barton- Aschman Assoc.
—	8	Kissimmee, FL	1995	664	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	11	Orlando, FL	1996	267	2:00–6:00 p.m.	38	43	19	62	—	TPD Inc.
—	12	Orlando, FL	1996	317	2:00–6:00 p.m.	29	51	20	71	—	TPD Inc.
—	4.6	Orlando, FL	1992	276	2:00–6:00 p.m.	63	—	—	37	—	TPD Inc.
—	5.7	Orlando, FL	1994	308	2:00–6:00 p.m.	57	—	—	43	—	TPD Inc.
—	6.2	Orlando, FL	1995	521	2:00–6:00 p.m.	46	43	11	54	—	TPD Inc.

Average Pass-By Trip Percentage: 43

“—” means no data were provided

Pass-by rate for Weekday
High-Turnover Sit-Down
Restaurant Land Use

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

SUMMARY (SATURDAY PROPOSED)

GROSS TRIP GENERATION							
INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office						
	Retail					68	63
	Restaurant					29	27
	Cinema/Entertainment						
	Residential					53	56
	Hotel						
		0	0	0	0	150	146

INTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	18	24
	Restaurant	0	0	0	0	12	16
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	21	11
	Hotel	0	0	0	0	0	0
		0	0	0	0	51	51

OUTPUT	Total % Reduction	0.0%		0.0%		34.5%	
	Office						
	Retail					32.1%	
	Restaurant					50.0%	
	Cinema/Entertainment						
	Residential					29.4%	
	Hotel						

EXTERNAL TRIPS							
OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	0	0	0	0	0	0
	Retail	0	0	0	0	50	39
	Restaurant	0	0	0	0	17	11
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	0	0	0	0	32	45
	Hotel	0	0	0	0	0	0
		0	0	0	0	99	95

APPENDIX D

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1500 PINELLAS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.90 PSCF
* 1	01/01/2020 - 01/04/2020	1.02	1.13
* 2	01/05/2020 - 01/11/2020	0.94	1.04
* 3	01/12/2020 - 01/18/2020	0.85	0.94
* 4	01/19/2020 - 01/25/2020	0.84	0.93
* 5	01/26/2020 - 02/01/2020	0.82	0.91
* 6	02/02/2020 - 02/08/2020	0.81	0.90
* 7	02/09/2020 - 02/15/2020	0.79	0.88
* 8	02/16/2020 - 02/22/2020	0.83	0.92
* 9	02/23/2020 - 02/29/2020	0.86	0.96
*10	03/01/2020 - 03/07/2020	0.90	1.00
*11	03/08/2020 - 03/14/2020	0.94	1.04
*12	03/15/2020 - 03/21/2020	0.97	1.08
*13	03/22/2020 - 03/28/2020	1.11	1.23
14	03/29/2020 - 04/04/2020	1.25	1.39
15	04/05/2020 - 04/11/2020	1.39	1.54
16	04/12/2020 - 04/18/2020	1.53	1.70
17	04/19/2020 - 04/25/2020	1.42	1.58
18	04/26/2020 - 05/02/2020	1.32	1.47
19	05/03/2020 - 05/09/2020	1.21	1.34
20	05/10/2020 - 05/16/2020	1.10	1.22
21	05/17/2020 - 05/23/2020	1.08	1.20
22	05/24/2020 - 05/30/2020	1.06	1.18
23	05/31/2020 - 06/06/2020	1.04	1.16
24	06/07/2020 - 06/13/2020	1.02	1.13
25	06/14/2020 - 06/20/2020	1.00	1.11
26	06/21/2020 - 06/27/2020	1.01	1.12
27	06/28/2020 - 07/04/2020	1.02	1.13
28	07/05/2020 - 07/11/2020	1.02	1.13
29	07/12/2020 - 07/18/2020	1.03	1.14
30	07/19/2020 - 07/25/2020	1.03	1.14
31	07/26/2020 - 08/01/2020	1.03	1.14
32	08/02/2020 - 08/08/2020	1.02	1.13
33	08/09/2020 - 08/15/2020	1.02	1.13
34	08/16/2020 - 08/22/2020	1.02	1.13
35	08/23/2020 - 08/29/2020	1.02	1.13
36	08/30/2020 - 09/05/2020	1.02	1.13
37	09/06/2020 - 09/12/2020	1.02	1.13
38	09/13/2020 - 09/19/2020	1.02	1.13
39	09/20/2020 - 09/26/2020	1.01	1.12
40	09/27/2020 - 10/03/2020	1.00	1.11
41	10/04/2020 - 10/10/2020	0.99	1.10
42	10/11/2020 - 10/17/2020	0.98	1.09
43	10/18/2020 - 10/24/2020	0.99	1.10
44	10/25/2020 - 10/31/2020	0.99	1.10
45	11/01/2020 - 11/07/2020	1.00	1.11
46	11/08/2020 - 11/14/2020	1.00	1.11
47	11/15/2020 - 11/21/2020	1.01	1.12
48	11/22/2020 - 11/28/2020	1.01	1.12
49	11/29/2020 - 12/05/2020	1.01	1.12
50	12/06/2020 - 12/12/2020	1.02	1.13
51	12/13/2020 - 12/19/2020	1.02	1.13
52	12/20/2020 - 12/26/2020	0.94	1.04
53	12/27/2020 - 12/31/2020	0.85	0.94

* PEAK SEASON

27-FEB-2021 10:30:07

830UPD

7_1500_PKSEASON.TXT

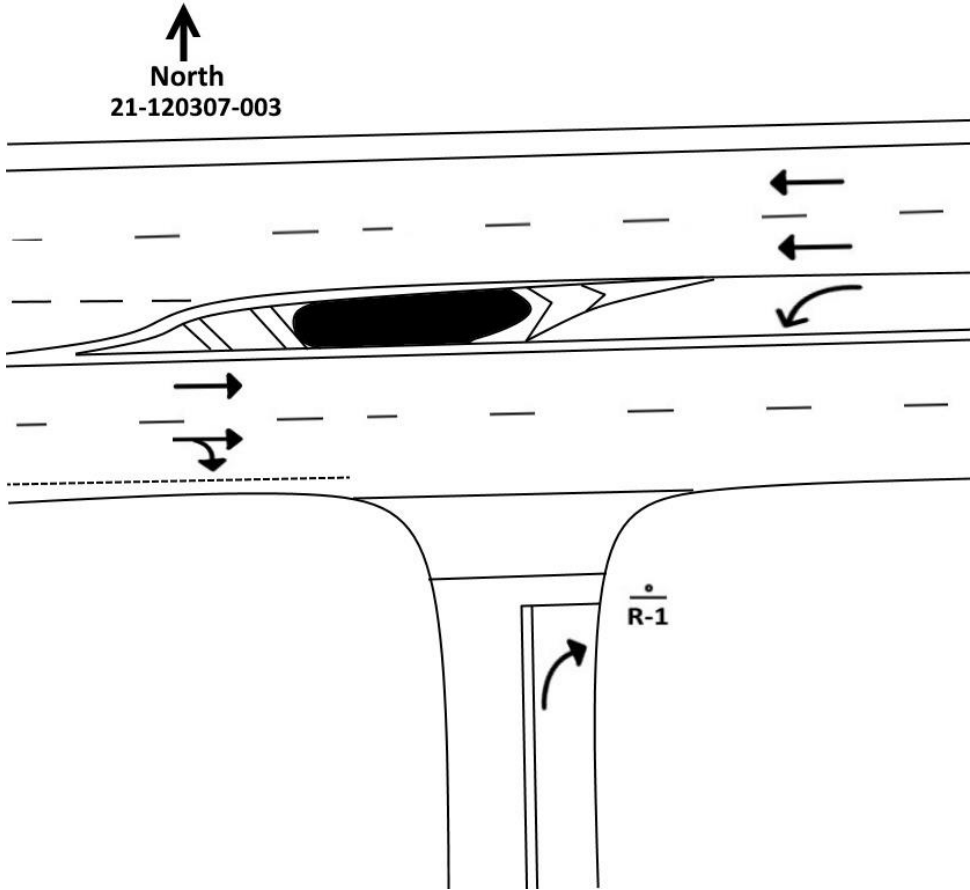


National Data & Surveying Services

Site Code: 21-120307-003
Date: 07/28/2021
Weather: Sunny
City: St Pete Beach
County: Pinellas
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 1-Way Stop(NB)



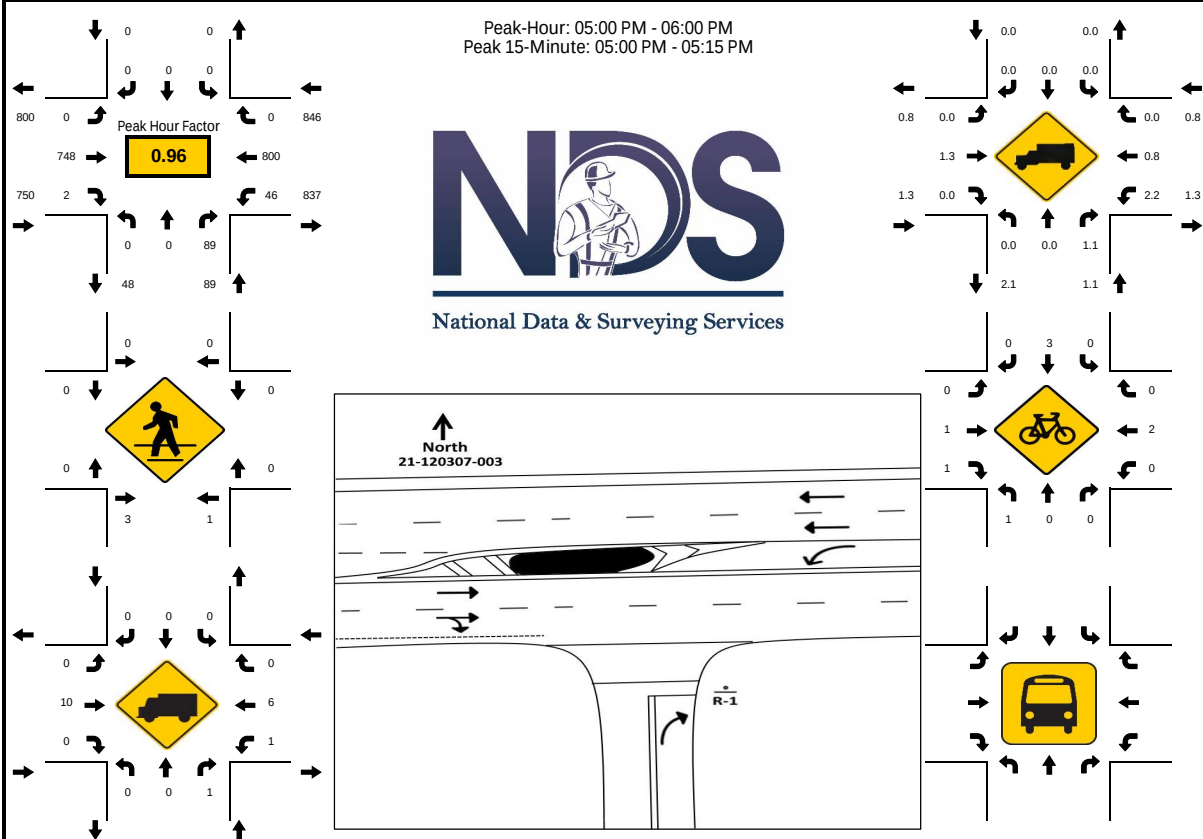
N/S Street: Mangrove St	Speed: N/A
-------------------------	------------



E/W Street: 75th Ave	Speed: 35 MPH
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LOCATION: Mangrove St & 75th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 21-120307-003
DATE: Wed, Jul 28, 2021



15-Min Count Period Beginning At	Mangrove St Northbound					Mangrove St Southbound					75th Ave Eastbound					75th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	28	0		0	0	0	0		0	207	1	0		26	192	0	0		454	1676
04:15 PM	0	0	19	0		0	0	0	0		0	168	1	0		15	173	0	0		376	1661
04:30 PM	0	0	30	0		0	0	0	0		0	165	0	0		19	205	0	0		419	1672
04:45 PM	0	0	24	0		0	0	0	0		0	180	4	0		14	205	0	0		427	1685
05:00 PM	0	0	30	0		0	0	0	0		0	183	1	0		10	215	0	0		439	1685
05:15 PM	0	0	23	0		0	0	0	0		0	183	0	0		10	171	0	0		387	1246
05:30 PM	0	0	19	0		0	0	0	0		0	185	0	0		12	216	0	0		432	859
05:45 PM	0	0	17	0		0	0	0	0		0	197	1	0		14	198	0	0		427	427
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	0	0	120	0		0	0	0	0		0	788	4	0		56	864	0	0		1832	
Heavy Trucks	0	0	4	0		0	0	0	0		0	20	0	0		4	12	0	0		40	
Pedestrians		12						0				0					0				12	
Bicycles	4	0	0	0		0	12	0	0		0	4	4	0		0	4	0	0		28	
Buses																						
Stopped Buses																						



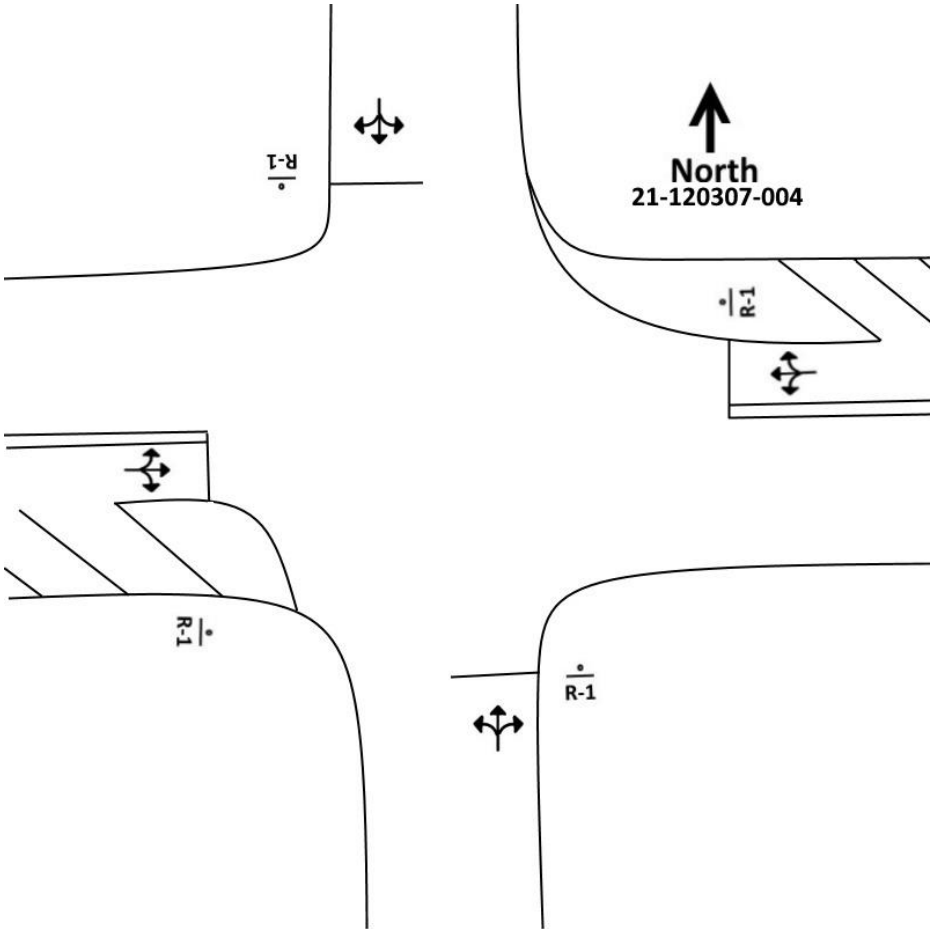
National Data & Surveying Services

Site Code: 21-120307-004
Date: 07/28/2021
Weather: Sunny
City: St Pete Beach
County: Pinellas
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 4-Way Stop



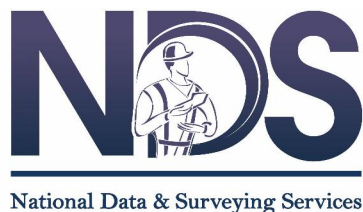
N/S Street: Mangrove St

Speed: N/A



E/W Street: Corey Ave

Speed: N/A

Page 241 of 306

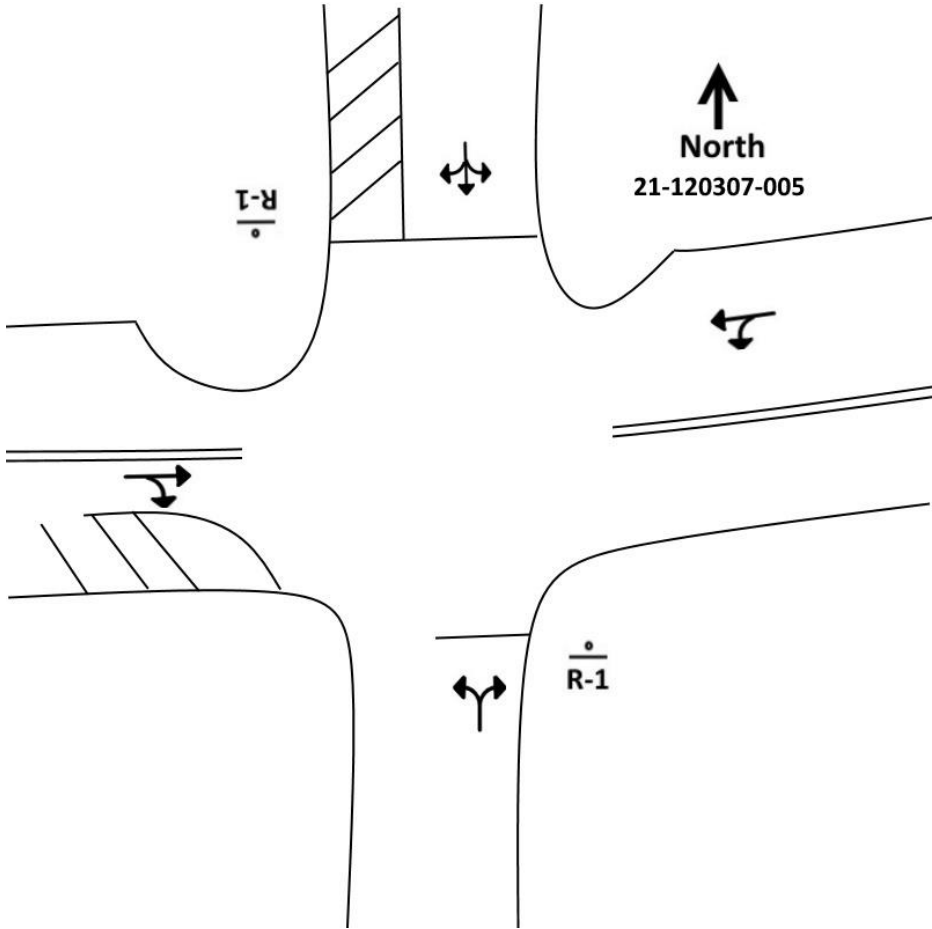


National Data & Surveying Services

Site Code: 21-120307-005
Date: 07/28/2021
Weather: Sunny
City: St Pete Beach
County: Pinellas
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 2-Way Stop(NB/SB)



N/S Street: Bay St	Speed: 25 MPH
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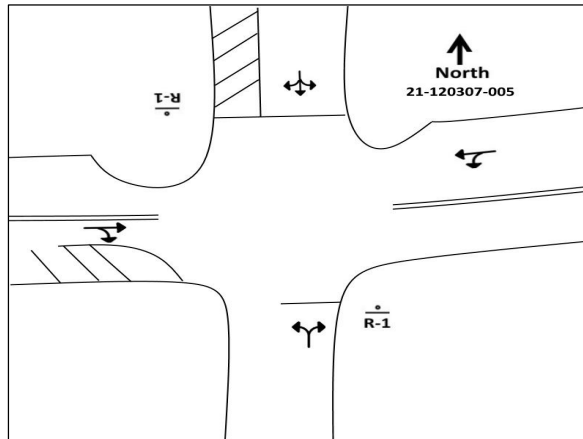
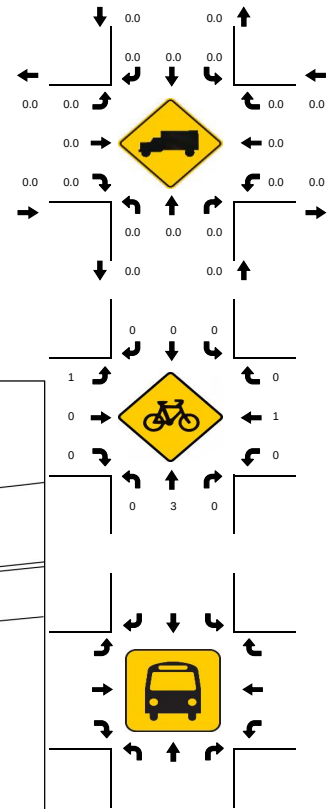
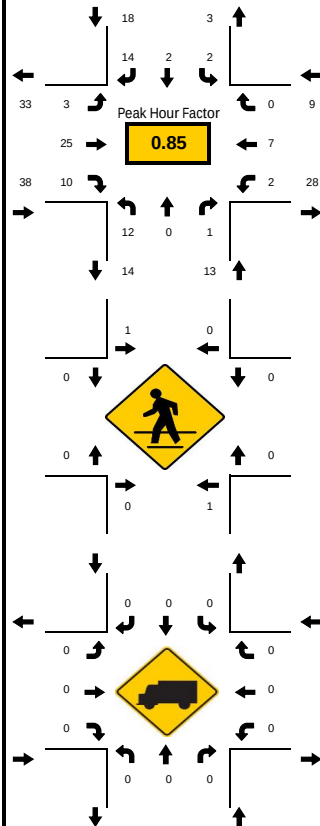
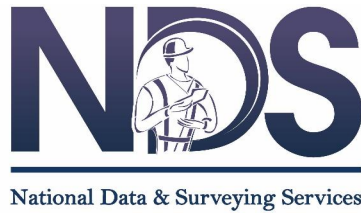


E/W Street: Corey Ave	Speed: N/A
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LOCATION: Bay St & Corey Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 21-120307-005
DATE: Wed, Jul 28, 2021

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM



15-Min Count Period Beginning At	Bay St Northbound					Bay St Southbound					Corey Ave Eastbound					Corey Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	1	0	0	0	12	67
04:15 PM	4	0	0	0	0	0	0	0	0	0	1	6	2	0	0	1	0	0	0	0	14	78
04:30 PM	3	0	1	0	0	2	1	5	0	0	0	6	3	0	0	0	1	0	0	0	22	72
04:45 PM	2	0	0	0	0	0	1	4	0	0	1	7	1	0	0	0	3	0	0	0	19	61
05:00 PM	3	0	0	0	0	0	0	5	0	0	0	6	4	1	0	0	3	0	1	0	23	53
05:15 PM	1	0	0	0	0	1	1	4	0	0	0	0	1	0	0	0	0	0	0	0	8	30
05:30 PM	4	0	0	0	0	0	0	1	0	0	0	3	1	0	0	0	2	0	0	0	11	22
05:45 PM	0	0	2	0	0	0	1	4	0	0	0	2	2	0	0	0	0	0	0	0	11	11
Peak 15-Min	Northbound					Southbound					Eastbound					Westbound					Total	
Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	16	0	4	0	0	8	4	20	0	0	4	28	16	4	0	4	12	0	4	0	124	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians		4						4				0					0				8	
Bicycles	0	8	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	0	0	0	16	
Buses																						
Stopped Buses																						



National Data & Surveying Services

Site Code: 21-120307-002
Date: 07/28/2021
Weather: Sunny
City: St Pete Beach
County: Pinellas
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: Signalized

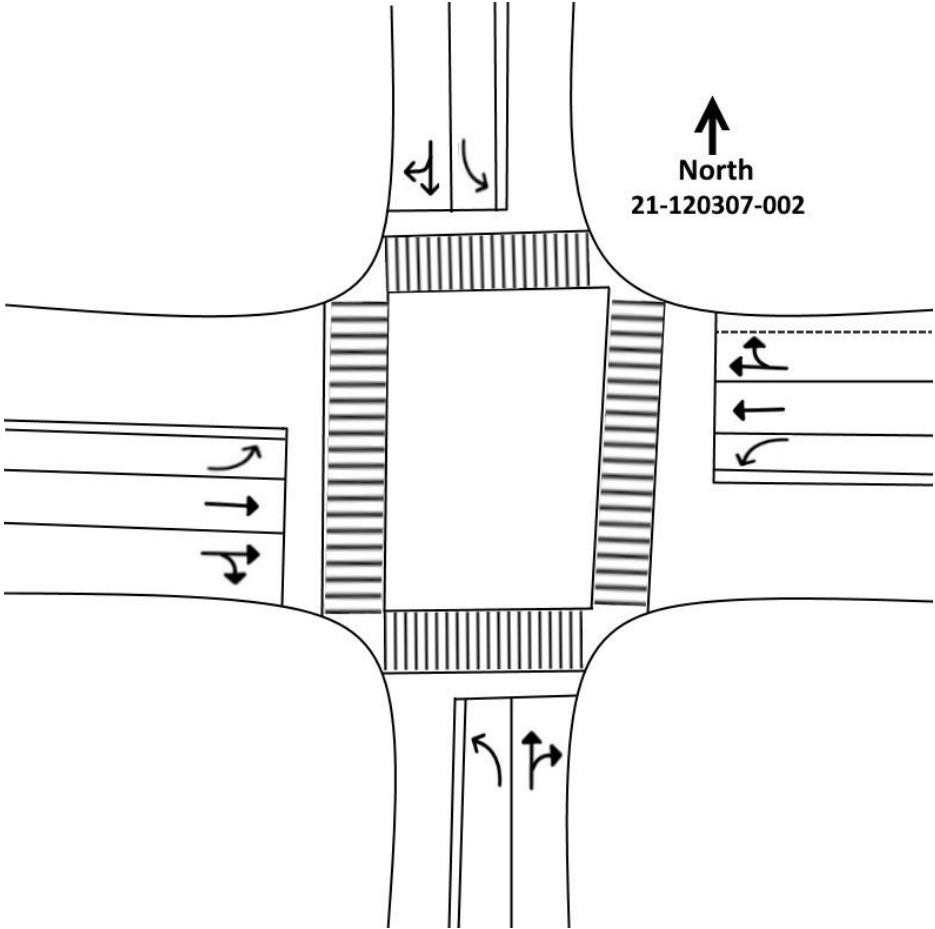
SIGNAL TIMING

PHASES	1	2	3
NT/ST	00:52	00:28	00:17
ET/WT	01:38	00:27	01:40



N/S Street: Boca Ciega Dr

Speed: 25 MPH



E/W Street: 75th Ave

Speed: 35 MPH

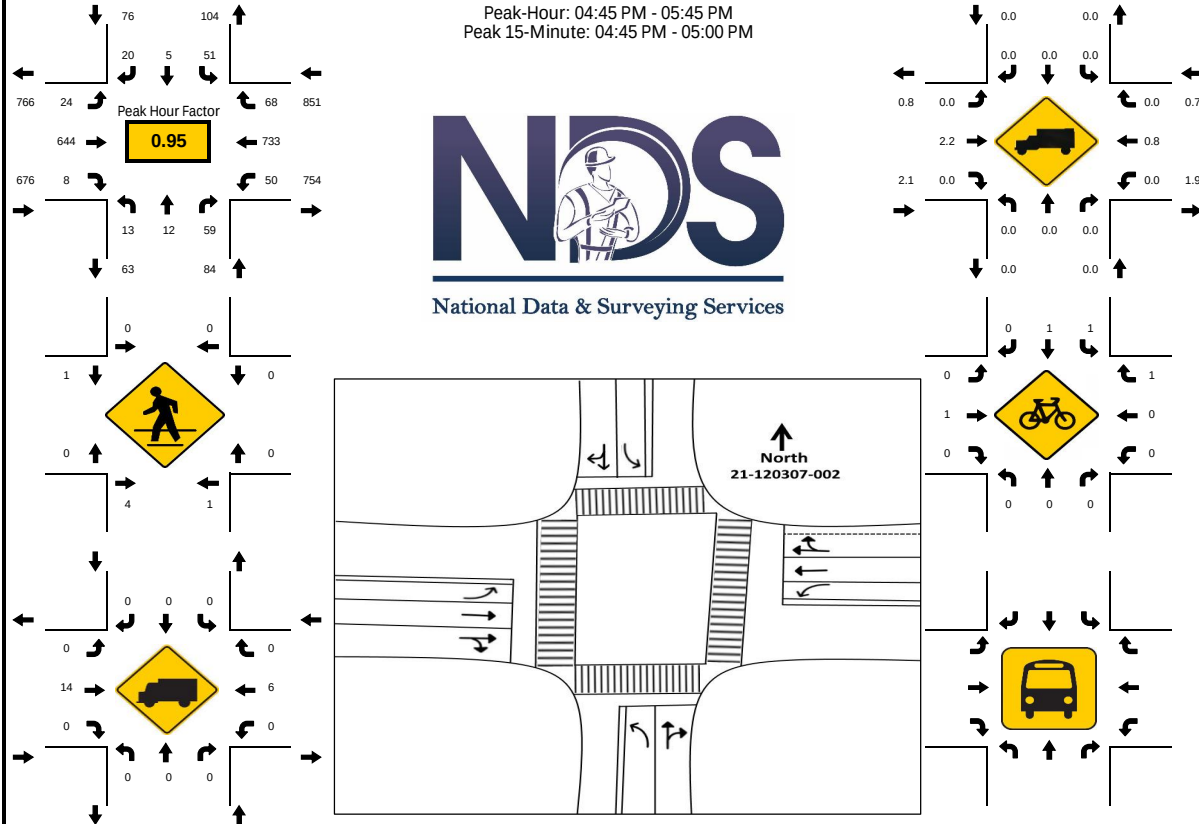
LOCATION: Boca Ciega Dr & 75th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 21-120307-002
DATE: Wed, Jul 28, 2021

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



National Data & Surveying Services



15-Min Count Period Beginning At	Boca Ciega Dr Northbound					Boca Ciega Dr Southbound					75th Ave Eastbound					75th Ave Westbound					Total	Hourly Total			
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*					
04:00 PM	3	1	24	0		15	5	5	0		3	159	3	0		12	159	14	0		403	1586			
04:15 PM	5	2	12	0		15	6	3	0		1	141	2	0		11	167	13	0		378	1583			
04:30 PM	7	5	18	0		13	4	6	0		2	134	1	0		5	152	12	0		359	1618			
04:45 PM	5	1	16	0		9	1	5	0		10	147	3	0		15	204	30	0		446	1687			
05:00 PM	4	3	16	0		23	2	4	0		5	157	0	0		12	162	12	0		400	1659			
05:15 PM	1	4	15	0		7	1	7	0		4	164	2	0		9	181	18	0		413	1259			
05:30 PM	3	4	12	0		12	1	4	0		5	176	3	0		14	186	8	0		428	846			
05:45 PM	6	4	17	0		17	0	4	0		0	166	1	0		8	176	19	0		418	418			
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total				
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*					
All Vehicles	20	16	64	0		92	8	28	0		40	704	12	0		60	816	120	0		1980				
Heavy Trucks	0	0	0	0		0	0	0	0		0	16	0	0		0	8	0	0		24				
Pedestrians	16					0					4					0					20				
Bicycles	0	0	0	0		4	4	0	0		0	4	0	0		0	0	4	0		16				
Buses																									
Stopped Buses																									

Intersection 972Report Date: **07/29/2021**

Main Street: 75TH AVE

Run Time: 10:06 AM

Side Street: BOCA CIEGA DR

Jurisdiction: STATE/ST PETE BEACH

Section #: 76 MIST

Comm. Addr: IP: 10.197.230.111

Gateway: 10.197.230.1

Subnet: 255.255.254.0

Pre-empt:

Phase #	Street Name	Direction		Left Turn Type
1	75TH AVE	EB	LT	Protected/Permitted
2	75TH AVE	WB		
3	BOCA CIEGA DR.	SB	LT	Protected/Permitted
4	BOCA CIEGA DR.	NB		
5	75TH AVE	WB	LT	Protected/Permitted
6	75TH AVE	EB		
7	BOCA CIEGA DR.	NB	LT	Protected/Permitted
8	BOCA CIEGA DR	SB		

Timing Plan 1 (MM,2,1)

PHASE	1	2	3	4	5	6	7	8
Min. Green	5	10	5	5	5	10	5	5
Walk		7		7		7		7
Ped Clr		12		18		12		18
Veh Ext	1	1	1	1	1	1	1	1
Yellow Clr	3.4	4.1	3.4	3.4	4.1	4.1	3.4	3.4
Red Clr	2.1	2.1	2.4	2.7	2.0	2.1	2.4	2.7
Max 1	15	45	15	20	15	45	10	27
Max 2	12	150	24	13	11	150	10	27
Max 3	12	150	24	13	11	150	10	27
Walk 2								
Ped Clr 2								
Lock Det								
Veh Recall								
Ped Recall								
Max Recall								
CNA 1								
Phase In Use	X	X	X	X	X	X	X	X
Flash		Y		R		Y		R
Delay Det.								

Last Timing Change Date: 01/07/2020

Database Modified: 01/08/2020

Technician Initials:

Control Room Pers. Initials:

COORD PATTERNS (CYCLE / OFFSET) (MM,3,2)

Cycle	Sec.
1	130
2	150
3	150
4	120
5	120
6	150
7	130

Offset	Sec. / %
1	5
2	112
3	141
4	78
5	21
6	87
7	16

COORD PATTERNS

	Ph 1 Sec / %	Ph 2 Sec / %	Ph 3 Sec / %	Ph 4 Sec / %	Ph 5 Sec / %	Ph 6 Sec / %	Ph 7 Sec / %	Ph 8 Sec / %
PATTERN 1	15	56	27	32	15	56	15	44
PATTERN 2	17	72	29	32	17	72	15	46
PATTERN 3	17	72	29	32	17	72	15	46
PATTERN 4	15	48	25	32	15	48	15	42
PATTERN 5	17	61	17	25	17	61	17	25
PATTERN 6	15	88	15	32	15	88	15	32
PATTERN 7	16	65	17	32	16	65	15	34
PATTERN 8								

DAY PLANS (MM,5,3)

	Event	Action Plan #	Time	Action	On/Off
DAY PLAN1					
	1	1	0700		
	2	2	1000		
	3	3	1330		
	4	4	1830		
	5	100	2100	FREE	ON
DAY PLAN2					
	1	5	0830		
	2	6	1030		
	3	7	1830		
	4	100	2230	FREE	ON
DAY PLAN3					
	1	5	0900		
	2	6	1100		
	3	7	1800		
	4	100	2130	FREE	ON

Notes: RUNNING ADAPTIVE AS OF 1/7/2020

BACK UP TBC:

SPLIT PLAN 1= 130 AM PEAK (TP1)

SPLIT PLAN 2= 150 DAY TIME PEAK (TP1, MAX 2)

SPLIT PLAN 3= 150 AFTERNOON PEAK (TP1, MAX 3)

SPLIT PLAN 4= 120 EVENING OFFPEAK (TP2, MAX 1)

SPLIT PLAN 5= 120 AM WEEKENDS (TP1)

SPLIT PLAN 6= 150 DAYTIME WEEKENDS (TP2, MAX 2)

SPLIT PLAN 7= 130 EVENING WEEKENDS (TP2, MAX 3)

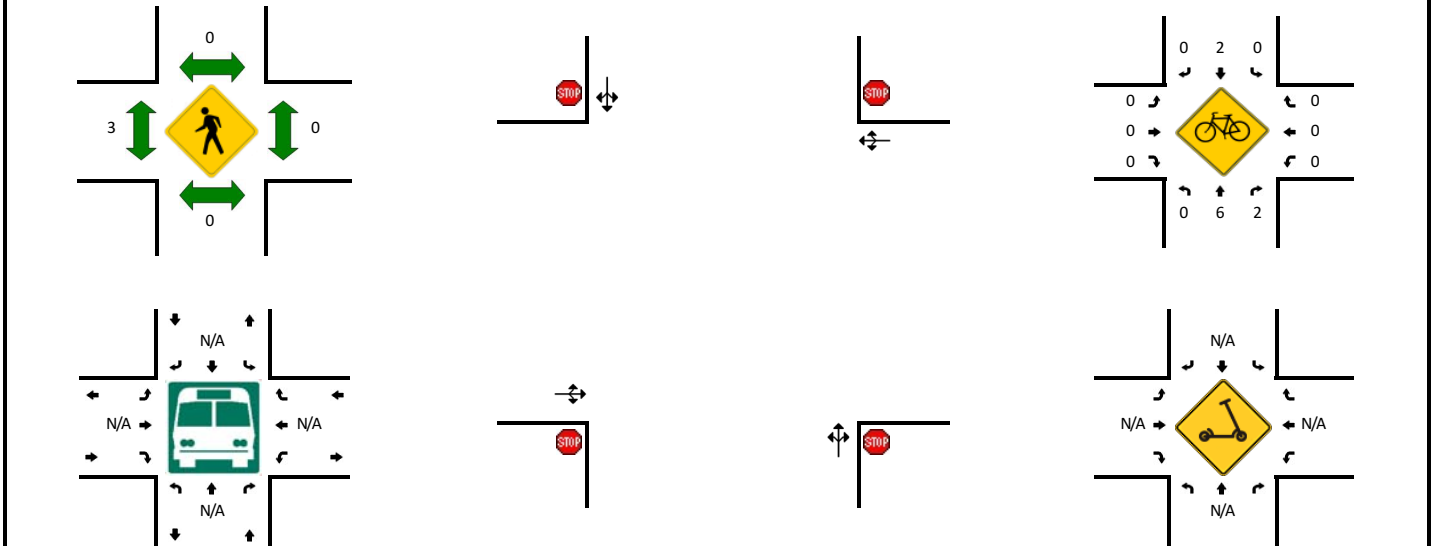
SET TO FIXED

SEE ATTACHED SHEETS

ALL PLANS RUN VEH EXT 2

LOCATION: Boca Ciega Dr -- 71st Ave**CITY/STATE:** St. Pete Beach, FL**QC JOB #:** 15636504**DATE:** Wed, Nov 17 2021

Peak-Hour: 4:00 PM -- 5:00 PM
 Peak 15-Min: 4:00 PM -- 4:15 PM



15-Min Count Period Beginning At	Boca Ciega Dr (Northbound)				Boca Ciega Dr (Southbound)				71st Ave (Eastbound)				71st Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	29	0	0	1	28	0	0	0	0	2	0	0	0	0	0	61	
4:15 PM	0	28	2	0	0	24	0	0	1	0	0	0	1	0	1	0	57	
4:30 PM	2	19	1	0	0	20	4	0	1	0	0	0	1	0	0	0	48	
4:45 PM	0	24	1	0	0	31	0	0	3	0	1	0	0	1	0	0	61	227
5:00 PM	1	21	2	0	0	23	1	0	0	0	0	0	1	0	1	0	50	216
5:15 PM	0	22	2	0	0	22	0	0	0	0	1	0	1	0	0	0	48	207
5:30 PM	0	20	1	0	0	16	2	0	0	0	0	0	0	1	0	0	40	199
5:45 PM	0	15	0	0	0	19	0	0	0	0	2	0	0	0	0	0	36	174
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	116	0	0	4	112	0	0	0	0	8	0	0	0	0	0	244	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses																		
Pedestrians		0				0				4				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

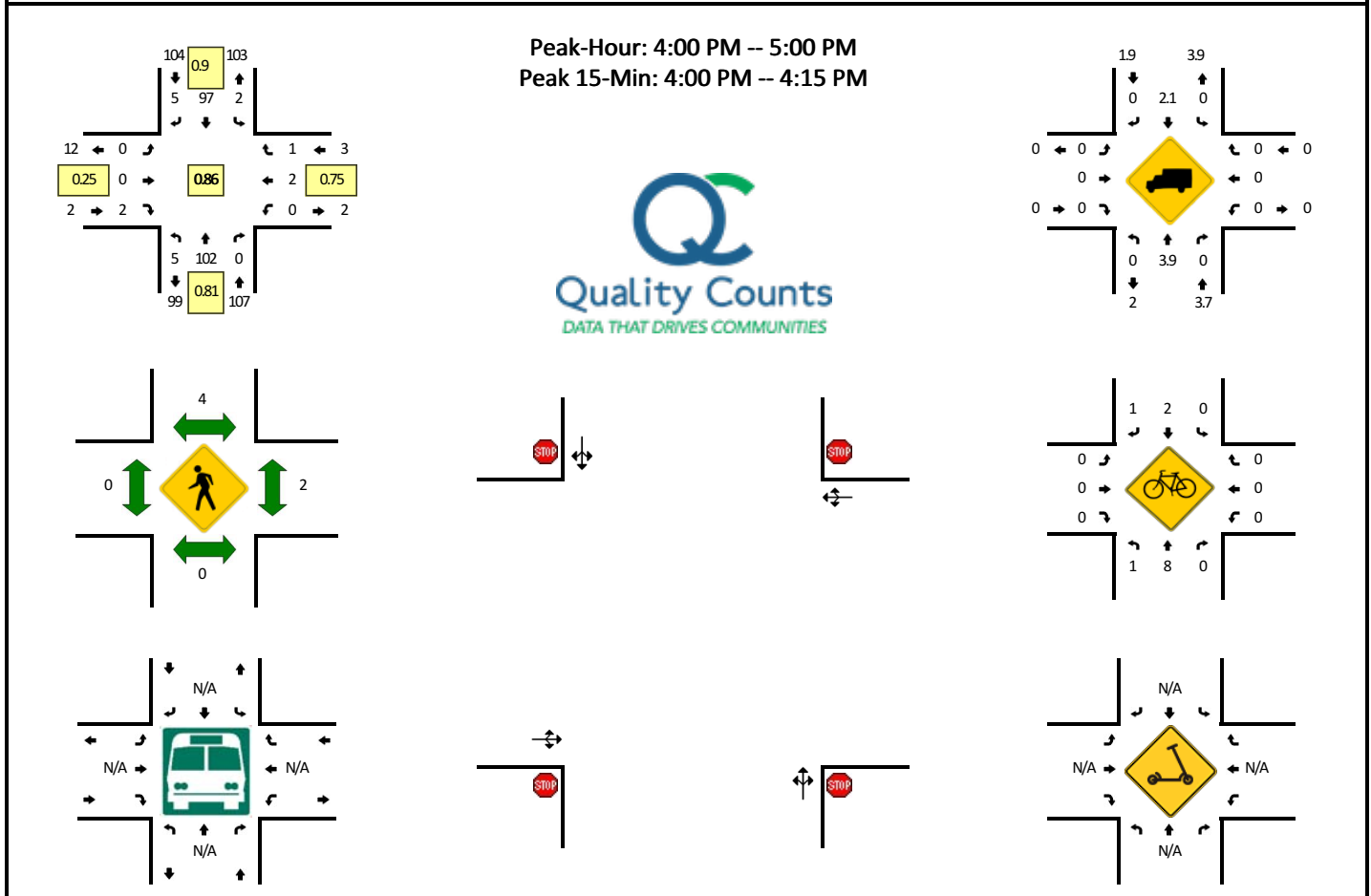
Comments:

Report generated on 11/23/2021 2:13 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

LOCATION: Gulf Winds Dr -- 67th Ave
CITY/STATE: St. Pete Beach, FL

QC JOB #: 15636502
DATE: Wed, Nov 17 2021



15-Min Count Period Beginning At	Gulf Winds Dr (Northbound)				Gulf Winds Dr (Southbound)				67th Ave (Eastbound)				67th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	30	0	0	0	28	1	0	0	0	0	0	0	0	1	0	63	
4:15 PM	1	28	0	0	1	23	2	0	0	0	0	0	0	1	0	0	56	
4:30 PM	1	19	0	0	0	20	0	0	0	0	0	0	0	0	0	0	40	
4:45 PM	0	25	0	0	1	26	2	0	0	0	2	0	0	1	0	0	57	216
5:00 PM	0	25	0	0	0	23	1	0	1	1	1	0	0	1	0	0	53	206
5:15 PM	2	21	0	0	0	20	1	0	1	0	0	0	0	0	0	0	45	195
5:30 PM	0	20	0	0	2	18	2	0	1	0	0	0	0	1	2	0	46	201
5:45 PM	2	19	0	0	0	18	0	0	0	0	2	0	0	1	0	0	42	186
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	120	0	0	0	112	4	0	0	0	0	0	0	0	4	0	252	
Heavy Trucks	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses																		
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Scoters																		

Comments:

APPENDIX E

Project: Corey Landings
 Location: St. Pete Beach, FL
 Notes:

Volume Source #1: 5157 75th Ave NE of SR 699
 Volume Source #2: 9074 Boca Ciega, S of 75th Ave
 Volume Source #3: 5149 Gulf Blvd
 Volume Source #4: 9174 Blind Pass Rd
 Volume Source #5:

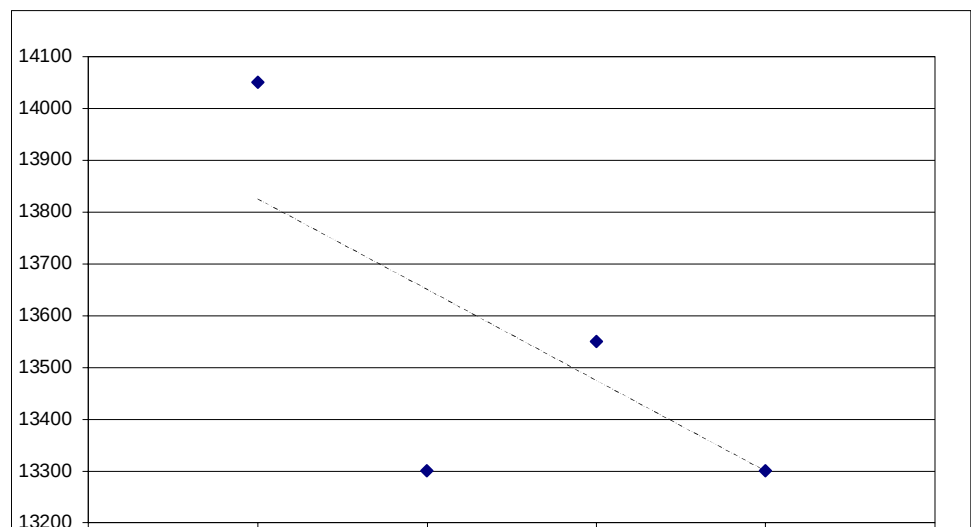
Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2015	24500	2900	27000	1800		14050
2		2016	20000	2900	28500	1800		13300
3		2017	20000	2900	29500	1800		13550
4		2018	20000	2900	28500	1800		13300
5		2019	21000	2900	27000	1800		13175
6								
7								
8								
9								
10								

INPUT DATA				OUTPUT DATA			
Line	Month	Year	Aggregate Traffic Volume	Line	Month	Year	Best Fit Volume Trend
1		2015	14050	1		2015	13825
2		2016	13300	2		2016	13650
3		2017	13550	3		2017	13475
4		2018	13300	4		2018	13300
5		2019	13175	5		2019	13125
6				6			
7				7			
8				8			
9				9			
10				10			

Slope: -175
 Intercept: 366450
 R^2 : 0.628205128
 Standard Error: 245.7980201

Exponential
 Growth Rate: -1.29%
 Future = Existing (1+Growth)^N

Linear
 Growth Rate: -1.27%
 Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9174 - BLIND PASS RD, N OF GULF BLVD

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----	-----		-----		-----	-----	-----
2020	1700 X		0		0	9.00	55.30	3.40
2019	1800 X		0		0	9.00	55.70	3.30
2018	1800 X		0		0	9.00	55.50	3.20
2017	1800 6		0		0	9.00	54.50	2.90
2016	1800 V		0		0	9.00	55.90	2.90
2015	1800 R		0		0	9.00	55.00	2.90
2014	1800 T					9.00	55.40	3.20
2013	1800 S		0		0	9.00	55.20	3.00
2012	1800 F		0		0	9.00	55.00	2.80
2011	1800 C	N	0	S	0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5149 - SR 699/GULF BLVD, S OF BLIND PASS RD & 68TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	25000	C	N 13000		S 12000	9.00	55.30	2.80
2019	27000	C	N 14000		S 13000	9.00	55.70	2.70
2018	28500	C	N 15000		S 13500	9.00	55.50	2.70
2017	29500	F	N 15000		S 14500	9.00	54.50	5.10
2016	28500	C	N 14500		S 14000	9.00	55.90	2.80
2015	27000	C	N 14000		S 13000	9.00	55.00	2.60
2014	28000	C	N 14500		S 13500	9.00	55.40	2.50
2013	28000	C	N 14500		S 13500	9.00	55.20	2.40
2012	27500	C	N 14000		S 13500	9.00	55.00	2.50
2011	25500	C	N 13000		S 12500	9.00	56.50	2.40
2010	28000	C	N 14000		S 14000	10.52	55.26	2.10
2009	26500	C	N 13500		S 13000	10.53	55.79	2.20
2008	26000	C	N 13500		S 12500	10.29	58.46	3.20
2007	27000	C	N 13500		S 13500	10.31	56.79	2.80
2006	27500	C	N 14000		S 13500	9.88	58.53	4.50
2005	27000	C	N 13500		S 13500	9.90	58.50	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5157 - SR 693/75TH AV/ST PETE BCH CSWY, NE OF SR 699

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	19400	C	E	9700	W 9700	9.00	55.30	3.90
2019	21000	E				9.00	55.70	3.50
2018	20000	S	E	10000	W 10000	9.00	55.50	2.60
2017	20000	F	E	10000	W 10000	9.00	54.50	2.60
2016	20000	C	E	10000	W 10000	9.00	55.90	2.60
2015	24500	F	E	12000	W 12500	9.00	55.00	3.70
2014	23500	C	E	11500	W 12000	9.00	55.40	3.30
2013	22000	C	E	11000	W 11000	9.00	55.20	3.20
2012	24000	C	E	12000	W 12000	9.00	55.00	2.90
2011	25000	C	E	12500	W 12500	9.00	56.50	2.80
2010	22500	C	E	11000	W 11500	10.52	55.26	2.70
2009	19600	C	E	10000	W 9600	10.53	55.79	2.70
2008	28000	C	E	14500	W 13500	10.29	58.46	3.40
2007	26000	C	E	13500	W 12500	10.31	56.79	3.40
2006	31000	C	E	15500	W 15500	9.88	58.53	3.40
2005	25000	F	E	13000	W 12000	9.90	58.50	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9074 - BOCA CIEGA, S OF 75TH AVE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2020	2000 C	N	1000	S	1000	9.00	55.30	3.40
2019	2900 V	N	1500	S	1400	9.00	55.70	3.30
2018	2900 R	N	1500	S	1400	9.00	55.50	3.20
2017	2900 T	N	1500	S	1400	9.00	54.50	2.90
2016	2900 S	N	1500	S	1400	9.00	55.90	2.90
2015	2900 F	N	1500	S	1400	9.00	55.00	2.90
2014	2900 C	N	1500	S	1400	9.00	55.40	3.20
2013	2400 S		0		0	9.00	55.20	3.00
2012	2400 F		0		0	9.00	55.00	2.80
2011	2400 C	N	0	S	0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX F

Study Network Identification

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES			STUDY NETWORK DETERMINATION	
			EXISTING LANEAGE	LOS SERVICE VOLUME	DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
				PEAK-HOUR DIRECTIONAL VOLUMES					
75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	4	1,615	Eastbound	4%	4	0.24%	No
					Westbound	4%	2	0.15%	No
	Blind Pass Road	Mangrove Street	4	1,615	Eastbound	35%	34	2.10%	Yes
					Westbound	35%	21	1.30%	Yes
	Mangrove Street	Shore Drive South	4	1,615	Northbound	58%	35	2.15%	Yes
					Southbound	58%	56	3.48%	Yes
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	2,830	Northbound	51%	31	1.08%	Yes
					Southbound	51%	49	1.75%	Yes
	Gulfport Boulevard South	Park Street South	6	2,830	Northbound	37%	22	0.78%	No
					Southbound	37%	36	1.27%	Yes
	Park Street South	Central Avenue	6	2,830	Northbound	34%	20	0.72%	No
					Southbound	34%	33	1.17%	Yes
	Central Avenue	66th Street North	6	2,830	Northbound	25%	15	0.53%	No
					Southbound	25%	24	0.86%	No
Blind Pass Road	West Gulf Boulevard	75th Avenue/Corey Causeway	4	1,980	Northbound	15%	9	0.45%	No
					Southbound	15%	15	0.73%	No
	75th Avenue/Corey Causeway	Gulf Boulevard South	2	718*	Northbound	15%	15	2.03%	Yes
					Southbound	15%	9	1.25%	Yes
Gulf Boulevard South	Blind Pass Road	59th Avenue	4	1,870	Northbound	15%	15	0.78%	No
					Southbound	15%	9	0.48%	No
	59th Avenue	46th Avenue	4	1,870	Northbound	13%	13	0.67%	No
					Southbound	13%	8	0.42%	No

Source: Pinellas Forward 2020 Annual Level of Service Report

*Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)



Facility Level of Service Report (Pinellas County Format) (Peak Hour Directional)

Forward Pinellas

Notes: Roadways included in this inventory are Arterials and Collectors. Level of Service (LOS) has been calculated using the guidelines of the FDOT Quality Level of Service, FDOT Generalized Tables, FDOT Art Plan, and Highway Capacity Manual (HCM). The LOS input values shown on this report do not fully represent values maintained and generated by the VTIMAS database, please do not attempt to use these values to reproduce LOS results. A more complete listing of LOS input values and assumptions is available, if needed please request a copy of the LOS Inventory Staff Report. Only LOS grades on state roads are utilizing FDOT's 2012 generalized tables. All other measures utilize 2009 generalized tables.

FACILITY	JURIS	Fac Type	Road Type	LOS Std	Length (mi)	Signals per Mile	LOS Meth	AADT	Vol	Physical Capacity	V-Cap Ratio	Def Flag	Fac LOS
38TH AVE N: (I-275 -to- 34TH ST N)	CR	SA	4D	D	1.037	1.952	T	29952	1565	1764	0.887	0	C
43RD ST N: (78TH AVE N -to- PARK BLVD)	PP	SMC	2D	D	0.251	3.982	T	3427	179	587	0.305	0	C
54TH AVE N: (US 19 -to- HAINES RD)	CR	SA	4U	D	0.659	4.194	T	12693	1133	1599	0.709	0	C
ALT US 19 TYRONE BLVD: (9TH AVE N -to- 66TH ST N)	SR	SA	4D	D	1.18	4.564	T	34500	1802	1960	0.919	0	C
102ND AVE N: (113TH ST N -to- RIDGE RD)	CR	NA	4D	D	0.18	0	T	25696	1342	3760	0.357	0	D
102ND AVE N: (137TH ST N -to- OAKHURST RD)	CR	SA	4D	D	0.249	4.01	T	13924	727	1683	0.432	0	D
102ND AVE N: (66TH ST N -to- US 19)	PP	NMC	2D	D	1.681	0	T	6450	148	1512	0.098	0	C
102ND AVE N: (ALT US 19 -to- 113TH ST N)	CR	SA	4D	D	0.506	1.975	T	25696	1342	1764	0.761	0	D
102ND AVE N: (OAKHURST RD -to- HAMLIN BLVD)	CR	NA	4D	D	0.504	0	T	13924	727	3760	0.193	0	D
102ND AVE N: (RIDGE RD -to- VONN RD)	CR	SA	2U	D	1.332	2.008	T	17848	727	792	0.918	0	F
102ND AVE N: (VONN RD -to- 137TH ST N)	CR	NA	2U	D	0.506	0	T	13924	727	1440	0.505	0	F
10TH AVE S 14TH ST S 14TH AVE S 10TH ST S: (MCMULLEN BOOTH RD -to- MA)	SH	NMC	2U	D	0.916	0	T	6700	350	1440	0.243	0	D
110TH AVE N: (43RD ST N -to- 49TH ST N)	PP	SMC	2U	D	0.5	2.002	T	5140	268	572	0.469	0	C
110TH AVE N: (49TH ST N -to- US 19)	PP	SMC	2U	D	0.412	2.428	T	5096	266	572	0.465	0	C
110TH AVE N: (US 19 -to- 62ND ST)	PP	NC	2U	D	0.839	0	T	2336	49	1440	0.034	0	C
113TH ST N: (ULMERTON RD -to- 102ND AVE N)	CR	SA	4D	D	2.01	0.995	T	19087	997	1764	0.565	0	C
118TH AVE N: (62ND ST N -to- 66TH ST N)	CR	SC	2U	D	0.517	1.934	T	3998	208	572	0.364	0	C
118TH AVE N: (BELCHER RD -to- 66TH ST N)	CR	SC	2U	D	1.054	1.9	T	4366	228	572	0.399	0	C
125TH ST N: (PARK BLVD -to- 102ND AVE N)	CR	SC	2U	D	1.506	1.488	T	3469	181	572	0.316	0	C
142ND AVE N: (66TH ST N -to- BELCHER RD)	CR	SMC	2U	D	1.02	0.98	T	8349	436	572	0.762	0	D
16TH ST N: (22ND AVE N -to- 62ND AVE N)	SP	SA	4D	D	2.511	2.789	T	7759	405	1683	0.241	0	C
16TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	SA	4D	D	1.002	5.584	T	14620	763	1530	0.499	0	D
16TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	SA	4D	D	0.439	11.053	T	14620	763	1530	0.499	0	D
16TH ST S: (18TH AVE S -to- 22ND AVE S)	SP	SA	2U	D	0.247	4.052	T	9724	508	774	0.656	0	D
16TH ST S: (CENTRAL AVE -to- 18TH AVE S)	SP	SA	4D	D	1.314	7.69	T	9724	508	1530	0.332	0	C
15TH AVE N: (20TH ST N -to- 34TH ST N)	SP	SA	3D	D	1.172	5.812	T	10153	964	3056	0.315	0	C
15TH AVE N: (34TH ST N -to- 66TH ST N)	SP	SA	3D	D	2.999	1.539	T	12414	1179	3175	0.371	0	C
15TH AVE N: (3RD ST N -to- 20TH ST N)	SP	SA	3D	D	1.421	7.171	T	10153	964	7176	0.178	0	C
15TH AVE S: (16TH ST S -to- DR ML KING JR ST S)	SP	SA	4D	D	0.501	1.998	T	10382	986	4082	0.242	0	C
15TH AVE S: (34TH ST S -to- 16TH ST S)	SP	SA	3D	D	1.505	3.769	T	10382	986	3056	0.323	0	C
15TH AVE S: (DR ML KING JR ST S -to- 3RD ST S)	SP	SA	3D	D	0.587	9.224	T	10382	986	2776	0.355	0	C
15TH AVE S: (PASADENA AVE -to- 34TH ST S)	SP	SA	3D	D	3.247	2.084	T	12618	1198	3175	0.377	0	C
20TH ST N: (15TH AVE N -to- 5TH AVE N)	SP	SMC	4U	D	0.379	2.64	T	7426	388	1155	0.336	0	C
22ND AVE N: (34TH ST N -to- 58TH ST N)	SP	SA	4U	D	2.01	1.551	T	22089	1154	1676	0.689	0	C
22ND AVE N: (58TH ST N -to- 66TH ST N)	SP	SA	4D	D	0.999	5.878	T	22089	1154	1764	0.654	0	C
22ND AVE N: (72ND ST N -to- 66TH ST N)	SP	SA	4D	D	2.955	2.955	T	15404	804	1683	0.478	0	D
22ND AVE N: (72ND ST N -to- PARK ST)	SP	SA	2D	D	0.893	1.12	T	6104	318	832	0.382	0	C
22ND AVE N: (I-275 -to- 15TH ST N)	SP	SA	4U	D	1.597	2.718	T	20366	573	1599	0.358	0	C
22ND AVE N: (I-275 -to- 34TH ST N)	SP	SA	4D	D	1.162	2.815	T	31093	1624	1683	0.965	0	C
22ND AVE NE: (15TH ST N -to- COFFEE POT BLVD)	SP	NMC	2U	D	0.463	0	T	10967	573	1512	0.379	0	D
22ND AVE S: (31ST ST S -to- 34TH ST S)	SP	SA	6D	D	0.253	7.912	T	20975	1095	2313	0.473	0	D
22ND AVE S: (34TH ST S -to- 58TH ST S)	CR	SA	4U	D	2.004	2.343	T	20975	1095	1599	0.685	0	D
22ND AVE S: (4TH ST S -to- 31ST ST S)	SP	SA	4U	D	2.245	2.004	T	9179	479	1676	0.286	0	C
28TH ST N: (118TH AVE N -to- FRONTAGE RD)	CR	NA	4D	D	2.033	0	T	8145	318	3760	0.085	0	C
28TH ST N: (22ND AVE N -to- 9TH AVE N)	SP	SA	2U	D	2.988	2.988	T	7204	293	774	0.379	0	C
28TH ST N: (38TH AVE N -to- 22ND AVE N)	SP	SA	2U	D	1.004	1.992	T	8800	459	774	0.593	0	D
28TH ST N: (38TH AVE N -to- HAINES RD)	CR	SA	2U	D	1.193	3.135	T	7019	366	792	0.462	0	D
28TH ST N: (9TH AVE N -to- CENTRAL AVE)	SP	SA	4U	D	0.688	7.606	T	5609	293	1599	0.183	0	C
28TH ST N: (HAINES RD -to- 62ND AVE N)	CR	NA	2U	D	0.311	0	T	7019	366	1440	0.254	0	D
28TH ST N: (ROOSEVELT BLVD -to- 118TH AVE N)	CR	SA	6D	D	0.511	1.116	T	10200	532	2646	0.201	0	C
31ST ST S: (22ND AVE S -to- 26TH AVE S)	SP	SA	4D	D	0.251	3.986	T	10743	561	1683	0.333	0	C
31ST ST S: (26TH AVE S -to- 54TH AVE S)	SP	SA	2D	D	1.753	0.427	T	10743	561	832	0.674	0	D
31ST ST S: (54TH AVE S -to- PINELLAS POINT DR)	SP	SA	4D	D	0.708	1.412	T	10743	561	1764	0.318	0	C
38TH AVE N: (34TH ST N -to- 49TH ST N)	CR	SA	4D	D	1.257	2.65	T	29952	1565	1683	0.93	0	C



38TH AVE N: (49TH ST N -to- 66TH ST N)	CR	SA	4D	D	1.749	1.168	T	18779	981	1764	0	C
38TH AVE N: (66TH ST N -to- TYRONE BLVD)	CR	SA	4D	D	1.26	1.648	T	18779	981	1764	0	C
38TH AVE N: (I-275 -to- 4TH ST N)	CR	SA	4D	D	1.471	3.155	T	26794	904	1683	0	D
3RD ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	SA	4D	D	0.438	11.854	T	11500	1092	3900	0	C
40TH AVE N: (38TH AVE N -to- 4TH ST N -to- 1ST ST N)	SP	SA	4U	D	0.284	3.52	T	17319	904	1599	0	D
40TH AVE NE: (1ST ST N -to- SHORE ACRES BLVD)	SP	NA	2D	D	1.567	0	T	17319	904	790	1.144	F
43RD ST N: (78TH AVE N -to- 82ND AVE N)	PP	NC	2U	D	0.25	0	T	3427	179	1440	0	C
43RD ST N: (PARK BLVD -to- 70TH AVE N)	PP	SMC	2D	D	0.252	3.964	T	2842	148	587	0.252	C
46TH AVE N: (49TH ST N -to- 66TH ST N)	CR	SMC	2U	D	1.748	1.78	T	4754	202	572	0.353	C
46TH AVE N: (PARK ST -to- 66TH ST N)	CR	SMC	2U	D	1.554	1.058	T	6500	339	572	0.593	D
49TH ST N: (144TH AVE N -to- SR 686/ ROOSEVELT BLVD)	CR	NA	6D	D	0.518	0	T	38206	1996	5650	0.353	C
49TH ST N: (38TH AVE N -to- 22ND AVE N)	CR	SA	4U	D	1.185	2.095	T	20095	1049	1676	0.626	D
49TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	SA	6D	D	1.008	1.984	T	20095	1049	2646	0.396	C
49TH ST N: (94TH AVE N -to- PARK BLVD)	CR	SA	6D	D	1.254	3.489	T	36243	1844	2547	0.724	C
49TH ST N: (BRYAN DAIRY RD -to- 94TH AVE N)	CR	SA	6D	D	1.485	1.914	T	27164	1277	2547	0.501	C
49TH ST N: (CENTRAL AVE -to- 22ND AVE N)	CR	SA	4U	D	1.438	6.124	T	16324	852	1599	0.533	D
49TH ST N: (PARK BLVD -to- 54TH AVE N)	CR	SA	6D	D	1.253	2.648	T	39050	2040	2547	0.801	C
49TH ST N: (SR 688/ULMERTON RD -to- 144TH AVE N)	CR	SA	6D	D	0.616	3.354	T	38206	1996	2547	0.784	C
49TH ST N: (SR 688/ULMERTON RD -to- BRYAN DAIRY RD/118TH AVE N)	CR	SA	6D	D	1.025	1.952	T	38206	1996	2646	0.754	C
49TH ST S: (CENTRAL AVE -to- GULFPORT BLVD)	GP	SA	4D	D	1.559	5.057	T	15388	794	1599	0.497	D
4TH AVE N: (I-375 RAMP -to- 4TH ST N)	SR	SA	3D	D	0.213	9.415	T	12000	1140	2988	0.382	C
4TH ST N: (15TH AVE N -to- CENTRAL AVE)	SR	SA	4D	D	0.06	16.611	T	13000	1235	3900	0.317	C
4TH ST N: (2ND AVE N -to- 1ST AVE N)	SR	SA	3D	D	0.099	10.06	T	13000	1235	2988	0.413	D
4TH ST N: (30TH AVE N -to- 38TH AVE N)	SR	SA	6D	D	0.501	3.995	T	33500	1750	2830	0.618	D
4TH ST N: (5TH AVE N -to- 2ND AVE N)	SR	SA	4D	D	0.279	10.815	T	14333	1235	3900	0.317	C
4TH ST N: (5TH AVE N -to- 30TH AVE N)	SR	SA	4D	D	1.506	3.895	T	28300	1410	1870	0.754	D
4TH ST N: (62ND AVE N -to- 38TH AVE N)	SR	SA	6D	D	1.5	1.503	T	42000	2194	2940	0.746	C
4TH ST N: (GANDY BLVD -to- 62ND AVE N)	SR	SA	6D	D	1.795	7.17	T	34500	1724	2830	0.609	C
4TH ST N: (I-275 -to- GANDY BLVD)	SR	SA	4D	D	2.552	0.392	T	25500	1332	1960	0.68	C
4TH ST S: (6TH ST CONNECTION: (18TH AVE S -to- 39TH AVE S)	SP	SA	4U	D	1.306	1.581	T	14695	719	1676	0.429	D
4TH ST S: (4TH AVE S -to- 6TH AVE S)	SP	NA	4U	D	0.41	0	T	13763	719	3572	0.201	D
4TH ST S: (6TH AVE S -to- 9TH AVE S)	SP	SA	3U	D	0.198	10.119	T	14003	679	1577	0.431	D
4TH ST S: (9TH AVE S -to- 18TH AVE S)	SP	NA	4D	D	0.21	4.753	T	15006	784	1530	0.512	D
4TH ST S: (CENTRAL AVE -to- 4TH AVE S)	SR	SA	4D	D	0.626	0	T	15006	784	3760	0.209	D
52ND ST N: (PARK BLVD 74TH AVE N -to- 70TH AVE N)	PP	NC	2U	D	0.279	14.961	T	13000	1235	3900	0.317	C
52ND ST N: (82ND AVE N -to- 94TH AVE N)	PP	NC	2U	D	0.754	0	T	2321	121	1440	0.084	C
52ND ST N: (PARK BLVD 74TH AVE N -to- 82ND AVE N)	PP	NC	2U	D	0.252	0	T	2325	121	1440	0.084	C
54TH AVE N: (49TH ST N -to- 66TH ST N)	CR	SA	4D	D	0.502	3.988	T	4368	228	559	0.408	C
54TH AVE N: (66TH ST N -to- PARK ST)	CR	SA	4D	D	1.747	2.889	T	16510	854	1683	0.507	D
54TH AVE N: (ALT US 19/SEMINOLE BLVD -to- DUHME RD)	CR	SMC	2D	D	1.558	1.968	T	16347	854	1764	0.484	C
54TH AVE N: (HAINES RD -to- I-275 RAMP E)	CR	SA	6D	D	0.508	1.969	T	7293	381	601	0.634	D
54TH AVE N: (I-275 RAMP E -to- 4TH ST N)	CR	SA	4D	D	0.343	5.851	T	21693	1133	2313	0.49	D
54TH AVE N: (US 19 -to- 49TH ST N)	CR	SA	4U	D	1.516	1.979	T	21693	1133	1764	0.642	D
54TH AVE S: (34TH ST S -to- 31ST ST S)	SP	SA	4D	D	1.25	1.77	T	17000	888	1676	0.53	D
54TH AVE S: (DR MLK JR ST S -to- 31ST ST S)	SP	SA	4D	D	0.249	8.523	T	26905	1405	1530	0.918	D
58TH ST N: (38TH AVE N -to- 22ND AVE N)	SP	SA	4D	D	1.761	1.765	T	21635	992	1764	0.562	C
58TH ST N: (54TH AVE N -to- 38TH AVE N)	CR	SMC	2U	D	1.006	3.256	T	4784	250	559	0.447	C
58TH ST N: (5TH AVE N -to- 22ND AVE N)	SP	SA	4D	D	1.003	3.323	T	19297	1008	1683	0.599	D
58TH ST N: (70TH AVE N -to- 54TH AVE N)	CR	SMC	2U	D	1.001	1.999	T	4784	250	559	0.447	C
58TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SP	SA	4D	D	0.435	9.509	T	19297	1008	1530	0.659	D
58TH ST S: (11TH AVE S -to- GULFPORT BLVD)	GP	SA	2U	D	0.751	2.993	T	9617	502	774	0.649	D
58TH ST S: (CENTRAL AVE -to- 11TH AVE S)	GP	SA	4D	D	0.808	8.919	T	14457	502	1599	0.314	C
5TH AVE N: (16TH ST N -to- 34TH ST N)	SR	SA	4D	D	1.503	5.84	T	24333	1254	1870	0.671	C
5TH AVE N: (34TH ST N -to- 49TH ST N)	SR	SA	4D	D	1.252	2.503	T	24000	1254	1960	0.64	C



5TH AVE N: (49TH ST N -to- TYRONE BLVD)	SR	SA	4D	D	0.878	4.829	T	31000	1619	1870	0.866	0	C
5TH AVE N: (4TH ST N -to- DR MLK JR ST N)	SR	SA	2D	D	0.5	5.292	T	9850	541	2244	0.241	0	C
5TH AVE N: (66TH ST N -to- 69TH ST N)	SR	SMC	4D	D	0.347	2.884	T	9834	513	1216	0.422	0	C
5TH AVE N: (69TH ST N -to- PARK ST)	SP	NMC	4D	D	0.709	0	T	9834	513	3760	0.136	0	C
5TH AVE N: (DR MLK JR ST -to- 16TH ST N)	SR	SA	3U	D	0.502	1.159	T	9650	480	1776	0.27	0	D
5TH AVE N: (TYRONE BLVD -to- 66TH ST N)	SR	SA	4D	D	0.869	1.151	T	31000	1619	1764	0.918	0	C
60TH ST N: (78TH AVE N -to- 110TH AVE N)	PP	NC	2U	D	2.005	0	T	2627	137	1440	0.095	0	C
62ND AVE N: (16TH ST N -to- 1ST ST N)	CR	SA	4D	D	1.263	2.638	T	15588	691	1683	0.411	0	C
62ND AVE N: (1ST ST N -to- BAYOU GRANDE BLVD)	SP	NA	4D	D	1.533	0	T	12322	691	3760	0.184	0	D
62ND AVE N: (49TH ST N -to- 66TH ST N)	CR	SA	2U	D	1.748	1.789	T	7269	379	792	0.479	0	C
62ND AVE N: (66TH ST N -to- 71ST ST N)	CR	SMC	2U	D	0.503	1.989	T	3530	184	572	0.322	0	C
62ND AVE N: (US 19 -to- 16TH ST N)	CR	SA	4U	D	1.495	2.854	T	20300	1060	1599	0.663	0	C
62ND AVE N: (US 19 -to- 49TH ST N)	CR	SA	2U	D	1.242	0.805	T	1513	706	792	0.891	0	E
62ND AVE S: (PINELLAS PT DR -to- DR MARTIN LUTHER KING ST S)	SP	SMC	2U	D	1.447	2.084	T	6202	324	559	0.58	0	C
66TH ST N: (102ND AVE N -to- 110 AVE N)	PP	NC	2U	D	0.499	0	T	956	49	1440	0.034	0	C
66TH ST N: (54TH AVE N -to- 38TH AVE N)	SR	SA	6D	D	1.006	1.988	T	41500	2168	2940	0.737	0	C
66TH ST N: (BRYAN DAIRY RD -to- PARK BLVD)	SR	SA	6D	D	2.317	2.623	T	37700	1907	2830	0.674	0	C
66TH ST N: (BRYAN DAIRY RD -to- ULMERTON RD)	SR	SA	6D	D	1.438	2.096	T	34500	1802	2830	0.637	0	C
66TH ST N: (PARK BLVD -to- 54TH AVE N)	SR	SA	6D	D	1.254	2.654	T	42500	2220	2830	0.784	0	C
66TH ST N: (PASADENA AVE -to- TYRONE BLVD)	SR	SA	6D	D	1.279	4.965	T	40666	2116	2570	0.823	0	C
66TH ST N: (TYRONE BLVD -to- 38TH AVE N)	SR	SA	6D	D	0.958	3.62	T	41500	2168	2830	0.766	0	C
66TH ST N: (ULMERTON RD -to- US 19)	SR	SA	4D	D	0.95	2.109	T	34000	1776	1870	0.95	0	C
70TH AVE N: (49TH ST N -to- 58TH ST N)	PP	SA	4U	D	0.763	1.311	T	7556	394	1676	0.235	0	C
70TH AVE N: (58TH ST N -to- 66TH ST N)	PP	SA	2D	D	0.983	0.636	T	5415	282	832	0.339	0	C
70TH AVE N: (US 19 -to- 49TH ST N)	PP	SA	4U	D	1.139	1.786	T	10173	524	1676	0.313	0	C
71ST ST N: (54TH AVE N -to- 38TH AVE N)	CR	SA	2U	D	1.004	1.993	T	7880	411	774	0.531	0	D
71ST ST N: (70TH AVE N -to- 54TH AVE N)	CR	SA	4D	D	1.004	1.992	T	12535	411	1683	0.244	0	C
71ST ST N: (PARK BLVD -to- 70TH AVE N)	CR	NA	6D	D	0.253	0	T	17191	898	5650	0.159	0	C
78TH AVE N: (49TH ST N -to- 66TH ST N)	PP	SMC	2D	D	1.75	2.232	T	6802	256	601	0.426	0	C
78TH AVE N: (66TH ST N -to- BELCHER RD)	PP	SMC	2U	D	0.506	1.977	T	3920	204	572	0.357	0	C
78TH AVE N: (US 19 -to- 49TH ST N)	PP	SC	2D	D	0.837	1.002	T	6666	348	601	0.579	0	D
82ND AVE N: (49TH ST N -to- 66TH ST N)	PP	SMC	2D	D	1.75	0.447	T	4584	225	601	0.374	0	C
82ND AVE N: (66TH ST N -to- BELCHER RD)	PP	NC	2U	D	0.507	0	T	1122	58	1440	0.04	0	C
82ND AVE N: (US 19 -to- 49TH ST N)	PP	SMC	2U	D	0.681	1.47	T	5125	267	572	0.467	0	C
86TH AVE N: (DUHME RD/113TH ST N -to- OAKHURST RD)	CR	SMC	2U	D	2.007	1.338	T	6198	323	572	0.565	0	C
86TH AVE N: (SEMINOLE BLVD -to- DUHME RD/113TH ST N)	CR	SMC	2U	D	0.501	1.996	T	4306	225	559	0.403	0	C
8TH ST N: (1ST AVE N -to- 9TH AVE N)	SP	SA	3D	D	0.641	8.633	T	8017	761	2776	0.274	0	C
8TH ST N: (CENTRAL AVE -to- 1ST AVE N)	SP	SA	4D	D	0.062	16.234	T	8017	761	3726	0.204	0	C
8TH ST S: (6TH AVE S -to- CENTRAL AVE)	SP	SA	4D	D	0.478	13.347	T	8017	761	3726	0.204	0	C
8TH ST S: (9TH AVE S -to- 6TH AVE S)	SP	SA	3D	D	0.215	4.651	T	8017	761	3056	0.249	0	C
94TH AVE N: (49TH ST N -to- 66TH ST N)	PP	SMC	2D	D	1.754	0.443	T	5945	310	601	0.516	0	C
9TH AVE N: (16TH ST N -to- DR MLK JR ST N)	SP	SA	4U	D	0.499	2.004	T	10178	531	1599	0.332	0	C
9TH AVE N: (34TH ST N -to- 16TH ST N)	SP	SA	4U	D	1.504	1.509	T	10178	531	1676	0.317	0	C
9TH AVE N: (34TH ST N -to- 49TH ST N)	SP	SA	4U	D	1.256	2.491	T	10178	531	1676	0.317	0	C
9TH AVE N: (49TH ST N -to- 66TH ST N)	SP	SA	4U	D	1.744	3.547	T	8401	253	1676	0.151	0	C
9TH AVE N: (66TH ST N -to- PARK ST)	SP	SMC	2D	D	1.105	0.915	T	4849	253	601	0.421	0	C
ALDERMAN RD: (ALT US 19 -to- US 19)	CR	SA	4D	D	2.013	1.667	T	14593	693	1764	0.393	0	D
ALDERMAN RD: (US 19 -to- HIGHLANDS BLVD)	CR	NMC	2U	D	1.186	0	T	11000	574	1440	0.399	0	C
ALT US 19 BAY PINES BLVD: (100TH WY -to- SEMINOLE BLVD)	SR	NA	6D	D	0.543	0	T	42000	2194	5650	0.388	0	C
ALT US 19 BAYSHORE BLVD: (CURLEW RD -to- TAMPA RD)	SR	SA	2D	D	1.467	0.354	T	18233	867	924	0.938	0	D
ALT US 19 BAYSHORE BLVD: (SKINNER BLVD -to- CURLEW RD)	SR	SA	2D	D	2.415	1.792	T	19100	935	924	1.012	0	F
ALT US 19 BROADWAY: (MAIN ST -to- SKINNER BLVD)	SR	SA	2U	D	0.256	3.914	T	17900	935	860	1.087	0	F
ALT US 19 CHESTNUT ST: (MYRTLE AVE -to- COURT ST)	SR	NA	3D	D	0.185	0	T	19000	1805	6780	0.266	0	D
ALT US 19 EDGEWATER DR: (MYRTLE AVE -to- BROADWAY AVE)	SR	SA	2U	D	2.041	0.996	T	14675	731	880	0.831	0	D
ALT US 19 MISSOURI AVE: (BELLEAIR RD -to- E BAY DR)	SR	SA	6D	D	1.532	3.507	T	30700	1384	2830	0.489	0	C



ALT US 19 MISSOURI AVE: (COURT ST -to- BELLEAIR RD)	SR	SA	6D	D	1.511	3.975	T	26250	1332	2830	0.471	0	C
ALT US 19 MYRTLE AVE: (CHESTNUT ST -to- DREW ST)	SR	SA	4U	D	0.5	7.039	T	15600	815	1577	0.517	0	D
ALT US 19 MYRTLE AVE: (DREW ST -to- FAIRMONT ST)	SR	SA	4U	D	0.981	5.681	T	12500	642	1776	0.361	0	C
ALT US 19 MYRTLE AVE: (FAIRMONT ST -to- EDGEWATER DR)	SR	NA	2U	D	0.098	0	T	12700	663	1440	0.46	0	D
ALT US 19 PALM HARBOR BLVD: (TAMPA RD -to- ALDERMAN RD)	SR	SA	2D	D	1.812	0.604	T	21000	1097	924	1.187	0	F
ALT US 19 PINELLAS AVE: (KLOSTERMAN RD -to- MERES BLVD)	SR	SA	2U	D	1.043	0.976	T	16300	851	880	0.967	0	D
ALT US 19 PINELLAS AVE: (MERES BLVD -to- TARPON AVE)	SR	SA	2D	D	0.595	7.141	T	16300	851	830	1.025	0	F
ALT US 19 SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD)	SR	SA	6D	D	2.027	2.777	T	34600	1724	2830	0.609	0	C
ALT US 19 SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD)	SR	SA	6D	D	1.651	2.96	T	38500	2011	2830	0.711	0	C
ALT US 19 SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N)	SR	SA	6D	D	1.766	2.934	T	37833	1854	2940	0.631	0	C
ALT US 19 SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR)	SR	SA	6D	D	1.517	1.323	T	34166	1724	2940	0.586	0	C
ALT US 19 TYRONE BLVD: (38TH AVE N -to- PARK ST)	SR	SA	6D	D	0.36	2.776	T	39500	2063	2830	0.729	0	C
ALT US 19 TYRONE BLVD: (5TH AVE N -to- 9TH AVE N)	SR	SA	4D	D	0.253	3.96	T	20500	1071	1870	0.573	0	C
ALT US 19 TYRONE BLVD: (66TH ST N -to- 38TH AVE N)	SR	SA	4D	D	1.586	1.63	T	35000	1828	1960	0.933	0	C
ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- 100TH WY)	SR	SA	6D	D	0.64	3.721	T	42000	2194	2830	0.775	0	C
ALT US 19/BAY PINES BLVD: (W END OF BRIDGE -to- PARK ST)	SR	SA	4D	D	0.92	0.984	T	49000	2560	1960	1.306	0	F
ALT US 19/BAY PINES BLVD: (FT HARRISON AVE)	SR	SA	4D	D	0.454	4.469	T	15500	1472	4536	0.325	0	C
ALT US 19/COURT ST: (CHESTNUT ST -to- MISSOURI AVE)	SR	SA	4D	D	0.318	1.972	T	35500	1854	1870	0.991	0	F
ALT US 19/PALM HARBOR BLVD: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	SA	2D	D	2.203	0.247	T	16900	883	924	0.956	0	F
ALT US 19/PINELLAS AVE: (TARPON AVE -to- ANCLOTE AVE)	SR	SA	2U	D	1.98	3.52	T	15820	773	880	0.878	0	E
ANCLOTE BLVD: (ANCLOTE RD -to- ALT US 19)	CR	SMC	2U	D	2.051	0.354	T	7700	402	572	0.703	0	C
ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD)	CR	NC	2U	D	1.897	0	T	4400	229	1440	0.159	0	C
BAYSHORE BLVD: (SR 60 -to- MAIN ST)	CL	NMC	2U	D	2.345	0	T	7849	410	1440	0.285	0	D
BAYSIDE BRIDGE: (SR 686 ROOSEVELT BLVD -to- GULF-TO-BAY BLVD)	CR	NA	6D	D	3.564	0	T	60165	3143	5650	0.556	0	F
BECKETT WAY: (US 19 -to- OLD DIXIE HWY)	CR	SC	2U	D	0.501	1.998	T	4500	235	559	0.42	0	C
BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD)	CR	SA	4D	D	2.135	0.455	T	19210	1003	1764	0.569	0	C
BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	CR	SA	4D	D	1.516	4.886	T	23410	1223	1683	0.727	0	D
BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD)	CR	SA	6D	D	1.516	2.477	T	19543	1021	2547	0.401	0	C
BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD)	CR	SA	6D	D	2.434	1.597	T	19543	1021	2646	0.386	0	C
BELCHER RD: (COUNTRYSIDE BLVD -to- CURELW RD)	CR	SA	4D	D	2.946	1.452	T	18009	757	1452	0.429	0	C
BELCHER RD: (CURELW RD -to- TAMPA RD)	CR	SA	4D	D	1.291	0.645	T	18990	992	1764	0.562	0	C
BELCHER RD: (EAST BAY DR -to- BELLEAIR RD)	CR	SA	4D	D	1.522	1.469	T	23410	1223	1764	0.693	0	C
BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD)	CR	SA	4U	D	0.805	4.018	T	19500	1018	1599	0.637	0	D
BELCHER ST: (NE COACHMAN RD -to- SUNSET POINT RD)	CR	SA	4D	D	1.222	1.034	T	23250	1018	1764	0.577	0	C
BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD)	CR	SA	6D	D	1.349	2.463	T	27000	1410	2547	0.554	0	C
BELCHER RD: (TAMPA RD -to- ALDERMAN RD)	CR	SA	4D	D	1.805	1.121	T	22827	1192	1764	0.676	0	C
BELCHER RD: (ULMERTON RD -to- EAST BAY DR)	CR	SA	6D	D	1.526	1.474	T	23734	1240	2646	0.469	0	C
BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD)	CR	SA	2D	D	1.675	0.597	T	15938	832	832	1	0	F
BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE)	CR	SMC	2U	D	0.626	2.63	T	9100	475	559	0.85	0	D
BELLEAIR RD: (MISSOURI AVE -to- KEENE RD)	CR	SMC	2U	D	1.523	2.402	T	9100	475	572	0.83	0	D
BELLEAIR RD: (US 19 -to- KEENE RD)	CR	SA	2U	D	1.969	1.016	T	15000	783	792	0.989	0	F
BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	BL	NMC	2U	D	0.249	0	T	7299	381	1440	0.265	0	D
BELTRES ST SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE)	DN	SC	2U	D	0.858	1.166	T	1275	66	572	0.115	0	C
BELTRES ST: (EDGEWATER DR -to- PATRICIA AVE)	DN	SC	2U	D	1.027	3.193	T	2243	117	559	0.209	0	C
BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL)	SR	SA	4D	D	1.392	1.705	T	15966	804	1960	0.41	0	D
BRYAN DAIRY RD 118TH AVE N: (34TH ST N -to- 40TH ST N)	CR	NA	4D	D	0.493	0	T	31500	1645	3760	0.438	0	C
BRYAN DAIRY RD 118TH AVE N: (40TH ST N -to- 49TH ST N)	CR	SA	6D	D	0.764	1.139	T	43000	2246	2646	0.849	0	C
BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N)	CR	SA	4D	D	0.5	4.005	T	14603	763	1683	0.453	0	C
BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD)	CR	SA	6D	D	2.15	0.43	T	47445	1645	2646	0.622	0	C
BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	CR	SA	4D	D	0.755	1.325	T	37693	1969	1764	1.116	0	F
BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1.026	4.566	T	48428	2530	2547	0.993	0	C
BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	CR	SA	6D	D	0.964	2.163	T	37693	1969	2646	0.744	0	C
CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SP	SA	2U	D	2.341	5.987	T	5670	263	774	0.34	0	C
CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SP	SA	4U	D	0.252	8.41	T	8182	427	1454	0.294	0	C
CENTRAL AVE: (34TH ST N -to- 58TH ST N)	CR	SA	4D	D	2.009	2.669	T	12182	636	1683	0.378	0	C



CHESTNUT ST: (58TH ST N -to- PARK ST)	CR	SA	4D	D	D	1.763	3.148	T	16060	636	1683	0.378	0	C
CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SR	SA	20	D	D	0.205	9.785	T	19000	1805	1992	0.906	0	F
CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SR	SA	40	D	D	0.252	3.97	T	19000	1805	4536	0.398	0	D
CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	LA	SA	4D	D	D	1.556	2.857	T	19813	574	1683	0.341	0	C
CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	CR	SA	6D	D	D	1.529	2.076	T	22751	1188	2646	0.449	0	D
CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD)	CL	SA	4D	D	D	0.465	2.151	T	9500	496	1683	0.295	0	C
CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE)	CL	SA	2D	D	D	0.505	3.962	T	5000	261	813	0.321	0	C
COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	OLD	NMC	2U	D	D	0.182	0	T	5981	312	1440	0.217	0	C
COREY CSW/75TH AVE: (GULF BLVD -to- SHORE DR)	SR	SA	4D	D	D	1.043	6.095	T	24300	1097	1615	0.679	0	D
CORONADO DR: (ROUNDBOUT -to- HAMDEN DR)	CL	SA	2D	D	D	0.647	11.36	T	5257	274	774	0.354	0	C
COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	CL	SA	4D	D	D	0.526	4.616	T	20500	1071	1683	0.636	0	C
COUNTRYSIDE BLVD: (CURLER RD -to- LAKE ST GEORGE DR)	CR	SC	2U	D	D	0.354	2.823	T	5200	271	559	0.485	0	C
COUNTRYSIDE BLVD: (N SIDE DR -to- CURLER RD)	CL	SA	2U	D	D	0.875	1.142	T	10148	530	792	0.669	0	D
COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	CL	NA	4D	D	D	1.387	0	T	10148	530	3760	0.141	0	C
COUNTRYSIDE BLVD: (US 19 -to- SR 580)	CL	SA	6D	D	D	0.785	3.082	T	20500	1071	2547	0.42	0	C
COURT ST: (FT HARRISON AVE -to- OAK AVE)	SR	SA	3D	D	D	0.105	9.533	T	15500	1472	2988	0.493	0	D
COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	SA	4D	D	D	0.755	2.982	T	38000	1985	1870	1.061	0	D
COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	SR	NA	2D	D	D	0.041	0	T	15500	1472	4512	0.326	0	D
COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SR	SA	4D	D	D	3.554	1.313	T	64500	3370	1960	1.719	0	F
CR 1 OMAHA ST: (CURLER RD -to- TAMPA RD)	CR	SA	4D	D	D	1.397	0.6	T	12595	658	1764	0.373	0	C
CR 1 OMAHA ST: (NEBRASKA AVE -to- ALDERMAN RD)	CR	SA	2D	D	D	1.005	2.334	T	7800	407	832	0.489	0	D
CR 1 OMAHA ST: (TAMPA RD -to- NEBRASKA AVE)	CR	SA	4D	D	D	2.032	2.145	T	19500	1018	1764	0.577	0	D
CR 1: (SR 580 -to- CURLER RD)	CR	SA	4D	D	D	0.985	0	T	42773	2234	3760	0.594	0	F
CR 296 CONNECTOR: (GATEWAY EXPRESS -to- I-275)	SR	NA	4G	D	D	0.888	0	T	41000	2142	3760	0.57	0	F
CR 611 BYPASS: (SOUTH SPLIT -to- NORTH SPLIT)	CR	NA	4D	D	D	0.888	0	T	41000	2142	3760	0.57	0	F
CURLER RD: (CR 1 OMAHA ST -to- ALT 19)	CR	SA	2D	D	D	1.282	0.78	T	14200	741	924	0.802	0	D
CURLER RD: (MCMULLEN BOOTH RD -to- US 19)	SR	SA	6D	D	D	1.805	2.678	T	36166	1854	2940	0.631	0	C
CURLER RD: (SR 584 TAMPA RD -to- MCMULLEN BOOTH RD)	SR	SA	6D	D	D	0.939	4.112	T	19000	992	2830	0.351	0	C
CURLER RD: (US 19 -to- CR 1 OMAHA ST)	SR	SA	4D	D	D	1.283	1.612	T	29250	1358	1960	0.693	0	C
DIXIE HWY: (ALT US 19 -to- BECKETT WAY)	CR	NC	2U	D	D	0.561	0	T	4500	235	1440	0.163	0	C
DIXIE HWY: (BECKETT WAY -to- PASCO CO LINE)	CR	NC	2U	D	D	0.398	0	T	4500	235	1440	0.163	0	C
DOUGLAS AVE: (BELTRES -to- MAIN ST)	DN	SMC	2U	D	D	0.478	2.09	T	3860	201	559	0.36	0	C
DOUGLAS AVE: (MAIN ST -to- SKINNER BLVD)	DN	NMC	2U	D	D	0.282	0	T	3860	201	1440	0.14	0	C
DOUGLAS AVE: (STEVENSONS CREEK -to- SUNSET POINT RD)	CL	SMC	4U	D	D	0.482	4.673	T	3515	183	1155	0.158	0	C
DOUGLAS AVE: (SUNSET POINT RD -to- UNION ST)	CR	NMC	4U	D	D	0.509	0	T	3515	183	3572	0.051	0	C
DOUGLAS AVE: (UNION ST -to- BELTRES ST)	DN	SMC	2D	D	D	0.506	1.861	T	3515	183	601	0.304	0	C
DOUGLAS RD: (COMMERCE BLVD -to- RACE TRACK RD)	OLD	SMC	2U	D	D	1.022	3.231	T	5981	312	572	0.545	0	C
DR MARTIN LUTHER KING JR ST N: (22ND AVE N -to- 38TH AVE N)	SP	SA	4D	D	D	1.482	1.51	T	17541	897	1764	0.509	0	D
DR MARTIN LUTHER KING JR ST N: (62ND AVE N -to- 38TH AVE N)	SP	SA	4D	D	D	0.753	0.727	T	12684	478	1676	0.285	0	C
DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- 22ND AVE N)	SP	SA	4D	D	D	0.69	13.833	T	9148	869	3726	0.233	0	C
DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- CENTRAL AVE)	SP	SA	4D	D	D	2.312	3.564	T	17183	897	1683	0.533	0	C
DR MARTIN LUTHER KING JR ST N: (GANDY BLVD -to- 62ND AVE N)	SP	SA	4D	D	D	2.108	2.518	T	13996	564	1764	0.32	0	C
DR MARTIN LUTHER KING JR ST N: (I-275 -to- GANDY BLVD)	CR	SA	4D	D	D	1.283	0	T	13389	619	3572	0.173	0	C
DR MARTIN LUTHER KING JR ST S: (26TH AVE S -to- 45TH AVE S)	SP	SA	4U	D	D	1.02	4.615	T	11853	619	1599	0.387	0	C
DR MARTIN LUTHER KING JR ST S: (45TH AVE S -to- 62ND AVE S)	SP	SA	4D	D	D	1.153	3.311	T	14924	779	1683	0.463	0	D
DR MARTIN LUTHER KING JR ST S: (8TH ST S -to- 26TH AVE S)	SP	SA	4D	D	D	0.656	12.259	T	10798	869	3726	0.233	0	C
DR MLK JR ST S: (CENTRAL AVE -to- 8TH ST S)	CL	SA	4U	D	D	0.754	3.981	T	10543	241	1776	0.136	0	C
DREW ST: (FT HARRISON AVE -to- MISSOURI AVE)	SR	SA	4U	D	D	0.634	1.306	T	25000	1306	1862	0.701	0	C
DREW ST: (HIGHLAND AVE -to- N SATURN AVE)	CL	SA	4D	D	D	1.283	3.221	T	25163	1314	1683	0.781	0	D
DREW ST: (MCMULLEN BOOTH RD -to- US 19)	SR	SA	4U	D	D	0.756	3.014	T	20200	1055	1776	0.594	0	C
DREW ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	SA	4D	D	D	0.738	7.156	T	24500	1227	1870	0.656	0	C
DREW ST: (N SATURN AVE -to- NE COACHMAN RD)	CR	SA	4D	D	D	1.405	2.589	T	26166	1227	1683	0.729	0	C
DREW ST: (US 19 -to- NE COACHMAN RD)	CL	SMC	2U	D	D	1.007	1.987	T	6900	360	572	0.629	0	D
DRUID RD: (BELCHER RD -to- KEENE RD)	CL	SMC	2U	D	D	0.774	2.938	T	6900	360	559	0.644	0	D



DRUID RD: (US 19 -to- BELCHER RD)	CL	SMC	2D	D	1.009	0.991	T	6900	360	601	0.599	0	C
DUMHE RD 113TH ST: (86TH AVE N -to- 102ND AVE N)	CR	SA	4D	D	1.016	1.986	T	19087	997	1764	0.565	0	C
DUMHE RD 113TH ST: (PARK BLVD -to- 86TH AVE N)	CR	SA	6D	D	0.614	6.001	T	19299	1008	2547	0.396	0	C
DUMHE RD 113TH ST: (WELCH CSWY -to- PARK BLVD)	CR	SA	6D	D	2.219	2.908	T	16509	716	2646	0.271	0	C
DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19)	CR	SA	4D	D	0.861	1.162	T	8000	418	1764	0.237	0	C
EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT)	CR	SA	4D	D	0.629	3.203	T	24000	1254	1683	0.745	0	D
EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD)	CR	SA	4D	D	1.197	0.835	T	28078	1467	1764	0.832	0	C
EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD)	CR	SA	4D	D	2.354	1.276	T	39993	2089	1764	1.184	0	F
EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD)	CR	SA	6D	D	0.657	1.523	T	46000	2403	2646	0.908	0	C
EAST LAKE RD: (TARPOON WOODS BLVD -to- LANSBROOK PKWY)	CR	SA	4D	D	1.813	2.015	T	46000	2403	1764	1.362	0	F
EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE)	CR	NA	4D	D	0.516	0	T	28078	1467	3760	0.39	0	C
EAST LAKE RD: (WOODLANDS BLVD -to- TARPOON WOODS BLVD)	CR	SA	4D	D	0.892	1.121	T	46000	2403	1764	1.362	0	F
ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY)	CR	SMC	2U	D	1.515	0.491	T	8300	433	572	0.757	0	D
ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD)	CL	SA	4D	D	1.416	4.956	T	13500	705	1683	0.419	0	C
FAIRMONT ST: (MLK JR AVE -to- STEVENSONS CREEK)	CL	NMC	2D	D	0.225	0	T	3515	183	1512	0.121	0	C
FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE)	CR	SA	2D	D	1.305	2.474	T	18500	966	832	1.161	0	F
FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE)	CR	SA	4D	D	0.841	2.441	T	18500	966	1683	0.574	0	C
FOREST LAKES BLVD: (TAMPA RD -to- SR 580)	CR	SA	2D	D	0.47	2.13	T	15000	783	813	0.963	0	F
FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST)	CL	SA	2D	D	1.538	5.657	T	11000	574	747	0.768	0	D
FT HARRISON AVE: (CHESTNUT ST -to- DREW ST)	CL	SA	2D	D	0.499	8.416	T	11000	574	747	0.768	0	D
GANDY BLVD: (4TH ST N -to- DR ML KING JR ST N)	SR	SA	4D	D	0.54	0	T	26500	1384	3760	0.368	0	C
GANDY BLVD: (BRIGHTON BLVD -to- 4TH ST N)	SR	SA	4D	D	0.74	0	T	26000	1358	3760	0.361	0	C
GANDY BLVD: (DR ML KING JR ST N -to- I-275 EAST RAMP)	SR	SA	6D	D	0.997	2.436	T	51500	2690	2830	0.951	0	C
GANDY BLVD: (GRAND AVE/ GANDY ACCESS -to- US 19)	SR	NA	4D	D	0.619	0	T	67500	3526	3760	0.938	0	F
GANDY BLVD: (I-275 EAST RAMP -to- GRAND AVE/GANDY ACCESS)	SR	SA	6D	D	1.137	0.911	T	59500	2690	2940	0.915	0	C
GANDY BLVD: (PINELLAS SHORELINE -to- SAN MARTIN BLVD)	SR	NA	4D	D	2.55	0	T	33662	1758	3760	0.468	0	C
GANDY BLVD: (SAN MARTIN BLVD -to- BRIGHTON BLVD)	SR	SA	4D	D	0.329	3.036	T	26000	1358	1870	0.726	0	C
GATEWAY EXPRESS/RYAN DAIRY RD: (US 19 -to- 49TH ST N)	CR	SA	6D	D	0.717	1.395	T	31500	1645	2646	0.622	0	C
GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP)	SR	SA	4D	D	1.255	1.703	T	35000	1828	1960	0.933	0	C
GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD)	CR	SA	4D	D	0.147	6.789	T	14924	779	1530	0.509	0	D
GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	CR	SMC	2U	D	0.653	1.531	T	9200	480	572	0.839	0	D
GULF BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SR	SA	4D	D	3.847	2.261	T	18279	908	1960	0.463	0	D
GULF BLVD S: (BAYWAY -to- 75TH AVE)	SR	SA	4D	D	2.403	5.079	T	25000	1227	1870	0.656	0	D
GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	CR	NA	2D	D	2.861	0	T	13521	706	1512	0.467	0	E
GULF BLVD: (PARK BLVD -to- WALSHINGHAM RD)	SR	SA	2U	D	2.89	0.791	T	10600	553	880	0.628	0	D
GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	CL	NA	2D	D	0.751	0	T	13521	706	1512	0.467	0	E
GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SR	SA	4D	D	2.95	1.758	T	23200	1065	1960	0.543	0	D
GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SR	SA	4U	D	0.959	3.678	T	17100	893	1776	0.503	0	D
GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	CR	SA	2D	D	2.36	0.424	T	14661	766	832	0.921	0	F
GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	CR	SA	4D	D	1.753	3.068	T	15434	806	1683	0.479	0	D
GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SR	SA	6D	D	1.51	5.431	T	56000	2926	2830	1.034	0	C
GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	CL	SA	4U	D	0.446	10.832	T	5000	261	1599	0.163	0	C
GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SR	SA	6D	D	0.756	3.968	T	49833	2429	2830	0.858	0	C
GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SR	SA	6D	D	1.026	3.242	T	53500	2795	2830	0.988	0	C
GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SR	SA	6D	D	0.988	2.705	T	53500	2795	2830	0.988	0	C
GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	CL	NA	3U	D	0.427	0	T	5257	274	3572	0.077	0	C
HAINES RD: (54TH AVE N -to- US 19)	CR	SMC	2U	D	1.197	2.776	T	10763	562	572	1.005	0	D
HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	CR	SMC	2U	D	1.851	2.159	T	10763	562	572	0.983	0	D
HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD)	CR	SA	4U	D	0.331	3.024	T	10780	563	1599	0.352	0	C
HERCULES AVE: (DREW ST -to- RR TRACKS)	CR	NA	4D	D	0.917	0	T	10780	563	3760	0.15	0	C
HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	SA	4U	D	0.509	4.365	T	8400	438	1599	0.274	0	C
HERCULES AVE: (RR TRACKS -to- CALUMET ST)	CR	SA	3U	D	0.266	3.758	T	10780	563	1599	0.352	0	C
HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	CR	SA	2D	D	1.01	1.974	T	10253	480	832	0.577	0	D
HIGHLAND AVE: (BELLEAIR RD -to- DREW RD)	CR	SA	2U	D	1.255	1.991	T	8300	433	792	0.547	0	D
HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	CL	SA	2D	D	1.512	2.431	T	11500	600	832	0.721	0	D



HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD)	CR	SA	4U	D	0.253	3.956	T	8300	433	1599	0.271	0	C
HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	SA	2U	D	1.527	2.591	T	9994	522	792	0.659	0	D
HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST)	CL	SA	2D	D	0.506	4.364	T	11500	600	813	0.738	0	D
HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST)	CL	SA	2U	D	0.504	1.984	T	8550	446	792	0.563	0	D
HIGHLAND ST N: (9TH AVE N -to- DR ML KING JR ST N)	SP	NMC	2D	D	0.083	0	T	8017	761	4512	0.169	0	D
HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD)	CR	NMC	2U	D	2.335	0	T	11000	574	1440	0.399	0	D
I-175: (I-275 -to- 4TH ST S)	SR	F	4F	D	1.303	0	T	35750	1150	4020	0.286	0	B
I-275: (22ND AVE N -to- I-375)	SR	F	8F	D	1.314	0	T	179500	9181	8400	1.093	0	F
I-275: (22ND AVE S -to- 54TH AVE S)	SR	F	6F	D	2.013	0	T	102000	5217	6200	0.841	0	D
I-275: (38TH AVE N -to- 22ND AVE N)	SR	F	6F	D	1.017	0	T	180000	9207	6200	1.485	0	F
I-275: (4TH ST N -to- SR 686 ROOSEVELT BLVD)	SR	F	8F	D	2.038	0	T	133750	6086	8400	0.725	0	D
I-275: (54TH AVE N -to- 38TH AVE N)	SR	F	8F	D	1.001	0	T	173500	8874	8400	1.056	0	F
I-275: (54TH AVE S -to- PINELLAS SHORELINE)	SR	F	4F	D	5.41	0	T	63607	3253	4020	0.809	0	D
I-275: (GANDY BLVD -to- 54TH AVE N)	SR	F	6F	D	2.184	0	T	166500	8516	6200	1.374	0	F
I-275: (I-175 -to- 22ND AVE S)	SR	F	6F	D	1.932	0	T	118000	5933	6200	0.957	0	E
I-275: (I-375 -to- I-175)	SR	F	6F	D	0.441	0	T	127000	6496	6200	1.048	0	F
I-275: (PINELLAS SHORELINE -to- 4TH ST N)	SR	F	8F	D	2.203	0	T	169500	8669	8400	1.032	0	F
I-275: (SR 686/ROOSEVELT BLVD -to- GANDY BLVD)	SR	F	6F	D	1.851	0	T	137500	7033	6200	1.134	0	F
I-375: (I-275 -to- 7TH ST N)	SR	F	6F	D	1.093	0	T	37000	1892	6200	0.305	0	B
INDIAN ROCKS RD: (BELLEVUE BLVD -to- MEHLENBACHER RD)	BL	SA	2U	D	1.514	0.574	T	8476	442	792	0.558	0	D
INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD)	CR	NA	2D	D	0.431	0	T	8476	442	1512	0.292	0	D
INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR)	CR	SA	4D	D	0.142	7.042	T	15089	788	1530	0.515	0	D
INDIAN ROCKS RD: (W BAY DR -to- WALSHINGHAM RD)	CR	SA	2U	D	2.766	1.758	T	15089	788	792	0.995	0	F
KEENE RD: (BELLEAIR RD -to- DRUID RD)	CR	SA	4D	D	1.256	2.659	T	24000	1254	1683	0.745	0	C
KEENE RD: (DREW ST -to- SUNSET POINT RD)	CR	SA	4D	D	1.517	0.759	T	25500	1332	1764	0.755	0	C
KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD)	CR	SA	6D	D	0.251	3.986	T	24000	1254	2547	0.492	0	C
KEENE RD: (E BAY DR -to- BELLEAIR DR)	CR	SA	4D	D	1.526	1.312	T	24000	1254	1764	0.711	0	C
KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST)	CR	SA	6D	D	0.511	4.317	T	24000	1254	2313	0.542	0	C
KEENE RD: (SUNSET POINT RD -to- SR 580)	CR	SA	4D	D	2.031	1.97	T	25410	1326	1764	0.752	0	C
KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD)	CR	NA	2U	D	2.296	0	T	15000	757	1440	0.526	0	D
KEYSTONE RD: (US 19 -to- EAST LAKE RD)	CR	SA	4D	D	2.898	1.2	T	26329	1105	1764	0.626	0	C
KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD)	CR	SA	2U	D	0.542	1.844	T	15500	809	792	1.021	0	F
KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD)	CR	NA	2U	D	0.745	0	T	11500	600	1440	0.417	0	D
KLOSTERMAN RD: (ALT US 19 -to- US 19)	CR	SA	4D	D	1.275	1.652	T	18500	966	1764	0.548	0	C
LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	CR	SC	2U	D	1.508	1.988	T	3100	161	572	0.281	0	C
LAKE AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	SC	2U	D	1.528	0.432	T	3100	161	572	0.281	0	C
LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD)	CR	NMC	2U	D	0.371	0	T	5200	271	1440	0.188	0	C
LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD)	CR	SMC	2U	D	1.135	0.881	T	5200	271	572	0.474	0	C
LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD)	CR	SA	2U	D	1.532	2.391	T	8200	428	792	0.54	0	D
LIVE OAK ST: (ALT 19 -to- US 19)	CR	SC	2D	D	1.048	1.287	T	3250	169	572	0.295	0	C
MAIN ST: (BROADWAY AVE -to- SKINNER BLVD)	DN	SC	2U	D	0.594	5.415	T	3362	175	514	0.34	0	C
MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR)	CR	NA	2U	D	1.274	0	T	7448	389	1440	0.27	0	D
MCMULLEN BOOTH RD: (CULLEW RD -to- SOUTH SPLIT)	CR	NA	6D	D	0.541	0	T	46016	2142	5650	0.379	0	C
MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- SUNSET PT RD/MAIN ST)	CR	SA	6D	D	2.075	1.995	T	61319	3143	2646	1.188	0	F
MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD)	CR	SA	6D	D	1.768	2.994	T	51033	2666	2646	1.008	0	D
MCMULLEN BOOTH RD: (SUNSET PT RD MAIN ST -to- SR 580)	CR	SA	6D	D	2.233	2.505	T	57485	3003	2646	1.135	0	F
MEHLENBACHER/8TH AVE NW: (CLEARWATER-LARGO RD -to- INDIAN ROCKS RD)	CR	SC	2U	D	1.008	0.992	T	4666	243	572	0.425	0	C
MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY WB/EB SF)	SR	NA	2D	D	0.163	0	T	15500	1472	3400	0.433	0	C
MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY)	CL	SA	4D	D	0.565	0.97	T	38500	2011	1870	1.075	0	F
MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY WB/EB SPLIT)	SR	NA	4D	D	1.156	0	T	38500	2011	3760	0.535	0	F
MEMORIAL CSWY: (MEMORIAL CSWY WB/EB SPLIT -to- COURT ST CONNECTION)	SR	NA	2D	D	0.167	0	T	19000	1805	3400	0.531	0	C
MERES BLVD: (ALT 19 -to- FLORIDA AVE)	CR	NMC	2U	D	1.594	0	T	7700	402	1440	0.279	0	D
MICHIGAN BLVD: (CR 1 -to- ALT 19)	DN	SMC	2U	D	1.535	1.303	T	4602	178	572	0.311	0	C
MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST)	DN	SMC	2U	D	1.02	3.28	T	4771	249	572	0.435	0	C
MISSOURI AVE: (COURT ST -to- CLEVELAND ST)	CL	SA	4D	D	0.328	3.051	T	10500	548	1683	0.326	0	C



MLK JR AVE: (BELLEAIR RD -to- DREW ST)	CL	SC	2U	D	2,014	4,357	T	4800	188	559	0	0.336	0	C
MLK JR AVE: (DREW ST -to- FAIRMONT ST)	CL	SC	2U	D	1,004	1,993	T	3600	188	559	0	0.336	0	C
N GANDY BLVD/FRONTAGE RD: (28TH ST N -to- GRAND AVE)	CR	NA	2U	D	0.45	0	T	6090	318	1440	0	0.221	0	C
NE COACHMAN RD: (DREW ST -to- US 19)	SR	SA	2U	D	1,738	1,744	T	11300	590	880	0	0.67	0	C
NE COACHMAN RD: (US 19 -to- McMULLEN BOOTH RD)	SR	SA	2U	D	1,266	2,126	T	15100	788	880	0	0.895	0	C
NEBRASKA AVE: (ALT 19 -to- BELCHER RD)	CR	SA	2U	D	1,207	4,065	T	8532	445	774	0	0.575	0	D
NEBRASKA AVE: (BELCHER RD -to- US 19)	CR	SA	4D	D	0.511	1,95	T	17000	888	1764	0	0.503	0	D
NURSERY RD: (BELCHER RD -to- KEENE RD)	CR	SMC	2U	D	1,008	0,809	T	5800	271	572	0	0.474	0	C
NURSERY RD: (KEENE RD -to- HIGHLAND AVE)	CR	NMC	2U	D	0.772	0	T	5200	271	1440	0	0.188	0	C
NURSERY RD: (US 19 -to- BELCHER RD)	CR	SMC	2U	D	0.961	1,041	T	6400	334	572	0	0.584	0	D
OAKHURST RD: (PARK BLVD -to- WALSINGHAM)	CR	SA	2U	D	2,618	2,456	T	8315	434	792	0	0.548	0	D
PARK BLVD: (113TH ST N -to- 131ST ST N)	CR	SA	4D	D	1,532	2,313	T	27202	774	1764	0	0.439	0	D
PARK BLVD: (131ST ST N -to- GULF BLVD)	CR	SA	4D	D	1,282	2,536	T	14819	774	1764	0	0.439	0	C
PARK BLVD: (49TH ST N -to- 66TH ST N)	SR	SA	6D	D	1,748	1,705	T	51666	2560	2940	0	0.871	0	C
PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD)	CR	SA	6D	D	0.502	1,993	T	49000	2560	2646	0	0.967	0	C
PARK BLVD: (71ST ST N BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1,557	1,461	T	45724	2389	2646	0	0.903	0	C
PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	CR	SA	4D	D	0.548	4,694	T	33393	1744	1683	0	1.036	0	F
PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	CR	SA	6D	D	1,525	2,427	T	45724	2389	2646	0	0.903	0	C
PARK BLVD: (US 19 -to- 49TH ST N)	SR	SA	6D	D	0.983	3,412	T	56000	2926	2830	0	1.034	0	C
PARK ST: (22ND AVE N -to- BAY PINES BLVD)	CR	SA	4D	D	1,177	0.85	T	20034	1046	1764	0	0.593	0	C
PARK ST: (22ND AVE N -to- CENTRAL AVE)	CR	SA	4D	D	1,681	0.957	T	14044	733	1764	0	0.416	0	D
PARK ST: (BAY PINES BLVD -to- PARK BLVD)	CR	SA	4D	D	2,325	3,346	T	25744	1345	1683	0	0.799	0	C
PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SP	SA	2D	D	0.718	0.828	T	6832	356	792	0	0.449	0	D
PASADENA AVE: (SHORE DR -to- 66TH ST N)	SR	SA	6D	D	1,669	6,227	T	33428	1567	2830	0	0.554	0	C
PATRICIA AVE: (UNION ST -to- MAIN ST)	DN	SA	2D	D	1.47	2,471	T	8648	446	813	0	0.549	0	D
PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SR	SA	2U	D	1,228	0.814	T	11100	579	880	0	0.658	0	C
PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102)	SH	SA	2D	D	1,526	0.56	T	9746	509	792	0	0.643	0	D
PINEHURST RD: (MICHIGAN AVE -to- SR 580)	DN	SC	2U	D	1,258	2,482	T	6261	233	572	0	0.407	0	C
PINELLAS BAYWAY SR 679: (1/2 MI OF TOLL PLAZA -to- MADONNA BLVD)	SR	NA	4D	D	2,019	0	T	4900	256	3760	0	0.068	0	C
PINELLAS BAYWAY SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	SR	NA	2U	D	2,847	0	T	4900	256	1440	0	0.178	0	C
PINELLAS BAYWAY SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	SR	NA	2U	D	1,152	0	T	10250	256	1440	0	0.178	0	C
PINELLAS BAYWAY SR 679: (PINELLAS BAYWAY SR 682 -to- BAHIA DEL MAR BLV)	SR	NA	4U	D	0.412	0	T	15600	815	3572	0	0.228	0	C
PINELLAS BAYWAY SR 682 54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SR	SA	6D	D	0.476	2,102	T	38000	1985	2940	0	0.675	0	C
PINELLAS BAYWAY SR 682 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN C	SR	NA	6D	D	0.244	0	T	38000	1985	5650	0	0.351	0	C
PINELLAS BAYWAY SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY SR 679)	SR	SA	4D	D	1,544	1,327	T	29500	1541	1960	0	0.786	0	C
PINELLAS BAYWAY SR 682: (PINELLAS BAYWAY SR 679 -to- SR 699 GULF BLVC	SR	SA	4D	D	1,419	0.835	T	20500	1071	1960	0	0.546	0	D
PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	SP	NMC	2U	D	0.366	0	T	6202	324	1440	0	0.225	0	C
PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SP	SA	4D	D	0.249	4,01	T	11338	592	1683	0	0.352	0	C
POINSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	LA	SA	2U	D	1,036	2,559	T	10965	572	832	0	0.688	0	D
ROSEY RD/POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	LA	SA	2U	D	0.513	1,95	T	10965	572	792	0	0.722	0	D
SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	DN	NMC	2U	D	1,103	0	T	4504	235	1440	0	0.163	0	C
SAN CHRISTOPHER DR: (PINEHURST RD -to- CR 1)	DN	SMC	2U	D	0.501	1,996	T	5746	300	559	0	0.537	0	C
SAN MARTIN BLVD/83RD AVE NE: (GANDY BLVD -to- 4TH ST N)	CR	SC	2U	D	2,073	2,42	T	3763	196	601	0	0.326	0	C
SOLOON AVE: (CR 1 -to- BELCHER RD)	DN	SC	2U	D	0.929	1,076	T	3154	164	572	0	0.287	0	C
SR 580 MAIN ST: (CR 1 -to- BELCHER RD)	SR	SA	6D	D	1,019	4,06	T	47500	2481	2830	0	0.877	0	C
SR 580 MAIN ST: (PINEHURST RD -to- CR 1)	SR	SA	6D	D	0.499	5,095	T	31500	1645	2830	0	0.581	0	C
SR 580 MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SR	SA	4D	D	0.676	3,177	T	23150	930	1870	0	0.497	0	C
SR 580 MAIN ST: (US 19 -to- BELCHER RD)	SR	SA	6D	D	0.538	1,393	T	48500	2534	2940	0	0.862	0	C
SR 580 NEW 580: (FOREST LAKES BLVD -to- SR 584 TAMPA RD)	SR	SA	4D	D	1,119	1,946	T	22900	1196	1960	0	0.61	0	C
SR 580 SKINNER BLVD: (MAIN ST -to- ALT US 19 BROADWAY)	SR	SA	4D	D	0.48	4,436	T	10600	553	4,436	0	0.296	0	C
SR 580: (KENDALE DR -to- FOREST LAKES BLVD)	SR	SA	4D	D	1,338	3,12	T	39800	1933	1960	0	0.986	0	D
SR 580: (MCMULLEN BOOTH RD -to- KENDALE DR)	SR	NA	6D	D	0.757	0	T	37000	1933	5650	0	0.342	0	C
SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SR	SA	6D	D	1,857	3,048	T	38166	1802	3,048	0	0.637	0	C
SR 584 TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SR	SA	8D	D	0.856	2,446	T	59000	2926	3780	0	0.774	0	C
SR 584 TAMPA RD: (NEW SR 580 -to- CURELW RD)	SR	SA	6D	D	2,105	2,548	T	58500	3056	2830	0	1.08	0	F



SR 666 MADEIRA BEACH CSWY: (DUHME RD -to- GULF BLVD)	SR	SA	4D	D	0.892	4.066	T	28500	1489	1870	0.796	0	C
SR 666 MADEIRA BEACH CSWY: (SEMINOLE BLVD -to- DUHME RD)	SR	SA	6D	D	0.531	1.883	T	28500	1489	2940	0.506	0	C
SR 686 EAST BAY DR: (BELCHER RD -to- KEENE RD)	SR	SA	6D	D	1.011	2.007	T	64000	3344	2940	1.137	0	F
SR 686 EAST BAY DR: (KEENE RD -to- SEMINOLE BLVD)	SR	SA	6D	D	1.551	2.914	T	49500	2194	2830	0.775	0	C
SR 686 EAST BAY DR: (US 19 -to- BELCHER RD)	SR	SA	6D	D	0.987	3.136	T	55000	2873	1960	1.015	0	C
SR 686 ROOSEVELT BLVD: (16TH ST N -to- 4TH ST N)	SR	SA	4D	D	1.252	1.621	T	29550	945	1960	0.482	0	C
SR 686 ROOSEVELT BLVD: (16TH ST N -to- I-275)	SR	NA	4D	D	0.401	0	T	41000	2142	3760	0.57	0	F
SR 686 ROOSEVELT BLVD: (28TH ST N -to- I-275)	SR	NA	6D	D	0.805	0	T	59000	3082	5650	0.545	0	F
SR 686 ROOSEVELT BLVD: (28TH ST N -to- ULMERTON RD)	SR	NA	4D	D	0.601	0	T	38000	1985	3760	0.528	0	D
SR 686 ROOSEVELT BLVD: (49TH ST NB RAMP -to- US 19)	SR	SA	6D	D	1.947	3.934	T	39753	1685	2830	0.595	0	C
SR 688 ULMERTON RD: (101ST ST -to- 113TH ST/RIDGE RD)	SR	SA	6D	D	1	3.361	T	53500	2429	2830	0.858	0	C
SR 688 ULMERTON RD: (113TH ST RIDGE RD -to- WALSINGHAM RD)	SR	SA	6D	D	1.747	1.077	T	35500	1854	2940	0.631	0	C
SR 688 ULMERTON RD: (40TH ST -to- ROOSEVELT BLVD)	SR	NA	6D	D	0.314	3.181	T	83500	4362	2830	1.541	0	F
SR 688 ULMERTON RD: (49TH ST N -to- US 19)	SR	SA	6D	D	1.351	1.498	T	46500	2429	2940	0.826	0	C
SR 688 ULMERTON RD: (BELCHER RD -to- STARKEY RD)	SR	SA	4D	D	1.015	2.586	T	53500	2795	2940	0.951	0	C
SR 688 ULMERTON RD: (EGRET BLVD E -to- ROOSEVELT BLVD)	SR	NA	6D	D	0.336	0	T	46500	2429	5650	0.43	0	C
SR 688 ULMERTON RD: (I-275 -to- EGRET BLVD E)	SR	SA	6D	D	1.62	1.914	T	46500	2429	2940	0.826	0	C
SR 688 ULMERTON RD: (ROOSEVELT BLVD -to- 40TH ST)	SR	SA	6D	D	0.881	3.787	T	71166	2429	2830	0.858	0	C
SR 688 ULMERTON RD: (ROOSEVELT BLVD -to- 49TH ST N)	SR	SA	4D	D	0.44	2.274	T	49500	2586	2830	0.914	0	C
SR 688 ULMERTON RD: (STARKEY RD -to- 101ST ST)	SR	SA	4D	D	1.018	1.965	T	57000	2978	2830	1.052	0	D
SR 688 ULMERTON RD: (US 19 -to- BELCHER RD)	SR	SA	6D	D	1.43	1.746	T	55666	2455	2940	0.835	0	C
SR 688 WALSINGHAM RD: (INDIAN ROCKS RD -to- GULF BLVD)	SR	SA	4D	D	1.177	1.728	T	16400	856	1960	0.437	0	D
SR 688 WALSINGHAM RD: (ULMERTON RD -to- INDIAN ROCKS RD)	SR	SA	6D	D	1.04	3.127	T	28000	1463	2830	0.517	0	C
STARKEY RD: (BRYAN DAIRY RD -to- PARK BLVD)	CR	SA	4D	D	2.275	2.681	T	32116	1678	1683	0.997	0	C
STARKEY RD: (ULMERTON RD -to- BRYAN DAIRY RD)	CR	SA	4D	D	1.521	1.972	T	32116	1678	1764	0.951	0	C
STARKEY RD: (ULMERTON RD -to- EAST BAY DR)	CR	SA	4D	D	1.52	0.492	T	31059	1622	1764	0.92	0	C
SUNSET POINT RD MAIN ST: (MCMULLEN BOOTH RD -to- US 19)	CR	SA	4D	D	1.26	0.492	T	20024	1045	1764	0.592	0	C
SUNSET POINT RD: (BELCHER RD -to- KEENE RD)	CR	SA	4D	D	1.098	1.831	T	24234	1266	1764	0.718	0	C
SUNSET POINT RD: (EDGEWATER DR/US ALT 19 -to- KEENE RD)	CR	SA	2U	D	1.991	3.059	T	3425	178	774	0.23	0	C
SUNSET POINT RD: (US 19 -to- BELCHER RD)	CR	SA	4D	D	0.954	4.817	T	24234	1266	1683	0.752	0	C
TAMPA RD: (CURLW RD -to- EAST LAKE RD)	CR	SA	6D	D	1.215	1.74	T	44838	2342	2646	0.885	0	C
TAMPA RD: (EAST LAKE RD -to- US 19)	CR	SA	6D	D	1.959	3.222	T	38500	2011	2547	0.79	0	C
TAMPA RD: (US 19 -to- ALT 19)	CR	SA	4D	D	1.852	2.809	T	22500	1175	1683	0.698	0	C
TARPOON AVE: (ALT 19 -to- US 19)	TS	SA	2D	D	0.992	2.895	T	15200	794	792	1.003	0	F
TAYLOR AVE 8TH AV S: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	SA	2U	D	1.522	0.859	T	7433	388	792	0.49	0	D
TAYLOR AVE 8TH AV S: (US ALT 19 -to- CLWTR-LARGO RD)	CR	SC	2D	D	0.542	3.695	T	7433	388	587	0.661	0	D
TREASURE ISLAND CSWY: (PARK ST -to- GULF BLVD)	CR	SA	4D	D	1.739	3.274	T	19525	1020	1764	0.578	0	D
TRINITY BLVD: (EAST LAKE RD -to- COUNTY LINE)	CR	SA	4D	D	1.681	0.595	T	23500	1227	1764	0.696	0	C
UNION ST: (EDGEWATER DR -to- KEENE RD)	CR	SMC	2U	D	1.912	0.88	T	4599	240	572	0.42	0	C
UNION ST: (KEENE RD -to- HERCULES AVE)	CR	SC	2U	D	0.504	1.983	T	4599	240	572	0.42	0	C
US 19 34TH ST N: (38TH AVE N -to- 22ND AVE N)	SR	SA	6D	D	1.009	1.982	T	42000	2194	2940	0.746	0	C
US 19 34TH ST N: (5TH AVE N -to- 22ND AVE N)	SR	SA	6D	D	1.003	3.33	T	41500	2168	2830	0.766	0	D
US 19/34TH ST N: (CENTRAL AVE -to- 5TH AVE N)	SR	SA	6D	D	0.435	9.64	T	39500	2063	2570	0.803	0	D
US 19/34TH ST S: (22ND AVE S -to- CENTRAL AVE)	SR	SA	6D	D	1.559	5.628	T	26500	1384	2830	0.489	0	D
US 19/34TH ST S: (54TH AVE S -to- 22ND AVE S)	SR	SA	6D	D	2.015	3.448	T	26916	1384	2830	0.489	0	C
US 19: (54TH AVE N -to- 38TH AVE N)	SR	SA	6D	D	1.01	0.99	T	42000	2194	2940	0.746	0	C
US 19: (ALDERMAN RD -to- KLOSTERMAN RD)	SR	SA	6D	D	2.025	0.999	T	71500	3735	2940	1.27	0	F
US 19: (BECKETT WAY -to- PASCO CNTY LINE)	SR	SA	6D	D	0.438	2.281	T	62500	3265	2830	1.154	0	F
US 19: (BRYAN DAIRY RD 118TH AVE N -to- E BAY DR)	SR	NA	6P	D	2.85	0	T	78333	3840	5650	0.68	0	F
US 19: (CURLW RD -to- TAMPA RD)	SR	SA	6D	D	1.253	0.666	T	75500	3944	2940	1.341	0	F
US 19: (E BAY DR -to- GULF-TO-BAY BLVD)	SR	NA	6P	D	3.047	0	T	104428	4885	5650	0.865	0	F
US 19: (GANDY BLVD -to- 54TH AVE N)	SR	SA	6D	D	1.328	6.041	T	49600	2481	2570	0.965	0	C
US 19: (GANDY BLVD -to- MAINLANDS BLVD)	SR	SA	6D	D	1.243	2.638	T	67500	3526	2940	1.199	0	F
US 19: (GULF-TO-BAY BLVD -to- SUNSET POINT RD)	SR	NA	6P	D	2.086	0	T	105000	5120	5650	0.906	0	F
US 19: (KLOSTERMAN RD -to- TARPOON AVE)	SR	SA	6D	D	1.602	1.886	T	78000	4075	2940	1.386	0	F



US 19: (MAINLANDS BLVD -to- BRYAN DAIRY RD/118TH AVE N)	SR	NA	6P	D	1.968	0	T	68833	3291	5650	0.582	0	F
US 19: (SR 580 MAIN ST -to- CUNLEW RD)	SR	SA	6D	D	2.034	0.89	T	89500	4676	2940	1.59	0	F
US 19: (SUNSET POINT RD -to- SR 580 MAIN ST)	SR	NA	6P	D	2.103	0	T	105166	4676	5650	0.828	0	F
US 19: (TAMPA RD -to- ALDERMAN RD)	SR	SA	6D	D	1.818	0.819	T	84500	4415	2940	1.502	0	F
US 19: (TARPOON AVE -to- BECKETT WAY)	SR	SA	6D	D	1.417	1.125	T	62500	3265	2940	1.111	0	F
VIRGINIA AVE S: (HERCULES AVE -to- KEENE RD)	CR	SC	2U	D	0.5	2.002	T	1275	66	559	0.118	0	C
VIRGINIA ST: (HIGHLAND AVE -to- KEENE RD)	CR	SMC	2U	D	1.392	1.45	T	8054	420	572	0.734	0	D
VIRGINIA ST: (KEENE RD -to- SR 580)	DN	SMC	2D	D	0.577	1.735	T	7967	416	601	0.692	0	D
VONN RD: (130TH AVE/WILCOX RD -to- WALSHINGHAM RD)	CR	SC	2U	D	0.75	1.333	T	6319	330	572	0.577	0	C
VONN RD: (PARK BLVD -to- WALSHINGHAM RD)	CR	SMC	2U	D	2.524	1.321	T	8679	453	572	0.792	0	D
WALSHINGHAM RD: (113TH ST N -to- ULMERTON RD)	CR	SMC	2U	D	1.24	3.7	T	11806	616	572	1.077	0	D
WALSHINGHAM RD: (ALT 19/SEMINOLE BLVD -to- 113TH ST N)	CR	SC	2U	D	0.501	1.996	T	11806	616	559	1.102	0	D
WEST BAY DR: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	CR	SA	4D	D	1.266	4.16	T	18696	976	1683	0.58	0	D
WEST BAY DR: (MISSOURI AVE -to- CLWTR-LARGO RD)	LA	SA	4D	D	0.536	3.736	T	42000	2194	1683	1.304	0	F
WILCOX RD/130TH AVE: (ULMERTON RD -to- INDIAN ROCKS RD)	CR	NC	2U	D	1.385	0	T	3700	193	1440	0.134	0	C

APPENDIX G

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	853	2	52	912	0	101
Future Volume (vph)	853	2	52	912	0	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	155		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	25	
Link Distance (ft)	412			649	293	
Travel Time (s)	8.0			12.6	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	2%	1%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↔		↕	↕↕		↕
Traffic Vol, veh/h	853	2	52	912	0	101
Future Vol, veh/h	853	2	52	912	0	101
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	155	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	2	1	0	1
Mvmt Flow	889	2	54	950	0	105
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	891	0	-	446
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.31
Pot Cap-1 Maneuver	-	-	757	-	0	563
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	757	-	-	563
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.5		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	563	-	-	757	-	
HCM Lane V/C Ratio	0.187	-	-	0.072	-	
HCM Control Delay (s)	12.9	-	-	10.1	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	

Corey Landings
8: Corey Ave & Mangrove St

Existing Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	23	8	3	30	31	10	55	1	22	41	19
Future Volume (vph)	33	23	8	3	30	31	10	55	1	22	41	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			378			303			293	
Travel Time (s)		18.8			8.6			6.9			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Intersection Delay, s/veh	7.7											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	33	23	8	3	30	31	10	55	1	22	41	19
Future Vol, veh/h	33	23	8	3	30	31	10	55	1	22	41	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	37	26	9	3	33	34	11	61	1	24	46	21
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	7.8			7.5			7.8			7.7		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	15%	52%	5%	27%								
Vol Thru, %	83%	36%	47%	50%								
Vol Right, %	2%	12%	48%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	66	64	64	82								
LT Vol	10	33	3	22								
Through Vol	55	23	30	41								
RT Vol	1	8	31	19								
Lane Flow Rate	73	71	71	91								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.089	0.087	0.081	0.107								
Departure Headway (Hd)	4.359	4.387	4.083	4.235								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	826	820	880	851								
Service Time	2.36	2.398	2.093	2.237								
HCM Lane V/C Ratio	0.088	0.087	0.081	0.107								
HCM Control Delay	7.8	7.8	7.5	7.7								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.3	0.3	0.4								

Corey Landings
11: Boca Ciega Dr & 75th Ave

Existing Conditions
Timing Plan: PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	644	8	50	733	68	13	12	59	51	5	20
Future Volume (vph)	24	644	8	50	733	68	13	12	59	51	5	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	320		0	60		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		436			412			250			297	
Travel Time (s)		8.5			8.0			6.8			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 11: Boca Ciega Dr & 75th Ave



Corey Landings
11: Boca Ciega Dr & 75th Ave

Existing Conditions
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	644	8	50	733	68	13	12	59	51	5	20
Future Volume (veh/h)	24	644	8	50	733	68	13	12	59	51	5	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	678	7	53	772	66	14	13	34	54	5	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	531	2635	27	616	2482	212	132	19	49	134	50	60
Arrive On Green	0.02	0.73	0.73	0.03	0.74	0.74	0.01	0.04	0.04	0.04	0.06	0.06
Sat Flow, veh/h	1810	3603	37	1810	3339	285	1810	465	1216	1810	786	944
Grp Volume(v), veh/h	25	334	351	53	414	424	14	0	47	54	0	11
Grp Sat Flow(s),veh/h/ln	1810	1777	1864	1810	1791	1834	1810	0	1681	1810	0	1730
Q Serve(g_s), s	0.5	9.3	9.3	1.1	11.6	11.6	1.1	0.0	4.1	4.3	0.0	0.9
Cycle Q Clear(g_c), s	0.5	9.3	9.3	1.1	11.6	11.6	1.1	0.0	4.1	4.3	0.0	0.9
Prop In Lane	1.00		0.02	1.00		0.16	1.00		0.72	1.00		0.55
Lane Grp Cap(c), veh/h	531	1299	1363	616	1331	1363	132	0	67	134	0	109
V/C Ratio(X)	0.05	0.26	0.26	0.09	0.31	0.31	0.11	0.00	0.70	0.40	0.00	0.10
Avail Cap(c_a), veh/h	631	1299	1363	694	1331	1363	216	0	290	345	0	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	6.7	6.7	4.7	6.4	6.4	67.5	0.0	71.1	65.8	0.0	66.3
Incr Delay (d2), s/veh	0.0	0.5	0.5	0.1	0.6	0.6	0.4	0.0	12.3	2.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.5	3.7	0.4	4.3	4.4	0.5	0.0	2.0	2.1	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	5.0	7.2	7.1	4.8	7.0	7.0	67.9	0.0	83.4	67.8	0.0	66.7
LnGrp LOS	A	A	A	A	A	A	E	A	F	E	A	E
Approach Vol, veh/h		710			891			61			65	
Approach Delay, s/veh		7.1			6.9			79.9			67.6	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.7	117.7	11.5	12.1	10.6	115.9	8.0	15.6				
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1				
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40				
Max Q Clear Time (g_c+I1), s	2.5	13.6	6.3	6.1	3.1	11.3	3.1	2.9				
Green Ext Time (p_c), s	0.0	6.1	0.1	0.2	0.0	4.6	0.0	0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.8									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Corey Landings
3: Bay St & Corey Ave

Existing Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	29	11	2	8	0	14	0	1	2	2	16
Future Volume (vph)	3	29	11	2	8	0	14	0	1	2	2	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			220			242			195	
Travel Time (s)		10.3			6.0			6.6			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕			↔			↕	
Traffic Vol, veh/h	3	29	11	2	8	0	14	0	1	2	2	16
Future Vol, veh/h	3	29	11	2	8	0	14	0	1	2	2	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	34	13	2	9	0	16	0	1	2	2	19
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	47	0	0	73	62	41	62	68	9
Stage 1	-	-	-	-	-	-	49	49	-	13	13	-
Stage 2	-	-	-	-	-	-	24	13	-	49	55	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	1573	-	0	923	833	1036	938	826	1079
Stage 1	-	-	-	-	-	0	969	858	-	1013	889	-
Stage 2	-	-	-	-	-	0	999	889	-	969	853	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1624	-	-	1573	-	-	902	830	1036	934	823	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	902	830	-	934	823	-
Stage 1	-	-	-	-	-	-	966	855	-	1010	888	-
Stage 2	-	-	-	-	-	-	978	888	-	965	850	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.5			9			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	910	1624	-	-	1573	-	1031					
HCM Lane V/C Ratio	0.019	0.002	-	-	0.001	-	0.023					
HCM Control Delay (s)	9	7.2	0	-	7.3	0	8.6					
HCM Lane LOS	A	A	A	-	A	A	A					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1					

Corey Landings
10: Mangrove St & 75th Ave

Background Conditions
Timing Plan: PM Peak-Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑↑		↗
Traffic Volume (vph)	905	2	55	968	0	107
Future Volume (vph)	905	2	55	968	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	155		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	25	
Link Distance (ft)	412			649	293	
Travel Time (s)	8.0			12.6	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	2%	1%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕		↕	↕↕		↕
Traffic Vol, veh/h	905	2	55	968	0	107
Future Vol, veh/h	905	2	55	968	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	155	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	2	1	0	1
Mvmt Flow	943	2	57	1008	0	111
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	945	0	-	473
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.31
Pot Cap-1 Maneuver	-	-	722	-	0	540
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	722	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.6		13.4	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	540	-	-	722	-	
HCM Lane V/C Ratio	0.206	-	-	0.079	-	
HCM Control Delay (s)	13.4	-	-	10.4	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.8	-	-	0.3	-	

Corey Landings
8: Corey Ave & Mangrove St

Background Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	24	8	3	32	33	11	58	1	23	44	20
Future Volume (vph)	35	24	8	3	32	33	11	58	1	23	44	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			378			303			293	
Travel Time (s)		18.8			8.6			6.9			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Intersection Delay, s/veh	7.8											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	24	8	3	32	33	11	58	1	23	44	20
Future Vol, veh/h	35	24	8	3	32	33	11	58	1	23	44	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	39	27	9	3	36	37	12	64	1	26	49	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		1					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		1		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	1		1		1		1					
HCM Control Delay	7.9		7.5		7.8		7.8					
HCM LOS	A		A		A		A					
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	16%	52%	4%	26%								
Vol Thru, %	83%	36%	47%	51%								
Vol Right, %	1%	12%	49%	23%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	70	67	68	87								
LT Vol	11	35	3	23								
Through Vol	58	24	32	44								
RT Vol	1	8	33	20								
Lane Flow Rate	78	74	76	97								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.095	0.091	0.086	0.114								
Departure Headway (Hd)	4.376	4.419	4.107	4.26								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	822	813	875	847								
Service Time	2.386	2.433	2.121	2.26								
HCM Lane V/C Ratio	0.095	0.091	0.087	0.115								
HCM Control Delay	7.8	7.9	7.5	7.8								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.3	0.3	0.4								

Corey Landings
3: Bay St & Corey Ave

Background Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	31	12	2	8	0	15	0	1	2	2	17
Future Volume (vph)	3	31	12	2	8	0	15	0	1	2	2	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			220			242			195	
Travel Time (s)		10.3			6.0			6.6			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕			↔			↕	
Traffic Vol, veh/h	3	31	12	2	8	0	15	0	1	2	2	17
Future Vol, veh/h	3	31	12	2	8	0	15	0	1	2	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	36	14	2	9	0	18	0	1	2	2	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	9	0	0	50	0	0	75	64	43	65	71	9
Stage 1	-	-	-	-	-	-	51	51	-	13	13	-
Stage 2	-	-	-	-	-	-	24	13	-	52	58	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1624	-	-	1570	-	0	920	831	1033	934	823	1079
Stage 1	-	-	-	-	-	0	967	856	-	1013	889	-
Stage 2	-	-	-	-	-	0	999	889	-	966	851	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1624	-	-	1570	-	-	898	828	1033	930	820	1079
Mov Cap-2 Maneuver	-	-	-	-	-	-	898	828	-	930	820	-
Stage 1	-	-	-	-	-	-	964	853	-	1010	888	-
Stage 2	-	-	-	-	-	-	977	888	-	962	848	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.5			1.5			9.1			8.6		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	905	1624	-	-	1570	-	1032					
HCM Lane V/C Ratio	0.021	0.002	-	-	0.001	-	0.024					
HCM Control Delay (s)	9.1	7.2	0	-	7.3	0	8.6					
HCM Lane LOS	A	A	A	-	A	A	A					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1					

Corey Landings
11: Boca Ciega Dr & 75th Ave

Background Conditions
Timing Plan: PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	779	10	60	887	83	16	15	71	62	6	24
Future Volume (vph)	29	779	10	60	887	83	16	15	71	62	6	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	320		0	60		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		436			412			250			297	
Travel Time (s)		8.5			8.0			6.8			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 11: Boca Ciega Dr & 75th Ave



Corey Landings
11: Boca Ciega Dr & 75th Ave

Background Conditions
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	779	10	60	887	83	16	15	71	62	6	24
Future Volume (veh/h)	29	779	10	60	887	83	16	15	71	62	6	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	820	10	63	934	81	17	16	47	65	6	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	439	2560	31	525	2411	209	151	22	64	148	50	84
Arrive On Green	0.02	0.71	0.71	0.03	0.72	0.72	0.02	0.05	0.05	0.04	0.08	0.08
Sat Flow, veh/h	1810	3595	44	1810	3335	289	1810	425	1250	1810	640	1067
Grp Volume(v), veh/h	31	405	425	63	502	513	17	0	63	65	0	16
Grp Sat Flow(s),veh/h/ln	1810	1777	1862	1810	1791	1833	1810	0	1675	1810	0	1708
Q Serve(g_s), s	0.7	12.8	12.8	1.4	16.2	16.2	1.3	0.0	5.6	5.0	0.0	1.3
Cycle Q Clear(g_c), s	0.7	12.8	12.8	1.4	16.2	16.2	1.3	0.0	5.6	5.0	0.0	1.3
Prop In Lane	1.00		0.02	1.00		0.16	1.00		0.75	1.00		0.63
Lane Grp Cap(c), veh/h	439	1265	1326	525	1295	1325	151	0	86	148	0	134
V/C Ratio(X)	0.07	0.32	0.32	0.12	0.39	0.39	0.11	0.00	0.74	0.44	0.00	0.12
Avail Cap(c_a), veh/h	534	1265	1326	600	1295	1325	232	0	289	347	0	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.1	8.1	8.1	5.7	8.0	8.0	65.8	0.0	70.2	63.4	0.0	64.3
Incr Delay (d2), s/veh	0.1	0.7	0.6	0.1	0.9	0.9	0.3	0.0	11.5	2.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	5.1	0.5	6.2	6.3	0.6	0.0	2.7	2.4	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.1	8.7	8.7	5.8	8.9	8.9	66.1	0.0	81.7	65.5	0.0	64.7
LnGrp LOS	A	A	A	A	A	A	E	A	F	E	A	E
Approach Vol, veh/h		861			1078			80			81	
Approach Delay, s/veh		8.6			8.7			78.4			65.3	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	114.6	12.5	13.8	10.7	113.0	8.3	17.9				
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1				
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40				
Max Q Clear Time (g_c+I1), s	2.7	18.2	7.0	7.6	3.4	14.8	3.3	3.3				
Green Ext Time (p_c), s	0.0	8.0	0.1	0.2	0.1	5.9	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	898	20	88	990	0	142
Future Volume (vph)	898	20	88	990	0	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	155		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	25	
Link Distance (ft)	412			649	293	
Travel Time (s)	8.0			12.6	8.0	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	2%	1%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕↕		↕	↕↕		↕
Traffic Vol, veh/h	898	20	88	990	0	142
Future Vol, veh/h	898	20	88	990	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	155	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	2	1	0	1
Mvmt Flow	935	21	92	1031	0	148
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	956	0	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.31
Pot Cap-1 Maneuver	-	-	715	-	0	536
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	715	-	-	536
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		14.3	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	536	-	-	715	-	
HCM Lane V/C Ratio	0.276	-	-	0.128	-	
HCM Control Delay (s)	14.3	-	-	10.8	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-	

Corey Landings
8: Corey Ave & Mangrove St

Total Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	87	8	3	74	68	11	58	1	74	44	20
Future Volume (vph)	35	87	8	3	74	68	11	58	1	74	44	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		826			378			303			293	
Travel Time (s)		18.8			8.6			6.9			6.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Intersection Delay, s/veh	8.7											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	35	87	8	3	74	68	11	58	1	74	44	20
Future Vol, veh/h	35	87	8	3	74	68	11	58	1	74	44	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	39	97	9	3	82	76	12	64	1	82	49	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			1			1		
HCM Control Delay	8.8			8.5			8.4			9		
HCM LOS	A			A			A			A		
Lane	NBLn1	EBLn1	WBLn1	SBLn1								
Vol Left, %	16%	27%	2%	54%								
Vol Thru, %	83%	67%	51%	32%								
Vol Right, %	1%	6%	47%	14%								
Sign Control	Stop	Stop	Stop	Stop								
Traffic Vol by Lane	70	130	145	138								
LT Vol	11	35	3	74								
Through Vol	58	87	74	44								
RT Vol	1	8	68	20								
Lane Flow Rate	78	144	161	153								
Geometry Grp	1	1	1	1								
Degree of Util (X)	0.104	0.188	0.196	0.202								
Departure Headway (Hd)	4.83	4.675	4.372	4.731								
Convergence, Y/N	Yes	Yes	Yes	Yes								
Cap	740	766	818	757								
Service Time	2.877	2.713	2.409	2.772								
HCM Lane V/C Ratio	0.105	0.188	0.197	0.202								
HCM Control Delay	8.4	8.8	8.5	9								
HCM Lane LOS	A	A	A	A								
HCM 95th-tile Q	0.3	0.7	0.7	0.8								

Corey Landings
3: Bay St & Corey Ave

Total Conditions
Timing Plan: PM Peak-Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	145	12	2	85	0	15	0	1	2	2	17
Future Volume (vph)	3	145	12	2	85	0	15	0	1	2	2	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		378			220			242			195	
Travel Time (s)		10.3			6.0			6.6			5.3	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕			↔			↕	
Traffic Vol, veh/h	3	145	12	2	85	0	15	0	1	2	2	17
Future Vol, veh/h	3	145	12	2	85	0	15	0	1	2	2	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	4	171	14	2	100	0	18	0	1	2	2	20
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	100	0	0	185	0	0	301	290	178	291	297	100
Stage 1	-	-	-	-	-	-	186	186	-	104	104	-
Stage 2	-	-	-	-	-	-	115	104	-	187	193	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1505	-	-	1402	-	0	655	624	870	665	618	961
Stage 1	-	-	-	-	-	0	820	750	-	907	813	-
Stage 2	-	-	-	-	-	0	895	813	-	819	745	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1505	-	-	1402	-	-	637	621	870	662	615	961
Mov Cap-2 Maneuver	-	-	-	-	-	-	637	621	-	662	615	-
Stage 1	-	-	-	-	-	-	818	748	-	904	811	-
Stage 2	-	-	-	-	-	-	872	811	-	815	743	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.2			10.7			9.2		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	648	1505	-	-	1402	-	876					
HCM Lane V/C Ratio	0.029	0.002	-	-	0.002	-	0.028					
HCM Control Delay (s)	10.7	7.4	0	-	7.6	0	9.2					
HCM Lane LOS	B	A	A	-	A	A	A					
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	0.1					

Corey Landings
11: Boca Ciega Dr & 75th Ave

Total Conditions
Timing Plan: PM Peak-Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	777	17	82	887	83	19	17	89	62	10	24
Future Volume (vph)	29	777	17	82	887	83	19	17	89	62	10	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	320		0	60		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		436			412			250			297	
Travel Time (s)		8.5			8.0			6.8			8.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	2%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	

Intersection Summary

Area Type: Other

Cycle Length: 150

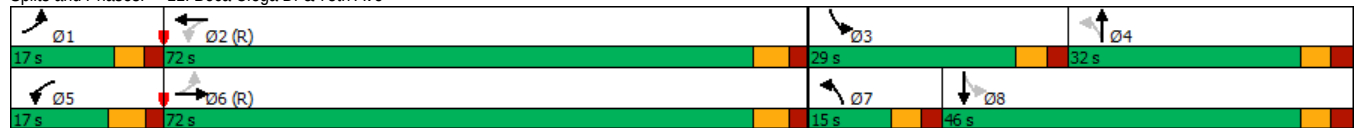
Actuated Cycle Length: 150

Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Splits and Phases: 11: Boca Ciega Dr & 75th Ave

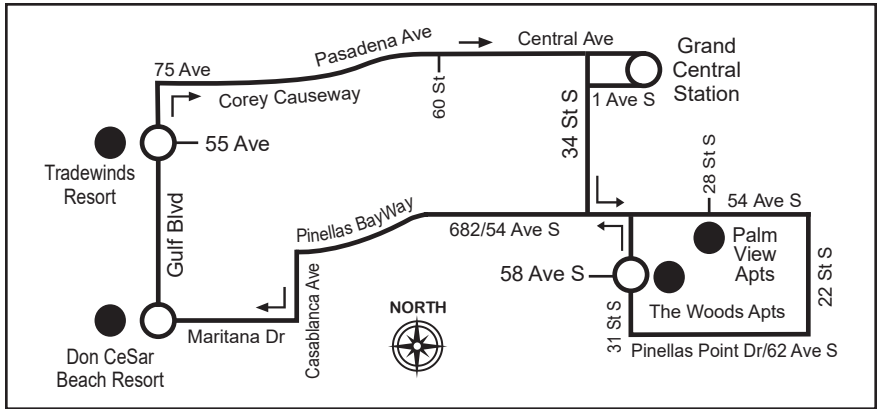


Corey Landings
11: Boca Ciega Dr & 75th Ave

Total Conditions
Timing Plan: PM Peak-Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	777	17	82	887	83	19	17	89	62	10	24
Future Volume (veh/h)	29	777	17	82	887	83	19	17	89	62	10	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1870	1900	1900	1885	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	31	818	17	86	934	81	20	18	66	65	11	10
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	428	2482	52	512	2366	205	174	23	85	148	83	75
Arrive On Green	0.02	0.70	0.70	0.03	0.71	0.71	0.02	0.06	0.06	0.04	0.09	0.09
Sat Flow, veh/h	1810	3560	74	1810	3335	289	1810	357	1308	1810	917	833
Grp Volume(v), veh/h	31	408	427	86	502	513	20	0	84	65	0	21
Grp Sat Flow(s),veh/h/ln	1810	1777	1857	1810	1791	1833	1810	0	1665	1810	0	1750
Q Serve(g_s), s	0.7	13.5	13.6	2.0	17.0	17.0	1.5	0.0	7.5	5.0	0.0	1.7
Cycle Q Clear(g_c), s	0.7	13.5	13.6	2.0	17.0	17.0	1.5	0.0	7.5	5.0	0.0	1.7
Prop In Lane	1.00		0.04	1.00		0.16	1.00		0.79	1.00		0.48
Lane Grp Cap(c), veh/h	428	1239	1295	512	1271	1300	174	0	108	148	0	158
V/C Ratio(X)	0.07	0.33	0.33	0.17	0.39	0.39	0.12	0.00	0.78	0.44	0.00	0.13
Avail Cap(c_a), veh/h	523	1239	1295	585	1271	1300	251	0	287	348	0	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	8.9	8.9	6.5	8.8	8.8	63.7	0.0	69.1	61.9	0.0	62.8
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.2	0.9	0.9	0.3	0.0	11.2	2.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	5.3	5.5	0.8	6.6	6.7	0.7	0.0	3.5	2.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	9.6	9.6	6.6	9.7	9.7	63.9	0.0	80.3	64.0	0.0	63.2
LnGrp LOS	A	A	A	A	A	A	E	A	F	E	A	E
Approach Vol, veh/h		866			1101			104			86	
Approach Delay, s/veh		9.5			9.5			77.2			63.8	
Approach LOS		A			A			E			E	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.1	112.6	12.4	15.8	11.0	110.8	8.6	19.6				
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1				
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40				
Max Q Clear Time (g_c+I1), s	2.7	19.0	7.0	9.5	4.0	15.6	3.5	3.7				
Green Ext Time (p_c), s	0.0	8.0	0.1	0.3	0.1	6.0	0.0	0.1				
Intersection Summary												
HCM 6th Ctrl Delay			14.9									
HCM 6th LOS			B									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

APPENDIX H



Route 90

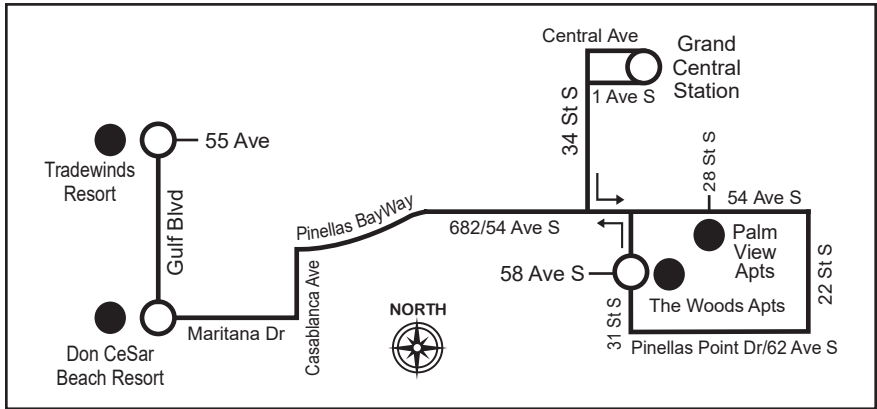
COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH TO GRAND CENTRAL STATION

Serving: Grand Central Station, Palm View Apartments, The Woods Apartments, Don CeSar Beach Resort, Tradewinds Resort, St. Pete Beach, Grand Central Station

MONDAY - SUNDAY

Grand Central Station	31 St S & 58 Ave S	Gulf Blvd & Maritana Dr	Gulf Blvd & 55 Ave	Grand Central Station
7:05 AM	7:25	7:35	7:40	8:05



Route 90

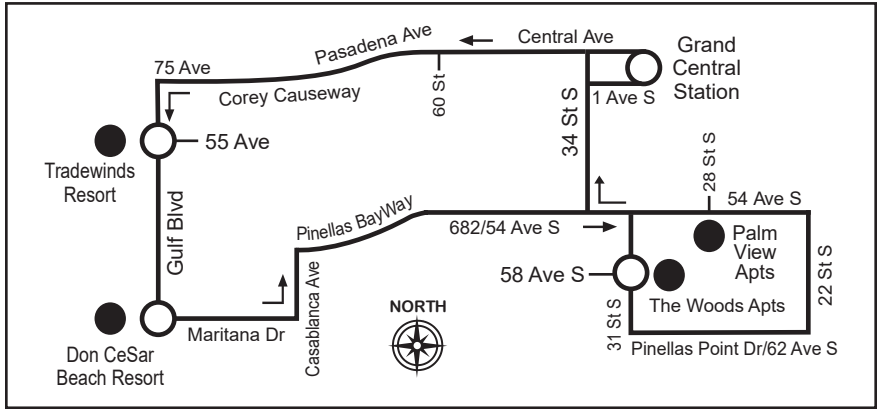
COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH VIA PINELLAS BAYWAY

Serving: Grand Central Station, Palm View Apartments, The Woods Apartments, Don CeSar Beach Resort, Tradewinds Resort, St. Pete Beach, Grand Central Station

MONDAY - SUNDAY

Grand Central Station	Gulf Blvd & 55 Ave	Tradewinds Loop	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
8:20 AM	8:40	9:00	9:01	9:05	9:20	9:35



Route 90

COMMUTER SERVICE

GRAND CENTRAL STATION TO ST. PETE BEACH TO GRAND CENTRAL STATION

Serving: Grand Central Station, St. Pete Beach, Tradewinds Resort, Don CeSar Beach Resort, Palm View Apartments, The Woods Apartments, Grand Central Station

MONDAY - FRIDAY

Grand Central Station	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
4:00 PM	4:20	4:25	4:40	5:00
5:10	5:30	5:35	5:50	6:10

SATURDAY, SUNDAY AND HOLIDAYS

Grand Central Station	Gulf Blvd & 55 Ave	Gulf Blvd & Maritana Dr	31 St S & 58 Ave S	Grand Central Station
4:20 PM	4:40	4:45	5:00	5:20
5:30	5:50	5:55	6:10	6:30

LEGEND:

- Timepoint; see scheduled times. Board at bus stop signs located frequently throughout route.
- Landmark



Wheelchair Service Provided On All Trips

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.

Effective 6-6-21

Central Avenue Trolley

ST. PETE PIER TO
ST. PETE BEACH

ST. PETE BEACH
TO ST. PETE PIER

MONDAY - FRIDAY

Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
Depart St. Pete Pier	Grand Central Station	75 Ave & Gulf Blvd	County Beach Park	County Beach Park	75 Ave & Gulf Blvd	Grand Central Station	Arrive St. Pete Pier
—	—	—	—	6:22 AM	6:27	6:45	7:07
—	6:10	6:30	6:35	6:52	6:57	7:15	7:37
6:15 AM	6:32	6:57	7:02	7:17	7:22	7:45	8:07
6:30	6:52	7:17	7:22	7:37	7:42	8:05	8:27
6:50	7:12	7:37	7:42	7:57	8:02	8:25	8:47
7:10	7:32	7:57	8:02	8:17	8:22	8:45	9:07
7:30	7:52	8:17	8:22	8:37	8:42	9:05	9:27
7:50	8:12	8:37	8:42	8:57	9:02	9:25	9:47
8:10	8:32	8:57	9:02	9:17	9:22	9:45	10:05
8:30	8:52	9:17	9:22	9:37	9:42	10:05	10:25
8:50	9:12	9:37	9:42	9:57	10:02	10:25	10:45
9:10	9:32	9:57	10:02	10:17	10:22	10:45	11:05
9:30	9:50	10:15	10:20	10:37	10:42	11:05	11:25
9:50	10:10	10:35	10:40	10:57	11:02	11:25	11:45
10:10	10:30	10:55	11:00	11:17	11:22	11:45	12:05
10:30	10:50	11:15	11:20	11:37	11:42	12:05	12:25
10:50	11:10	11:35	11:40	11:57	12:02	12:25	12:45
11:10	11:30	11:55	12:00	12:17 PM	12:22	12:45	1:05
11:30	11:50	12:15	12:20	12:37	12:42	1:05	1:25
11:50	12:10	12:35	12:40	12:57	1:02	1:25	1:45
12:10 PM	12:30	12:55	1:00	1:17	1:22	1:45	2:05
12:30	12:50	1:15	1:20	1:37	1:42	2:05	2:25
12:50	1:10	1:35	1:40	1:57	2:02	2:25	2:45
1:10	1:30	1:55	2:00	2:17	2:22	2:45	3:05
1:30	1:50	2:15	2:20	2:37	2:42	3:05	3:25
1:50	2:10	2:35	2:40	2:57	3:02	3:25	3:45
2:10	2:30	2:55	3:00	3:17	3:22	3:45	4:05
2:30	2:50	3:15	3:20	3:37	3:42	4:05	4:25
2:50	3:10	3:35	3:40	3:57	4:02	4:25	4:45
3:10	3:30	3:55	4:00	4:17	4:22	4:45	5:05
3:30	3:53	4:18	4:23	4:37	4:42	5:05	5:25
3:50	4:13	4:38	4:43	4:57	5:02	5:25	5:45
4:10	4:33	4:58	5:03	5:17	5:22	5:45	6:05
4:30	4:53	5:18	5:23	5:37	5:42	6:05	6:25
4:50	5:13	5:38	5:43	5:57	6:02	6:25	6:45
5:10	5:33	5:58	6:03	6:17	6:22	6:45	7:07
5:30	5:53	6:18	6:23	6:37	6:42	7:05	7:27
5:50	6:13	6:38	6:43	6:57	7:02	7:25	7:47
6:10	6:33	6:57	7:02	7:17	7:22	7:45	8:07
6:33	6:52	7:16	7:21	7:37	7:42	8:05	8:27
6:53	7:12	7:36	7:41	7:57	8:02	8:25	8:47
7:13	7:32	7:56	8:01	8:17	8:22	8:45	9:07
7:43	8:02	8:26	8:31	8:40	8:45	9:08	9:30
8:13	8:32	8:56	9:01	9:10	9:15	9:38	10:00
8:43	9:02	9:25	9:30	9:40	9:45	10:08	10:30
9:15	9:32	9:55	10:00	10:10	10:15	10:38	11:00
9:45	10:02	10:25	10:30	10:40	10:45	11:08	11:30
10:15	10:32	10:55	11:00	11:10	11:15	11:38	12:00

♿ - Wheelchair Service Provided On All Trips

Effective 6-6-21

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.

Central Avenue Trolley

ST. PETE PIER TO
ST. PETE BEACH

ST. PETE BEACH
TO ST. PETE PIER

SATURDAY, SUNDAY & HOLIDAYS

Ⓐ	Ⓑ	Ⓒ	Ⓓ	Ⓓ	Ⓒ	Ⓑ	Ⓐ
Depart St. Pete Pier	Grand Central Station	75 Ave & Gulf Blvd	County Beach Park	County Beach Park	75 Ave & Gulf Blvd	Grand Central Station	Arrive St. Pete Pier
6:13 AM	6:30	6:55	7:00	7:15 AM	7:20	7:43	8:03
6:38	7:00	7:25	7:30	7:45	7:50	8:13	8:33
7:08	7:30	7:55	8:00	8:15	8:20	8:43	9:03
7:38	8:00	8:25	8:30	8:45	8:50	9:13	9:33
8:08	8:30	8:55	9:00	9:15	9:20	9:43	10:03
8:38	9:00	9:25	9:30	9:45	9:50	10:13	10:33
9:08	9:30	9:55	10:00	10:15	10:20	10:43	11:03
9:38	10:00	10:25	10:30	10:45	10:50	11:13	11:33
10:08	10:30	10:55	11:00	11:15	11:20	11:43	12:03
10:38	11:00	11:25	11:30	11:45	11:50	12:13	12:33
11:08	11:30	11:55	12:00	12:15 PM	12:20	12:43	1:03
11:38	12:00	12:25	12:30	12:45	12:50	1:13	1:33
12:08 PM	12:30	12:55	1:00	1:15	1:20	1:43	2:03
12:38	1:00	1:25	1:30	1:45	1:50	2:13	2:33
1:08	1:30	1:55	2:00	2:15	2:20	2:43	3:03
1:38	2:00	2:25	2:30	2:45	2:50	3:13	3:33
2:08	2:30	2:55	3:00	3:15	3:20	3:43	4:03
2:38	3:00	3:25	3:30	3:45	3:50	4:13	4:33
3:08	3:30	3:55	4:00	4:15	4:20	4:43	5:03
3:38	4:00	4:25	4:30	4:45	4:50	5:13	5:33
4:08	4:30	4:55	5:00	5:15	5:20	5:43	6:03
4:38	5:00	5:25	5:30	5:45	5:50	6:13	6:33
5:08	5:30	5:55	6:00	6:15	6:20	6:43	7:03
5:38	6:00	6:24	6:29	6:45	6:50	7:13	7:33
6:07	6:30	6:54	6:59	7:15	7:20	7:43	8:03
6:37	7:00	7:24	7:29	7:45	7:50	8:13	8:33
7:07	7:30	7:54	7:59	8:15	8:20	8:43	9:03
7:37	8:00	8:24	8:29	8:45	8:50	9:13	9:33
8:07	8:30	8:54	8:59	9:15	9:20	9:43	10:03
8:37	9:00	9:24	9:29	9:45	9:50	10:13	10:33
9:07	9:30	9:54	9:59	10:10 *	10:15 *	10:38 *	10:58 *
9:37	10:00	10:24	10:29	10:40 *	10:45 *	11:08 *	11:28 *
10:09 *	10:32 *	10:50 *	10:55 *	11:10 *	11:15 *	11:38 *	11:58 *
10:40 *	11:02 *	11:20 *	11:25 *	11:40 *	11:45 *	12:08 *	12:28 *
11:10 *	11:32 *	11:50 *	11:55 *	12:10 *	12:15 *	12:38 *	12:58 *
11:40 *	12:02 *	—	—	—	—	—	—

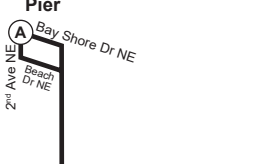
* - These trips run on Saturday only

Effective 6-6-21

♿ - Wheelchair Service Provided On All Trips

TIMES SHOWN ARE SCHEDULED BUT MAY VARY DUE TO TRAFFIC CONDITIONS, WEATHER OR UNFORESEEN EVENTS.

FREE
FARE
ZONE

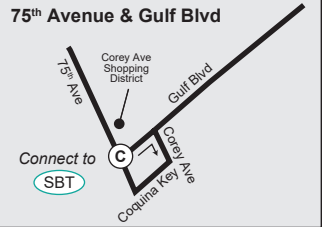


FARE ZONES

Fares on this route depend upon where you board the trolley. When traveling **westbound**, **pay when you exit** based upon the zone you're in. When traveling **eastbound**, **pay when you board** based upon the zone you're in. Seniors and riders with disabilities may ride for half fare in the \$2.25 zone (\$1.10) with valid ID. Youth and Student reduced fares are accepted. GO Cards are accepted for all trips.

Legend

- Timepoint
- Central Avenue Trolley
- - - Fare Boundary
- Landmark
- Intersecting Street & Bus Route
- ⤵ Direct Connect Stop



* (90) also operates along CAT route west of Grand Central Station

- 1
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- 10
- 11
- 12
- 13
- 14
- 15
- 16
- 17



Fresh Produce Stands

Produce stands are shown on this map in partnership with the Department of Health, Pinellas County. Locations subject to change without notice.



Healthy, Fun Choices

www.FindTheFunNow.com

Clearwater		
Antoni's Fresh Produce	1267 S. Highland Ave.	E7
Bob & Jan's Produce	420 Cleveland St.	E7
Florida Citrus Company	301 S. Belcher Rd.	O6
Florida Citrus Producers	301 S. Belcher Rd.	O6
Florida Tre's Hermamos Mexico	2248 Gulf of To Bay Blvd.	F7
John's Fresh Produce Market	1496 S Belcher Rd.	F7
Tommy's Fresh Produce	410 N Belcher Rd.	F6
Dunedin		
T's Market Produce	2850 Alt St.	H3
Fort Lauderdale		
Gulf Port Produce	1533 Gulfport Blvd.	E14
Kenneth City		
Cammer Market	5455 58th St. N.	G11
Largo		
Indian Rock Fresh Market	12788 Indian Rocks Rd.	R9
JIMS Produce	1415 Clearwater Largo Rd NDB	B9
Yellow Hanks Grove	14243 Walsingham Dr.	B9
St. Petersburg		
Joe's Market	3780 Tampa Road Suite A-114	A14
Joe's Produce		
Steve's Produce		
Tommy's Produce		
Pinellas Park's Fresh Produce	7820 49th St. N.	H11
Tommy's Fresh Produce	3393 State Rd S80.	H4
Seminole		
Southern Pasadena	14031 Seminole Blvd.	E10
Spring Hill		
Shirley's Produce & Deli	6801 Gulfport Blvd S #1	G11
St. Pete Beach		
St Pete Beach Produce & Deli	6355 Gulf Blvd.	F15
St. Petersburg		
Carla's Grocery	3698 18th Ave. S.	H14
Chick's Produce	2701 4th St. S.	H12
Elías Del & Produce Market	3200 34th St. N.	J12
Florida Citrus Producers	301 S. Belcher Rd.	O6
Joe's Fresh Produce	5901 Haines Rd. N.	J11
Little House Farmers Market	3295 62nd Ave. N.	J11
Produce Market	301 S. Belcher Rd.	O6
Vendor Produce	7925 38th Ave N # 5.	F1
Valrico		
Family Produce	610 Pinellas Ave.	F1
Tommy's Fresh Deli	1539 19th St.	E3
Tommy's Produce Inc.	1539 19th St.	E3

A map of the Clearwater Beach Transit Center area. The center is marked with a red 'T' and 'J' icon. Surrounding streets include Jessamine Circle, Mandalay Shores, Mandalay Ave, Bruce Ave, Kipling Plaza, Clearwater Marine, and Island. A red line indicates a transit route passing through the center.

A map showing the intersection of Wilcox Road and 134th Avenue. Wilcox Road runs north-south, with a green line indicating a bus route. Anoma Elementary School is located on Wilcox Road to the south of the intersection. To the east of Wilcox Road is a residential area with houses and a hospital. A pink line indicates a bus route along 134th Avenue. The map also shows a beach area to the west and a park area to the east.

Redington Shores Beach Access Park

REDINGTON SHORES

T

NORTH REDINGTON BEACH

REDINGTON

MEXICO



This poster doesn't know where your b

but our app does

Track your ride in real-time.

Download *Transit* - PSTA's endorsed app.
PSTA.net/TransitApp

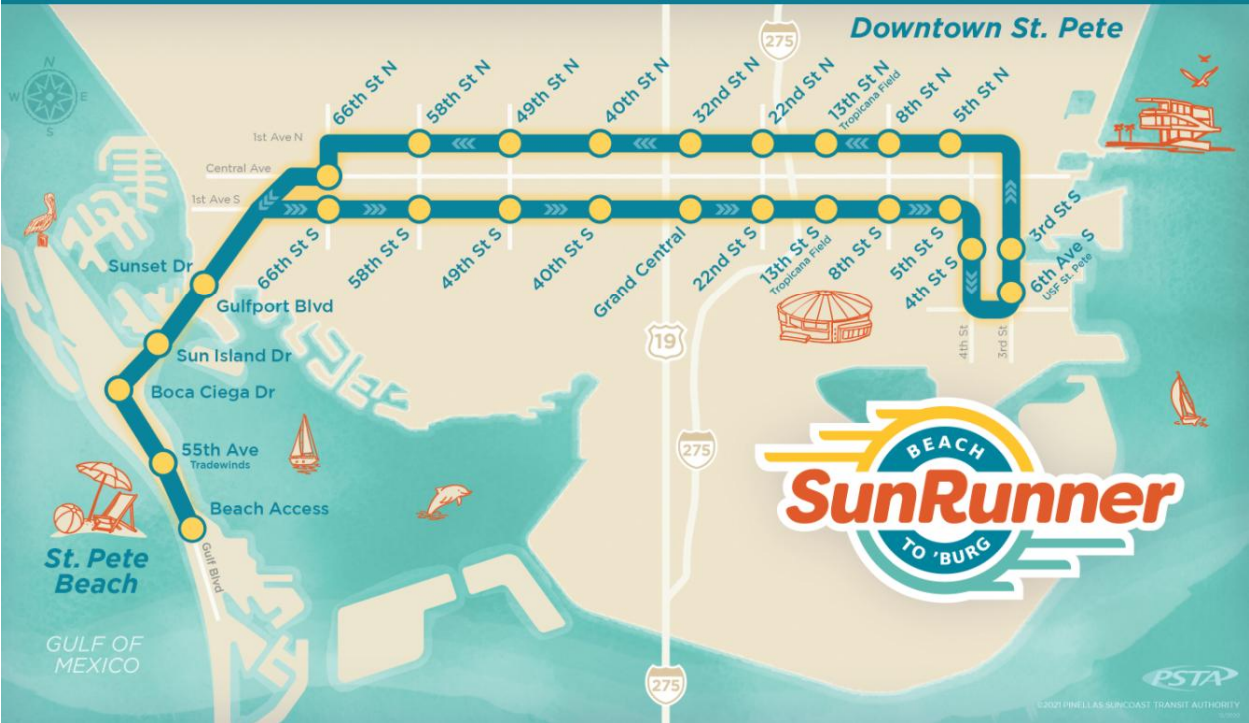
A map of the intersection of 2nd Avenue and Central Avenue in San Francisco. The map shows the proposed bus lane (indicated by a blue line) and the CAT route (indicated by a red line). The bus lane is located on the northbound side of 2nd Avenue, between Central Avenue and 10th Street. The CAT route is located on the southbound side of 2nd Avenue, between Central Avenue and 10th Street. The map also shows the intersection of 2nd Avenue and Central Avenue, and the intersection of 2nd Avenue and 10th Street. The map includes labels for 2 AVN, ARLINGTON AV, CENTRAL AV, 10th ST, and 15th ST. It also includes labels for the bus lane (15) and the CAT route (18, 20, 23). The map shows the proposed bus lane and the CAT route, and the intersection of 2nd Avenue and Central Avenue.

A map of the Campbell Park area. It shows Campbell Park, Campbell Park Elementary School, and All Children's Hospital. Major roads include Highway 175, Highway 7, Highway 23, Highway 32, Highway 20, Highway 14, and Highway 5. Landmarks include Tropicana Field, Kinross Field, and Johns Hopkins. A bus stop is also marked.

The diagram shows a horizontal line representing a 1D lattice. Below the line, there are two blue rectangular regions labeled 'C' and 'D'. Above the line, there are two yellow rectangular regions. A vertical line segment labeled '12515' is positioned between the two yellow regions, indicating a specific site or interaction point.


 University of Twente
 Enschede, The Netherlands
 www.utwente.nl

Welcome to your new ride from
the Beach to the 'Burg and back.



APPENDIX I

TRAFFIC VOLUMES AT STUDY INTERSECTION

INTERSECTION: 75th Ave & Mangrove St
COUNT DATE: July 28, 2021
TIME PERIOD: 5:00 p.m. - 6:00 p.m.
PEAK HOUR FACTOR: 0.96

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements			0	748	2		46	800	0		0	0	89		0	0	0		
Peak Season Correction Factor		1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140		
EXISTING CONDITIONS			0	853	2		52	912	0		0	0	101		0	0	0		
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
BACKGROUND TRAFFIC GROWTH			0	52	0		3	56	0		0	0	6		0	0	0		
NON-PROJECT TRAFFIC			0	905	2		55	968	0		0	0	107		0	0	0		
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-67.0%	67.0%														
	Exiting													67.0%					
Net New Distribution	Entering				5.0%		35.0%	23.0%											
	Exiting			19.0%										39.0%					
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-13	13									13					
	Net New			11	5		34	22						23					
TOTAL PROJECT TRAFFIC			0	-2	18		34	22	0		0	0	36		0	0	0		
TOTAL TRAFFIC			0	903	20		89	990	0		0	0	143		0	0	0		

TRAFFIC VOLUMES AT STUDY INTERSECTION

INTERSECTION: 75th Ave & Boca Ciega Dr
COUNT DATE: July 28, 2021
TIME PERIOD: 4:45 p.m. - 5:45 p.m.
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements			24	644	8		50	733	68		13	12	59		51	5	20		
Peak Season Correction Factor		1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140		
EXISTING CONDITIONS			27	734	9		57	836	78		15	14	67		58	6	23		
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
BACKGROUND TRAFFIC GROWTH			2	45	1		3	51	5		1	1	4		4	0	1		
NON-PROJECT TRAFFIC			29	779	10		60	887	83		16	15	71		62	6	24		
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-33.0%	33.0%										33.0%				
	Exiting																		
Net New Distribution	Entering			5.0%					23.0%									4.0%	
	Exiting												5.0%	4.0%	19.0%				
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			-7	7										7				
	Net New			5					22				3	2	11			4	
TOTAL PROJECT TRAFFIC			0	-2	7			22	0	0			3	2	18		0	4	0
TOTAL TRAFFIC			29	777	17			82	887	83			19	17	89		62	10	24

TRAFFIC VOLUMES AT STUDY INTERSECTION

INTERSECTION: Corey Ave & Project Driveway
COUNT DATE: July 28, 2021
TIME PERIOD: 4:15 p.m. - 5:15 p.m.
PEAK HOUR FACTOR: 0.85

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements		1	3	25	10	1	2	7	0		12	0	1		2	2	14		
Peak Season Correction Factor		1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140		
EXISTING CONDITIONS		1	3	29	11	1	2	8	0		14	0	1		2	2	16		
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
BACKGROUND TRAFFIC GROWTH		0	0	2	1	0	0	0	0		1	0	0		0	0	1		
NON-PROJECT TRAFFIC		1	3	31	12	1	2	8	0		15	0	1		2	2	17		
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			100.0%															
	Exiting								100.0%										
Net New Distribution	Entering			98.0%										2.0%					
	Exiting							2.0%	98.0%										
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			20						20									
	Net New			95				1	59						2				
TOTAL PROJECT TRAFFIC		0	0	115	0	0	0	1	79	0		0	0	2		0	0	0	
TOTAL TRAFFIC		1	3	146	12	1	3	87	0		15	0	3		2	2	17		

TRAFFIC VOLUMES AT STUDY INTERSECTION

INTERSECTION: Corey Ave & Mangrove St
COUNT DATE: July 28, 2021
TIME PERIOD: 4:00 p.m. - 5:00 p.m.
PEAK HOUR FACTOR: 0.90

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements			29	20	7		3	26	27		9	48	1		19	36	17		
Peak Season Correction Factor		1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140		
EXISTING CONDITIONS			33	23	8		3	30	31		10	55	1		22	41	19		
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
BACKGROUND TRAFFIC GROWTH			2	1	0		0	2	2		1	3	0		1	3	1		
NON-PROJECT TRAFFIC			35	24	8		3	32	33		11	58	1		23	44	20		
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			33.0%						33.0%	67.0%						67.0%		
	Exiting																		
Net New Distribution	Entering			58.0%													40.0%		
	Exiting									59.0%	39.0%								
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			7						7	13						13		
	Net New			56						35	23						39		
TOTAL PROJECT TRAFFIC			0	63	0			0	42	36		0	0	0		52	0	0	
TOTAL TRAFFIC			35	87	8			3	74	69		11	58	1		75	44	20	

TRAFFIC VOLUMES AT STUDY INTERSECTION

INTERSECTION: Corey Ave & Boca Ciega Dr
COUNT DATE: July 28, 2021
TIME PERIOD: 4:45 p.m. - 5:45 p.m.
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Raw Turning Movements				56				52				84				63			
Peak Season Correction Factor		1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140	1.140		
EXISTING CONDITIONS				64				59				96				72			
"BACKGROUND TRAFFIC"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Years To Buildout		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3		
Yearly Growth Rate		2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%		
BACKGROUND TRAFFIC GROWTH				4				4				6				4			
NON-PROJECT TRAFFIC				68				63				102				76			
"PROJECT DISTRIBUTION"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering															33.0%			
	Exiting									33.0%									
Net New Distribution	Entering			29.0%										2.0%		27.0%			
	Exiting								2.0%	29.0%	28.0%								
"PROJECT TRAFFIC"		LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By									7							7		
	Net New			28				1	17	17				2			26		
TOTAL PROJECT TRAFFIC				28				1	17	24				0	2		33	0	
TOTAL TRAFFIC				96				1	80	24				102	2		33	76	