REVISED TO INCLUDE PUBLIC COMMENT ONLINE INFORMATION

CITY COMMISSION MEETING
CITY OF ST. PETE BEACH

155 Corey Avenue
St. Pete Beach, FL 33706

Tuesday, December 5, 2023
5:00 PM

Call to Order
Pledge of Allegiance
Roll Call

REGULAR MEETING

1. Approval of the Agenda -

Action Request: Motion to approve the December 5, 2023 City Commission Agenda.

2. Audience Comments -

Public participation is encouraged. If you wish to address the City Commission, please fill out a speaker' s 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 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.

a. Where to locate public comments submitted for the December 5, 2023 Conditional Use Permit Hearing

Due to the volume of public comments received on Conditional Use Permit 23053, all public comment that has been emailed to the City can be found on the public records portal here: Sirata Public Comment

Submittals (https://stpetebeachfl.justfoia.com/publicportal/home/search) and type in the word sirata. You will see the link appearing for PRR2023-372 - staff is continuing to update this location with comments received.

3. Resolutions -

a. Resolution 2023-21 (Conditional Use Permit #23053): 5300, 5350, 5380, 5390 Gulf Boulevard (Sirata St. Pete Beach)
A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, APPROVING A CONDITIONAL USE PERMIT, PURSUANT TO SECTIONS 35.3.(b)(1) AND 35.4.(b) OF THE LAND DEVELOPMENT CODE, TO ALLOW THE CONSTRUCTION OF A 290 TEMPORARY LODGING UNIT, TEN STORY, 115'-6"-TALL HOTEL WITH ROOFTOP FEATURES NOT TO EXCEED 127'-6" IN TOTAL HEIGHT FROM BASE FLOOD ELEVATION ON THE NORTHERN PORTION OF THE SITE, AND A 130 TEMPORARY LODGING UNIT, EIGHT STORY, 88'-6"-TALL HOTEL WITH ROOFTOP FEATURES NOT TO EXCEED 100'-6" FROM BASE FLOOD ELEVATION HOTEL ON THE SOUTHERN PORTION OF THE SITE, ALONG WITH ANCILLARY AND ACCESSORY STRUCTURES, AND PERMIT A ROOFTOP DINING AND DRINKING AMENITY THAT INCLUDES THE PLAYING OF OUTDOOR MUSIC, TO PARCEL #06-32-16-80172-000-0010, WITH ADDRESSES OF 5300, 5350, 5380, AND 5390 GULF BOULEVARD; INCORPORATING THE CONDITIONS OUTLINED HEREIN; AND PROVIDING FOR CORRECTION OF SCRIVENER'S ERROR AND AN EFFECTIVE DATE.

This is a quasi-judicial hearing.

Action Options: Motion to [approve with conditions/approve/deny] Resolution 2023-21.

4. 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.

REVISED AGENDA POSTED ON 11/30/2023

CITY COMMISSION MEETING
CITY OF ST. PETE BEACH

Agenda Report

Action Request: "Motion to approve Resolution 2023-21 with staff conditions."

Strategic Objective:

Date: December 5, 2023

Prepared By: Brandon Berry, Planner II

Through: Wayne Saunders, Interim City Manager

Summary of Issue: **Request #1:** Applicant requests a conditional use permit (#23053) to construct two new hotels on the property that will increase buildable site density to approximately 75 temporary lodging units per acre (646 units on 8.62 buildable acres). The northern hotel will be 115'-6" in height from base flood elevation and ten stories with rooftop facilities, and the southern hotel with garage will be 88'-6" in height from base flood elevation and eight stories. The existing Sirata Beach Resort will be remodeled and remain at 73' in height and eight stories with rooftop facilities.

Request #2: The applicant is further requesting to be permitted to operate a rooftop dining and drinking area on the fourth-floor pool deck of the northern hotel, and play amplified music within this area.

Staff recommends approval with conditions, contingent on the City Commission agreeing with staff that the applicant has adequately addressed the seven partial criteria for which additional support was sought at the November 13, 2023 Planning Board meeting, as well as any other concerns that arise among the Commission related to the project's fulfillment of the CUP criteria at this public hearing.

Funding: N/A

Attachments:

1. Resolution 2023-21
2. Staff Report
3. Staff Report Addendum A - Goal, Objective and Policy Comments

4. Applicant Response to Requested Staff Criteria - 11.20.23
5. Applicant Response to Requested Staff Criteria - 11.13.23
6. Applicant Response to Charles Gauthier Letter - 11.14.23
7. Case #23053: Link to Access All Public Comments - City Commission Hearing
8. Case #23053 - Application & Original Narrative
9. Case #23053 - Updated Narrative (Post-TRC)
10. Case #23053 - TRC Response Comments
11. Case #23053 - Boundary and Topographic Survey
12. Case #23053 - Hotel 1 & 3 Renderings - Updated 11.6.23
13. Case #23053 - Civil Site Plan
14. Case #23053 - Architectural Plans
15. Case #23053 - Landscaping Plans
16. Case #23053 - Traffic Impact Analysis (Updated 11.9.23)
17. Case #23053 - Traffic Methodology (Updated 11.1.23)
18. City Consultant Transportation Analysis Certification
19. Case #23053 - Peak Flow Rate Correspondence - Applicant Response
20. Case #23053 - Peak Flow Rate Correspondence
21. Case #23053 - Calculated Flow Rates Hotel 1-3 City Engineer
22. Case #23053 - Preliminary Sanitary Flow Estimates
23. Case #23053 - Phasing Plan
24. Case #23053 - Existing to Proposed Building Footprint Exhibit
25. Case #23053 - Fire Protection Exhibit
26. Case #23053 - Emergency Access Exhibit
27. Case #23053 - Public Beach Access Exhibit
28. Case #23053 - Access Easement Exhibit
29. Case #23053 - Dune Restoration Exhibit
30. Case #23053 - Queuing Exhibit
31. Case #23053 - Wayfinding Exhibit
32. Case #23053 - Off-Site Parking Exhibit
33. Case #23053 - Loading Access Exhibit
34. Case #23053 - Pre- to Post-development Square Footage Diagrams
35. Case #23053 - Sea Turtle Lighting Correspondence
36. Case #23053 - Traffic Study and Bond Correspondence
37. Case #23053 - Bond Receipt
38. Case #23053 - TRC Comment Correspondence

39. Case #23053 - Sanitary Sewer Concurrency Correspondence
40. Case #23053 - Fire Flow Report
41. Case #23053 - SeaMark, Inc Letter
42. April 13, 2023 Community Meeting Sign-in Sheet & Comment Card
43. April 20, 2023 Community Meeting Question Cards & Sign-in Sheet
44. Applicant Presentation - Planning Board Hearing
45. Applicant Submittal: Resumes - Legal and Expert
46. Applicant Submittal: Supplemental Planning Report
47. Applicant Submittal: Sirata - Map of LR District and Max Density Calculations 11.27.23

RESOLUTION 2023-21

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, APPROVING A CONDITIONAL USE PERMIT, PURSUANT TO SECTIONS 35.3.(b)(1) AND 35.4.(b) OF THE LAND DEVELOPMENT CODE, TO ALLOW THE CONSTRUCTION OF A 290 TEMPORARY LODGING UNIT, TEN STORY, 115'-6"-TALL HOTEL WITH ROOFTOP FEATURES NOT TO EXCEED 127'-6" IN TOTAL HEIGHT FROM BASE FLOOD ELEVATION ON THE NORTHERN PORTION OF THE SITE, AND A 130 TEMPORARY LODGING UNIT, EIGHT STORY, 88'-6"-TALL HOTEL WITH ROOFTOP FEATURES NOT TO EXCEED 100'-6" FROM BASE FLOOD ELEVATION HOTEL ON THE SOUTHERN PORTION OF THE SITE, ALONG WITH ANCILLARY AND ACCESSORY STRUCTURES, AND PERMIT A ROOFTOP DINING AND DRINKING AMENITY THAT INCLUDES THE PLAYING OF OUTDOOR MUSIC, TO PARCEL #06-32-16-80172-000-0010, WITH ADDRESSES OF 5300, 5350, 5380, AND 5390 GULF BOULEVARD; 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 35.3. of the City of St. Pete Beach's Land Development Code requires any temporary lodging use in the Large Resort District proposed to be developed or redeveloped at a density greater than 30 units per acre or 50 feet in height to obtain a conditional use permit.

WHEREAS, Section 4.7 requires any aforementioned conditional use to be reviewed by the Planning Board prior to the City Commission for the purposes of making a recommendation.

WHEREAS, S. Elise Batsel, Esq. c/o Stearns Weaver Miller is the agent for this request.

WHEREAS, Derek J. Haught of CP St. Pete, LLC is the applicant/owner for this project.

WHEREAS, "applicant" or "owner" as used herein shall include successors, assigns, and legal representatives.

WHEREAS, on June 20, 2023, the agent on behalf of the applicant/owner made complete an application requesting a conditional use permit for the lodging project detailed above.

WHEREAS, on July 5, 2023, staff held a Technical Review Committee (TRC) meeting to discuss the site plan #23046 for accessory amenities proposed for the initial phase of this project, which do not individually require a conditional use permit, but have been included in this request due to project redevelopment scope.

WHEREAS, on July 19, 2023, staff held a TRC meeting to discuss the request for the two new lodging facilities proposed to be constructed under conditional use permit request #23053, clarify applicant responses, and request additional information.

WHEREAS, on August 28, 2023, the applicant responded to TRC comments and expanded the request to include a rooftop dining and drinking amenity that provides for outdoor music.

WHEREAS, on November 1, 2023 staff held a TRC meeting to discuss the added rooftop amenity request and provide comments.

WHEREAS, on November 13, 2023, the Planning Board convened to review the request and made a recommendation that the City Commission approve with conditions case #23053 at a vote of four to one;

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

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 #23053 submitted by S. Elise Batsel, Esq. c/o Stearns Weaver Miller for Derek J. Haught of CP St. Pete, LLC, 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 _____, 2023.

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

_____
Adrian Petrila, Mayor

ATTEST:

_____
Amber LaRowe, City Clerk

APPROVED AS TO FORM AND LEGAL SUFFICIENCY:

_____
Andrew Dickman, City Attorney

EXHIBIT "A"

Conditions

Rooftop Dining and Music Conditions

1) Approval is granted for rooftop dining only within the Level 4 area of Hotel 1 that contains the swimming pool and surrounding associated facilities. Any other rooftop dining, drinking, or rooftop playing of music from amplified equipment later established shall require amendment of this conditional use permit. The applicant may establish and operate ground level music areas pursuant to LDC Sec. 39.6.(f), subject to conditions herein.

2) All amplification equipment installed or utilized at any rooftop dining area of the site shall be permanent, and no temporary equipment from visiting musicians shall be used.

3) Prior to certificate of occupancy, the applicant shall coordinate with staff for up to two rooftop dining area noise tests to be performed. These tests shall involve city staff measuring the sound level increase above ambient, if any, from the side property line abutting 5396 Gulf Blvd and 5250 Gulf Blvd, the property frontage, and the public beach, while music is being played through amplifiers or instruments that naturally produce significant low frequency noises such as drums. The applicant shall install decibel limiting software or hardware such that a sound reading with rooftop music playing does not exceed three decibels above a preceding or following ambient reading with the music turned off, nor adopted decibel standards in the Code of Ordinances, at the aforementioned locations. Access to the software or hardware shall be limited to a designated manager or other position whose direct contact information shall be made available and maintained with City Code Enforcement staff. The designated employee(s) shall be on duty at all times music is being played from rooftop amplification equipment. In cases where sound pressure changes or other events make it such that sound can be heard from amplification equipment at any of the locations specified above, following a substantiated complaint to the Sheriff's Office or Code Enforcement, or when new outdoor music areas are established, the hotel operator shall make reasonable accommodations to allow for sound tests to be performed and the set decibel level to be reevaluated.

Resort Development: Administrative and Project Review Requirements

4) The applicant is responsible for the actual and documented cost of any off-site improvements necessary to accommodate their increased sewer flows, as determined by the city manager or designee. No building permit associated with this request may be issued until such improvements have been identified and corresponding payments or improvements have been provided. The applicant shall be responsible for the cost of the upgrade(s) required, which the city shall perform.

5) Site plans shall be submitted and approved prior to any building permit issuance for this request. Site and building plans shall be substantially similar to the conceptual site and elevation plans submitted for this request. Any increase in overall building height, density, or number of floors, any encroachment into a required setback, any alteration to a buffer that reduces the total vegetation count below the amount permitted without administrative waiver, any reduction in width of the frontage sidewalk, any reduction in the number or width of the pedestrian beach access points, as well as all other items not listed in LDC

Sec. 4.10.(a), shall require this request to return to the City Commission for reevaluation.

6) The positive finding of the Columbia Sussex Corporation's demonstrated ability to financially and technically complete the improvements and mitigation necessitated by the development is exclusive within the scope of this approval and is not transferrable by right to another applicant except by authorization of the City Commission. Should the property sell during the scope of development requested herein, the City Commission retains the right to request reevaluation via public hearing of the new applicant's capacity to complete proposed improvements pursuant to LDC Sec. 4.4.(a)(6).

7) Should the Florida Department of Transportation demonstrate that a 5% annual traffic growth rate reflects local conditions, as communicated to staff on September 11, 2023, the applicant shall revise their transportation study to include this growth rate in their study calculations prior to applying for a certificate of concurrency.

8) The applicant shall demonstrate concurrency prior to site plan issuance, utilizing level of service standards adopted in the city's Comprehensive Plan at time of site plan submittal. Transportation concurrency shall be demonstrated for both weekday and weekend peak conditions.

9) Prior to issuance of any site plan associated with this request, the applicant shall demonstrate that there is adequate parking available on site, in an existing off-premise lot approved for storage of vehicles from Sirata, or in a newly-approved off-site arrangement, at the start of and throughout each stage of development. The applicant is eligible for temporary valet storage on site if necessary, but must submit and have approved a tandem parking plan during site plan permitting.

Resort Development: Operational and Design Requirements

10) At time of permitting for Hotel 1, the applicant shall supply the city and county emergency managers with a Hurricane Closure and Evacuation Plan that adequately details how the hotel will evacuate guests prior to evacuation notice for Zone A residents. This plan may be negotiated if needed to achieve the intent of the city's Comprehensive Plan and Sec. 5.2.2. of the Forward Pinellas Countywide Rules. Within 90 days of certificate of occupancy, or prior to the first day of hurricane season if either new lodging development is proposed to open within 90 days of hurricane season, the applicant shall record a legally-enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center.

11) The applicant shall be required to comply with the city's beach ordinance, as may be amended, for the entire subject property by the compliance deadline specified in the ordinance.

12) The applicant shall design and offer a resident discount program to residents of the City of St. Pete Beach. The applicant shall recognize a resident as a person with a state-issued driver's license or other proof of residency confirming an address within the City limits of St. Pete Beach.

13) The applicant shall provide at least one dedicated spot for rideshare vehicles, including the city's circulator, within 200 feet of each hotel's primary guest entrance or parking

garage entrance, unless a greater distance is approved by staff during site plan permitting. The space shall be marked prominently to indicate that it is the pickup and drop-off spot for the circulator, and information shall be provided to guests at check-in or via in-room documentation directing them to the spot for circulator access.

14) The applicant shall grant a public access easement for a beach walk on the property's waterward side of the Coastal Construction Control Line (CCCL) should the city, Florida Department of Environmental Protection, and other involved entities in the future approve, permit and fund such an amenity for all or portions of the upland Large Resort District. The easement is expected to be at least ten feet in width, run generally parallel with the CCCL, and the location shall be mutually agreeable to the city and applicant. Upon the city choosing to proceed with the beach walk, receiving funding and permits to install the beach walk, and upon issuing a notice to proceed, the applicant shall provide a non-exclusive public access easement for the portion of the boardwalk located within the property for the location agreed to by the applicant and the city.

15) The applicant shall demonstrate compliance with the relevant requirements of LDC Sec. 39.10., 39.11., 39.12., 39.13., and 39.14., which relate to site design and improvements, at time of site plan issuance. The applicant shall demonstrate compliance with relevant requirements of LDC Sec. 39.7., 39.8., and 39.9., which relate to building design and green building requirements, at time of building permit issuance. The development shall also comply with relevant provisions of LDC Sec. 39.5. and 39.6., pertaining to lodging operation standards and general operational and aesthetic requirements, at relevant parts of the permitting and operations process. These standards are in addition to other standards imposed within the property's zoning district, parking and coastal construction requirements, and other requirements of the LDC and Comprehensive Plan.

16) The applicant shall revise the porte-cochere, and address with staff the front façade of Hotel 3, to ensure that the designs are consistent with the requirements of the Community Redevelopment District and compatible with both the design of the buildings themselves as well as the surrounding area.

17) To reduce sign clutter, no more than one monument sign shall be permitted for each hotel.

Resort Development: Development Requirements

18) Prior to certificate of occupancy for Hotel #1, the applicant shall provide the following public benefits:

    a. Execution and recordation of a public access easement, in favor of the city or FDOT, such that the sidewalk along the entirety of the property's Gulf Boulevard frontage may be expanded to and maintained at a width of ten feet;

    b. Physical expansion of the sidewalk along the entirety of the property's frontage to ten feet in usable width and installation of frontage amenities at applicant's expense, except in the cases that the utility undergrounding project has not yet completed, or where the applicant can demonstrate that the sidewalk along the Hotel 3 frontage would be significantly disturbed during later-phase work. In both cases the applicant shall be required to bond the cost of sidewalk improvements with the city prior to Hotel 1 certificate of occupancy, based on a rate set or agreed upon with the Public Works department based on most

recently-available data, and complete the work no later than within six months of certificate of occupancy for Hotel 3 in the case of the southern portion of sidewalk, or within six months of utility undergrounding in case of the entire frontage sidewalk.

c. Execution and recordation of both proposed public beach access easements, at the widths and in the general locations specified, except that minor adjustments to location only may be made to reflect allowable revisions to the site plan or conditions imposed under this scope.

d. Construction of the center 15' beach access, including installation of all required landscaping and internal pedestrian pathways associated therewith.

e. Installation of all required landscaping along the frontages of Hotel 1 and Sirata.

f. Installation of all required landscaping along the frontage of Hotel 3, except in a case where the applicant can demonstrate that said landscaping would be significantly disturbed during later-phase work. In this case, the applicant may supplement the bond previously provided for required landscaping under renovation permit #2300216 through means acceptable to the city, with landscaping to be installed no later than certificate of occupancy for Hotel 3 or expiration of said permit, whichever occurs first. In this situation that landscaping is delayed to occupancy of Hotel 3, the applicant shall retain all existing healthy frontage landscaping along the Hotel 3 frontage of the site except the minimum shown to be necessary to allow for current and future site ingress, egress, or utility undergrounding.

g. Execution and recordation of an unimproved public access easement of at least ten feet in width along the sandy beach landward of the mean high water line, high water mark, or existing watermark, whichever is determined to achieve the intent of this condition, for any portion of private property which extends to said line.

h. All existing and new lighting across the subject property shall be made compliant with the standards for new beachfront lighting in the Land Development Code, Pinellas County Coastal Construction Code and Florida Department of Environmental Protection Coastal Construction Control Line regulations, whichever is more stringent.

   At staff's discretion, review of this criteria may involve coordinating an evaluation with Sea Turtle Trackers or a successor organization to evaluate and address sources of light harmful to marine turtles. The applicant shall demonstrate all of these requirements through the permitting process for building design, and site plan process for exterior lighting improvements, except that the applicant shall submit product information for aftermarket window tinting or any other resolution of this condition that does not require a building permit, at the site plan stage.

i. Restoration of dunes along the property's beachfront, as approved by Florida Department of Environmental Protection and the city, including installation of beach walkovers where viable.

j. Compliance with the city's stormwater ordinance as it pertains to development, as may be amended.

k. Compliance with the signage standards in the Land Development Code, as may be amended.

19) The applicant shall take reasonable and customary steps to avoid negative impacts to abutting properties. This shall include photographically documenting exterior conditions of abutting properties prior to the start of construction, and utilizing vibration monitoring during construction.

20) The applicant shall demonstrate commitment to potable water use reduction by achieving at least a 35% indoor water use below baseline credit under LEED v4 BD+C Hospitality certification for each building, achievement of the SWFWMD Water Star℠ certification, or reductions demonstrated through technical analysis to be equivalent in impact. This commitment shall be demonstrated prior to building permit issuance.

21) The applicant shall generally follow the phasing plan as it relates to construction of significant new buildings and on-site storage of materials. All construction materials and equipment shall be stored on site and screened from Gulf Boulevard. The applicant shall submit a construction site management plan along with building permits for new construction to demonstrate that this condition is met.

22) The applicant shall utilize an alternative to driving piles in the construction of the foundation for both hotels.

23) LEED v4 BD+C Hospitality Certified (Hotel 1) and Silver (Hotel 3) shall be used as the minimum evaluation criteria for green building standards at each development, per correspondence with the architect on July 20, 2023. In the case the applicant chooses to change the certification program for either development, a crosswalk table shall be provided demonstrating that the new certification will provide at least an equal environmental impact offset as the currently-proposed programs.

Resort Development: Landscaping Requirements

24) At least 50% of trees and palms by count, and groundcovers by square footage, installed on the site shall be Florida-friendly, as referenced in Land Development Code Sec. 22.4, the University of Florida Florida-Friendly Landscaping™ Plant Guide, or reference material of similar authority. At least 50% of the trees in required buffer areas shall be Florida native adapted for local Zone 10a conditions, or recommended species found in the Land Development Code. During site plan review the applicant shall demonstrate through the landscaping plan that landscaping has been generally grouped by water consumption habits to reduce the need for excessive irrigation, and employs at least one technique that is assessed to reduce volume or overall need for irrigation, such as utilization of highly drought-resistant tree species or rain barrels.

25) The planter boxes installed along the garage façades of Hotel 1, and any other façade as may be amended through plan revisions, that serve to meet the purpose of LDC Sec. 39.7.(c) shall be planted with lush landscaping that is Florida friendly to the extent viable. The landscaping within these planters shall be maintained for the life of the use to high and healthy standards so as to serve the screening and aesthetic purposes as originally

intended. Should vegetation die, it shall be replaced within 30 days.

26) Should more than one year elapse between the completion of construction of Hotel 1 and start of construction of Hotel 3, this development approval or any approval associated hereunder expire, or more than five years elapse between the date of this approval and completion of Hotel 3, the applicant shall be required to install a 30-foot buffer as depicted on the landscaping plan along the entire southern property line of the site, which shall include the installation of the public beach access. Otherwise, the southern beach access shall be provided by certificate of occupancy for Hotel 3. This condition is in addition to the preceding condition above.

27) The applicant shall connect to the public reclaimed water system for landscaping irrigation, and such usage shall be metered. The irrigation system shall include pressure-regulated systems and there shall be monitoring devices installed to address leaks from lines and equipment.

28) In support of a superior northern landscaping buffer alternative, the applicant shall provide to the City when requested an easement necessary to expand the existing beach access easement adjacent the northern property line to at least seven feet in width along the entire depth of the site to the mean high water line, high water mark, or existing watermark, whichever serves to meet the intent of this condition. In the case that the City chooses to not expand the access point prior to building permit issuance for Hotel 1, the applicant may proceed with the buffer as proposed and amended with conditions herein. If the City chooses to expand the beach access prior to building permit issuance for Hotel 1, the applicant shall be required to permit and construct the additional beach access area on applicant's property, without reducing the landscaping plant material count under the current landscaping plan, but may permit the access to encroach into the proposed 15-foot buffer.

29) In instances where the applicant requires off-site improvements that involve the placement of new utility structures, the applicant shall be responsible for installation and maintenance of the structures' landscaping screening in compliance with Land Development Code requirements.

Resort Development: Transportation Improvement and Operation Requirements

30) The applicant shall pay the City $100,000.00 per year on an annual basis for five years, with initial payment due at time of issuance for the business tax receipt for Hotel 1, which shall be used for mobility services, facilities and/or improvements. The subsequent payment due no later than the business tax receipt renewal due date for the Hotel 1 for each of the subsequent four years. This fee shall be independent from and unaffected by any multimodal impact fee adjustment that may be referenced in Chapter 150 of the Pinellas County Code of Ordinances or FL Stat. 163.3180.

31) The applicant shall provide payment to the city or FDOT for the cost of the short- and mid-term solutions identified in the Gulf Boulevard Safety Study that are in the right-of-way in front of their development's street frontage. Payment shall be based upon any improvement that is not provided by the applicant during the development process. This fee shall be independent from and unaffected by any multimodal impact fee adjustment

that may be referenced in Chapter 150 of the Pinellas County Code of Ordinances or FL Stat. 163.3180.

32) The applicant shall provide to the City a proportionate cost, not to exceed $30,000 of future planning study/documents for the fire department to ensure a continued appropriate emergency services level for the residents and visitors of St. Pete Beach. This payment shall be collected when the study is approved to commence.

    The first such study/document, anticipated to be completed during late 2024 or early 2025, will be a Comprehensive Master Plan.

    A Master Plan is an organizational planning document that draws from public engagement as well as a thorough assessment of the operational environment to frame resource allocation decisions. Organizations of all types utilize these documents to proactively guide decision-makers and to develop effective strategies to address challenges related to sustainability, funding, and resource allocation. This document will include specific areas such as service demand trends that will analyze items such as concurrency.

33) Prior to the site plan approval, the Transportation Management Plan (TMP) strategies referenced in the revised Traffic Impact Analysis (TIA) signed by Rebecca Bond, P.E. on November 13, 2023 or any subsequent revision shall be implemented and available for guests of all on-premise resorts and across the resort property as relevant. The introduction of the TIA shall be amended to explicitly state that the "Sirata Beach Resort" referenced in the TMP and elsewhere in the TIA is inclusive of all three developments on the subject property whether or not under common control. Should the property be later subdivided and not owned by entities under common control, the applicant is responsible for demonstrating that operational improvements referenced in the TMP shall remain available for all developments without any degradation in service commitments made through the TMP, and that referenced permanent amenities are not removed or degraded.

34) There shall be no deliveries to the property from vehicles that exceed two axles before 7 AM or after 10 PM.

35) The applicant shall design and provide to guests a pamphlet, key card insert, or similar documentation, at check-in or by in-room documentation that directs them in safe crossing of Gulf Boulevard. Such materials shall be made available for city review prior to issuance of the building permit for Hotel 1.

General Conditions

36) Any violation of the above-stated conditions will allow the City Commission to rescind or modify the Conditional Use Permit as it pertains to the request under which the condition is classified.

37) The City Commission may review the Conditional Use Permit periodically to determine whether the development order is in compliance with the terms and conditions herein.

PLANNING DIVISION
CONDITIONAL USE APPLICATION
STAFF REPORT TO THE
CITY OF ST. PETE BEACH CITY COMMISSION

CASE NO.: 23053 **MEETING DATE:** November 13, 2023
OWNER/APPLICANTS: S. Elise Batsel, Esq. c/o Stearns Weaver Miller for Derek J. Haught of CP St. Pete, LLC
PREPARED BY: Brandon Berry, Planner
This application is a request for a Conditional Use Permit:

REQUEST:	This is a two-part request as amended: (1) Permit the construction of a 290 temporary lodging unit, ten story, 115'-6"-tall hotel with rooftop features not to exceed 127'-6" in total height from base flood elevation on the northern portion of the site, and a 130 temporary lodging unit, eight story, 88'-6"-tall hotel with rooftop features not to exceed 100'-6" from base flood elevation hotel on the southern portion of the site, along with ancillary and accessory structures, which will increase total site density to 646 units (74.94 units per buildable acre) and exceed fifty feet in height for new construction (LDC Sec. 35.3.(b)(1)); (2) Permit a rooftop dining and drinking amenity that includes the playing of outdoor music (LDC Sec. 35.4.(b)).
LOCATION:	5300, 5350, 5380, & 5390 Gulf Blvd (Parcel #06-32-16-80172-000-0010)
ACREAGE:	15.45 acres, of which 8.62 acres is landward of the Coastal Construction Control Line (CCCL).
EXISTING LAND USE & ZONING	LR – Large Resort District on the Future Land Use Map; LR – Large Resort District for the portion landward of the CCCL, and P – Preservation for the portion seaward of the CCCL, on the Zoning Map.
SURROUNDING FUTURE LAND DESIGNATIONS:	North – LR – Large Resort South – LR – Large Resort East – AC – Activity Center West – Gulf of Mexico
SURROUNDING ZONING MAP DESIGNATIONS:	North – LR – Large Resort District & P – Preservation District South – LR – Large Resort District & P – Preservation District East – AC – Activity Center West – Gulf of Mexico
SURROUNDING EXISTING USES:	North – Condominiums (SeaMark) South – Hotel (Bellwether Beach Resort) East – Condominiums (Bella Grande and Boca Sands), and retail (Beach Mart) West – Gulf of Mexico

Note: Significant changes made to this report since the Planning Board hearing publication are highlighted in this report in red text.

BACKGROUND

The property currently contains a 382-unit temporary lodging facility comprised of a cluster of three buildings between three and eight stories that form the main lodging complex, a separate smaller six-story lodging building on the northern side, a car rental facility, two freestanding bars/eateries, a freestanding registration building, two pools, and lower-floor hotel amenities within the larger lodging building that include resort-oriented commercial, a restaurant annex, and convention space. The resort is also grandfathered to operate up to nine jet skis and one parasail/charter boat along the beachfront. The site was initially developed in the late 1960s through early 1970s and underwent significant renovations in the 1980s and 1990s when the southern portion was branded as a Holiday Inn, which included the demolition of an existing hotel and construction of new lodging facilities.

This application to construct two new lodging facilities follows two recent applications for interior commercial renovations and site development at the property, described below:

Phase I (Building Permit #2300216): Interior renovation of ground-floor facilities, including conversion of existing lobby, retail and restaurant space to new office, lobby and car rental space.
Status: Submitted February 2023, issued May 2023.

Phase II (Site Plan #23046): Construction of a new freestanding restaurant, attached kitchen, new pool, and new porte-cochere, including parking, drive lane, and landscaping alterations. This phase will also result in the demolition of 21 lodging units.
Status: Submitted May 2023, pending administrative review and approval following CUP hearing.

Present phase(s): Conditional use permit #23053 (subject case), which involves construction of a new 290-unit temporary lodging facility at the northern end of the site ("Hotel 1"), and a 130-unit temporary lodging facility on the southern end of the site ("Hotel 3"), as well as operation of a rooftop dining, drinking, and amplified music area.

Application Timeline

The applicant held two community meetings for this project on April 13 and April 20, 2023, the latter meeting noticing requirements for a mandatory community meeting pursuant to Land Development Code Sec. 39.17. The first meeting had approximately 110 and the second approximately 60 individuals in attendance. Broadly, staff noted concerns, comments and questions at the meetings as follows (in no particular order), and provides responses as available:

1) Construction timeline and staging – *The applicant has provided a phasing plan, and through the traffic study has provided 2025 as the estimated buildout year if the entire project is approved. Specific intermediate timeframes can be addressed by the applicant.*
2) Parking availability during construction phases – *Staff finds this concern has been adequately addressed by the applicant. Sufficient parking to support the development will be required at each phase, which will be assessed at the site plan stage. The applicant currently possesses off-premise parking lots that can be used to meet minimum parking ratios of the site during development, and is also eligible for a temporary tandem parking arrangement on-site if necessary. It is staff's understanding that the off-site lots will be decommissioned at completion of Hotel 3.*
3) Management of storm surge and stormwater – *The applicant will be restoring dunes at the rear of their property, and has supplied a dunes restoration plan. Staff has requested additional applicant commentary on any other hazard mitigation techniques to be undertaken for existing development, as both new developments and accessory facilities like the proposed restaurant behind Sirata will need to be made FEMA-compliant. The applicant will be required to demonstrate the site's ability to produce no greater runoff than the pre-developed site, and hold a 25-year, 24-hour storm, during site plan permitting, which they addressed at the Planning Board meeting that the project would significantly exceed due to heightened state requirements. The applicant plans to utilize underground vaults to detain stormwater, and has met with the state to begin the process.*

4) Concerns regarding increase traffic and circulation along Gulf Boulevard – *The city's transportation consultant has certified that the study as amended, which includes weekday and weekend projections, as it relates to the procedure, analysis, and conclusions. The applicant has demonstrated that intersections and road segments do not violate the level of service standards set in the city's Comprehensive Plan and Land Development Code, and has supplied a Transportation Management Plan with additional mitigating improvements.*
5) Internal traffic circulation and queuing distance – *The applicant has supplied an internal queuing plan and demonstrated traffic circulation.*
6) Timing of the decommission of the two Sirata Resort satellite parking lots – *The applicant has stated that the satellite lots will be decommissioned, but the phasing plan continues to show their use through the final phase of the project. The applicant should speak to when the lots will no longer be utilized. Calculations show that the subject property will contain adequate parking at completion of Hotel 3 to contain all required parking on-site.*
7) Height, both absolute and total stories, and density of subject proposal – *The northern Hotel 1 will be 115'-6" from base flood elevation, with rooftop facilities not to exceed 127'-6". The building will be ten stories. The center existing Sirata hotel, which is to be remodeled, will remain eight stories and 73' from base flood elevation. The southern hotel with separate parking garage will be 88'-6", with rooftop facilities not to exceed 100'-6", and eight stories. The density requested is the maximum allowable, at 74.94 units per acre where 75 per acre is the maximum allowable.*
8) Traffic study parameters, including collection dates and peak hour, day and season determinations – *The applicant has provided detail in the traffic study as to this information. The weekday counts were collected in February 2023 and had a peak season adjustment applied. The weekend counts were collected in August 2023 and also have a peak hour adjustment applied.*
9) Safe pedestrian traffic crossing of Gulf Boulevard – *The applicant is not proposing any additional Gulf Boulevard signalized crossings. There is a signalized pedestrian crossing at the southern end of the property where one of the two proposed beach walks will be located, and another crossing approximately 250 feet north of Hotel 1 at the traffic intersection of 55th Avenue. Staff is requesting, as a condition of approval, the applicant supply the city a fee that covers the short- and medium-term improvements recommended in the Gulf Boulevard Safety Study to the extent that they are not provided by the applicant during development.*
10) Beach amenities, including public access, public use of the private beach, easement along the mean high water line, and provision of a public beach boardwalk – *The applicant is providing two public access points, one of 7' width at the southern side of the property and one of 15' width in the center of the property. The applicant is demonstrating a beach "boardwalk" beach walk of at least 10' width running north-south along the rear of their property, and an additional 10' easement adjacent the wet sand line. The applicant may wish to address how public use of the Sirata's beachfront will occur outside of the easement areas.*
11) Preserving structural integrity of nearby properties, particularly SeaMark, during construction – *Staff is in receipt of a letter from June 2023 that addresses questions related to construction- and runoff-related threats to SeaMark, and the potential creation of a wind tunnel due to the height of Hotel 1. The applicant addressed the majority of the concerns at the Planning Board hearing for this request, and has provided a supplemental letter from the architect in the November 20 response document attached to this report which provides the project architect's opinion that a wind study is not needed based on the Building Code.*
12) Avoiding traffic conflict through orientation of new egress and ingress points relative to properties across Gulf Boulevard – *The applicant has preliminarily worked with the FDOT to coordinate access locations per their application. The applicant can provide testimony as to how the impact to the Boulevard has been minimized and safety maximized, as stated in the application.*
13) Noise and vibration caused by chosen construction type – *The applicant has committed to using a foundation construction style, such as augering, that will prevent the need to drive piles for foundation work. The applicant can speak to other noise and vibration attenuation to be pursued under the construction phases if approved.*
14) Insurance coverage held by the owners – *This was not directly addressed in the application.*
15) Expected local investment resulting from the project – *The applicant provides pro forma estimates in a response to the tax component question posed by staff at TRC, but cautions that they cannot be used as any kind of metric for the project and would not reflect increases prior to 2026. At a 3.0913 local mill rate,*

the project would produce an additional $30,913.00 in taxes to the city for each $10,000,000.00 increase in taxable value.

16) Protection of marine life and dunes – *The applicant has provided a dune restoration plan, which will need to go through state permitting. Staff is also recommending all existing outdoor lighting be made compliant with the sea turtle lighting requirements by the completion of Hotel 1, and has amended related conditions based on applicant rebuttal testimony at the Planning Board hearing where additional commitments were made. The City Commission is currently undertaking revisions to the beach ordinance, which is proposed to add additional beach protections.*
17) Pinellas County coastal construction code requirements – *The project falls into both the Coastal Building Zone and Zone 2 of the Pinellas County amendments to the Florida Building Code, and the applicant will need to show compliance with relevant criteria when building plans are submitted.*
18) Provision of public transit subsidies for employees – *The applicant offers, and includes as one of their Transportation Management Plan (TMP) strategies, PSTA bus tickets to staff.*
19) Provision of multi-passenger circulators such as shuttles for guests – *The applicant is required by the Comprehensive Plan to offer on-demand shuttle service to area airports, and includes as a TMP strategy shuttle service to facilitate travel within the City. Staff is recommending a condition related to multimodal improvements to offset the anticipated impact of the projects relative to current Sirata guest utilization of the Freebee circulator service, to preserve premium headway times for residents and other visitors, or provide other multimodal improvements in the future.*
20) Reasons for choosing a luxury brand for the northern development – *This was not directly addressed in the application. Per the applicant, the owner is the largest full service operator of the Marriott brand.*
21) Landscaping buffer requirements – *Staff addresses this in a forthcoming table in the analysis section. Staff finds the total volume of landscaping is acceptable and exceeds requirements, but would like to see the applicant introduce more Florida-friendly landscaping, especially within required buffer areas of the site. The applicant has agreed with this request.*
22) Building setbacks – *The applicant meets or exceeds setback requirements for the site, including frontage "step-back" requirements. No variances are being requested.*
23) Impervious surface impacts from development – *The applicant states that the overall impervious surface on the site will be maintained, and stormwater management greatly improved. The lot is compliant with the City's ISR and greenspace requirements for this type of development.*
24) Resort benefits for residents, such as reduced or no fee parking and restaurant discounts – *Staff is recommending a condition to work with the applicant on development a strategy for offering resident discounts for hotel amenities. The applicant may wish to speak to this request.*
25) Total employment impact from new development – *This was not directly addressed. The applicant may wish to speak to this request.*
26) Ad valorem tax impact of the resort relative to total sheriff, fire and EMT services required by the resort – *Staff has provided a write-up that addresses the number of calls to fire and sheriff, and code enforcement cases opened over the past two years, in the analysis section of this report. The applicant may wish to address the estimated tax impact of the project.*
27) Prohibitions on hotel unit conversion to residential – *The applicant may be required to file covenants preventing conversion to residential as part of the development process. Conversion is not permitted unless the applicant were to reduce total site density to no more than 15 units per buildable acre, which has not been posed to staff.*

Application Timeline for the Requests:

1. June 16, 2023: Application submitted for part (1) of this request, regarding the two new resort lodging developments;
2. June 20 2023: Application deemed complete for minimum review standards;
3. July 19, 2023: Technical Review Committee for part (1) of this request;
4. August 28, 2023: Applicant resubmits application with amendments, including adding part (2) of this request for rooftop dining, drinking and music;
5. November 1, 2023: Technical Review Committee for part (2) of this request.

Pursuant to F.S. 166.033(1), the municipality has 180 days to approve or deny an application requiring final action through a quasi-judicial hearing from date of completeness.

Staff reviewed the application at Technical Review Committee on July 19, 2023. In general, comments related to the following topics:

1) Drainage requirements
2) Sanitary sewer impact
3) Fire access and vehicle movement requirements
4) Fire flow and fire connections
5) Fire hydrants and fire mains
6) Multimodal parking, and internal and external traffic circulation
7) Parking impacts during project phases
8) Pedestrian amenities
9) Valet arrangements
10) Existing building operational amendments
11) Design requirements
12) Landscape species, quality, location and shielding
13) Comprehensive Plan goals, objectives and policies the applicant held out as supportive of the project
14) Property owner fiscal health
15) Concurrency requirements
16) Impact fees
17) Beach amenities
18) Green building requirements
19) Comments provided in a letter from SeaMark Condominium to Vice Mayor Mark Grill, dated June 16, 2023
20) Comment and question cards received from both community meetings.

Applicant responses are provided in a TRC response document attached to this report.

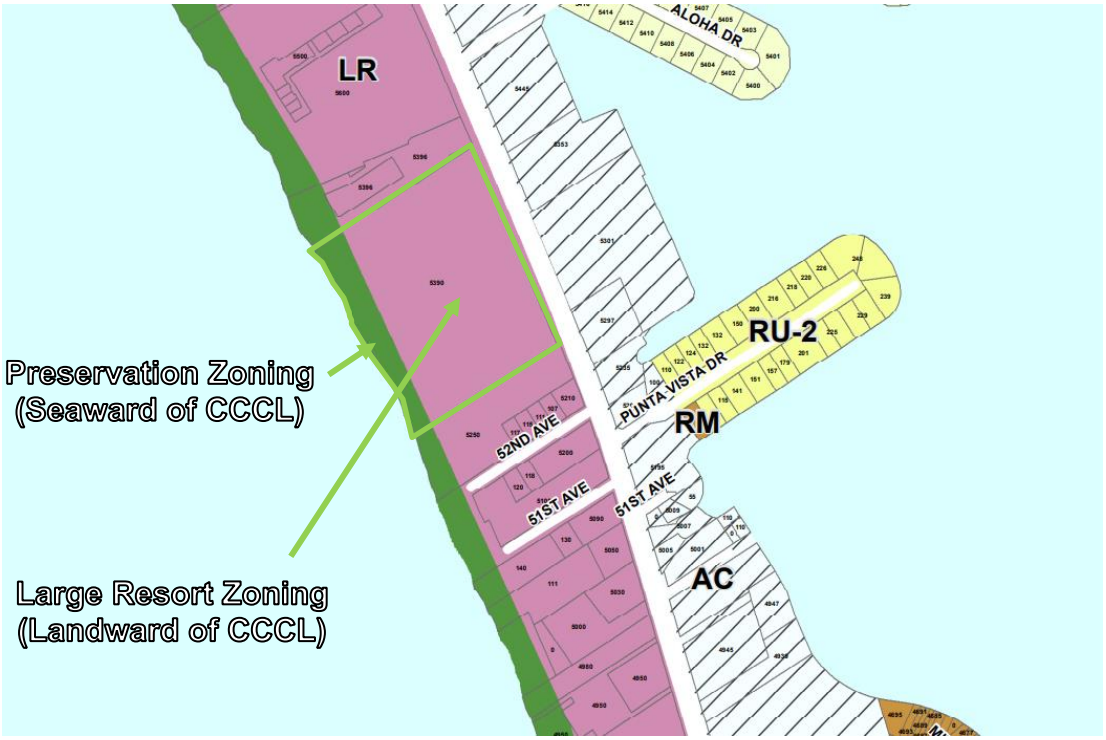
PLANNING BOARD HEARING

This case was heard by the St. Pete Beach Planning Board on November 13, 2023, and recommended to the City Commission with conditions at a vote of four to one.

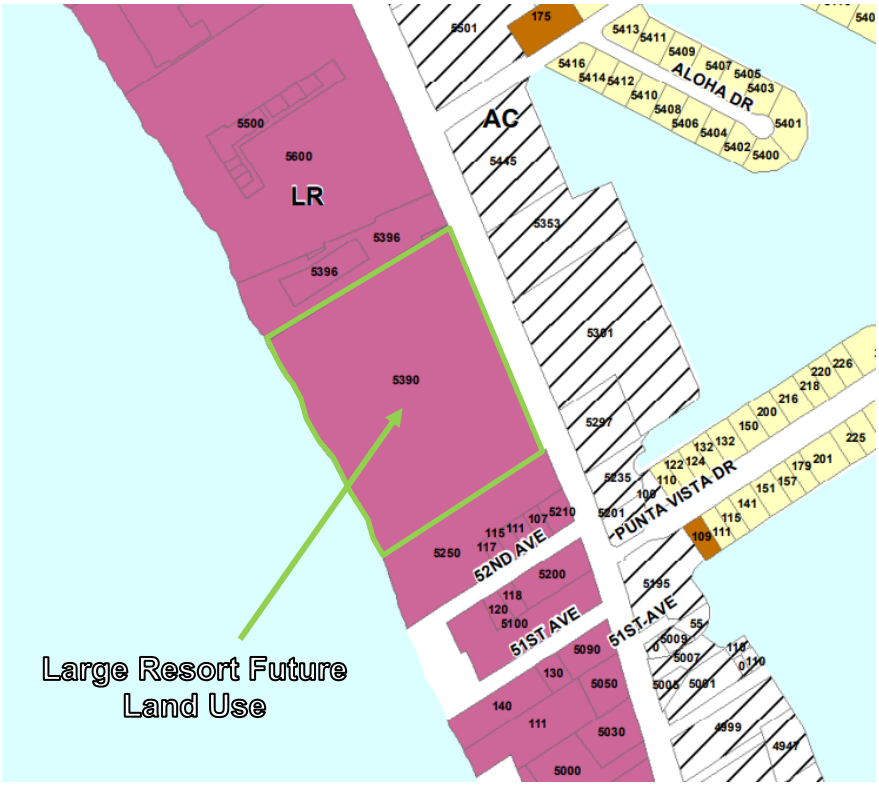
Added and modified conditions resulting from Planning Board commentary and recommendations pertain to sustainable use of reclaimed water, heighted requirements for existing development to become compliant with sea turtle lighting standards, additional parameters for a resident discount program, delivery time restrictions, applicability of Transportation Management Plan strategies, and a requirement to provide guests with information on safe crossing of Gulf Boulevard.

Staff also reviewed comments from the public, which largely mirrored concerns shared in letters and emails sent prior to the hearing. Concerns related to amended conditions included pedestrian safety along Gulf Boulevard, economic impact of the project especially in relation to potential heightened demand for public safety services, and perceived strain on infrastructure.

ZONING MAP

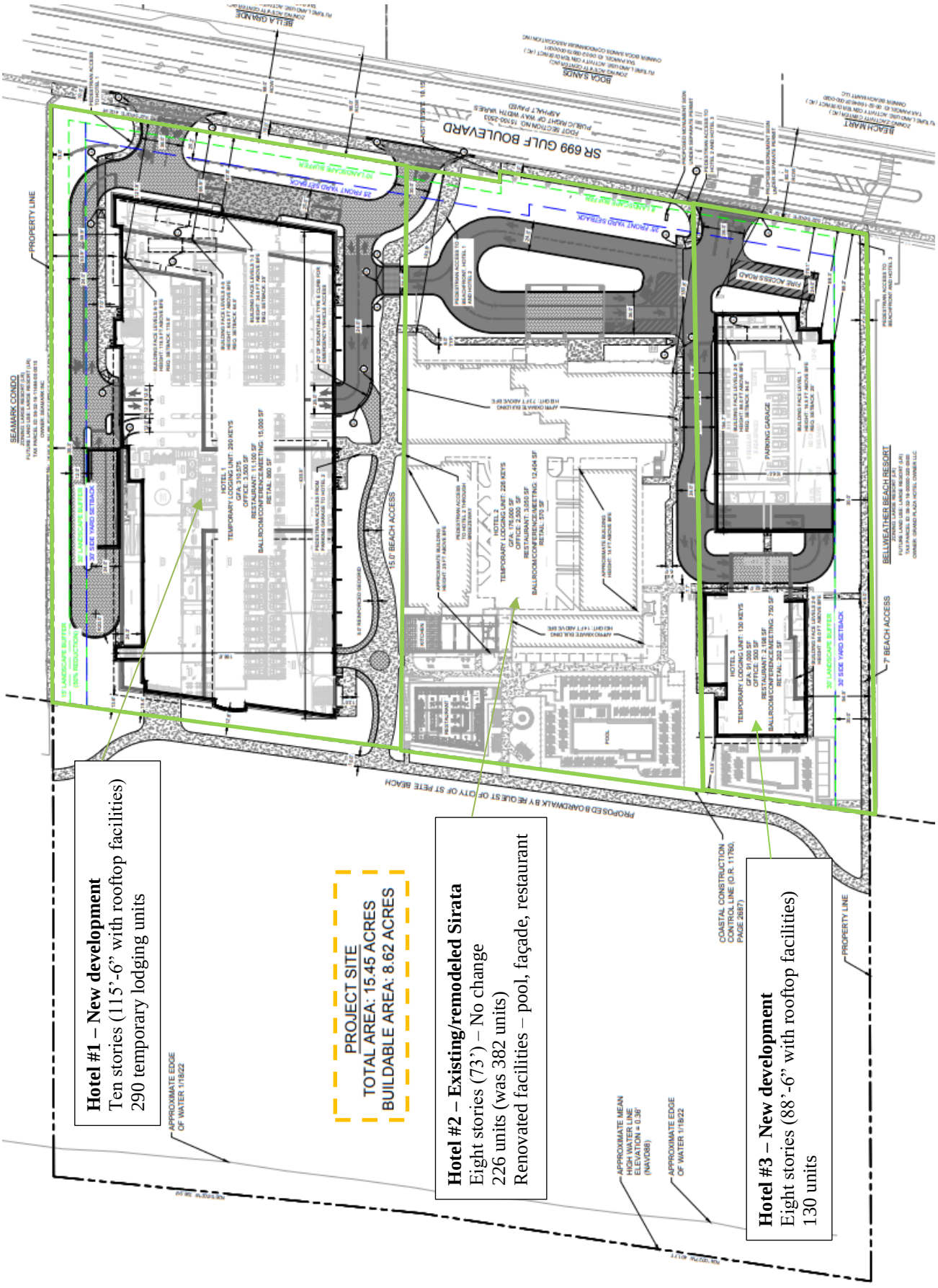


FUTURE LAND USE MAP



AERIAL MAP

SITE REQUEST



ANALYSIS

Development Standard Analysis

The buildable portion of the subject property (8.62 ac) is located within the Large Resort (LR) Zoning District and Future Land Use Category, with the remaining acreage (6.83 ac) located seaward of the Coastal Construction Control Line (CCCL) in the Preservation (P) District, as shown in the callout box on the previous page. For any development standard related to the subject project, such as impervious surface ratio, density, or floor area ratio, the denominator is based solely on the portion of the private property in in the LR District, landward of the CCCL. The P District land under private ownership may be used for incidental extension of the upland facilities that does not alter the land from its natural state, such as temporary cabanas and other beach furniture afforded to lodging properties under the Land Development Code and Code of Ordinances.

The buildable acreage of the property exceeding three acres entitles the applicant to request approval for a Large-scale Development, which is any temporary lodging project in the LR District that exceeds 50 units per acre and may include additional floor area in accessory or outparceled commercial facilities. The applicant is requesting the maximum number of units available to the property for the subject size, but less than the maximum in terms of impervious surface ratio, nonvegetative permeable material, and floor area ratio. Development standards are summarized in the table below.

General Development Requirements			
	Required	**Proposed**	**Requirement Met?**
Density (Lodging Units)	Not to exceed 75 units/buildable acre (626 units)	75 units/buildable acre (626 units)	Yes
Impervious Surface Ratio	Not to exceed 85% impervious (7.33 ac)	80% impervious (6.9 ac)	Yes
Vegetative Greenspace Ratio	At least 12% of buildable property acreage (1.03 ac)	19.7% of buildable property acreage (1.7 ac)	Yes
Floor Area Ratio	Not to exceed 2.6 FAR (976,000 SF)	1.53 FAR (574,500 SF)	Yes
Parking spaces	732 spaces (659 spaces with 10% reduction)	827 spaces (750 after discontinuation of off-site lot)	Yes
Loading spaces	One per 10,000 SF of new meeting or conference space, plus food service space (Three spaces)	Three spaces	Yes
Side landscaping buffer	30 feet on each side (15 feet if approved by Commission)	North side – 15 feet South side – 30 feet	North side – Yes if approved by City Commission South side – Yes
Height	Not to exceed 116' from BFE, with up to an additional 12' for rooftop amenities	Northern hotel: 115.5' above BFE, with rooftop facilities not to exceed 12' Southern hotel: 88.5' above BFE, with rooftop facilities not to exceed 12'	Yes
Yard Requirements			
	Required	**Proposed**	**Requirement Met?**
Front Yard	Portions of buildings up to 50' in height: 25' minimum Portions of buildings over 50' in height: One foot for each foot in building height	Northern hotel: 67.9' setback for 34.5' height 95.9' setback for 64.5' height 121.9' setback for 115.5' height Southern hotel: 79.1' setback for 16.5' height 89.3' setback for 88.5' height	Yes

Side Yard	30' minimum[1]	Northern hotel: 30.3' to porte-cochere 55' (building – approx.) Southern hotel: 30' to garage, 54.5' (hotel)	Yes
Rear Yard	No permanent development, except beach walkovers, may extend beyond Florida Coastal Construction Control Line (CCCL).	Northern hotel: 12.8' from CCCL Southern hotel: 43.5' from CCCL	Yes

Development increases property-wide are detailed below.

	Existing	**Proposed**	**Percentage Increase**
Lodging Density	382 units	646 (+264) units	69.1%
Accessory Spaces			
Conference	12,404 SF	28,154 (+15,750) SF	127%
Restaurant	8,380 SF	16,348 (+7,968) SF	95.1%
Office	1,465 SF	6,500 (+5,035) SF	343.7%
Retail	567 SF	1,632 (+1,065) SF	187.8%

Public Benefit and Amenity Analysis

All qualifying projects in the Community Redevelopment District that front Gulf Blvd are required to provide certain public amenities at the time of redevelopment, including a ten-foot sidewalk, five-to-eight-foot frontage landscaping buffer, and frontage pedestrian features like rain covers and benches. Other, more indirect benefits that support the City's goals, such as inclusion of green building standards, are also required of all redevelopment projects.

In addition, as a Large-scale Development with new construction exceeding 67% of the aggregate existing floor area on the site and 50% of the buildable site area, the project requires compliance with certain minimum development standards that are above and beyond those required of smaller-scale projects. These requirements are summarized below.

Community Redevelopment District – General Requirements				
	Required	**Proposed**	**Requirement Met?**	**Requirement Exceeded?**
Sidewalk along Gulf Blvd	6' (minimum) to 10' (default) in width	10'	Yes	No
Frontage landscaping buffer	5' (minimum) to 8' (default) in width	Variable (generally 20'+ of landscaping depth)	Yes	Yes
Pedestrian amenities in landscaping buffer	One amenity per 100' of frontage (8 total)	Eight (six benches, two trash cans)	Yes	No
Pedestrian lighting fixtures at frontage	Spaced every 30'	Spaced every 30'	Yes	No
Green building standards	Two LEED, FGBC, or equivalent standards	Northern hotel: LEED v4 BD+C Hospitality – Certified Southern hotel: LEED v4 BD+C Hospitality – Silver Certified	Yes	Yes, for the southern hotel only
Temporary Lodging (Large-scale) Redevelopment – General Requirements				
	Required	**Proposed**	**Requirement Met?**	**Standard Exceeded?**
Public beach access	One access of 10' (standalone) to 15' (when combined with an adjacent access)	Two accesses: 1) 15' (standalone – center property)	Yes	Yes

[1] Per LDC Sec. 35.9.(a)(2): The city commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a conditional use permit request.

		2) 7' (standalone, eligible for expansion – southern property)		
Beach easement parallel to and along MHWL	As requested by City	10'	N/A	N/A
Airport shuttle	Shuttle service to TPA and CLW	Must be provided by time of certificate of occupancy	Yes – Hotels will provide on-demand shuttle service.	No
Basic resort amenities	1) Housekeeping 2) Swimming pool 3) Fitness facility 4) Business center	1) N/A 2) Provided 3) Provided 4) Required	Office space is shown in both new buildings, but a business center is not specifically noted.	N/A
Large-scale resort amenities	1) Concierge 2) Restaurant 3) Retail space 4) Conference space	1) N/A 2) Provided 3) Required 4) Provided	The "JW Market" is assumed to provide the retail space – retail space must be reflected at final site plan.	N/A
Boardwalk easement along CCCL	Not required	Easement of unspecified size (10'+) for proposed boardwalk at the request of the City	N/A	Yes

Economic Impact Analysis

Taxes relevant to this request for the preceding five years, paid to the city and county for the subject property, are detailed below. Taxes not determined by staff to be relevant, such as fees paid to the Pinellas Planning Council or Health Department, are not provided, although they are included in the total in the last row of the table. The St. Pete Beach millage rate remained consistent, at 3.15, through all five years, but has been reduced to 3.0913 for 2023. Fluctuations pertained largely to changes in taxable property value and millage rates of other entities, such as the county general fund, over the covered period.

Table 1, 2018-2023 Taxable Value of Parcel #06-32-16-80172-000-0010

		2023 (Final)	**2022**	**2021**	**2020**	**2019**	**2018**
	Taxable Value	$165,000,00.00	$82,500,000.00	$75,000,000.00	$85,000,000.00	$89,624,490.00	$90,000,000.00
Taxes	**St. Pete Beach**	$510,064.50	$259,875.00	$236,250.00	$267,750.00	$282,317.14	$283,500.00
	SPB Stormwater	$7,062.92	$7,062.92	$7,062.92	$6,603.38	$6,603.38	$5,979.82
	EMS	$138,897.00	$72,393.75	$68,685.00	$77,843.00	$82,078.11	$82,422.00
	County General	$782,067.00	$391,033.50	$384,765.00	$448,417.50	$472,814.00	$474,795.00
	Total[2]	$2,602,925.42	$1,292,382.88	$1,213,975.60	$1,447,703.00	$1,571,985.38	$1,562.436.00

Projected Value for Proposed Project

The applicant has prepared a pro forma for the project, included in the TRC response document attached to this report, which includes tax estimates under a 2026 buildout. They caution that these numbers cannot be used as any kind of metric for the project, and represent just a planning estimate. At the city's 2023 mill rate, the applicant would be responsible for $30,913.00 in city taxes for each additional $10,000,000.00 in taxable value of the property at buildout.

Comprehensive Plan on Tax Revenue

The Comprehensive Plan calls for redevelopment in the Large Resort District, in part, to assist with shifting the city's tax burden from residents to businesses. The Plan recommends 30-40% of local tax revenue to be

[2] Total for 2023 reflects total prior to any discounts. Other years reflect actual paid amount, which may include discounts. Data retrieved from Pinellas County Tax Collector, Real Estate Account #R69122.

generated by commercial properties for the healthiest economy[3]. Taxes collected at the city level in fiscal year 2022-2023 are detailed below[4].

	Residential			Commercial	Other	Total
	Homestead	*Non-homestead*	*Vacant*			
$ Amount	$3,977,653	$6,057,471	$168,985	$2,534,779	$272,976	$12,998,865
Percentage	30.6%	46.6%	1.3%	19.5%	2.1%	100%[5]

The ratio above reflects an increase in the commercial portion of taxes paid from 12% in 2007[6] to 19.5% in FY 2023, which is an improvement but still significantly below the 30-40% range recommended. Commercial value as a portion of overall property value has fluctuated in the 17-21% range since 2013.

Impact Fees

In addition to ad valorem fees, the City receives one-time transportation impact and connection fees when corresponding building permits are issued. The transportation impact fee is shared with the county. Estimated fees for the proposed application are detailed in the table below.

	Rate	Number	Total Fee
Transportation			
Resort hotel rooms	$3,208.00/unit	264 units	$846,912.00
Restaurant	$8,205.00/1,000 SF	7,968 SF increase	$65,377.44
Office	$3,292.00/1,000 SF	5,035 SF increase	$16,575.22
General commercial (Conference & Retail)	$3,396.00/1,000 SF	16,815 SF increase	$57,103.74
Sewer Connection			
Water meter	4” - $80,400.00/meter	3	$241,200.00

It should be noted that the transportation impact fees may fluctuate based on additional amenities provided by the applicant, submission of an approved transportation impact study that shows a reduction impact compared with county rates, and pending final use determination of interior commercial and office spaces. Impact fee rates are calculated as static numbers from the General Fee Schedule of Chapter 150, Pinellas County Code of Ordinances. Rates above are estimates and not inclusive of safety fees and multimodal fees that are proposed as conditions of approval.

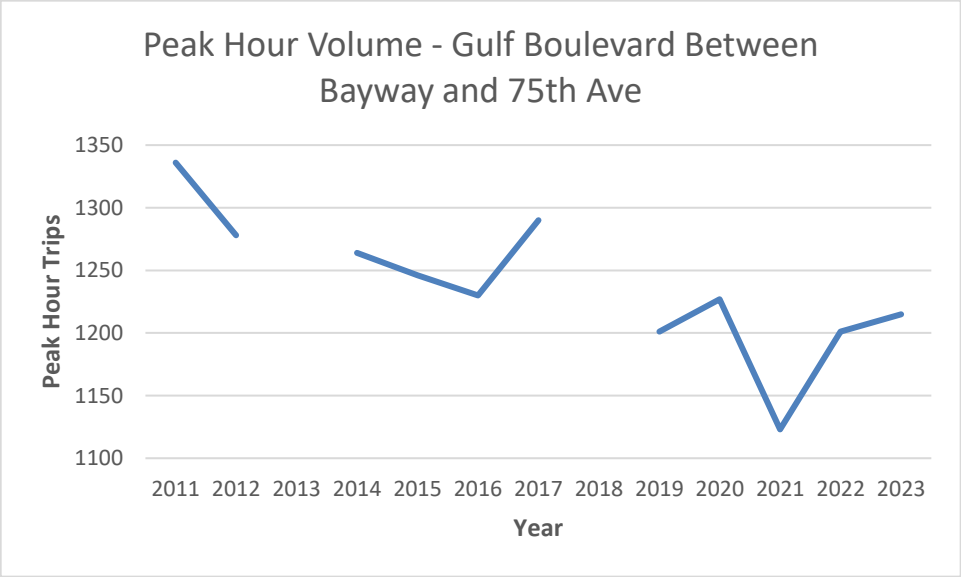
Transportation Analysis

Average Annual Daily Travel (AADT) and Peak Hour Level of Service (LOS) data for available years dating back to 2011 is presented below for the most impacted segment of this proposal, being Gulf Boulevard between 75th Ave and the Bayway[7]. Note that the year reflects the report data year; the data is typically collected the year preceding the report. For instance, 2023 report readings were taken in March 2022.

Year	AADT	Volume (Peak Hr)	Vol. % Change from Prior Year	Vol. % Change from 2011	LOS (V/C)
2023	25,124	1,215	+1.17%	-9.06%	D (0.745)
2022	25,142	1,201	+6.95%	-10.10%	D (0.642)
2021	23,000	1,123	-8.48%	-15.94%	D (0.601)
2020	25,000	1,227	+2.16%	-8.16%	D (0.656)

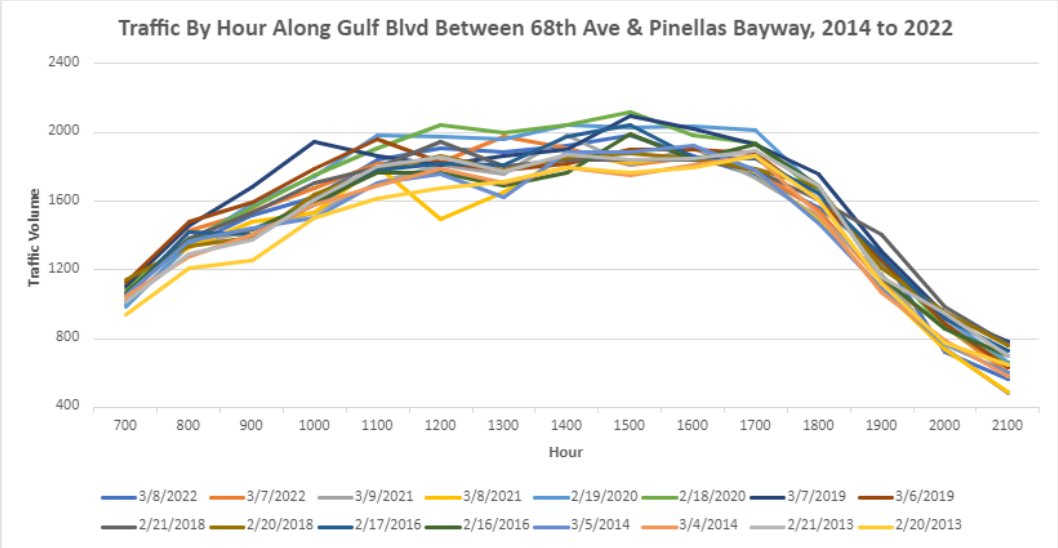
[3] Ordinance 2011-19, pg. 72. Available at https://www.stpetebeach.org/DocumentCenter/View/309/2011-19-PDF.
[4] Distribution of Taxes Levied by Property Type, Pinellas County, Fiscal Year 2022-2023. See attachment to this report.
[5] Due to rounding, this adds up to 100.1% in the provided tax tables.
[6] Ordinance 2011-19, pg. 71. Available at https://www.stpetebeach.org/DocumentCenter/View/309/2011-19-PDF.
[7] Data as reported in the Forward Pinellas Level of Service tables, 2011-2023 reporting years.

2019	25,357	1,201	-6.90%	-10.10%	D (0.642)
2018	Unavailable				
2017	24,690	1,290	+4.88%	-3.44%	C (0.69)
2016	23,536	1,230	-1.28%	-7.93%	D (0.658)
2015	23,843	1,246	-1.42%	-6.74%	C (0.666)
2014	24,190	1,264	-1.10%	-5.39%	C (0.676)
2013	Unavailable				
2012	24,461	1,278	-4.34%	-4.34%	C (0.683)
2011	25,575	1,336	N/A	N/A	D (0.714)



As shown above, there have been no significant changes in either the directional peak volume or average annual daily trips along Gulf Boulevard between the Bayway and 75th Ave between the 2011 and 2023 reporting years. Peak hour volume is among the lowest recorded outside of 2022 and 2021, which occurred during the height of the COVID pandemic. Even when disregarding the volume peak in 2011, the total volume along the segment was lower than most pre-pandemic years, only exceeding 2018 data counts by approximately one percent.

Unlike other communities which tend to see significant peaks in traffic during the “AM peak” and “PM peak” hours, overall traffic counts for Gulf Boulevard north of the Bayway tend to show growth during the morning hours and a plateau around 11 AM, remaining relatively consistent in volume until approximately 6 PM when volume tapers. During this time period, averaged hourly counts between 2013 and 2022 showed very little variation, with the most significant difference approximately 6% between the highest hour (3 PM) and lowest hour (11 AM). The difference between the averaged 3 PM peak hour and the typical 4 PM peak hour is approximately 1.2%.



Source: FDOT Station 5147 data, 2014-2022 data years

There are two stages of transportation review for a conditional use permit:

1) Assessment of the relevant conditional use permit criteria, which requires assessment of project impact inclusive of existing traffic. If the conditional use is approved, then;
2) Assessment for the transportation concurrency certificate PRIOR to site plan issuance requires a concurrency review. This review requires assessment of project impact relative to existing, vested, and committed projects, inclusive of background growth. If capacity does not exist, which is identified as a LOS that is currently or will be reduced below a "D", the project may need to be phased or reduced in scale, the applicant may need to enter into agreement with the city to provide improvements, or other listed mitigation methods provided in LDC Sec. 29.7. In cases where the project will reduce the LOS below "D", and the proposed development will meet or exceed five percent of the facility's peak hour capacity, the city may be eligible to exact proportionate fair share contributions. However, by law, this contribution must be credited against any transportation impact fees that are to be later collected.

Health, Safety and Welfare Analysis

An inquiry posed at the community meeting requested information on public safety calls. This information for 2021 and 2022, along with code enforcement complaints received during those years, is detailed below. It should be noted that the current owner took control of the property at the end of November 2022, at the end of the collection period.

	2022	**2021**
Sheriff's Office Calls[8]	148	184
SPB Fire Calls	79	78
Code Enforcement Cases	0	3

The most frequent calls to the sheriff's office pertained to 911 hangups and open lines (56 calls), which were excluded from the count above along with information requests. Of remaining calls, among the most frequent were for ordinance violations (53 calls), trespassing (50 calls), and citizen assistance (38 calls).

Fire calls included any call made in the direct vicinity of Sirata, including traffic events along Gulf Boulevard in which an employee or guest of the Sirata Resort made the call or those on the public beachfront behind the

[8] This number excludes "911 hangup or open line" and "information" problem types.

resort. According to the district fire chief, the most frequent call made over the time period at the property was for fire alarms (32 incidents), falls (25 incidents), and fainting (19 incidents).

All recorded Code Enforcement cases were registered and resolved prior to the current owner taking control of the property. Of the three cases, two pertained to beachfront lighting issues, and one related to illegal placement of wind signs.

Landscaping Analysis

If all phases of this project are approved, the applicant will be eliminating all surface parking on the site in favor of structured parking, which also eliminates interior surface parking landscaping requirements. In terms of frontage, interior greenspace, and buffer requirements, the applicant will be responsible for the following minimum standards:

a) A landscaping buffer of eight feet in depth running along the entire property frontage except at points of ingress and egress, containing at least one tree every 30 feet and pedestrian amenities;
b) A 30-foot landscaping buffer along the southern property line, unless the City Commission chooses to reduce the buffer to 15 feet (not requested);
c) A 15-foot landscaping buffer along the northern property line, unless the City Commission chooses to reduce the buffer to 15 feet (requested);
d) One shade tree for each 30 linear feet of walkway not adjacent to a compliant buffer;
e) One shade tree for each 200 square feet of additional landscaped area;
f) At least 12% of the total buildable site area (1.03 acres) maintained as greenspace.

The city's code does not prescribe any requirements for density of plantings, species, or other elements within the 15-to-30 foot side landscaping buffers, other than to state they are to be reviewed within the city's conditional use process. Staff have determined that the buffers, as presented, currently provide for an approximate "Type B" buffer standard, which is the moderate requirement among the city's buffers.

Landscaping provided in the draft plans set relative to the city's code are analyzed below, providing the requirement and stating whether the criteria in the code is met, exceeds the requirement or does not meet the minimum code requirement.

	Minimum	**Provided**	**Standard Met?**
Sec. 39.10 – Streetscape design required elements			
Size	8' depth	Varies – generally 25' to 40'	Exceeded
One tree required every 30 linear feet	30' spacing	Less than 30' spacing (accounting for driveways)	Exceeded
Total tree count	25 trees	40+ trees	Exceeded
Pedestrian amenities – Two per 200' linear feet	8 amenities	Eight amenities: Six benches Two trash cans	Met
Pedestrian-scale lighting fixtures	Spaced every 30 feet	Spaced every 30 feet	Met
Sec. 35.13 – Landscaping	15-30 foot buffer	15' buffer (north side) 30' buffer (south side)	North side: If approved by City Commission South side: Met
Trees – North side yard	Not specified	One tree approximately every 20 feet	Roughly equivalent to a "Type B" (medium) buffer due to width and planting density
Trees – South side yard	Not specified	One tree approximately every 25' feet	Roughly equivalent to a "Type B" (medium)

			buffer due to width and planting density
Sec. 39.11 – Walkways and pedestrian connections			
Walkway trees	One shade or ornamental tree for each 30 linear feet of walkway	Approximately one tree every 30 feet. Gap is present at western side of pedestrian interior road crossing.	Will need to be verified by applicant during site plan. Staff would like to see exchange of some ornamental foliage for shade trees where viable.
General landscaping area trees	One tree for every 200 sf of separate landscaped area	Generally met – additional trees may be required along north side of Hotel 3, and in landscaping island in front of Hotel 2.	Will need to be verified by applicant during site plan. Staff would like to see additional Florida friendly landscaping where viable.

Land Development Code Sec. 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;**

Staff finds that the conditional use request is generally consistent with the goals, objectives and policies (GOPs) of the Comprehensive Plan, but seeks additional applicant testimony regarding integration of green building standards, water conservation practices, use of native and Florida-friendly landscaping, shade tree installation along the frontage, construction site management, hazard mitigation practices and evacuation plan preparation, erosion control, and stormwater filtration, as noted below and summarized in the Staff Recommendation section at the end of this report. Full staff commentary on cited GOPs can be found at the end of this report in Addendum A.

Future Land Use Policies – Green Practices, Residential Character and Introduction to Land Use Categories

GOAL 1

Staff comment: The applicant should provide testimony as to whether there will be any construction material or debris recycling taking place in this project, as promoted through this Goal.

POLICY 1.2.6

Staff comment: The applicant should provide testimony addressing the extent of pollutant filtration provided by the underground stormwater vaults.

POLICY 2.3.7

Staff comment: The applicant supplied a response on November 13, 2023 indicating that they are exploring options which include temporary off-premise or on-premise parking, or on-site construction staging relocation, to provide sufficient parking during development phases. Staff will address this concern at the site plan stage unless otherwise conditioned. The applicant provides sufficient on-site

parking at buildout to exceed the requirement for all uses without the need for off-premise lots, which they plan to discontinue. Staff finds this policy to be sufficiently supported.

POLICY 2.7.1

Staff comment: As all of Long Key is considered critically eroded, the applicant may wish to speak to how renourishment will be handled in the future should their portion of the beach become critically eroded, and whether there are any erosion mitigation techniques proposed during or beyond construction besides the dune restoration;

OBJECTIVE 2.8

Staff comment: The applicant indirectly addressed this comment at the November 13, 2023 Planning Board meeting by demonstrating the heightened standards of FDOT and Southwest Florida Water Management District requirements compared to the event standards in the City of St. Pete Beach codes, which will be met as part of this development. The applicant will be required to submit drainage reports and supplemental data for staff review at site plan application. Staff finds this objective to be sufficiently supported at this stage, with assessment to be a condition of site plan approval.

POLICY 2.8.5

Staff comment: At the November 13, 2023 Planning Board hearing, the applicant presented a graphic explaining that they are providing approximately one-tenth of the discharge allowable under the city's 25-year, 24-hour storm event criteria, which will be required for demonstration at the site plan stage. Under the city's storm event requirement, the applicant will not be required to pump any stormwater to Gulf Boulevard, which would only occur under a more significant event than the city requires under its codes. In these lesser events, water percolate into the ground. Staff finds this policy to be sufficiently supported at this stage, with drainage plan assessment to be a condition of site plan approval.

POLICY 2.8.6

Staff comment: The applicant expressed agreement with the staff conditions presented at the November 13 Planning Board meeting, which included a condition to include at least one reclaimed water-saving technique in buildout, such as inclusion of extremely drought-tolerant landscaping, or the use of rain barrels to supplement irrigation. Staff finds this policy to be sufficiently supported.

POLICY 2.9.2

Staff comment: The applicant expressed agreement with the staff conditions presented at the November 13 Planning Board meeting, which included a condition to meet a 35% or greater reduction below baseline in use of potable water. Staff finds this policy to be sufficiently supported.

Special Designation – Community Redevelopment District (CRD)

OBJECTIVE 1.1

Staff comment: Understanding that it is early in the process, the applicant should speak to which categories they intend to pursue the LEED v4 BD+C Hospitality certifications under if they are aware at this time. Staff has received notice from the applicant that at least three points in the water efficiency activity will be pursued in water use reduction (35% below baseline), but the applicant needs at least 40-49 points for "Certified" rank, and 50-59 points for "Silver" rank, which will be pursued for Hotel 1 and Hotel 3 respectively.

POLICY 1.1.9

Staff comment: This comment is a continuation from the objective above and seeks information specifically on low-flow fixtures and any commitments that can be made to energy-efficient construction materials, equipment and appliances.

POLICY 1.1.10

Staff comment: The applicant has agreed with a staff condition to include at least 50% Florida friendly groundcover and trees as part of the final landscaping plan. Staff finds this policy to be sufficiently supported.

OBJECTIVE 3.1

Staff comment: The applicant has agreed with a staff condition requiring that landscaping buffers be completed at the time of Hotel 1 certificate of occupancy. Staff conditions permit a limited waiver of new landscaping along the frontage of Hotel 3 where its installation would be impeded by new construction, but requires the applicant to demonstrate that such landscaping would require immediate removal under the construction phase if it is to be delayed until time of hotel certificate of occupancy. Staff finds this objective to be sufficiently supported.

POLICY 6

Staff comment: City staff attended both community meetings held by the applicant in April 2023, and have listed attendee comments at the beginning of this application. If any of these comments have been independently addressed by the applicant, they may wish to provide testimony.

Policy 9

Staff comment: The applicant will be required to restore the dunes behind the entirety of the property, file an enforceable hurricane closure and evacuation plan that evacuates the resort prior to mandatory evacuations for residents, and design all new structures to be compliant with wind loads and state floodplain regulations. The applicant should provide testimony as to any other hazard mitigation to be undertaken.

Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District

OBJECTIVE 1.7

Staff comment: In terms of protecting the city's existing built infrastructure, the attorney for SeaMark, Inc. provided a letter in June 2023 which detailed multiple requests, including two related to protection of the SeaMark's integrity during construction as well as from possible horizontal leaching of runoff from surface waters from the northern ramp toward the Sirata's property, the potential creation of a wind tunnel effect between the developments from the construction of Hotel 1, and noise pollution from the rooftop deck. The applicant addressed the concerns pertaining to runoff and has proposed photographic documentation along with vibration meters during construction to address the integrity of the SeaMark condominium building. The applicant's architect supplied a letter on November 20th detailing their opinion that the Building Code does not require a wind study, and included a supporting example. This project will require building department review prior to any new construction, with the need for a wind study evaluated at that time.

OBJECTIVE 1.8

Staff comment: Staff has recommended a condition related to a requirement for a resident discount program based on a comment from a Planning Board member, but seeks City Commission feedback or applicant proffer of an acceptable rate and range of benefits.

The applicant's beach access easement exhibit shows both easements continuing to the wet sand. Staff presumes the applicant will wish to continue to offer cabana service areas along the private portion of the beachfront, and requests the applicant provide testimony if any areas of the beachfront will be open to residents, either in terms of reserved cabana service area (subject to the city's updated beach ordinance) or left open for residents and visitors.

Staff also seeks testimony to two policies that were not cited by the applicant, as noted below:

Future Land Use Policies – Green Practices, Residential Character and Introduction to Land Use Categories

Policy 1.2.7

Fountains and water features that promote water conservation methods and technologies shall be encouraged.

Staff comment: The applicant is featuring what appears to be a fountain adjacent to the living wall on the front façade of Hotel 1, and may feature others throughout the resort. Staff requests information about whether there will be any water-saving or reuse features employed for outdoor features. Staff finds conditioned reductions for indoor fixture improvements to be sufficient at this time.

Infrastructure Plan Element

Policy 2.2.3

The following stormwater management techniques shall be used:

• Regular maintenance of retention swales adjacent to City roadways.

• Use of front, rear and side lot line swales in new development.

• Use of erosion and runoff control devices during construction;

• Where necessary, the City shall consider construction of drainage retention areas in the public right-a-way; and

• Where existing waterways are not sea-walled, native marine vegetation shall be used for shoreline stabilization where technically feasible.

Staff comment: Staff requests the applicant speak to any erosion control devices to be utilized during construction, other than those required under a conventional construction site management plan.

(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;** *Staff finds the overall appearance of the area will be moderately affected, but not in a way that is incompatible with adjacent development. The applicant is proposing to demolish a six-story lodging building on the northern side of the site and replace it with Hotel 1, which has five stories as a base at the front to account for elevated ballroom ceilings and four at the rear that begin approximately 4'-6" above the ground to meet flood elevation, and contains a lodging tower that extends to ten stories. The setback of building elements other than the porte cochere will be approximately 55 feet from the northern property line. The north side of the property abuts the SeaMark Condominiums, which contains a residential building of eleven stories with a setback of approximately 43 (balconies) to 48 (primary structure) feet from the subject property's northern property line. The subject request is for 75 temporary lodging units, while the applicant states that the SeaMark contains over 60 residential units per acre, where 15 residential units per acre is permitted under current development regulations. While staff was unable to exactly corroborate that number from the SeaMark plat due to its lack of a CCCL, Staff has roughly approximated the SeaMark's density, at 105 units, to be in the range of 60-65 residential units per buildable acre. Bellwether Beach Resort, to the subject property's south, has approximately 75-80 lodging units per buildable acre. Both of the abutting properties were developed at a time when the buildable property acreage included land seaward of the CCCL, so these numbers do not reflect the properties' initially-developed density.*

It should be noted that, despite the similar number of floors, the 61-foot portion of the Hotel 1 tower between five and ten stories appears to be over two times larger (approximately 31,500 square feet) than the SeaMark building (approximately 15,000 square feet). Additionally, floor four of Hotel 1 is twenty feet tall, and there is additional variation throughout the hotel's floors, from 9'-6" for its shorter tower floors to 13'-6" for its first floor. SeaMark's lower ten floors are nine feet in height inclusive of interstitial space, with the eleventh floor at 8'-6", and an unspecified roof cap height[9]. Assuming a 4'-6" roof cap as scaled from the plat drawing, and an 11' NAVD elevation for the first SeaMark floor, the SeaMark will be approximately twelve feet shorter than Hotel 1 when comparing top of roof measurements, despite having one additional floor.

Hotel 3 is proposed at eight stories and 84'-0" height above base flood elevation, and abuts the southern side of the property, which is shared with the Bellwether Beach Resort, a twelve-story structure. The Hotel 3 parking garage is proposed at 30 feet from the side lot line, and the hotel itself at 54.5 feet from the side lot line, where the Grand Plaza has a 14-foot side yard setback at its closest point. Unlike Hotel 1, Hotel 3 has relative consistency between its floors, with all floors except for the first at 9'-0" to 10'-0" in height. The first floor will be 15'-6" in height. The applicant's architect states that the top of the highest garage level for Hotel 3 will be 88'-6" from base flood elevation.

The applicant describes the design of both resorts as modern Florida Resort Hotel, and staff finds the design to be generally compatible with other uses in the vicinity as well as to generally meet the design criteria of the Land Development Code. It should be noted that both Hotel 1 and Hotel 3 have parking garages facing Gulf Blvd in front of the lodging component of the building, with Hotel 1's integrated into the lower levels and Hotel 3's

[9] Pinellas County Condominium Plat Book 13, Page 58.

separate from and in front of the lodging portion of the hotel. While the landscaping appears lush and appropriate for the setting from renderings, and planter boxes are permitted screening elements, maintenance is critical to ensure that the structures continue to meet the design integrity of the Land Development Code.

From a functionality standpoint, the applicant is providing for three on-site truck loading spaces, which will eliminate the need for unloading in the center lane of Gulf Boulevard. This alteration is welcome from a safety and traffic efficiency standpoint. The applicant is also expanding beach access for nearby condominium and subdivision residents.

This project is anticipated to have a traffic impact on Gulf Boulevard, as noted in the traffic study. This impact is not anticipated to decrease the level of service of the roadway below a level of service of D, which the city adopts as its minimum level of service, during the weekday peak hour. The applicant's resubmitted study, which has been reviewed by the city's transportation consultant, also concludes the project does not have weekend level of service impacts that cause degradation below the city's adopted standard.

b. **Whether the application will preserve any city, state or federally designated historic, scenic, archaeological, or cultural resources;** *There are no known historic, archaeological or cultural resources in the area. The City's conditional use criteria generally promote the maintenance of Gulf views, and as noted in other responses, the development is approximately maintaining the same linear footage of openings between the Gulf Boulevard frontage and the water through the placement of the newly-developed buildings.*

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.** *Subitem a. above addresses size and scale. Staff generally finds the building style visible from the street to be compatible with surroundings, insofar as the city also promotes reduction in surface parking and consolidation of parking spaces into garages. The applicant has modified the front of Hotel 3 with artistic tilework, where planter boxes were shown previously, since the original submittal. While both could appear to fulfill the minimum requirements of the design standards, the City Commission may wish to consider whether planter boxes, which are directly promoted in the LDC, would better meet the intent at the front of this structure. At the Planning Board hearing for this item, the applicant expressed a willingness to work with staff on the design elements of the façades. Staff welcomes City Commission feedback on the designs as proposed.*

Regarding scale, the applicant exceeds the required rear setback requirements for both new lodging developments, and particularly on the north side is nearly double the required side setback for the portion of the building that directly abuts the beachfront side of the line shared with SeaMark Condominiums. Due to the westernly jog of the CCCL traveling north along this portion of Gulf Boulevard, this additional setback is helpful to preserve additional viewshed at the rear of the subject property for the northern neighbor. While significantly closer to the CCCL than the existing six-story building, the new Hotel 1 maintains approximately the same side setback as the existing, excluding the porte-cochere. Furthermore, staff is in receipt of a letter from the attorney for the SeaMark association dated June 16, 2023 which outlines four concerns, none of which have any direct impact on maintenance of viewsheds of the property (other concerns are addressed elsewhere in this report).

The applicant is proposing significant landscaping along the northern and southern side property lines. While a 15-to-30 foot buffer is required along the side lot lines of any new large-scale resort development, there are no direct standards provided in the code for what landscaping is required in these buffers. However, the applicant is providing landscaping akin to what the city would typically require for a "Type B" buffer, which denotes moderate compatibility between land uses. Given the abutting uses, staff finds the landscaping design to be generally appropriate from a screening standpoint, but would like to see the installation of more Florida-friendly trees in buffers across the property. The applicant has expressed agreement with a staff condition to ensure that at least 50% of the property is comprised of Florida friendly landscaping, with landscaping in required buffers where minimum height and size standards are applied being at least 50% Florida native or promoted in the Land Development Code.

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 lodging use has been designed to locate the components of the hotel that could potentially produce obnoxious noise away from the residential condominiums to the north, and particularly has placed the pool deck where dining, drinking and music is requested to be located behind several floors of lodging to provide a solid barrier from the northern condos. Unlike other uses reviewed in recent months, new lodging uses offering live music in the Gulf Boulevard Redevelopment District are prohibited from having amplified music audible from neighboring properties. If properly implemented and enforced, this should effectively eliminate the potential of any loud music impacting nearby properties. Staff has recommended a condition related to this, and requests the applicant explore installing non-invasive bamboo or other sound-attenuating landscaping in the planters on the side of the building abutting the condominiums to provide further sound screening.

Staff does not anticipate significant impact from dust, fumes, or smoke. None of the uses proposed for the site are industrial in nature, and the applicant is reducing the direct impact on both the Boulevard and neighboring properties by integrating truck loading areas into the primary structures, with the northern screened behind a living wall with waterfall and the southern behind a solid wall with ornamental tile and standard frontage landscaping.

Impacts of glare was an initial concern raised by the neighboring residents at SeaMark Condominiums in their letter dated June 16, 2023, which the applicant appears to have resolved through redesign of the northern side of the structure. There are limited openings at the structure frontage where glare could still be a concern if planter landscaping is not of an adequate height to screen headlights, and it is unclear from elevations and renderings whether the material that will be in the circles that are installed between the second and third floors is opaque or transparent.

Staff finds the site layout to be logical as it pertains to attenuation of late-night nuisances from impacting abutting properties, particularly the SeaMark. Other than noise from the pool deck, which is blocked by several stories of building from the northern property, the only noted potential nuisance along the northern side would result from late-night check-ins and

valet service. The applicant addressed late-night Hotel 1 impacts at the Planning Board hearing, where they confirmed that guests will only be dropping off vehicles on the northern side, with check-in taking place within the hotel. Staff also requests the applicant the hours of operation of the Hotel 3 pool area, and whether any bar functions will be provided after sunset, to estimate impact on the Bellwether.

Staff does not anticipate impacts of odor on abutting properties, but the applicant should provide testimony to the location of restaurant venting at both new developments. Hotel 1's dumpster area is relegated to the frontage where loading is provided. The Sirata's trash area is shared with Hotel 3 per the applicant.

Pertaining to privacy, staff notes that Hotel 1 now contains balconies where there had previously been six stories of exterior-entry units. While this may decrease overall activity along this façade, the balconies appear to be largely oriented toward the abutting condominium rather than the beach. This was not brought up as a point of concern in the aforementioned letter, but the applicant may wish to comment on the orientation of the balconies and whether they are oriented to provide customers a beach view rather than one of the abutting condominium.

Outside activities are largely relegated toward the center of the site, and buffered from the east, north and south by new or proposed buildings. The size of such facilities are in general keeping with the size of other resort facilities in the vicinity. As previously noted, the applicant should comment on the operation of the southernmost pool and its potential impacts on the neighboring resort.

The applicant is providing three truck loading spaces on the site, which is both a code requirement and supported from a safety perspective. In the response document to staff comments, the applicant stated that deliveries typically occur between the hours of 7 AM and 3 PM. Staff recommends that deliveries from vehicles exceeding two axels be limited to those hours to ensure that peaceful enjoyment of the northern residential property is not significantly disturbed.

(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;** *Vehicular traffic will increase along Gulf Boulevard and other affected segments as noted in the traffic study. Per the study, the impacts will not be of a rate that would cause a reduction in level of service below the city's adopted minimum, nor would the introduction of traffic along any segment be of a proportion that the applicant would be responsible for proportionate fair share fees based on adopted code standards, during weekday hours. Staff has requested the study be amended to include weekend counts, given the perception and supporting parking data that suggests the city experiences traffic peak during weekends. Given the nature of the use, staff would like to see Transportation Management Plan mitigation through either contribution to or introduction of a local circulator, subsidies for ridesharing, and other contributions that would reduce the need for guests to bring a personal vehicle. Staff recognizes there is a difference between estimated and actual traffic impact, and would like to see the use convert vehicle trips to pedestrian and other multimodal trips where viable to increase safety and improve traffic efficiency relative to estimated impacts.*

Pertaining to the traffic study, staff has the following comments:

1) *Per Table 4 of the analysis, the applicant has demonstrated that the project will not exceed 90% of the level of service capacity for any of the road segments for which the project has greater than a one-percent impact, at PM weekday peak hour, based on 2023 Forward Pinellas Level of Service Report data (2022 data year). Directional future volume is anticipated to be highest on the southbound segment of Gulf Boulevard between 59th Ave and the project access (1,372 trips with 1,630 capacity = 84.2%). This segment of Gulf Boulevard received a significant reduction in peak hour capacity, from 1,870 in the 2021 data year to 1,630 in the 2022 data year. Staff has reached out to the county for clarification as it is unclear why this capacity has been reduced. Regardless, the roadway is not projected to exceed a 0.9 volume to capacity ratio during the 2025 study horizon.*

   The applicant submitted an amended traffic study to staff in advance of the Planning Board hearing finding that Saturday counts, collected on August 5, 2023 and projected to peak season, did not reduce level of service below the adopted standard nor did any impacted road segment exceed 0.9 volume to capacity. Staff has also confirmed there was no documented rain on that date, in response to a question posed at the Planning Board hearing[10].

   As with the weekday counts, the applicant's Saturday counts show the greatest impact on Gulf Boulevard between 59th Avenue and the project access, where the project will generate 114 trips at the peak hour. The volume to capacity ratio on the most impacted segment is demonstrated as marginally higher (84.7%) than weekday (84.2%) volume. The applicant's 24-hour counts determined the 2:45-3:45 PM hour to be the peak hour, which is generally in line with staff analysis of traffic volumes along Gulf Blvd north of the Bayway between 2013 and 2022, where 3 PM and 2 PM had the highest and second-highest total volumes, respectively.

2) *The applicant used a 2% assumed yearly background growth factor through buildout year (2025), at the initial request of city staff and the city's transportation consultant. This is the same rate used for the Corey Landings project that was evaluated in 2022, and reflects a conservative expectation for growth that the city has not seen in the past decade in terms of PM peak hour weekday volume when smoothing for pandemic downturn. Background growth should not be confused with the growth calculated from new projects introduced within the jurisdiction; any forthcoming project that is approved must account for projects that have already been committed or vested during concurrency review at the site plan stage. Rather, background growth is the rate not attributable to existing, committed or vested traffic, such as additional day trips or pass-through traffic not accounted for when new development occurs. It should also be noted that background traffic, while a consideration in concurrency, does not directly relate to the question of whether the network can support the proposed and existing uses.*

3) *As part of the demonstration of transportation concurrency if this request is approved, the applicant will (in addition to background traffic) consider all existing, committed, and vested projects that are approved by the City between now and when the site plan(s) is/are filed. This ensures that any approved interim development is accounted for in the impact study*

[10] U.S. Department of Commerce, National Oceanic & Atmospheric Administration. Record of Climatological Observations. Accessed at https://www.ncei.noaa.gov/orders/cdo/3517785.pdf.

performed by the applicant. The applicant had formerly considered the proposed Tradewinds expansion project in their impact methodology; this was removed in the November 1st resubmittal. The applicant's analysis currently includes the committed Corey Landings and Miramar/Emerald Sands developments.

The applicant has held out the extension of on-site queuing, transit subsidies for employees, discontinuation of off-site parking, and pedestrian frontage improvements as multimodal improvement benefits of the project. These improvements are variously either required or recommended Transportation Management Plan (TMP) strategies. Staff is also requesting financial contributions to Gulf Boulevard safety improvements and multimodal improvement fees, above and beyond required impact fees, as conditions of any approval for this request.

(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 applicant has supplied a phasing plan that appears to demonstrate the property complying with the parking standards at each phase, but staff was not able to corroborate the number of spaces shown on the Phase IB plan while Hotel 1 is being constructed (195 referenced, 171 counted on site), nor does the plan show the space(s) that will ostensibly need to be removed to accommodate access to the laydown yard. The applicant is eligible for a 10% reduction in required parking that was not calculated into the counts provided on the Phase 1B plan, so barring a significant number of spaces needing to be removed for said yard access, the lot is likely to comply with the minimum parking standards. However, as nearly one-third of required parking will be accommodated in the property's distance lot just south of Punta Vista Dr, staff requests a valet plan during interim development to ensure safe access. Gulf Boulevard contains a signalized pedestrian crossing just south of the Sirata that is in the most direct path between the distance lot and subject property, so risk of unsignalized crossings is reduced.*

Phase IC similarly shows sufficient parking, but it appears all of the remaining surface parking will be inaccessible behind a temporary fence. The applicant is proposing to retain the 77-space off-premise lot, and utilize the 429 spaces in the Hotel 1 parking garage. Staff addressed these concerns with the applicant, and will ensure that parking is adequate at each phase of the development, as expressed through a recommended condition.

At completion of the Hotel 3 parking garage, the use will exceed the number of required parking spaces, at 750 on-site parking spaces between the 429 spaces in the northern garage and 321 spaces in the southern garage where 659 spaces are required to support all facilities. Elimination of expanses of surface parking is promoted through the Comprehensive Plan on the basis of aesthetic, stormwater runoff, and greenspace improvements. The applicant will also be discontinuing off-premise parking lots on the east side of Gulf Boulevard, which can reduce Gulf Boulevard crossings.

The site currently lacks any off-street loading facilities, which are required when developing temporary lodging properties where new food service or meeting space exceeds 10,000 square feet The property is adding approximately 24,000 square feet of new meeting room and restaurant facilities, and is required three new spaces, which will be added in screened alcoves along the frontage of Hotel 1 (two spaces) and Hotel 3 (one space). Staff finds this placement to be logical given the distribution of facilities in each of the hotels, with the southern hotel being described as "select service" and offering only a small fraction of the new meeting room and restaurant square footage. However, staff does request the applicant address how deliveries from either hotel to the existing Sirata will take place, as there is no new truck parking space being added in its direct vicinity.

(5) **Whether generally, the public health, safety and welfare will be preserved, and any reasonable conditions necessary for such preservation have been made;** *Staff is proposing conditions intended to mitigate lighting harmful to marine life, noise, and vibration from construction, increase public beach access, reduce reclaimed and potable water usage, and ensure beneficial public facilities are provided early in the development phases. Staff is also requesting contributions to multimodal and Gulf Boulevard safety improvements as a condition of approval for this request.*

(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;** *Staff has been made aware of articles related to the financial health of Columbia Sussex Corporation, most recently one from early 2021 which addressed the pandemic's impact on lodging generally and the corporation's portfolio specifically*[11]*. Staff addressed this criteria with the corporation's CEO at Technical Review Committee, where they mentioned that equity had been secured for Hotel 1, their hotels referenced in the article had been removed from special servicing, and stated that resort travel has stabilized in the two and a half years since the article was published.*

To the last point, visitor profile data from Visit St. Pete/Clearwater does show direct visitor spending, hotel room nights, and total number of visitors have generally recovered to pre-pandemic levels. Comparing Q1 and Q2 of 2019 with 2023, the county has seen a +6.9% and -1.3% change in visitors, +26.5% and +12.1% increase in direct visitor spending over a span when inflation was approximately 19%, and a -2.1% and -6.5% change in room nights. Pertaining to room nights, the CEO indicated at the TRC meeting that, while business travel has not fully recovered, there has been recovery in resort-oriented hotel stays. It should be noted that the traffic study for this development does classify Hotel 1 and 3 as hotel and all-suites hotel respectively, rather than resort hotel.

The applicant has supplied a handout and testimony demonstrating that the Columbia Sussex Corporation has developed and operated many Marriott projects, several of which appear to be of similar size and scope as the subject project or larger.

(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.** *The applicant is responsible for ensuring the development complies with the temporary lodging-specific requirements, design guidelines, and all other regulations that will be imposed at time of site plan and building permit review.*

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;

[11] Hotelier Burned in Financial Crisis Loses Again in Pandemic Bust. (2021, January 25). *Bloomberg.com*. https://www.bloomberg.com/news/articles/2021-01-25/hotelier-burned-in-financial-crisis-loses-again-in-pandemic-bust#xj4y7vzkg

The applicant has supplied Public Works with daily and per-minute peak domestic flow rates, which have been preliminarily verified. There were initial concerns expressed by the City's Assistant Public Works Director pertaining to combined outflows from Sirata and Hotel 3 which were shown to exceed the existing capacity available between manhole 0320 and 0322, being the segment that runs in front of the Bellwether property. Capacity was also shown as reduced at Lift Station 20 due west of 50th Ave, which services these two hotels, to under 10%. Staff is currently assessing with the applicant the capacity for on-site improvements that would mitigate the need for off-site upgrades. In the case off-site upgrades are required, the applicant shall be responsible for the proportional costs of necessary improvements. This discussion is ongoing as of the publication date of this report, but staff has posed a condition that the applicant be responsible for the cost of upsizing required for any lift station or gravity main required to be upgraded to accommodate this request.

New and upsized meters will be charged connection fees based on the city's 2021 Wastewater Utility Connection Fee Study, which increased the "equivalent residential connection" (ERC) fee by 21% to adequately cover the growth-related capital costs incurred by new and expanded connections into the sewer system. The consultant recommended the city assess the revised fee every three to five years to ensure that it adequately reflects development trends, capital need changes, and cost allocations, indicating that the fee as adopted is still current. If three 4" meters are provided, at an ERC of 25.0 per meter, the anticipated connection cost will be approximately $241,200.00, in addition to consumption rates charged.

Reclaimed and potable water are handled through the county, who will be required to certify adequacy of service at time of the concurrency certificate issuance if this use is approved. Conditions are recommended related to reducing potable water consumption and increasing the amount of Florida-friendly, drought-tolerant landscaping at the site, including rainwater reuse if viable. Although Tampa Bay Water estimates that there is sufficient existing and planned capacity to meet the needs of the region through 2038, risks of meeting demand could arise if the region experiences persistent drought conditions that last longer than one year[12]. In 2023, the rainy season in Tampa Bay was the driest in over a quarter-century[13]. The applicant is targeting three points through their LEED certification for potable water conservation, which represents a 35% reduction over baseline, with the EPA certification for "WaterSense" products requiring only 20% reduction.

Electric and telecommunication facilities are available at the site. This project constitutes redevelopment.

(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;

The applicant has conferred with FDOT regarding the placement of aprons. As noted by the applicant, additional queuing space is being added on site to allow up to 30 vehicles to queue outside of Hotel 1 without spillage into drive lanes, 27 outside the existing Sirata, and 16 outside of Hotel 3. The applicant addressed queuing at the northern side of Hotel 1 in the response letter preceding the Planning Board hearing, where they stated the outer queuing lanes are only intended to vehicle drop-off, which will be valeted to a parking space. Staff had previously expressed concerns related to potential lack of turnaround on the western segment of the Hotel 1 queue lane, but finds the response to be adequate.

Regarding truck access, the maneuvers required in front of Hotel 1 to access the loading bay appear logical and to take place outside of primary pedestrian facilities. Staff would like to see a reflective safety mirror or other feature installed at the southern end of the Hotel 1 loading entry so that residents walking south along the sidewalk from the northern side of the hotel are visible to drivers. The Hotel 3 maneuvers are somewhat more concerning due to the need for the drivers to turn into the hatched area adjacent the southern exit of the Sirata through-lane, and back up in a through-traffic lane for Hotel 3. However, to staff's understanding, the leftmost

[12] Tampa Bay Water. (2018, Dec). *Long-term Master Water Plan*. https://www.tampabaywater.org/wp-content/uploads/2018-Long-term-Master-Water-Plan.pdf. Pgs. 1-5 and 4-13.
[13] Prator, J. (2023, October 24). Tampa Bay area, Southwest Florida saw driest rainy season in 26 years. *Tampa Bay Times.* https://www.tampabay.com/weather/2023/10/24/tampa-bay-florida-rain-season-dry-drought-water-shortage/.

and center lanes in front of Sirata will be utilized by valet staff for queuing of vehicles, which does allow for coordination during these maneuvers. The valet operations plan will be reviewed in greater detail at the site plan stage.

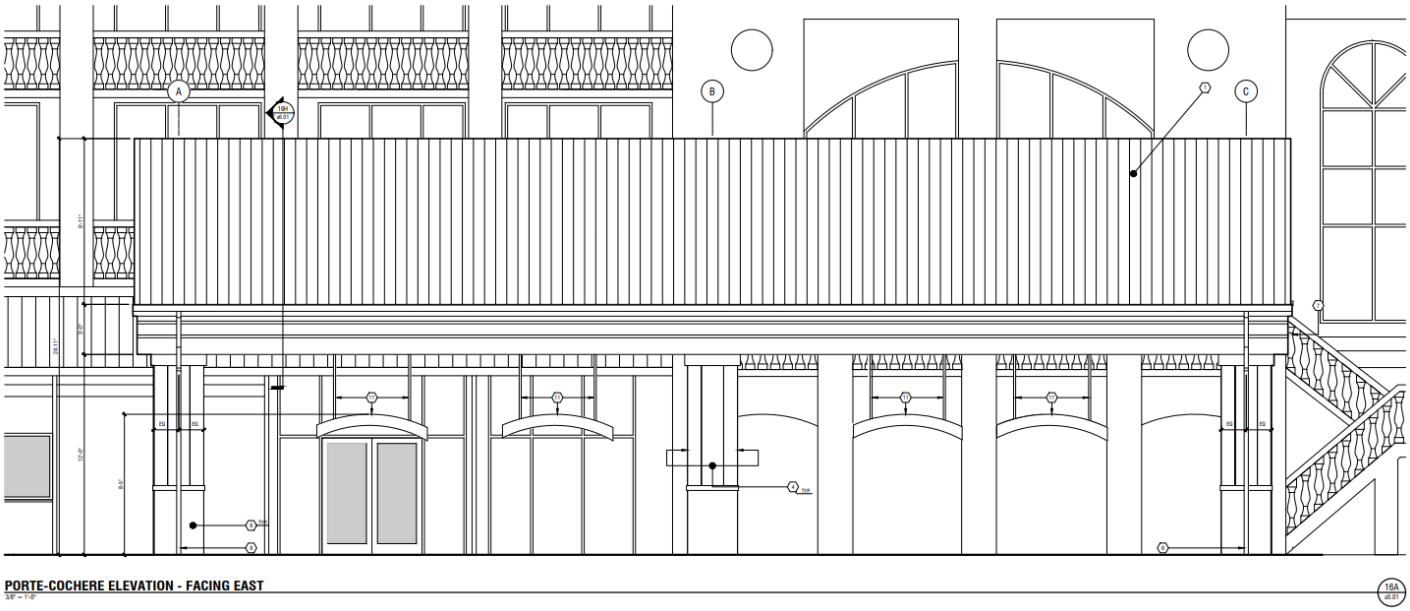
The applicant is not proposing any public roadway improvements other than new aprons, and will be replacing the sidewalk along the entire frontage at ten feet in depth, which promotes safe pedestrian circulation.

(3) Hydrological features and storm water management infrastructure;

The city adopted its stormwater ordinance in 1983, and significantly amended it in 1997. As the property has been assembled over time, and only certain parts of the site redeveloped, it is unclear to what extent it holistically achieves compliance with the original or revised stormwater ordinance. Under the current regulations, completion of Hotel 1 will require the entire property to be made compliant with the city's stormwater ordinance, which the applicant will significantly exceed due to comparably-heighted SWFWMD and FDOT requirements. City requirements include having sufficient capacity to retain a 25-year, 24-hour storm event, and discharge no greater runoff than would have occurred in a predeveloped state. With underground treatment vaults, these improvements will assist with mitigating localized flooding and discharge of pollutants.

(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;

As noted in other responses, staff generally finds the aesthetic elements of the new buildings to be compliant with the zoning ordinance and surrounding developments. The applicant has chosen to substitute the front planter box façade elements of Hotel 3 with a tile design, while staff prefers the former planter elements, possibly with some tilework interwoven. Staff has also expressed to the applicant's architect a recommendation regarding compatibility of the new porte-cochere proposed for the Sirata loading zone, including adding additional ornamentation, and making the roof more symmetrical and compatible design-wise with the rest of the building. The applicant indicated at the Planning Board hearing for this request that they would work with staff on aligning architectural elements of the development, and staff welcomes City Commission input on the renderings attached to this report.



Above: Proposed Sirata Beach Resort porte-cochere front elevation from site plan #23046.

Staff finds the lot layout to be logical, particularly regarding pedestrian facilities. Each lodging building will have a relatively direct connection with the frontage sidewalk, and the center beach access provides a direct route through the site to the beach and on-site facilities that are promoted in the LDC to be open to the public, such as the proposed freestanding restaurant. Although the center pedestrian beach access is not the most direct access point to the site for residents crossing from abutting subdivisions and condominiums, this is due to the applicant providing an additional beach access along the southern property line that is in addition to the minimum code requirement.

Layout of the site around Hotel 1 appears logical. The parking garage has two entry points and a significant queuing and unloading area at the northern side that should reduce queuing along dedicated travel lanes. There is limited lane depth upon entry at the northern and center apron for visitors to make a decision about which way to turn, so maintaining both access points should cut down on the risk of needing to back up or stop short within a travel lane.

The success of the new lane arrangement in front of the existing Sirata will largely depend on how valet services are offered and the effectiveness of wayfinding signage internal to the site. After completion of Hotel 3, Sirata will lack any surface parking, with parking available in both new garages. There are three lanes in front of Sirata, and parking in the Hotel 1 garage would require a customer to cross over to the easternmost lane from the porte-cochere, which could be difficult at times of high volume. All-valet parking arrangements would alleviate some of this difficulty. For Hotel 3 access, the garage is much more directly accessible from Gulf Boulevard without a visitor needing to make sudden turns or maneuvers upon entering the property, and staff has no major concerns in that regard. Staff will evaluate the valet arrangement with the applicant at the site plan stage.

Other than the aforementioned tilework recommendation, the facades of the buildings appear to be of acceptable quality, with no incongruous materials or elements. Both buildings appear to be primarily clad in sand stucco, with Hotel 1's façade containing significant planter elements and Hotel 3 tilework. The frontage landscaping and living wall with waterfall elements of Hotel 1 appear particularly to be of high aesthetic value, but the renderings also appear to be showing at least the in-ground landscaping at a matured stage. Staff would like to see the parking garage screening landscaping and living wall, at minimum, to be planted with a similar lushness as shown in renderings at time of certificate of occupancy.

If the City Commission moves to approve this use, a recommendation is that all regulated signage on the site be made compliant with the zoning code by completion of Hotel 1. The existing Sirata does not contain excessive signage based on count, but both existing monument signs are substantially taller with greater sign area than allowed for new development.

The only signage the applicant is showing in the rendering package is "JW Marriott" on an ornamental screening wall to the northern side of Hotel 1. Although the rendering lacks a scale, the wall appears to be taller than the maximum eight feet permitted by the LDC, although it is set beyond the front yard setback. The applicant has not requested and is not being considered for a variance for the wall at this time, so the wall will need to meet the height standards of the Code or return to the City Commission for consideration. The applicant is also showing two monument signs on the civil plans, one north and one southwest of the southern entry and exit point. While the applicant is not requesting more than what is shown at this time, staff requests the amount of frontage monument signs be limited to one per resort, to reduce sign clutter along the Boulevard in keeping with the intent of the existing sign regulations.

As noted elsewhere, the redevelopment will effectively preserve the same width of water vistas from the public frontage that are available today. The site preserves approximately 30 feet along the southern side property line, 20 feet between Sirata and the new Hotel 3, 55 feet between Sirata and new Hotel 1, and 30 feet along the northern property line, which is similar to the total viewsheds provided today.

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

The applicant is showing compliance with the landscaping requirements as they pertain to the frontage and side buffers. Staff has identified a few areas on the site that may require additional landscaping to meet the square

footage standards, which can be addressed with the applicant if this development proceeds to the site plan stage.

The site will exceed the required permeable area and greenspace percentage requirements of the LDC, as detailed in other responses and the table at the beginning of this report.

(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;

As a lodging use, the facility will operate continuously. This project is within the community redevelopment district and has additional restrictions related to noise in particular that would significantly limit the late-night impact on adjacent properties if correctly implemented and maintained. The development will require all new lighting visible from adjacent properties be shielded and directed toward the subject property, and staff is requesting all lighting site-wide be made turtle compliant by completion of Hotel 1. An updated condition, amended after comment at the Planning Board hearing, requires additional site-wide improvements to existing lighting to mitigate sea turtle impact.

Lodging uses are specifically prohibited from conversion to residential, defined as a length of stay consecutively or cumulatively that exceeds one month in a one-year period. The applicant will be required to file covenants to that effect if the project is approved.

The applicant states that Hotel 1 is a luxury brand and thus site maintenance will be high, but as this project is considered a unified development from a zoning and planning perspective, the applicant should speak to the quality of maintenance and security that will be offered at the property's other two facilities. As noted in the analysis section at the start of this report, staff has not received any code enforcement complaints regarding the property since it was purchased by the current owner. The property has also been reported for significantly fewer ordinance violations to the sheriff's office in the ten months between ownership change in November 2022 and reporting in late September 2023, from 23 reports between January and end of October 2022 to two reports between ownership change in November 2022 and end of September 2023. The difference in total sheriff's office reports during the preceding and following ten months between ownership change, excluding 911 hangups and informational calls, was 142 to 112, representing a 21% decrease.

(7) Fire suppression and facility security;

The applicant received extensive comments from the fire marshal at Technical Review Committee, and resubmittal comments were sent to the applicant on October 12th. Comments pertained generally to hydrant specifications, drive surface conditions, turnarounds, and access roads. The applicant has supplied exhibits related to fire access roads, and hydrant assembly and locations. Architectural plans submitted do not yet contain fire suppression exhibits for the new structures, but the project is required to comply with the fire codes as adopted at time of permitting. Site approvals related to access, hydrant placement, and other cited concerns will be managed through the site plan if this use is approved. The applicant states that the Marriott brand requires elevated life safety codes above those typically required in jurisdictions like St. Pete Beach, and the increased setbacks from neighboring properties reduces the risks of fire impacting neighboring structures.

The city's fire department has requested the applicant contribute funding for planning studies to ensure that adequate level of service can be maintained for residents and guests. This request has been added as a recommended condition of approval for this use.

(8) Emergency management and hurricane evacuation provisions;

As referenced in Policy 8 of the Large Resort District, all new temporary lodging uses must comply with orderly evacuation standards. Staff requests this policy be enforced in line with Pinellas County Countywide Rules Sec. 5.2.2. which requires that all new uses in Evacuation Zone A prepare a legally-enforceable covenant stating that the lodging use will be closed as soon as practicable after a hurricane watch is issued. The applicant has stated

they will comply with this policy, stating to staff that it is already followed. If this use is approved, staff requests the applicant be required to comply with and follow the timetables listed in Forward Pinellas Countywide Rules 5.2.2.1.C.1[14]*.*

(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:

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

The applicant is exceeding the required setback on the southern side of Hotel 3, from the Bellwether Beach Resort property, by approximately 25 feet along the rear portion where the lodging building itself will be located. Hotel 3 is also set 43.5 feet further back from the Florida CCCL than required.

While the setback on the northern side of Hotel 1 from the shared property line with SeaMark Condominiums is only just met at 30.3 feet, this is due to a porte-cochere that extends approximately 25 feet beyond the building face, and provides a greater-than-100-foot offset from the rear of the building. The ten-story portion of the building meets an approximately 55-foot setback from the northern lot line, which is roughly equivalent with the setback of the six-story building that exists on this portion of the site at present. The proposed building exceeds the required rear setback by more than 12 feet at its closest point, whereas the current six-story building has an approximately 50-foot rear setback from the Florida CCCL. It should be noted that the June 16th letter of concern from SeaMark, Inc.'s attorney did not express concerns about preservation of water views for the existing SeaMark development. As the southeasterly jog of the CCCL benefits the viewsheds of northern property owners as one travels south along this segment of Gulf Boulevard, the proposed setbacks do appear to favor the SeaMark Condominium.

The additional offset from the SeaMark assists to reduce shadow impacts on the condominium during the winter solstice months, where long shadows are most significant on the property during the morning hours. The applicant has produced a shade study showing that, at 10 AM on December 21, over half of SeaMark's building is under shadow on the southern side. However, this shadow is shown to clear the building by noon.

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.

The applicant states that the SeaMark Condominiums building is located on the Florida CCCL. From staff's best estimate, the CCCL appears to be approximately 15 to 30 feet seaward of the rear of the existing structure. Due to the line's southeasterly jog, it appears the viewshed of the SeaMark is reasonably retained.

SUMMARY OF STAFF FINDINGS

Staff finds the following project impacts as supporting the goals, objectives and policies of the Comprehensive Plan:

1) The project will increase public access to the beach via two new access points;
2) The project promotes public use along the beach by providing a ten foot easement adjacent the wet sand, and a negotiated easement near the dune line of the property for a future beach walk;

[14] Forward Pinellas. (2023, August 21). *The Countywide Rules*. Retrieved from https://forwardpinellas.org/document-portal/countywide-rules/. Pgs. 5-6 – 5-7.

3) The site will become compliant with the city's stormwater ordinance via requirements to improve the site to pre-development runoff standards, and modern pollutant treatment standards for detained water, by project completion;

4) Expansion of the property's Gulf Boulevard sidewalk to ten feet will improve pedestrian comfort in traveling along the Boulevard;

5) The project will restore the dunes behind the developable portion of the development site, increasing long-term resilience;

6) The property's resorts will be required to file an enforceable hurricane evacuation plan that evacuates guests prior to Zone A residents, reducing strain on local resources during emergency events;

7) The project is likely to increase the commercial tax base, removing from the redevelopment pool property that could otherwise be redeveloped as residential and providing potential to shift the tax burden away from existing residents, which is directly promoted in the Comprehensive Plan. The project will also increase bed taxes that can be used for projects such as beach renourishment, and may have an appreciable impact on local spending;

8) Buildout will result in all parking for the development being moved on-site and into parking garages, improving aesthetics, potentially reducing localized heat islands, and reducing the number of Gulf Boulevard pedestrian crossings needed to access the resort from its two existing distance lots;

9) The new resort developments appear to be of an acceptable aesthetic quality, particularly Hotel 1, which is generally compatible with nearby developments. Staff does see potential for a quality increase among proposed façade improvements at Sirata Beach Resort, and would like to see planter boxes interspersed with the ornamental tilework already proposed for Hotel 3, but finds the projects are overall not incongruous with the area or the aesthetic character promoted by the Comprehensive Plan.

Staff finds the following project impacts in need of mitigation to avoid environmental, public service, and local character impacts, as well as to prevent nuisances:

1) Traffic will increase, both generally and during the peak hour, as a result of this project. Prior to the Planning Board hearing for this request, the applicant demonstrated that the peak hour impact on weekdays during peak season will not degrade the level of service below the minimum level adopted in the City's Comprehensive Plan when using a conservative background growth factor.

   Following the Planning Board hearing for this request the City's traffic consultant reviewed a revised study submitted November 13, 2023, which also incorporates weekend peak hour counts. The consultant has certified that the study is in line with industry standard procedures, and the growth factors, adjustment factors, and distribution model are in line with ITE- and FDOT-accepted methodologies. The consultant also agrees with the conclusions of the analysis, that both analyzed road segments and intersections are anticipated to operate at an acceptable level of service as of the 2025 buildout year.

   The revised study also incorporates a number of voluntary transportation management plan conditions, including bicycle rental services, employee PSTA pass subsidies, and within-city shuttle service. The city has further requested, as conditions of approval, that the applicant make contributions to city multimodal improvements, and provide the proportional cost of incorporating short- and medium-term improvements along Gulf Boulevard based on recommendations from the Gulf Boulevard Safety Study for any improvements not already completed by the applicant under this development.

2) Potable water, reclaimed water, and energy use will increase as the result of the new resorts. The City directly requires mitigation of these impacts through adopted green building standards, and the applicant will be pursuing LEED certification for both of the new hotels. Due to the risks posed by long-term drought in our region, staff requests that the applicant make a commitment to reducing potable water usage, either through direct earning of points in relevant LEED water conservation categories, a separate commitment to water reduction standards such as the Water Star℠ program issued by the Southwest Florida Water Management District, or equivalent calculable commitments. Staff also requests the landscaping plan be revised to provide additional Florida-friendly and/or native plantings within required

landscaping areas, and the applicant consider means of reducing reclaimed water usage via rain barrels or other sustainable techniques. These condition requests have been incorporated into the staff recommendation for this item, which the applicant agreed to at the Planning Board hearing.

3) Due to additional guests, staff anticipates that the development will lead to increased usage of the beach. The applicant is required to restore the dunes behind their property during development, for which they have already shared a plan with staff. Staff has not suggested any additional mitigating conditions directly tied to this concern, as the City Commission is currently undertaking significant revisions to the beach ordinance that will impact beach furniture, shorebird protections, and drinking of alcohol on the beach, among others. However, staff is recommending that the entire site become compliant with the marine turtle lighting standards by completion of Hotel 1, particularly for outdoor lighting, which does resolve an existing problem that may not otherwise be required under the scope of development.
Staff had initially recommended that external lighting be made turtle-friendly through a variety of techniques available to new development, including replacement of bulbs that illuminate or are exposed to the beach with those containing amber or red diodes, and that all existing lighting on the remaining Sirata development be made compliant with the standards for existing beachfront lighting available in the Land Development Code. Public comment made at the Planning Board meeting for this request asked for additional improvements and restrictions, particularly the reduction of visual light transmittance (VLT) from any existing window in direct line of sight of the beach to 45% or less, and that all exterior lighting be shielded from the beach through vegetation or natural features. Staff has modified this condition to require that all existing lighting, in addition to new lighting, be made compliant with local, county, and state requirements for new lighting rather than simply comply with particular aspects.

4) Additional resort development increases the risk of nuisance activity affecting surrounding properties, either due to operational characteristics like noise or light pollution, or due to site conditions, like increased runoff. The attorney for SeaMark, Inc. has raised concerns related to construction impacts on the existing SeaMark building, the potential for runoff leaching toward the SeaMark's foundation, and potential for wind effects on their building due to the height of proposed Hotel 1. To address remaining concerns, staff has proposed conditions related to sound mitigation from the rooftop bar, and the applicant has agreed to use a coring and pouring technique as an alternative to driving foundation piles, which has also been made a condition of approval.

   To address additional concerns posed by the attorney for SeaMark Inc., the applicant has proposed documenting SeaMark conditions with photographs prior to construction starting, and providing vibration monitoring during construction. Staff recommends these commitments be integrated as a minimum standard approval condition for any abutting property. At the November 13th Planning Board hearing, the applicant also demonstrated that the stormwater detention requirements of the state substantially exceed the requirements of St. Pete Beach, which must account for a 25-year, 24-hour storm. The city's engineer will provide drainage plan review during site plan review of this request, and other state agencies must issue approval prior to site development.

   The applicant addressed concerns regarding the creation of a wind tunnel on November 20th, with a statement and example from the applicant's architect. This letter is included as an attachment to this report.

   To address potential noise violations stemming from the rooftop dining and music request, staff is requesting that the applicant be required to test and limit decibel levels prior to certificate of occupancy to ensure there is no noise spillover to adjacent property. The several stories of building limiting the spillover of noise and lighting to the northern SeaMark development, and the placement of Hotel 3 facilities a significantly-greater distance from the southern property line than the Bellwether Beach Resort pool facilities, should reduce direct impacts on neighboring properties.

5) Additional lodging density and development in general is likely to increase the number of response calls required from public entities, particularly sheriff, EMS, and fire. The sheriff's office has received approximately twenty percent fewer calls since the current owner purchased the property in November 2022 (through September 2023) compared with the preceding ten-month period, and there has been a

drastic reduction in calls related to ordinance violations. As of this writing, the property has also not been subject of any local code enforcement actions since the current owner's purchase.

In 2021 and 2022, Sirata Beach Resort accounted for 3% (78 calls) and 2.9% (79 calls) of fire department service calls. In 2022, the owner paid approximately 2% of the $12,998,865 the city collected in ad valorem taxes. Due to the sale to the current owner in late 2022 and the property reassessment, the value of the property nearly doubled, resulting in the 2023 tax bill for the property representing 3.5% of the $14,474,512 due to the city before any early payment discounts are applied. This is a coarse measure which does not account for the true cost to the city of the response for each type of service call, but is the best available data at the time of this report. Fire alarms, falls, and unconscious/fainting were the most common responses across the two-year period, representing 48% of calls.

STAFF RECOMMENDATION

Staff finds the development proposed under Conditional Use Permit #23053 to be generally consistent with the City's Comprehensive Plan.

Prior to the Planning Board hearing, staff found adequate support for 13 out of 20 conditional use permit criteria, and partial support for the remaining seven criteria, which staff requested the applicant supplement at the hearing. The applicant has since supplied testimony, commitments, and additional documentation that generally addresses the requests that were made by staff, which staff finds to be adequate to recommend approval with conditions. The initial requests and their resolution are summarized below.

Criteria 4.4.(a)(2)d. – Staff initially requested the applicant provide information on late-night deliveries and how arrivals were to be handled at Hotel 1, and asked the applicant to respond to the concerns in the June 2023 letter from SeaMark Inc. that had not been addressed through staff conditions. Staff has since amended conditions to require all deliveries from vehicles exceeding two axles take place between the hours of 7 AM and 3 PM based on applicant testimony, and the applicant has explained that the outdoor Hotel 1 guest receiving level is only for turning over vehicles to valet staff, with hotel lobby access on level four. Pertaining to the concerns of SeaMark, Inc., the applicant has supplied commitments to document SeaMark building conditions and monitor vibration impact during construction, and has explained the substantial stormwater detention requirements of SWFWMD and FDOT that greatly exceed the requirements set locally. The applicant's architect has also supplied a response that states the development of Hotel 1 would not trigger a building code requirement for a wind study. This will also be evaluated by the city's building official at permitting.

Criteria 4.4.(a)(3) – Staff had requested the applicant amend their traffic study to calculate weekend peak hour impacts in addition to weekday impacts. The applicant supplied the amended study shortly prior to the Planning Board hearing, and the city's consulting traffic engineer has stated agreement with the procedure, analysis and conclusions of the report as well as its ITE- and FDOT-accepted methodologies. The applicant has included the city's committed projects of Corey Landings and Miramar, and has utilized a 2% background growth rate, which is shown elsewhere in the report to be a conservative estimate. Pending consultation with FDOT, staff has reserved through a condition the right to ask the applicant to utilize a 5% annual growth rate through the buildout year, which the applicant indicated at the Planning Board hearing could occur without violation of the city's concurrency ordinance.

Criteria 4.4.(a)(4) – Staff had initially requested the applicant speak to how temporary parking would be handled while development is underway. The applicant has stated they will utilize a variety of techniques available to them through the Land Development Code, including valet on-site and off-site parking, which staff finds to be acceptable. Parking availability through development phases will be evaluated at time of site plan permitting for the development.

Criteria 4.4.(a)(6) – Through testimony at the public hearing, and through a handout in advance, the applicant provided several resort developments that Columbia-Sussex Corporation has both developed and operated. The referenced handout is attached to this report.

Criteria 4.12.(a)(1) – Staff had requested the applicant continue to work with the city's Assistant Director of Public Works on a resolution to the peak hour versus peak instantaneous flow calculations required for the applicant to demonstrate that the localized sewer impact will not exceed city capacity. Although this request has not been resolved as of the date of this report's publication, the flow rates will need to be addressed at site plan permitting, and staff has added a condition to ensure that the cost associated with any off-site gravity line and/or lift station improvements are fully borne by the applicant.

Criteria 4.12.(a)(4) – Staff had previously requested the applicant address façade improvements of Hotel 3 and the Sirata (Hotel 2) porte-cochere specifically, which the applicant stated they will address with staff at the time of site plan permitting. Staff welcomes City Commission feedback on the building design and improvements that are preferred.

Criteria 4.12.(a)(9) – Staff had previously requested a shade study from the applicant, which they supplied at the Planning Board hearing. The applicant demonstrates that, during the winter solstice months where the shade impact on SeaMark is most significant, the shadow clears the building by noon. There will be shadow cast over approximately half of the building at 10 AM on December 21st (winter solstice).

Additionally, the applicant may wish to comment on the following items that were mentioned by staff in the evaluation of cited Comprehensive Plan GOPs and criteria generally, or recommended as conditions.

1) Integration of additional Florida friendly and native plants into the landscaping plan, particularly within required areas;
2) Integration of potable and reclaimed water-saving techniques into the development, such as use of WaterSense fixtures, or rain barrels for irrigation, as well as any water-saving features of aesthetic elements like water fountains;
3) Additional techniques being considered or integrated to reduce beach erosion and further protect the property and buildings beyond the installation of dunes, both long-term and during construction;
4) Estimated increase in municipal taxes following completion of improvements;
5) Results of discussions with FDOT regarding apron placement, and how egress and ingress to the site will preserve access for other properties in the vicinity;
6) Potential, or reasons for inability, to install street trees closer to the expanded sidewalk along Gulf Boulevard to increase shade for pedestrians;
7) Estimated extent of additional stormwater detention, and pollutant filtration, provided by proposed stormwater vaults, including how and where detained stormwater will be released;
8) Emergency evacuation requirements of the proposed hotel brands, and whether they are in alignment with City and County requirements for evacuation prior to Zone A residents, as well as past experience of the owner with such evacuation requirements, if any;
9) Hours of operation of the pool deck and bar area at the rear of Hotel 3, including any potential impacts on the Bellwether;
10) Orientation of balconies on the northern side of Hotel 1 relative to the SeaMark;
11) Location of Hotel 1 restaurant venting relative to the SeaMark;
12) Resident incentives, such as discounts on restaurants or ability for residents to use beachfront facilities (pending beach ordinance changes);
13) Employment impacts from the new development;
14) The ability for street trees with low-invasive root habits to be provided along the expanded Gulf Boulevard sidewalk to provide for shade to pedestrians;

15) Hazard mitigation techniques to be undertaken during development, beyond state and local requirements, if any;

16) Plans for construction material and debris recycling, if any;

17) How stormwater will be directed through natural drainage courses, if any remain;

18) Other discussions and commitments made with neighborhood organizations or other groups that are not addressed herein.

In the case the City Commission finds that the applicant has adequately addressed the concerns shared by staff at the Planning Board hearing, as well as other concerns that arise among the Commission as it pertains to the development's fulfillment of the CUP criteria, staff recommends approval of CUP #23053 with conditions.

Recommended Conditions

Upon finding that the applicant has met the burden of approval for CUP #23053, staff recommends the following conditions:

Rooftop Dining and Music Conditions

1) Approval is granted for rooftop dining only within the Level 4 area of Hotel 1 that contains the swimming pool and surrounding associated facilities. Any other rooftop dining, drinking, or rooftop playing of music from amplified equipment later established shall require amendment of this conditional use permit. The applicant may establish and operate ground level music areas pursuant to LDC Sec. 39.6.(f), subject to conditions herein.

2) All amplification equipment installed or utilized at any rooftop dining area of the site shall be permanent, and no temporary equipment from visiting musicians shall be used.

3) Prior to certificate of occupancy, the applicant shall coordinate with staff for up to two rooftop dining area noise tests to be performed. These tests shall involve city staff measuring the sound level increase above ambient, if any, from the side property line abutting 5396 Gulf Blvd and 5250 Gulf Blvd, the property frontage, and the public beach, while music is being played through amplifiers or instruments that naturally produce significant low frequency noises such as drums. The applicant shall install decibel limiting software or hardware such that a sound reading with rooftop music playing does not exceed three decibels above a preceding or following ambient reading with the music turned off, nor adopted decibel standards in the Code of Ordinances, at the aforementioned locations. Access to the software or hardware shall be limited to a designated manager or other position whose direct contact information shall be made available and maintained with City Code Enforcement staff. The designated employee(s) shall be on duty at all times music is being played from rooftop amplification equipment. In cases where sound pressure changes or other events make it such that sound can be heard from amplification equipment at any of the locations specified above, following a substantiated complaint to the Sheriff's Office or Code Enforcement, or when new outdoor music areas are established, the hotel operator shall make reasonable accommodations to allow for sound tests to be performed and the set decibel level to be reevaluated.

Resort Development: Administrative and Project Review Requirements

4) The applicant is responsible for the actual and documented cost of any off-site improvements necessary to accommodate their increased sewer flows, as determined by the city manager or designee. No building permit associated with this request may be issued until such improvements have been identified and corresponding payments or improvements have been provided. The applicant shall be responsible for the cost of the upgrade(s) required, which the city shall perform.

5) Site plans shall be submitted and approved prior to any building permit issuance for this request. Site and building plans shall be substantially similar to the conceptual site and elevation plans submitted for this request. Any increase in overall building height, density, or number of floors, any encroachment into a required setback, any alteration to a buffer that reduces the total vegetation count below the amount

permitted without administrative waiver, any reduction in width of the frontage sidewalk, any reduction in the number or width of the pedestrian beach access points, as well as all other items not listed in LDC Sec. 4.10.(a), shall require this request to return to the City Commission for reevaluation.

6) The positive finding of the Columbia Sussex Corporation's demonstrated ability to financially and technically complete the improvements and mitigation necessitated by the development is exclusive within the scope of this approval and is not transferrable by right to another applicant except by authorization of the City Commission. Should the property sell during the scope of development requested herein, the City Commission retains the right to request reevaluation via public hearing of the new applicant's capacity to complete proposed improvements pursuant to LDC Sec. 4.4.(a)(6).

7) Should the Florida Department of Transportation demonstrate that a 5% annual traffic growth rate reflects local conditions, as communicated to staff on September 11, 2023, the applicant shall revise their transportation study to include this growth rate in their study calculations prior to applying for a certificate of concurrency.

8) The applicant shall demonstrate concurrency prior to site plan issuance, utilizing level of service standards adopted in the city's Comprehensive Plan at time of site plan submittal. Transportation concurrency shall be demonstrated for both weekday and weekend peak conditions.

9) Prior to issuance of any site plan associated with this request, the applicant shall demonstrate that there is adequate parking available on site, in an existing off-premise lot approved for storage of vehicles from Sirata, or in a newly-approved off-site arrangement, at the start of and throughout each stage of development. The applicant is eligible for temporary valet storage on site if necessary, but must submit and have approved a tandem parking plan during site plan permitting.

Resort Development: Operational and Design Requirements

10) At time of permitting for Hotel 1, the applicant shall supply the city and county emergency managers with a Hurricane Closure and Evacuation Plan that adequately details how the hotel will evacuate guests prior to evacuation notice for Zone A residents. This plan may be negotiated if needed to achieve the intent of the city's Comprehensive Plan and Sec. 5.2.2. of the Forward Pinellas Countywide Rules. Within 90 days of certificate of occupancy, or prior to the first day of hurricane season if either new lodging development is proposed to open within 90 days of hurricane season, the applicant shall record a legally-enforceable mandatory evacuation/closure covenant, stating that the temporary lodging use will be closed as soon as practicable after a hurricane watch is posted for Pinellas County by the National Hurricane Center.

11) The applicant shall be required to comply with the city's beach ordinance, as may be amended, for the entire subject property by the compliance deadline specified in the ordinance.

12) The applicant shall design and offer a resident discount program to residents of the City of St. Pete Beach. The applicant shall recognize a resident as a person with a state-issued driver's license or other proof of residency confirming an address within the City limits of St. Pete Beach.

13) The applicant shall provide at least one dedicated spot for rideshare vehicles, including the city's circulator, within 200 feet of each hotel's primary guest entrance or parking garage entrance, unless a greater distance is approved by staff during site plan permitting. The space shall be marked prominently to indicate that it is the pickup and drop-off spot for the circulator, and information shall be provided to guests at check-in or via in-room documentation directing them to the spot for circulator access.

14) The applicant shall grant a public access easement for a beach walk on the property's waterward side of the Coastal Construction Control Line (CCCL) should the city, Florida Department of Environmental Protection, and other involved entities in the future approve, permit and fund such an amenity for all or portions of the upland Large Resort District. The easement is expected to be at least ten feet in width, run generally parallel with the CCCL, and the location shall be mutually agreeable to the city and applicant. Upon the city choosing to proceed with the beach walk, receiving funding and permits to install the beach walk, and upon issuing a notice to proceed, the applicant shall provide a non-exclusive public access easement for the portion of the boardwalk located within the property for the location agreed to by the applicant and the city.

15) The applicant shall demonstrate compliance with the relevant requirements of LDC Sec. 39.10., 39.11., 39.12., 39.13., and 39.14., which relate to site design and improvements, at time of site plan issuance. The applicant shall demonstrate compliance with relevant requirements of LDC Sec. 39.7., 39.8., and 39.9., which relate to building design and green building requirements, at time of building permit issuance. The development shall also comply with relevant provisions of LDC Sec. 39.5. and 39.6., pertaining to lodging operation standards and general operational and aesthetic requirements, at relevant parts of the permitting and operations process. These standards are in addition to other standards imposed within the property's zoning district, parking and coastal construction requirements, and other requirements of the LDC and Comprehensive Plan.

16) The applicant shall revise the porte-cochere, and address with staff the front façade of Hotel 3, to ensure that the designs are consistent with the requirements of the Community Redevelopment District and compatible with both the design of the buildings themselves as well as the surrounding area.

17) To reduce sign clutter, no more than one monument sign shall be permitted for each hotel.

Resort Development: Development Requirements

18) Prior to certificate of occupancy for Hotel #1, the applicant shall provide the following public benefits:

a. Execution and recordation of a public access easement, in favor of the city or FDOT, such that the sidewalk along the entirety of the property's Gulf Boulevard frontage may be expanded to and maintained at a width of ten feet;

b. Physical expansion of the sidewalk along the entirety of the property's frontage to ten feet in usable width and installation of frontage amenities at applicant's expense, except in the cases that the utility undergrounding project has not yet completed, or where the applicant can demonstrate that the sidewalk along the Hotel 3 frontage would be significantly disturbed during later-phase work. In both cases the applicant shall be required to bond the cost of sidewalk improvements with the city prior to Hotel 1 certificate of occupancy, based on a rate set or agreed upon with the Public Works department based on most recently-available data, and complete the work no later than within six months of certificate of occupancy for Hotel 3 in the case of the southern portion of sidewalk, or within six months of utility undergrounding in case of the entire frontage sidewalk.

c. Execution and recordation of both proposed public beach access easements, at the widths and in the general locations specified, except that minor adjustments to location only may be made to reflect allowable revisions to the site plan or conditions imposed under this scope.

d. Construction of the center 15' beach access, including installation of all required landscaping and internal pedestrian pathways associated therewith.

e. Installation of all required landscaping along the frontages of Hotel 1 and Sirata.

f. Installation of all required landscaping along the frontage of Hotel 3, except in a case where the applicant can demonstrate that said landscaping would be significantly disturbed during later-phase work. In this case, the applicant may supplement the bond previously provided for required landscaping under renovation permit #2300216 through means acceptable to the city, with landscaping to be installed no later than certificate of occupancy for Hotel 3 or expiration of said permit, whichever occurs first. In this situation that landscaping is delayed to occupancy of Hotel 3, the applicant shall retain all existing healthy frontage landscaping along the Hotel 3 frontage of the site except the minimum shown to be necessary to allow for current and future site ingress, egress, or utility undergrounding.

g. Execution and recordation of an unimproved public access easement of at least ten feet in width along the sandy beach landward of the mean high water line, high water mark, or existing watermark, whichever is determined to achieve the intent of this condition, for any portion of private property which extends to said line.

h. All existing and new lighting across the subject property shall be made compliant with the standards for new beachfront lighting in the Land Development Code, Pinellas County

Coastal Construction Code and Florida Department of Environmental Protection Coastal Construction Control Line regulations, whichever is more stringent.

At staff's discretion, review of this criteria may involve coordinating an evaluation with Sea Turtle Trackers or a successor organization to evaluate and address sources of light harmful to marine turtles. The applicant shall demonstrate all of these requirements through the permitting process for building design, and site plan process for exterior lighting improvements, except that the applicant shall submit product information for aftermarket window tinting or any other resolution of this condition that does not require a building permit, at the site plan stage.

i. Restoration of dunes along the property's beachfront, as approved by Florida Department of Environmental Protection and the city, including installation of beach walkovers where viable.

j. Compliance with the city's stormwater ordinance as it pertains to development, as may be amended.

k. Compliance with the signage standards in the Land Development Code, as may be amended.

19) The applicant shall take reasonable and customary steps to avoid negative impacts to abutting properties. This shall include photographically documenting exterior conditions of abutting properties prior to the start of construction, and utilizing vibration monitoring during construction.

20) The applicant shall demonstrate commitment to potable water use reduction by achieving at least a 35% indoor water use below baseline credit under LEED v4 BD+C Hospitality certification for each building, achievement of the SWFWMD Water Star℠ certification, or reductions demonstrated through technical analysis to be equivalent in impact. This commitment shall be demonstrated prior to building permit issuance.

21) The applicant shall generally follow the phasing plan as it relates to construction of significant new buildings and on-site storage of materials. All construction materials and equipment shall be stored on site and screened from Gulf Boulevard. The applicant shall submit a construction site management plan along with building permits for new construction to demonstrate that this condition is met.

22) The applicant shall utilize an alternative to driving piles in the construction of the foundation for both hotels.

23) LEED v4 BD+C Hospitality Certified (Hotel 1) and Silver (Hotel 3) shall be used as the minimum evaluation criteria for green building standards at each development, per correspondence with the architect on July 20, 2023. In the case the applicant chooses to change the certification program for either development, a crosswalk table shall be provided demonstrating that the new certification will provide at least an equal environmental impact offset as the currently-proposed programs.

Resort Development: Landscaping Requirements

24) At least 50% of trees and palms by count, and groundcovers by square footage, installed on the site shall be Florida-friendly, as referenced in Land Development Code Sec. 22.4, the University of Florida Florida-Friendly Landscaping™ Plant Guide, or reference material of similar authority. At least 50% of the trees in required buffer areas shall be Florida native adapted for local Zone 10a conditions, or recommended species found in the Land Development Code. During site plan review the applicant shall demonstrate through the landscaping plan that landscaping has been generally grouped by water consumption habits to reduce the need for excessive irrigation, and employs at least one technique that is assessed to reduce volume or overall need for irrigation, such as utilization of highly drought-resistant tree species or rain barrels.

25) The planter boxes installed along the garage façades of Hotel 1, and any other façade as may be amended through plan revisions, that serve to meet the purpose of LDC Sec. 39.7.(c) shall be planted with lush landscaping that is Florida friendly to the extent viable. The landscaping within these planters shall be maintained for the life of the use to high and healthy standards so as to serve the screening and aesthetic purposes as originally intended. Should vegetation die, it shall be replaced within 30 days.

26) Should more than one year elapse between the completion of construction of Hotel 1 and start of construction of Hotel 3, this development approval or any approval associated hereunder expire, or more than five years elapse between the date of this approval and completion of Hotel 3, the applicant shall be required to install a 30-foot buffer as depicted on the landscaping plan along the entire southern property line of the site, which shall include the installation of the public beach access. Otherwise, the southern beach access shall be provided by certificate of occupancy for Hotel 3. This condition is in addition to the preceding condition above.

27) The applicant shall connect to the public reclaimed water system for landscaping irrigation, and such usage shall be metered. The irrigation system shall include pressure-regulated systems and there shall be monitoring devices installed to address leaks from lines and equipment.

28) In support of a superior northern landscaping buffer alternative, the applicant shall provide to the City when requested an easement necessary to expand the existing beach access easement adjacent the northern property line to at least seven feet in width along the entire depth of the site to the mean high water line, high water mark, or existing watermark, whichever serves to meet the intent of this condition. In the case that the City chooses to not expand the access point prior to building permit issuance for Hotel 1, the applicant may proceed with the buffer as proposed and amended with conditions herein. If the City chooses to expand the beach access prior to building permit issuance for Hotel 1, the applicant shall be required to permit and construct the additional beach access area on applicant's property, without reducing the landscaping plant material count under the current landscaping plan, but may permit the access to encroach into the proposed 15-foot buffer.

29) In instances where the applicant requires off-site improvements that involve the placement of new utility structures, the applicant shall be responsible for installation and maintenance of the structures' landscaping screening in compliance with Land Development Code requirements.

Resort Development: Transportation Improvement and Operation Requirements

30) The applicant shall pay the City $100,000.00 per year on an annual basis for five years, with initial payment due at time of issuance for the business tax receipt for Hotel 1, which shall be used for mobility services, facilities and/or improvements. The subsequent payment due no later than the business tax receipt renewal due date for the Hotel 1 for each of the subsequent four years. This fee shall be independent from and unaffected by any multimodal impact fee adjustment that may be referenced in Chapter 150 of the Pinellas County Code of Ordinances or FL Stat. 163.3180.

31) The applicant shall provide payment to the city or FDOT for the cost of the short- and mid-term solutions identified in the Gulf Boulevard Safety Study that are in the right-of-way in front of their development's street frontage. Payment shall be based upon any improvement that is not provided by the applicant during the development process. This fee shall be independent from and unaffected by any multimodal impact fee adjustment that may be referenced in Chapter 150 of the Pinellas County Code of Ordinances or FL Stat. 163.3180.

32) The applicant shall provide to the City a proportionate cost, not to exceed $30,000 of future planning study/documents for the fire department to ensure a continued appropriate emergency services level for the residents and visitors of St. Pete Beach. This payment shall be collected when the study is approved to commence.

    The first such study/document, anticipated to be completed during late 2024 or early 2025, will be a Comprehensive Master Plan.

    A Master Plan is an organizational planning document that draws from public engagement as well as a thorough assessment of the operational environment to frame resource allocation decisions. Organizations of all types utilize these documents to proactively guide decision-makers and to develop effective strategies to address challenges related to sustainability, funding, and resource allocation. This document will include specific areas such as service demand trends that will analyze items such as concurrency.

33) Prior to the site plan approval, the Transportation Management Plan (TMP) strategies referenced in the revised Traffic Impact Analysis (TIA) signed by Rebecca Bond, P.E. on November 13, 2023 or any

subsequent revision shall be implemented and available for guests of all on-premise resorts and across the resort property as relevant. The introduction of the TIA shall be amended to explicitly state that the "Sirata Beach Resort" referenced in the TMP and elsewhere in the TIA is inclusive of all three developments on the subject property whether or not under common control. Should the property be later subdivided and not owned by entities under common control, the applicant is responsible for demonstrating that operational improvements referenced in the TMP shall remain available for all developments without any degradation in service commitments made through the TMP, and that referenced permanent amenities are not removed or degraded.

34) There shall be no deliveries to the property from vehicles that exceed two axles before 7 AM or after 10 PM.

35) The applicant shall design and provide to guests a pamphlet, key card insert, or similar documentation, at check-in or by in-room documentation that directs them in safe crossing of Gulf Boulevard. Such materials shall be made available for city review prior to issuance of the building permit for Hotel 1.

General Conditions

36) Any violation of the above-stated conditions will allow the City Commission to rescind or modify the Conditional Use Permit as it pertains to the request under which the condition is classified.

37) The City Commission may review the Conditional Use Permit periodically to determine whether the development order is in compliance with the terms and conditions herein.

Recommended Motion

"Motion to approve Resolution 2023-21 with staff conditions."

Addendum A:

Staff Comments on Cited CUP #23053 Application Goals, Objectives and Policies

Note: Comments in red text are substantial comments that are newly added or modified after the November 13, 2023 Planning Board Hearing.

FUTURE LAND USE ELEMENT:

Future Land Use Policies – Green Practices, Residential Character and Introduction to Land Use Categories

GOAL 1: [*]

Support rebuilding and maintaining a sustainable carbon-neutral community by adopting and implementing land development and building regulations that: protect and conserve water resources; promote energy efficient buildings; encourage environmentally sensitive site and building design; facilitate recycling of construction materials and debris; support innovative building and site design that recognizes the complexities and environmental sensitivities of our coastal environment and its vulnerability to storms; and protect and enhancement of the overall environmental quality of our City.

Staff comment: The applicant states they will use low-flow fixtures, incorporate energy-saving features including efficient lighting and the use of solar panels, and achieve LEED certification for both lodging projects. The project will incorporate native plantings in landscaping buffers, include additional dune restoration, and no construction will take place beyond the Florida CCCL as required in the Land Development Code. The applicant should provide testimony as to whether there will be any construction material or debris recycling taking place in the project.

Policy 1.1.4

The City shall promote and encourage through redevelopment land development regulations clean industries such as tourism-related businesses.

Objective 1.2

Transform the City's development and permitting regulations into a Smart Growth and Quality Development Code, promoting flexibility, mixed use, incorporating economic and environmentally sustainable standards and pilot Green practices program incentives.

Staff comment: This objective was quoted by the applicant but relates primarily to the adoption of requirements associated with new construction in the LDC, such as green building requirements, permission for additional mixed-use "bonus" floor area in large-scale lodging projects, and allowing variation in accessory facilities in lodging uses, among others. The project will incorporate numerous commercial uses that are open to the public and implement aforementioned green building standards.

Policy 1.2.3

The City shall identify and promote the use of native and drought tolerant landscape with particular emphasis on Florida-friendly landscaping techniques including use of reclaimed water, and rain sensor irrigation systems to conserve water resources.

Staff comment: The LDC requires rain sensors and reclaimed water use for irrigation systems in the property's zoning district. The landscaping plan shows the inclusion of drought-tolerant and native or naturalized species like thatch palm, liriope, and zoysia. However, staff would like to see more of a commitment to the use of Florida-friendly landscaping across the site, especially within required landscaping areas like buffers where caliper and height standards are enforced. Furthermore, the Planning Board has recommended a condition requiring the applicant to tie into the city's reclaimed water system, and implement technology to identify leaks and monitor pressure.

Policy 1.2.4

Regulate, maintain and reduce net impervious surfaces, with an emphasis on reducing large expanses of paved parking surfaces, wherever possible, to reduce urban heat and pollution and improve drainage.

Staff comment: Development, especially of the northern hotel, will take place largely on areas of the site that are already comprised of impermeable surface parking. Upon completion of both hotel projects the property will have all surface parking eliminated, and will discontinue the use of the two satellite lots that are currently used for overflow parking, further reducing surface parking throughout the city. At buildout the lots will contain 5% more permeable surface than required by the LDC, and approximately 7.5% more vegetative greenspace.

Policy 1.2.6 [*]

Advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off into the intracoastal waterways shall be a priority.

Staff comment: The applicant will coordinate with state agencies and the city's engineer to demonstrate attenuation of stormwater pollution and runoff. The City's code requires that post-development stormwater discharge not exceed discharge from the property prior to any development occurring, and hold at least a 25-year, 24-hour storm event, which must be demonstrated at time of site plan issuance. The applicant's engineer has also demonstrated through testimony at the Planning Board hearing that the requirements of FDOT and SWFWMD substantially exceed those of the City, with vaults sized to require no release of stormwater under the holding requirements of the city and SWFWMD. Additionally, both the northern and the southern developments will contain stormwater vaults, which often provide for pollutant filtration. The applicant should provide testimony as to the level of pollutant filtration provided by these systems.

Policy 1.2.9

Low flow fixtures and high energy efficient rating construction materials, equipment and appliances shall be strongly encouraged and minimum standards shall be adopted in the LDC.

Staff comment: The applicant states that low-flow fixtures will be included and both new lodging developments will meet at least LEED v4 BD+C Hospitality Certified, with the southern lodging project meeting Silver certification, which requires additional points. LEED awards points for the use of energy-efficient materials and fixtures, among others.

Objective 1.3

The City's Land Development Code shall be amended to encourage implementation of transportation and alternative mobility and management strategies, including mixed use projects, that reduce dependence on automobiles, reduce greenhouse gas emissions and consumption of non-renewable energy sources.

Staff comment: As noted previously, this standard relates to city adoption of strategies and requirements. The applicant demonstrates compliance with LDC requirements to expand the frontage sidewalk, provide beach access, and include bicycle storage equipment. They also provide transit subsidies for employees and will be required to provide multi-passenger shuttle service to the airport. The applicant's Transportation Management Plan (TMP) lists a shuttle service to facilitate travel within the city as a strategy, but it is unclear the frequency or routes the shuttle will offer above the airport circulation required by the comprehensive plan. Staff is requesting multimodal financial contributions and financial contributions to a Gulf Boulevard safety improvement fund to offset impacts of the development, which are included as recommended conditions.

Policy 1.3.1

Support and encourage public and private sector ride-share, vanpooling and shuttle service programs.

Staff comment: The applicant provides bus transit subsidies to employees and will provide airport circulator service as required for large temporary lodging projects. See also Policy 1.3.2 as follows.

Policy 1.3.2

Encourage and facilitate mass transit ridership subsidies for employees.

Policy 1.3.3

Encourage alternative mobility options through safe, comfortable and continuous pedestrian and bicycle pathways linked to the downtown area, recreational facilities, activity and entertainment centers and public beach access points to reduce reliance on the auto.

Staff comment: The applicant is expanding pedestrian access along the property frontage by widening the sidewalk to ten feet, and providing two new beach access points, the southernmost of which is positioned for potential expansion should the Bellwether Beach Resort ever choose to redevelop. The applicant is not providing any new bicycle pathways either internal or external to the project, but states that the wider sidewalk should reduce conflict between pedestrians and cyclists along the frontage. While staff does not find that the improvements are a direct benefit to cyclists, the wider sidewalk may somewhat reduce the chance of collision should a cyclist need to temporarily leave the bike lane due to obstruction or otherwise.

GOAL 2:

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

• 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.

• Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

• Maintaining the community's recreation, open space and beaches.

Staff comment: The applicant states that the northern development will be a luxury brand, which is likely to bring in greater bed taxes compared with a mid-priced resort, all else equal. The southern resort appears to be aimed toward the middle of the market. The subject request maximizes the density units available to the property but not the overall commercial floor area. Given the proposed lot layout, the property is unlikely to be capable of supporting significant commercial expansion in the future, except for potential renovation of existing spaces.

The request adds an additional two-thirds of the current site density in terms of available units, without expanding the overall site acreage, which is likely to introduce more visitors to the property's beachfront. The applicant is proposing to reconstruct the dunes beyond the CCCL which provides additional depth (60-80 feet) of dunes and reduces the overall square footage of beachfront available for ancillary resort activities compared with present development, which does potentially reduce the direct beach impact of this request. Furthermore, the applicant will be responsible for compliance with any forthcoming changes to the city's beach ordinance, which may include additional limitation on the placement of cabanas and other beach equipment.

The applicant has designed the project with most accessory outdoor uses interior to the project, and those most likely to produce nuisances such as rooftop dining areas with music to be blocked from the northern residential use by the tower of the northern hotel. Conditions recommended for this project are intended to

further mitigate or resolve the potential nuisance impacts of certain aspects of the development, such as lighting and noise.

The project will increase public access to the beach through the provision of the two beach access points.

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.

Staff comment: The existing Sirata Resort is not noted by staff to be blighted, although the applicant is proposing modest renovations to the resort that will include the installation of a new frontage porte-cochere and demolition of certain accessory structures and attached lodging elements from the main building, as well as complete removal of the northern hotel. The new developments will be required to reflect the quality architectural and design standards implemented through the LDC, which staff has discussed with the applicant's architect to reflect in the design.

The most direct impact to existing residential development will be to the SeaMark Condominium to the immediate north of the property, whose condo board attorney provided a letter that was discussed between the applicant and staff at the July Technical Review Committee meeting. The concerns in the letter pertained to maintenance of structural integrity of the SeaMark building, the creation of wind tunnels, and the shining of headlights from the parking garage into windows of residences, all of which are addressed elsewhere in the staff report.

[Staff note: The following policy was truncated to the two planning areas relevant to the subject property to save space]

Policy 2.1.1

The following land use categories, including the stated residential densities and non-residential intensities of use standards, as administered through the land development regulations, shall be adopted for the City of St. Pete Beach:

Community Redevelopment District (CRD), where the densities and intensities shall be as determined within the Community Redevelopment District as specified in each designated character district pursuant to the provisions set forth in Special Area Designation – Community Redevelopment District section of this Future Land Use Element to encourage economic revitalization and redevelopment of properties and uses located within the CRD, with a particular emphasis on commercial, temporary lodging and mixed uses along the City's main transportation corridors, adjacent to waterfront or located within major community activity centers.

Preservation (P), applied to the beaches seaward of the Florida Coastal Construction Control Line, Fuller Island and other environmentally significant natural resource areas; such designated areas shall not be developed except to provide beach access dune walkovers from adjacent developed properties under the provisions of the City's Beach Management Regulations.

Staff comment: The application is generally consistent with the use and development provisions of the LDC and Comprehensive Plan, and no use or dimensional variances are being requested under this scope.

Policy 2.1.12

Consistent with this comprehensive plan, as amended, the standards and densities set forth herein will be maintained.

Staff comment: No variances to densities, intensities, or other development standards are being requested. The applicant is requesting a reduction in the buffer width on the northern side of the property from 30 feet to 15 feet, which is in the purview of the City Commission to grant without a variance, as no reduction in required plantings is being requested.

Objective 2.2

All developments, other than construction of one single-family or one two-family residence on a single lot, shall be permitted only through the site plan review process.

Staff comment: If the applicant is approved for this conditional use permit, they will be required to obtain site plan approval prior to building permits.

Policy 2.2.1

As administered through the land development regulations, multifamily residential and non-residential developments shall be required to undergo a site plan review process.

Objective 2.3

New commercial development shall be required to be compatible with environmental and economic resources through the enforcement of the land development regulations.

Staff comment: The LDC variously contains requirements or encouragement for Florida native and drought tolerant plantings, use of reclaim and drip or micro-spray irrigation with rain gauges, implementation of green building standards, beachfront restoration permitting, and marine lighting standards. The applicant will be subject to all of these standards at time of permitting or site plan issuance as relevant. To promote the reduction of potentially-hazardous conditions for nesting or hatching marine turtles, staff recommends the entire property come into to compliance with the beachfront lighting standards of the code during the first resort development phase of this project. These conditions have been expanded based on public response and applicant commitment at the November 13th Planning Board meeting.

Economic considerations are addressed elsewhere in this report.

Policy 2.3.3

In order to minimize incompatibilities when residential and non-residential land uses share a common boundary, buffering shall be required, as appropriate.

Staff comment: The applicant is providing the minimum buffer width (15') that can be provided along the northern property line that is shared with SeaMark Condominiums, which must be approved by the City Commission in consideration of this request. The LDC lacks any specific standards related to planting density or requirements for hedges in this buffer due to the uses contemplated and the lack of surface parking adjacent to the buffer. However, the interspersion of Kamani tree and Montgomery palms, along with sea grape and copper plant shrubbery, should provide a relatively vibrant northern buffer at maturity. In terms of planting density, with clusters or singular trees on this northern side planted approximately 20 feet on center, the buffer is generally sized like a "Type B" buffer type provided in the code, which corresponds to a moderate level of screening.

Policy 2.3.4

The land development regulations shall ensure that commercial land uses are located in a manner which ensures their compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities shall not be overburdened.

Staff comment: The subject request is located on an existing developed site where utilities are present and public facilities are adjacent. Prior to site plan issuance, the applicant is required to demonstrate concurrency regarding transportation, potable water, solid waste, sewer, and stormwater facilities. Should any facility fall below adopted level of service the impact must be either mitigated, phased, reduced or otherwise made compliant with LDC Sec. 29.7 or the project will be unable to proceed. Additionally, for the transportation network specifically, reduction below adopted LOS and a project impact of greater than five percent of any facility's capacity at peak hour may require the applicant to pay proportionate fair-share fees relative to the project's impact.

In terms of bulk, height and massing, staff generally agrees with the applicant that the structures proposed are compatible with adjacent development. The height of the northern hotel will be one story less in height than the condominium to its north, but approximately 12 feet taller, and the southern hotel will be four stories less in height than the resort to its south. Both adjacent projects are noted by the applicant to exceed the density permitted for a new temporary lodging or residential project built today. However, of note, the "T" shaped portion of the northern resort does appear to significantly exceed the footprint of the SeaMark building, at approximately double the footprint size. Despite this, the development does comply with the setbacks and stepback provisions of the LDC as they relate to height.

Policy 2.3.5

The City shall encourage the maintenance of tourist lodging facilities in keeping with the character of the community.

Staff comment: In addition to the two new resort buildings, the applicant is undertaking (at time of this writing) an interior renovation of the existing Sirata building, and has applied for an administrative site plan for new accessory facilities behind the existing resort.

Policy 2.3.7 [*]

The City shall, through the LDC, ensure that commercial areas are located and designed so as to enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic.

Staff comment: The applicant provides adequate parking and loading space at buildout. Under construction of the northern hotel, which will discontinue a substantial portion of the property's surface parking, the lot will be temporarily underparked for the existing Sirata facilities while construction is underway. This is likely to temporarily increase reliance on the property's two distance lots and may cause parking issues for the property. While the applicant states they are seeking temporary solutions, staff requests that a temporary valet management plan or other solution be completed by the applicant while this work is underway.

After completion of the northern hotel, the property will have enough parking to support all on-premise facilities, and the applicant states the two satellite lots will be discontinued. Staff supports the discontinuation of the satellite lots as a means of reducing Gulf Boulevard traffic impact in the immediate vicinity of the project and reducing the risk of pedestrian crossings at unsignalized areas of the street.

The center beach access point intersects the drive lane that runs from the northern hotel to the Sirata. While not ideal, the applicant has agreed to construct a raised crossing to place greater visual emphasis on residents and visitors crossing at this intersection. The southern beach access is separated from any vehicular traffic when accessed from Gulf Boulevard.

Access from the northern garage to the Sirata, where Sirata guests will park following completion of the northern hotel, is partially along the beach access pathway. The connection has been made more direct through a breezeway, whereas access was originally through a winding path that led to the front of the building, but the applicant should supply wayfinding signage for guests and ensure there is hardscape at the beach access crossing to ensure luggage can be efficiently transported.

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.

Staff comment: Staff finds the development to generally meet the overall purpose and intent of the Large Resort District, to "support and encourage full-service integrated resort redevelopment projects" through standards that provide "higher density and intensity of temporary lodging use than provided in any other district in the city". The development complies with the setbacks and limited buffering required for adjacent uses in its zoning district, and has revised plans to meet compliance with the design standards that are intended to prohibit blank wall facades, promote visual interest, and limit unsightly conditions like open parking garage façades.

Policy 2.4.1

The City shall, through administration of the LDC, encourage the redevelopment or rehabilitation of existing non-residential areas and uses.

Objective 2.7

Consistent with this comprehensive plan, as amended, development activities shall be regulated to ensure the protection of natural resources.

Staff comment: The development is required to comply with stormwater attenuation, dune restoration, and marine turtle lighting standards that have been largely implemented or enhanced after the existing development was constructed. Like all uses in the LR District, the development is prohibited from most forms of permanent construction seaward of the CCCL, and is required to comply with operational beachfront requirements in the city's code of ordinances.

Policy 2.7.1 [*]

The City shall ensure that land is developed in such a manner as to protect natural resources through encouraging the planting of native vegetation, restoration of dunes, beach re-nourishment, and regulating construction along the Coastal Construction Control line.

Staff comment: The applicant is providing some native and naturalized plantings across the property, which staff believes should be supplemented. Although a dune planting plan has not been provided, the Florida Department of Environmental Protection provides guidance and plant lists[1] for dune restoration plantings that include sea oats, panic grass, and morning glory which fare well in the environment. All construction will be landward of the CCCL as required by the Land Development Code,

[1] See FDEP "CCCL Dune Planting Recommendations" at https://floridadep.gov/sites/default/files/CCCL_DunePlanting_Recommendations_2022_508_0_0.pdf.

although the applicant is proposing to relocate dunes that are presently landward of the CCCL to the seaward side.

The property is not subject to the same pressures of erosion experienced at the northern and southern beaches in the city, and is not currently in need of renourishment. However, the applicant may wish to provide testimony as to how they may plan to mitigate effects of erosion now or in the future. All of Long Key remains considered critically eroded[2].

Policy 2.7.2

Unique and/or irreplaceable natural resources such as the City's beaches, shores, dunes and mangroves shall be protected from the adverse effects of development. Sand dunes and mangroves may not be disturbed during development and construction activities.

Staff comment: The property's current dune system falls largely landward of the CCCL. The applicant will be providing new dune construction seaward of the CCCL which reduces the land area the applicant has for beachfront amenities, potentially reducing intensity along the beachfront. The applicant will be eliminating dune area along the landward side of the CCCL, which requires a permit from FDEP. No building construction is proposed seaward of the CCCL.

Policy 2.7.7

Through the administration of the LDC coastal vegetative communities, coastal wildlife habitats and dune systems shall be protected from the adverse effects of development. Restoration of dune systems shall be administered through the City's Beach Management Regulations.

Staff comment: The applicant will be installing a new dune seaward of the CCCL, which requires a permit through the FDEP. The applicant will be subject to all relevant provisions of the city's beach ordinance, as may be amended.

Policy 2.7.14

The City's limited non-potable water resources shall be conserved and protected from depletion or over-development through the implementation of water conservation site design techniques including Florida Friendly and waterwise landscapes through the administration of the Future Land Use Map and Future Land Use Element Policies.

Staff comment: The City recently amended its reclaimed water ordinance to reduce dates and times in which landscape watering is permitted after initial establishment, during the period of which watering schedules are regulated through the Florida Administrative Code. The applicant is proposing substantial amounts of drought-tolerant groundcover, and staff will work with the applicant during the site plan process to identify if additional or replacement drought-tolerant landscaping can be implemented on site. Staff would like to see additional Florida-friendly landscaping in required buffers especially, which is reflected in proposed conditions.

Objective 2.8 [*]

Consistent with this comprehensive plan, as amended, the City shall seek to improve the storm water drainage system located within its municipal boundaries.

Staff comment: The applicant is required to fully comply site-wide with the provisions of the city's stormwater ordinance at buildout, which requires that the property retain at least as much stormwater

[2] See FDEP *Critically Eroded Beaches in Florida,* pg. 74-75, at https://floridadep.gov/sites/default/files/FDEP_Critically%20Eroded%20Beaches_07-2023_0.pdf.

as would be retained on the site prior to any development of the site. The applicant is showing a stormwater vault underneath each new hotel building, and has demonstrated through testimony to the Planning Board that the property will significantly exceed retention requirements under the city's stormwater requirements.

Policy 2.8.1

The City shall ensure that surface cover vegetation loss during construction is minimized and/or replaced to reduce erosion and flooding. A minimum of 10% of the site shall be covered with vegetation post-construction.

Staff comment: The site has minimum native vegetation coverage. The site will contain at least 19.6% vegetative coverage at buildout.

Policy 2.8.2

The City shall require that the developer/owner of any new development or redevelopment site to manage storm water runoff in a manner such that post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.

Staff comment: This policy is implemented through the code of ordinances and will be evaluated by the city engineer at time of site plan submission.

Policy 2.8.3 [*]

Where feasible finished grades shall be designed to direct water flows along natural drainage courses and through natural terrain.

Staff comment: The applicant should provide testimony to how this policy is to be implemented. Staff is not aware of any remaining natural terrain or natural drainage courses on the property. If they exist, it is unclear how they will be preserved.

Policy 2.8.4

Impervious surfaces shall be limited through the application of lot coverage standards in the Future Land Use Element.

Staff comment: The development will be compliant with this standard if the plan is developed as proposed. The applicant is providing a 20% pervious site ratio where 15% is required, and of the 20%, only 0.3% will be non-vegetative. This provides for an additional approximate half-acre of greenspace above code requirements.

Policy 2.8.5 [*]

The City shall require that future drainage out-falls associated with both new development and redevelopment are designed to prevent the direct discharge of runoff into either Boca Ciega Bay or the Gulf of Mexico.

Staff comment: The applicant should provide testimony as to how discharges will be tied in with FDOT drainage systems, attenuated beach discharges, or otherwise. Staff will evaluate to ensure this policy is met during the site plan stage.

Policy 2.8.6 [*]

The City shall employ stormwater best management practices, such as the use of vegetated swales, rain barrels, rain gardens, pervious parking areas, underground ex-filtration or sand filtration and catchments' systems where the lack of space prohibits the use of retention or detention ponds.

Staff comment: The project is implementing underwater stormwater vaults for each new lodging structure. The applicant should address through testimony if they are implementing rain barrels, vegetated swales, or pervious parking areas in their project. It appears temporary parking maintained during Hotel 1 development will be permeable, but all permanent parking will be contained within parking garages, which are located over stormwater vaults.

Policy 2.9.1

As administered by the land development regulations, the City of St. Pete Beach shall not issue any development order (excluding future land use or zoning map amendments) or building permit for any project that results in a reduction of the level of service requirements established and adopted in this comprehensive plan.

Staff comment: The applicant has submitted a transportation study analyzing both weekday and weekend impact, which the city's consultant has certified in terms of procedures, analysis, and conclusions. In keeping with code requirements and staff policies, the applicant shall be required to demonstrate concurrency with transportation, stormwater, sewer, potable water, and solid waste facilities based on adopted level of service standards prior to site plan issuance. No reservation of concurrency is being provided in tandem with the conditional use permit approval, if such occurs.

Policy 2.9.2 [*]

Recognizing the limitations of the potable water supply available to serve this community, the City shall adopt by reference those applicable provisions of water conservation ordinances which may be adopted by Pinellas County or recommended by the Southwest Florida Water Management District and in accordance with Florida Green Local Government standards.

Staff comment: The applicant is required to provide for potable water concurrency, and comply with the city's reclaimed watering ordinance as recently amended, as a minimum standard. LEED v4 BD+C Hospitality, the program the applicant is pursuing for each development, also promotes water efficiency and rainwater management. However, as these programs operate under a points system, it is unclear to what extent water saving features will be included in the development. Staff understands the applicant is pursuing three points in the water conservation category, which represents a 35% reduction from baseline.

The Southwest Florida Water Management District promotes waterwise new development through avenues such as its Water Star℠[3] program, which regulates landscaping to be Florida-friendly and efficiently irrigated, and for new indoor construction to have fixtures and appliances that meet maximum flow rates and efficient water and energy factors. At the Planning Board hearing, the applicant agreed with a staff condition to meet at least a 35% reduction in potable water use below baseline through LEED certification or an equivalent reduction analysis.

Policy 2.9.3

The development of residential and commercial land shall be timed and staged in conjunction with provision of supporting community facilities, such as streets, utilities, police and fire protection, emergency medical service, public schools.

[3] Southwest Florida Water Management District. Florida Water Star℠ for Builders and Developers. https://www.swfwmd.state.fl.us/residents/water-conservation/florida-water-starsm-builders-and-developers.

Staff comment: The project constitutes infill and is not anticipated to pose requirements for additional public schools or streets. Taxable increases in value are likely to be provided to the city in ad valorem taxes, which can contribute to funding local services. Utilities are available in the vicinity and must be extended and potentially resized to support the project prior to operation.

Policy 2.9.6

Consistent with this Comprehensive Plan, as amended, building permits for new construction, additions, or certificates of occupancy for a change in use shall be issued only if public facilities necessary to meet the level of service standards adopted pursuant to this comprehensive plan are available concurrent with the impacts of the development.

Staff comment: The city will issue a certificate of concurrency prior to site plan approval if this use is approved. In cases where facilities necessary to serve the development relative to impact are not available, the applicant shall be required to follow requirements listed in LDC Sec. 29.6.

Policy 2.11.1

Those lands lying between the mean high water line and the Florida Coastal Construction Control Line are recognized as protected open spaces, as are any public lands which lie between the mean high water line and the water's edge.

Staff comment: No permanent development is proposed seaward of the Florida CCCL. The development must remain compliant with the city's preservation and coastal management development regulations during construction, and beach ordinance as amended during operation. The applicant will be providing a pedestrian easement along the MHWL and a beach walk easement to the city if this use is approved, expanding the size of the public beach system. The beach walk is a potential future development that has not yet undergone city commission review, and is not intended to include any structures. Staff is requesting the easement at this time in case the city wishes to pursue such an amenity in the future, not making any commitment on behalf of the city to develop such an amenity.

Policy 2.11.2

Where feasible, preservation areas, parks, and other components of the City's open- space system shall be linked by bike paths, jogging trails, and/or pedestrian pathways.

Staff comment: The applicant is providing two additional pedestrian access beach easements, and an easement along the MHWL, to expand the public's access to and along the beach. Staff is not aware of any additional linkages for bike paths specifically that will be produced from this project.

Policy 2.11.3

The City shall continue to administer the land development regulations in a manner aimed at preserving the access to and view of the beach and other recreational facilities for all residents of and visitors to this community.

Staff comment: This policy relates to City administration of its plans and codes rather than a requirement imposed directly on the applicant, but staff finds that the development does generally preserve the view of the beach when compared with the existing development and when contemplated generally in terms of setbacks required for beachfront development in the property's zoning district. The development site currently provides an approximately 55-foot setback on the northern side of the property and 35-foot setback on the southern side where there is no intervening building between the public frontage and the beach, comprising approximately 12% of the

property's width. Post-development the lot will provide a 30-foot setback on the northern and southern ends, a center pedestrian beach access and landscaping area between Hotel 1 and renovated Sirata building of approximately 55 feet in width, and approximately 20 feet between Sirata and Hotel 3, totaling 135 feet or approximately 18% of the property's width. Although the Sirata property on which development is proposed is a combination of four lots that occurred between 2007 and 2009, and smaller lots are not able to benefit directly from the 30' maximum side setback standard set within the Large Resort District, development on the existing parcel is compliant with setbacks and therefore the minimum viewsheds imposed by the code.

The project will also increase pedestrian access to the beach through the southern 7' and center 15' pedestrian beach walks.

Policy 2.13.2

The City shall, where appropriate, establish a Community Redevelopment District with standards that facilitate re-investment in temporary lodging/ temporary lodging use development on the west side of Gulf Boulevard, within the Town Center Core as small bed and breakfast inns, within the Upham Beach area where the existing small motels are located, and at either end of Corey Avenue as a catalytic waterfront project that may also include marina facilities.

Staff comment: The City has previously pursued but was not ultimately approved for a Community Redevelopment Area with taxing authority. The standards currently in place in the district were developed through the county's Activity Center subcategory, a special planning category that provides more localized planning standards in exchange for enhanced transit and other benefits. The Comprehensive Plan states that 50-75 units per acre is required to create economic equilibrium between temporary lodging and condo development, and the applicant is pursuing effectively 75 units per acre.

Policy 2.13.3

The City shall adopt provisions in its LDC which are designed to ensure the continued operation of all temporary lodging/ temporary lodging uses with mandated operational characteristics as temporary lodging facilities principally serving tourists and business travelers, and providing for guest amenities, without regard to ownership scheme as in accordance with State law. Such operational provisions shall include limitations on the continuous duration of guest stays, and if owned as a resort condominium, an additional limitation on the annual cumulative duration of owner stays.

Staff comment: If approved, this use will need to comply with specified operational characteristics of all new lodging development in the Community Redevelopment District, including advertising and occupancy for less than 30 days consecutively and on an annual basis per guest, minimum signage to identify the use, payment of bed taxes, and so on. The use is prohibited from conversion to residential use at the density proposed.

Policy 3.2.1

All future development proposals shall be analyzed based upon existing and future interagency hazard mitigation reports.

Staff comment: Storm surge and tropical storm force winds generally pose threats to properties in St. Pete Beach. Many existing regulations and strategies such as Pinellas County 2020 Local Mitigation Strategy goals and objectives, and the city's local regulations, already address such susceptibility, such as prohibitions on most forms of construction seaward of the CCCL, requirements for new lodging facilities to prepare evacuation plans with evacuation occurring prior to Zone A residents, reduction in stormwater runoff, compliance of new construction with current

building and floodplain codes, and requirements for dune restoration. The subject use lacks an industrial component and there is not anticipated to be excessive presence of hazardous materials, but such storage is regulated through fire and floodplain codes.

Policy 3.2.3

All new temporary lodging facilities within the City shall be planned, designed, and constructed to meet or exceed the minimum wind-loading and structural requirements of the Florida and Local Building Code in effect at the time of permitting. All new construction shall comply with Federal Emergency Management Agency and National Flood Insurance Program requirements for protection from and mitigation of flood hazards.

Staff comment: The project will be required to be fully compliant with Florida Building Code and floodplain management regulations at time of permitting. To staff's knowledge, the applicant is not seeking any waiver of floodplain requirements nor any flood map amendments or revisions under this scope.

Policy 4.1.5

All new temporary lodging uses developed within the City shall prepare and file a Hurricane Closure and Evacuation Plan with the City and with the County's Director of Emergency Management at the time of building permit that complies with all applicable local and County emergency management procedures and requirements.

Staff comment: This report shall be required to be filed for review prior to operation of the use.

Special Designation – Community Redevelopment District (CRD)

GOAL 1:

To support achieving a quality sustainable community through livable community design standards as well as Green building, site design and operation strategies.

Objective 1.1 [*]

Promote a sustainable community by requiring the use of Green standards and practices for all development and redevelopment within the Community Redevelopment District by establishing minimum Green building and site design standards that benefit the quality and sustainability of the environment and:

• Conserve water and other natural resources.

• Reduce energy consumption.

• Improve air quality by reducing Greenhouse gas emissions.

• Reduce impacts on infrastructure by participating in ride sharing and shuttle service programs.

• Reduce urban heat by reducing paved surfaces, reduce the need for parking by participating in shared parking plans, employer ride-share and shuttle service programs.

• Reduce urban heat and encourage pedestrian mobility by planting additional shade trees.

• Reduce waste through efficient design and recycling programs.

• Promote a walkable environment by providing on-site pedestrian pathways that link to adjacent properties and off-site sidewalks to reduce traffic impacts and Greenhouse gas emissions.

• Provide trolley stops or improve existing trolley stops as a comfortable, safe, convenient and attractive experience that encourages mass transit use.

Staff comment: The applicant will pursue LEED v4 BD+C Hospitality certification for each of the new lodging developments if approved. They state that employees are offered bus pass subsidies and they will offer their guests on-demand shuttle service to Tampa International Airport. The impervious surface ratio on the site will remain approximately the same, which is approximately five percent lower than the maximum permitted by the Land Development Code. The LDC requires that new developments participate in a recycling program, which can be evaluated prior to certificate of occupancy. The applicant is expanding the sidewalk and has numerous pedestrian access points throughout the property, two of which provide additional public access to the beach.

LEED standards promote energy and water conservation, but it unclear to what extent the applicant intends to pursue energy conservation in achieving Certified and Silver certification for Hotel 1 and 3 respectively. This information should be reflected in their testimony. It should be noted that the Florida Energy Conservation Code also requires certain minimum energy standards such as roof reflectance, insulation, climate control through automatic doors, and minimum efficiency ratings for equipment, among others, which applies to all new commercial construction.

Staff would like to see additional shade trees and Florida-friendly landscaping on the property, as noted in other comments.

The applicant did not directly comment on air quality in their application. The city's Comprehensive Plan promotes tourism-related industry due in part to it being considered a clean industry, and many of the improvements on the site do promote pedestrian activity in general.

Staff is requesting the applicant contribute to a city multimodal fund in the amount of $500,000.00. From the strategies provided in the updated transportation analysis, the applicant is providing a shuttle to facilitate travel in the City, among other proposals.

Policy 1.1.4

Encourage site design that promotes safe, comfortable pedestrian pathways internally within the site and provides externally pedestrian pathway linkages to activity centers, shopping, dining and entertainment.

Staff comment: There appears to be adequate pedestrian connections to allow for on-site circulation and connection with exterior pathways. Staff had initial concerns about the lack of a direct pathway from the Hotel 1 garage to the Hotel 2 Sirata entrance, and the center beach access crossing of the roadway, which the applicant has resolved through a breezeway connection of the garage to Sirata entrance and agreement to install a raised pedestrian crossing at the beach access to provide pedestrian visual priority. The development is directly across from two condominiums, to which no direct connection is necessary, and a beach goods retail store at the south, which has a signalized pedestrian crossing present. Other off-site retail and restaurant uses to the north of the resort have pedestrian crossings available at the 55th Ave intersection.

Policy 1.1.5

Encourage employer-sponsored ride-share programs, mass transit subsidies for employees, shuttle services for employees, patrons and guests for work travel, and airport and off-site recreational, parks, entertainment and other tourist destinations.

Staff comment: The applicant is required to provide shuttle service for guests to local airports, which they state will be provided on demand. Staff recommends the applicant confer with other resorts in the area to determine if a more frequent service, or circulator with additional destinations, would be viable. The applicant also states that the employer currently subsidizes public transit for its staff, which is reflected in the TMP.

Policy 1.1.9 [*]

Encourage the use of low flow fixtures and high energy efficient rating construction materials, equipment and appliances.

Staff comment: The applicant states both buildings will be LEED Certified. However, as the evaluation works on a points system, it is unclear as to specific ratings of materials, equipment and appliances. The applicant should provide testimony as to what extent this policy will be achieved in the new developments.

Policy 1.1.10 [*]

Encourage the use of Waterwise Florida landscapes and drought tolerant plant material.

Staff comment: The applicant is proposing significant quantities and expanses of drought- and salt-tolerant plantings, such as empire zoysia, green island ficus, sea grape, liriope, bougainvillea, and coconut palms. Several of the species identified do require significant amounts of water to become established, which is permitted under state law but does not necessarily promote this standard. The applicant should provide testimony to the landscape practices followed in the design of the plan. Staff is requesting that at least 50% of the landscaping be Florida-friendly, which the applicant has agreed to provide.

Policy 1.1.12

Encourage the use of energy efficient and solar lighting.

Staff comment: The applicant states they will be providing energy efficient lighting throughout the new hotels, which is a component of LEED certification.

Policy 1.1.13

Encourage the use of advanced storm water controls and waterfront considerations to minimize and eliminate pollutant run-off.

Staff comment: Plans show underground stormwater vaults under the northern and southern developments, which provide pollutant filtration.

GOAL 2:

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

• 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.

• Minimizing the threat to health, safety, and welfare posed by hazards, nuisances, incompatible land uses, and environmental degradation.

• Maintaining the community's recreation, open space and beaches.

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.

Staff comment: The project will improve public beach access, access along the Boulevard, reduce stormwater runoff, and is likely to increase both the city's commercial tax base, all of which are promoted within the Comprehensive Plan.

The project will also increase traffic, although the rates provided in the traffic study and overall impact is not estimated to degrade level of service below the minimum "D" standard set in the Plan, nor will the impact be of a proportion to trigger proportionate fair share contributions, based on both weekday and weekend counts. The project is anticipated to increase potable water consumption as well as sewer use, although low-flow fixtures and other water-conserving elements provide points for LEED certification which the applicant is pursuing. From a preliminary analysis submitted to the city's transportation engineer, the three developments are collectively anticipated to have a 780 gallon per minute (gpm) peak flow rate, which was found to be acceptable. Flow rate was characterized based on building occupancy classification, with proposed Hotel 1 consuming 1.1 gallon per minute per unit, Hotel 2 (Sirata) consuming 1.28 gallons per minute per unit, and Hotel 3 consuming 1.31 gallons per minute per unit, at peak rate. The applicant and engineer are currently addressing capacity concerns south of the Sirata and proposed Hotel 3, which is addressed in greater detail in the staff report.

The project may increase reclaimed water use. Conditions are recommended to require Florida-friendly plants, which tend to be drought tolerant and thus reduce irrigation requirements once established. Staff also recommends the applicant consider rain barrels or other methods to supplement irrigation without the need for reclaimed water.

Policy 2.1.1

Where appropriate, development and redevelopment should include the following pedestrian-friendly design features:

• Continuous sidewalks with a minimum width of ten feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, trolley shelters, and pedestrian-scale street lighting.

• Street trees to provide pedestrian-scale as well as shade and comfort to the pedestrian.

• Buildings should be served by primary walkways that directly link the main building entrance to the street, parking structure and parking areas.

• Pedestrian walkways should be visually distinct from parking lot and driveway surfaces and may include textured or colored materials.

• Permanent structures such as utility poles and traffic control poles within the sidewalk that restrict pedestrian movement should be discouraged.

• Direct routes between destinations, especially between adjacent parcels, to create walking and bicycling connections between neighborhoods and neighborhood (activity) centers.

• Additional sidewalk width and distinctive interesting sidewalk patterns for outdoor l; seating.

• Internal vehicular access between adjacent properties that allows vehicular movement between properties without returning to the street to reduce curb cuts and improve traffic flow on roadways.

• Shared access driveways to reduce curb cuts and pedestrian-vehicular conflict.

Staff comment: The applicant is proposing to expand the Gulf Boulevard sidewalk to ten feet width, install differently-textured pedestrian connections from the street or beach access points to each of the three hotels, and has designed the plan for internal circulation such that a vehicle can cross the property without reentering Gulf Boulevard. Staff has minor concerns regarding the lack of street trees at the property frontage, which the code promotes to provide pedestrian shade refuge along the frontage. The applicant states that the presence of underground utility lines along the frontage would prohibit the planting of trees. However, staff requests the applicant explore planting crape myrtle or other Florida-friendly trees with non-invasive root habits as a means of providing some shade at the property frontage if viable.

Objective 2.2

Parking lots and driveways should be designed to support pedestrian safety, connections and comfort by reducing the number of curb cuts and providing interconnectivity between and through sites.

Staff comment: As noted elsewhere, curb cuts are not being reduced. The applicant has consulted with the FDOT to address location of curb cuts at the frontage. Staff finds the adjustments made to the cross-connections between the existing and northern hotel to be sufficient from a pedestrian safety perspective. Pedestrian interconnectivity appears to be maintained and in some locations expanded at the rear of the site, away from drive lanes.

Policy 2.2.4

Parking lots and driveways should provide pedestrian connections to entrances. Dedicated walkways through parking lots should be included in the design.

Staff comment: Upon completion, there will be no surface parking lots remaining at the property. Each hotel on the subject development site contains a pedestrian walkway to its entrance from Gulf Boulevard, although the one to Hotel 3 is somewhat indirect due to the presence of the detached garage in front of it. As Hotel 3 is proposed as a limited services hotel, this lack of direct connection is logical.

GOAL 3:

To rebuild the core commercial and resort areas of the City utilizing Green practices, strategies and technologies.

Objective 3.1 [*]

Implement building and site design construction and operation practices that support long-term environmental sustainability by: protecting and conserving water resources; constructing energy efficient buildings; using Florida waterwise and native landscape plant materials and design; recycling construction materials and debris; reducing urban heat through innovative building and site design; reducing pollutant run-off; protecting further degradation of the beach dune system and coastal wildlife species habitat and restoring or enhancing existing conditions through dune restoration measures, lighting and refuse controls and other measures.

Staff comment: As noted elsewhere, the applicant is pursuing LEED certification for both new hotel developments. LEED promotes and provides points for water conservation and energy efficiency, but it is

not clear to what extent the applicant will be pursuing these sub-elements. Staff seeks further testimony from the applicant to this end.

Staff is recommending additional Florida-friendly landscaping on the site, and seeks applicant testimony as to the pollutant filtration offered by the stormwater vaults.

The applicant is restoring the dunes as part of the required elements of this project, and has sought initial staff feedback on the design.

Staff is recommending that the applicant bring the entire property into compliance with the city's standards for landscaping for new development at the time of the completion of Hotel 1 should this use be approved.

Policy 3.1.1

All development within the Community Redevelopment District shall comply with a minimum of two environmental standards that will be established in Division 39.

Staff comment: The applicant is implementing LEED BC+D standards, including certification for Hotel 1 and silver certification for Hotel 3.

Policy 3.1.3

All development within the Community Redevelopment District shall be encouraged to implement as many livable community design and operation strategies to promote safe and comfortable pedestrian, bicycle and mass transit mobility that will reduce the consumption of nonrenewable resources, reduce the need for parking and thus reduce urban heat and polluted run-off, and reduce greenhouse gas emissions.

Staff comments: In addition to aforementioned comments, the applicant is moving all site parking into garages, and has filed a Transportation Management Plan, which includes a private local shuttle. The city's comprehensive plan promotes tourism as clean industry and staff does not identify any uses on the site that are expected to produce unusual emissions or discharges for a use such as this.

Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District

GOAL 1:

Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.

Objective 1.1

All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.

Staff comment: The applicant has demonstrated general consistency with the design and development requirements of the Land Development Code, such that staff does not anticipate significant modifications being required to the plan should the City Commission approve the request as submitted.

Objective 1.2

High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Staff comment: This is a temporary lodging use, not residential.

Objective 1.4

The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.

Staff comment: The applicant has corresponded with the FDOT regarding required access improvements and other frontage requirements. Given the lack of commercial destinations on the immediate eastern side of Gulf Boulevard, staff does not find need to require a pedestrian crossing at the property frontage where one is not already present. As this is a resort use, the majority of pedestrian circulation is likely to occur on the site, and staff finds the site is not designed to allow for bicycle crossing except at the frontage. However, the development will provide for a significant number of bike racks at the property's frontage for those who commute with them.

Objective 1.5

The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

Staff comment: There is no landscaping-focused boulevard plan presently in effect. While the code only specifies that required landscaping be installed between the sidewalk and building face, plan policies and other contextual requirements promote landscaping being installed closer to the sidewalk, and at least one other development proposal currently under review shows landscaping installed closer to the sidewalk than the applicant is proposing. As noted in other comments, staff would like the applicant to explore integrating trees with root habits less disturbing to underground utilities if at all possible, to provide shade for pedestrians.

Objective 1.6

Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

Staff comment: The development is providing for two beach access points where one is required, at a total of 22 feet in width where ten feet is required.

Objective 1.7 [*]

All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and

inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Staff comment: Floodplain, building and fire code requirements will be imposed at the building permit stage. Code Enforcement routinely inspects properties to ensure compliance with local regulations. The applicant has provided a response and testimony related to attorney concerns expressed in a letter from SeaMark, Inc., which is addressed in the staff report and included in the architect's November 20th response attached to this report.

Objective 1.8 [*]

The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multifamily residential use projects in the Gulf Boulevard Redevelopment District.

Staff comment: This is a temporary lodging use, not residential. However, to address comments shared at the community meeting, staff is proposing the applicant work with staff to develop a robust discount program for residents. The applicant is proposing two beach access easements that continue through the property to the wet sand, but it is unclear if visitors and residents will be able to use any of the private portions of the beach, and whether the applicant plans to significantly expand the size of its cabana area beyond the approval provided in 2017.

GOAL 2:

Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.

Objective 2.2

Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

Staff comment: This condition is acknowledged by the applicant. Within 90 days of the issuance of a certificate of occupancy, the applicant must prepare and submit to the city's emergency management coordinator a mandatory evacuation and closure covenant pursuant to the Pinellas County Countywide Rules and Policy 8 of the Large Resort District. Staff has drafted a condition to this effect.

Objective 2.4

A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Staff comment: At buildout the applicant is proposing 750 spaces on-premise where 659 are required, representing a 91-space surplus. They will be required to provide 10% of the required spaces as bicycle racks across the property, or approximately 70 bicycle spaces, and will be making

the entire property compliant with the required number of on-premise loading spaces, eliminating the need for trucks to deliver from Gulf Boulevard.

Objective 2.5

Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

Staff comment: The applicant states they will provide on-demand shuttles, and have filed a TMP with additional strategies. Current elements of the TMP that the applicant has offered include on-site circulation and pedestrian linkage improvements, and employer-subsidized transit passes for employees. Consistent with recommended elements of the TMP, staff conditions that the applicant contribute financially toward multimodal improvements and contribute to Gulf Boulevard safety improvements.

Objective 2.6

Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

Staff comment: The applicant is increasing the number of on-premise pedestrian linkages with the expanded sidewalk, as well as providing two additional beach access points. Staff is not aware of any bicycle linkages being provided under this scope.

GOAL 3:

Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.

Objective 3.2

Public beach access points will be preserved, expanded and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.

Staff comment: The applicant is providing for one fifteen-foot and one seven-foot beach access walk at the center and southern areas of the property, respectively, when developed. There are no residential subdivisions directly east of the subject property, nor is there a direct signalized crossing for residents of Boca Sands or Bella Grande, the two residential condominiums across from the development. Boca Sands residents have a signalized crossing approximately 150 feet south of their property that provides them access to the beach walk within approximately 200 feet of the southern property frontage, well within the 800 feet the city codes provide for off-premise parking arrangements. Bella Grande residents are approximately 675 feet away via the most direct pedestrian route to the southern access.

A four-foot dedication exists just north of the property line for beach access. As this access is more convenient to residents of the Brightwater Estates subdivision, staff recommends that an easement and improvements be provided within the proposed northern buffer to expand the beach walk to seven feet in order to provide additional convenience in travel for nearby residents. Although this partially eliminates the need for the center beach access given closer access from the north and

south, the center access continues to serve as a wider promenade for public access to the on-site restaurants, bars and amenities given its central and convenient location. It also dually functions as a fire department access road.

Objective 3.3

Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.

Staff comments: The applicant is consolidating all on-site parking into garages, providing more than the minimum on-site greenspace, exceeding minimum step-back building requirements along the eastern side, and providing a central beach access point with access to the waterfront restaurant. Staff has worked with the applicant's architect and finds the design to generally meet the requirements of the architectural code requirements, although staff finds that there must be a commitment to maintaining the lushness of the vegetative screening to conceal the purpose of the parking garages from the street. Staff recommends conditions related to required landscaping maintenance of the parking garage planter boxes.

Policy 1:

All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.

Staff comments: Staff has provided constructive comments related to the design suitability of the front porte-cochere being added to the renovated Sirata building. Staff generally finds Hotel 1 and 3 to meet the community redevelopment district design requirements, but notes that the applicant will be required to demonstrate compliance with all standards, including minimum percentages for architectural embellishments and windows, along all building facades at time of permitting. Staff also requests that the applicant consider an alternative to the Hotel 3 garage tilework to provide additional visual interest.

Policy 2:

The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

Staff comments: In addition to heightened design integrity, the city's adopted but unimplemented Community Redevelopment Area Plan called for relatively simple-to-implement improvements like pedestrian wayfinding signs and decorative frontage lighting fixtures with space for event notifications. These items can be reviewed through the site planning process.

Policy 3:

The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.

Staff comment: The applicant provides adequate on-site pedestrian access throughout the rear of the site at buildout, and is providing the city an easement for a beach walk in front of the dune system to increase connectivity from adjacent properties. There are three pedestrian access points at each of the hotel sites, and the expanded frontage sidewalk provides a more comfortable space for pedestrians.

Policy 4:

On-site overhead utilities shall be placed underground as part of all development projects.

Staff comment: Any on-site utilities must be placed underground. The utility lines along the Gulf Boulevard frontage are posed for undergrounding within the next two years.

Policy 5:

Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

Staff comment: The applicant will be required to provide a sidewalk easement along the southern property frontage due to encroachment into private property. In cases where additional frontage utility easements are required, staff will coordinate with the applicant during the site plan stage.

Policy 6: [*]

Property owners/developers are encouraged to meet with area neighborhood associations/ business groups prior to submitting a major redevelopment project for City review.

Staff comment: The applicant held two community meetings, one of which was correctly noticed, as required by code. The applicant should provide testimony as to any other meetings that may have been held, particularly with the abutting hotel owner or nearby residential condominiums.

Policy 9: [*]

All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Staff comment: The applicant is providing dune restoration and stormwater improvements under this scope, the latter which will require the lot to mitigate runoff as if it were pre-developed land. Dune restoration will take place under the purview of FDEP, and assists to mitigate erosion and inundation. Additionally, all new structures built under this scope will need to be made FEMA compliant. The owner/operator must also file a hurricane closure and evacuation plan. The applicant should provide testimony as to any other hazard mitigation to be undertaken.

Policy 10:

To improve traffic flow and reduce pedestrian/bicyclist – vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.

Staff comment: Internal connectivity across the property is being maintained. The number of curb cuts is not being reduced compared with existing, but the total width appears to be the same or slightly reduced. The applicant is providing a rear pedestrian beac hwalk easement to the city, which staff finds generally supportive of this policy as well as general Large Resort District policies to support an uninterrupted pedestrian beach system.

Policy 11:

A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.

Staff comment: As noted previously, a TMP was submitted with the November 1st revision to the traffic study. The TMP contains transit subsidies, the various pedestrian accesses, and a shuttle among the project's multimodal strategies. Given the use being one oriented primarily toward tourists, staff recommends additional financial contribution toward local multimodal transit, such as the proposed condition for Freebee service and ridesharing subsidies.

Policy 13:

Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Staff comment: The proposal exceeds minimum step-back requirements for both new buildings. Hotel 1 has a 67.9' front setback where 25' is required, a 85.9' setback where 64.5' is required, and a 121.9' setback where 115.5' is required. Hotel 3 has a 79.1' front setback where 25' is required, and a 89.3' setback where 88.5' is required.

Policy 15:

All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

Staff comment: A site plan is required prior to issuance of a building permit if this conditional use permit request is approved.

Large Resort (LR) Policies

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.

Staff comment: The applicant appears to exceed minimum requirements for windows, building plane offsets, embellishments, and other requirements of the design code. Staff finds that the offsets of the tallest tower levels of Hotel 1 from the west and east sides particularly assists in maintaining an approachable sense of scale to the new development.

Policy 2:

At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf

beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Staff comment: The applicant is providing one 15-foot center beach access and one seven-foot southern beach access where one ten-foot access is required site-wide. The southern access connects up with a signalized crosswalk, and all three access points are accessible from Gulf Boulevard. The center access is shared with a fire department access road, which is expected to be infrequently used as such but must meet minimum surfacing and other requirements.

Policy 4:

Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

Staff comment: Staff has worked with the applicant to create angled paths through the dunes to ensure the functionality and integrity of the dune system is preserved. Walkovers are generally preferred to preserve the integrity and function of the dune system, which can be discussed at the site plan stage. The center beach access path will be maintained in part as a required fire access road.

Policy 5:

All large-scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Staff comment: The applicant states they will provide both a beach walk easement adjacent the restored dunes, and an access landward of the mean high water line. The city has historically requested ten feet in width along the wet sand for new development projects.

Policy 6:

Professional landscaping and design standards consistent with the standards contained in the LDC shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Staff comment: Staff finds the landscaping requirements, which are minimally specific outside the frontage due to the lack of surface parking, significantly exceed requirements for total vegetation and on-premise greenspace areas. Certain landscaping areas outside of required buffers may need additional trees based on initial estimates, which can be addressed during the site plan process. Staff reiterates an earlier comment regarding preference for smaller trees with less invasive root habits, like buttonwoods, near the Gulf Boulevard sidewalk if viable to provide additional shade to pedestrians. Staff would also prefer the applicant utilize Florida friendly landscaping to a greater extent throughout the site.

Policy 8:

Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Staff comment: This will be required if the use is approved.

Policy 9:

All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Staff comment: Both hotels are proposed to be host to known international lodging chains. However, the applicant will be required to obtain local and state licensing, produce appropriate signage, maintain the aforementioned evacuation plan, and file a nonconversion covenant prior to certificate of occupancy should this request be approved.

Transportation Element

GOAL 1:

Provide for a safe, convenient and energy efficient multimodal transportation system shall be available for all residents and visitors to the city, that serves to increase mobility, reduce the incidence of single-occupant vehicles and efficiently utilize roadway capacity.

Objective 1.1

In accordance with this Comprehensive Plan, as amended, the operational Level of Service (LOS) D peak hour shall be the minimum standard for all arterial and collector roads within the City.

Policy 1.1.1.

The City shall review all proposed development or redevelopment for consistency with this element and any potential impacts upon the adopted LOS standards.

Staff comment: The applicant's traffic study indicates that no road within the network will be reduced below the adopted level of service of "D" when compared with a weekday or weekend peak.

Policy 1.1.2

All new development and redevelopment proposals shall be reviewed under the City's Mobility Management System through the application of Transportation Element policies and site plan review processes. Such policies are listed below:

All development projects generating new trips shall be subject to payment of a multimodal impact fee.

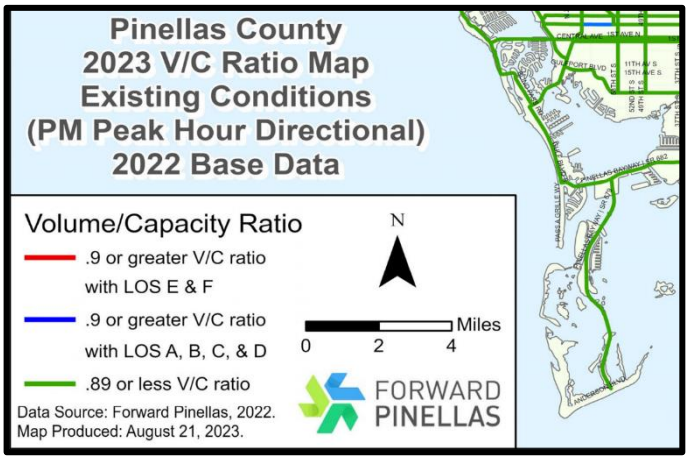
a. Development projects that generate between 51 and 300 new peak hour trips are designated as Tier 1.

i. Developers of Tier 1 projects located within deficient road corridors are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.

ii. The cost of transportation management strategies implemented for Tier 1 projects are creditable toward their multimodal impact fee assessment. If the cost of the improvement exceeds the assessment, the development project would not be subject to the payment of a multimodal impact fee.

Staff comment: The policy above was truncated as the project is shown to generate an estimated weekday 152 peak hour P.M. trips per the traffic impact analysis prepared by Kimley-Horn and Associates, Inc., dated November 2023. The weekend amendment requested by staff shows 182 trips at the derived peak hour of 2:45-3:45 PM. Tier 2 projects that follow are reserved for those uses generating more than 300 peak hour trips.

The city's LDC and Comprehensive Plan does not directly define a deficient road corridor, but holds the LOS peak hour standard of "D" to be the minimum standard, and thus staff interprets a LOS of "E" or "F" to be considered a deficient corridor. This is in line with the definition provided in Pinellas County Code of Ordinances Chapter 150, which further specifies that a volume/capacity (V/C) ratio of 0.9 with no scheduled mitigating improvements makes a corridor deficient. Per the 2023 Forward Pinellas Level of Service Report, the LOS of the Gulf Blvd segment between the Bayway and 75th Ave has a LOS of "D", and a V/C of 0.745 (1215 peak hour trips), where 1630 peak hour trips is corridor capacity, and 1467 or more peak hour trips would exceed the 0.9 ratio for a deficient corridor. Other segments included in the traffic study, including Blind Pass Rd (0.499 V/C & LOS D) and Pinellas Bayway (0.691 V/C & LOS D), also are shown by the applicant to maintain level of service under traffic impacts.



Right: As of the 2023 Level of Service Report (2022 traffic counts), all of St. Pete Beach's evaluated road segments meet minimum "D" Level of Service.

Policy 1.1.3

The City shall assess new development or redevelopment an equitable pro rata share of the costs to provide road-way improvements to serve the development or redevelopment, as established by the Pinellas County impact fee schedule.

Staff comment: The applicant shall be required to pay impact fees at the time of building permit issuance should this use be approved, minus any qualifying improvements instituted to mitigate project impacts.

Objective 1.2

Roadway rights-of-way shall be identified, reserved, or acquired.

Staff comment: The applicant is providing public easements for beach access and additional frontage improvements, but is not dedicating any land for rights-of-way. No subdivision is proposed under the subject scope.

Policy 1.2.1

The minimum setback requirements identified for all roadways shall be enforced through the land development regulations.

Staff comment: The applicant is meeting required setbacks.

Objective 1.3

Through land development code regulations the City will strive to provide for safe, convenient and efficient multimodal parking and access ways.

Staff comment: After completion of Hotel #1, the applicant will have sufficient on-premise parking to serve both the new development and existing Sirata Beach Resort. This will allow for decommission of the two off-premise lots that operate to service the existing use, which staff finds will reduce the number of Gulf Boulevard crossings and have a positive impact on public safety.

Staff finds the on-site traffic and pedestrian circulation presented under the attached revisions to be logical as covered elsewhere, but has expressed concerns to the applicant regarding valet operations and encroachment into bypass lanes, which are being worked through. Staff does not anticipate significant modifications to the on-site roadway improvements to satisfy these concerns, but may result in relegation of valet activities to the western two lanes in front of the Sirata Beach Resort.

Policy 1.3.1

The City shall enforce parking standards which provide for safe and convenient on-site traffic flow.

Staff comment: The applicant will be meeting parking minimums at the completion of each project phase. Staff has concerns pertaining to parking provisions during certain stages, as covered in the staff report, but these are temporary situations that can likely be resolved during the site plan stage.

Policy 1.3.2

When feasible, the City shall require bicycle and pedestrian ways for connecting residential areas to recreation areas, schools, and shopping areas.

Staff comment: The applicant is providing beach access points that will connect surrounding residential developments with the beach, and expand public beach access overall.

Policy 1.3.4

The City shall require crosswalks and sidewalks on roadways of high pedestrian usage.

Staff comment: The applicant is not installing any new crosswalks under this use, but is expanding the sidewalk along Gulf Boulevard from approximately six feet to ten feet along the entire frontage.

Objective 1.4

The City’s transportation system shall emphasize safety and aesthetics.

Staff comment: See below.

Policy 1.4.3

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system.

Staff comment: The applicant has received provisional review from the FDOT for vehicle access points to Gulf Boulevard. The project does not create any access points to local roads for which city staff comments would be solicited.

Policy 1.4.4

The City, in cooperation with the County and State, shall control access points of driveways and roadways to the roadway system.

Staff comment: This is a repeat of Policy 1.4.3 and the same comments apply.

Objective 1.5

As an ongoing objective, the City shall encourage the utilization of a multi-modal transportation system as needed.

Staff comment: The applicant is expanding the sidewalk along the entire Gulf Boulevard frontage by approximately four feet, establishing two additional beach access points, and providing easements along the mean high water line and beach walk area landward of the newly-established dunes, which staff finds promotes increased pedestrian use of the Boulevard and beach. The applicant will be installing additional bike racks, which staff finds is likely to be a convenience for employees who commute via bike, but is not making off-site roadway improvements for bike usage. The TMP contains strategies that promote multimodalism.

Policy 1.5.2

The City shall continue to identify and encourage the use of bicycle and pedestrian modes of transportation.

Staff comment: The applicant is installing bike racks to support the former, as well as increasing the width of the frontage sidewalk, installing beach access and providing an easement for a potential beachwalk, and increasing cross-site pedestrian pathways, to support the latter.

Policy 1.5.3

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs, when appropriate.

Staff comments: Additional pedestrian access improvements are recommended as conditions, and may be recommended during the site plan process as relevant.

Infrastructure Plan Element

GOAL 1:

The City shall ensure that needed sanitary sewer, solid waste and potable water services be provided by a safe and efficient system which maintains adequate facilities and provides for orderly growth and expansion.

Objective 1.1

The City of St. Pete Beach shall continue to implement procedures, in cooperation with its sewage, solid waste and potable water system providers to ensure that development permits are issued only when adequate facility capacity is available to serve the development.

Staff comment: The applicant is required to obtain a certificate of concurrency prior to site plan issuance, which will include commitments from utilities that adequate capacity is available to serve the development. If capacity is not available, the applicant shall be required to demonstrate that capacity will be available by time of project completion or otherwise as specified in LDC Sec. 29.6.

Policy 1.1.4

Prior to the issuance of a building permit for future development and/or redevelopment activities, the City shall consult with Pinellas County Utilities to ensure that adequate potable water supplies and facilities will be available by the anticipated issuance date of the certificate of occupancy.

Staff comment: See above. A commitment from Pinellas County utilities is required as a component of potable water concurrency. Staff are recommending the applicant pursue waterwise certification for new development, or implement fixtures that will reduce potable water use, as expressed through conditions.

Policy 1.1.5

The land development regulations and development review procedures shall be used to ensure that all adopted levels of service are maintained. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.

Staff comment: The applicant shall be required to demonstrate concurrency among all evaluated facilities (sanitary sewer, solid waste, potable water, stormwater, transportation) at time of site plan issuance.

Objective 1.2

The City and Pinellas County shall continue to work together to reduce the City's potable water demand based on use of reclaimed water and continued conservation strategies.

Staff comment: Reclaimed water is required to be utilized for landscaping at the subject property. Staff is recommending a condition that the applicant provide a minimum percentage of Florida friendly landscaping for zone 10a and local conditions as a component of their overall landscaping requirements, and for plants to be grouped to limit the amount of reclaimed water expended for irrigation. Without being prescriptive to certification, staff also requests that the applicant demonstrate waterwise techniques in the installation of fixtures within the development.

GOAL 2:

An efficient Master Drainage system which protects human life, minimizes property damage, and improves storm water quality and on-site retention shall be provided.

Objective 2.1

In accordance with this plan, the St. Pete Beach's land development regulations shall include provisions for requiring compliance with the master drainage plan.

Staff comment: As previously noted, the applicant shall be required to demonstrate stormwater mitigation at the time of site plan approval if this conditional use permit is approved.

Policy 2.1.1

The St. Pete Beach's master drainage plan shall require new developments to meet the design requirements (level of service) of the 25-year frequency, 24-hour storm event. Post development runoff shall not exceed pre-development drainage peak discharge rates.

Staff comment: The applicant shall be required to demonstrate the development adheres with all LOS requirements, including stormwater, prior to site plan issuance. The applicant has indicated that the project as proposed will control stormwater flow off-site at a rate at least equal to as it were vacant, and has proposed retention and treatment in underground vaults to accomplish this. At the Planning Board hearing, the applicant's engineer provided testimony that the project will also need to comply with SWFWMD and FDOT requirements, which significantly exceed those requirements of the city.

Policy 2.1.6

In support of the master drainage plan, the land development regulations shall contain provisions which, at a minimum, protect natural drainage features found within the City as follows:

• The flood-carrying and flood storage capacity of the 100-year flood plain shall be maintained;

• The prevention of erosion, retardation of runoff and protection of natural functions and values of the flood plain be considered while promoting public usage; and

• The City shall require development or development proposals to be consistent with the performance standards regulating development within the designated flood plain.

Staff comment: Staff is not aware of any remaining natural drainage features on the developed portion of the property. The applicant will be required to grade the lot to allow for stormwater vault infiltration. While grey infrastructure is necessary in many urban development projects, there are benefits to green infrastructure, such as the dual stormwater and air pollution mitigation provided by many species of vegetation[4], or the reuse of rainwater for irrigation. As previously noted, the applicant should speak to whether there will be any use of rain barrels, bioswales, permeable pavement, or the potential for increased tree canopy especially along pedestrian pathways, in the development of the site.

Elements related to preservation of floodplain functions will be evaluated during site plan and building permit review if this use is approved. The applicant shall be required to restore the dune system behind their property, which has benefits related to limitation of erosion.

Objective 2.2

Establishment of a level of service for drainage.

Staff comment: This is a requirement of the City, which has established that all development must accommodate a 25-year, 24-hour storm event. This will be assessed through drainage analysis at the site plan review stage.

Policy 2.2.2

All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.

[4] EPA. (2017, Nov). Science in Action. Retrieved from https://www.epa.gov/sites/default/files/2017-11/documents/greeninfrastructure_healthy_communities_factsheet.pdf.

Staff comment: Concurrency review will follow at the site plan stage if this use is approved. A concurrency certificate must be issued at time of site plan approval.

GOAL 1:

To ensure the highest environmental quality possible, the City of St. Pete Beach shall conserve, protect and appropriately manage the natural resources (aquatic, wetland and terrestrial).

Objective 1.2

Regulations for development within the 100-year flood plain shall be strictly enforced.

Policy 1.2.1

New development or redevelopment approvals shall require that post-development run-off rates, volumes and pollutant loads do not exceed predevelopment conditions.

Staff comment: This is addressed in other comments. The applicant shall be required to attenuate stormwater as if this were a pre-development site. There is limited information in the application pertaining to the pollutant filtration provided in the on-site stormwater vaults, which staff reiterates the applicant should address through testimony.

Objective 1.4

The City shall conserve, appropriately use and protect native vegetation.

Policy 1.4.1

The City shall require that all new development preserve at a minimum 25 percent of the native vegetation on site when applicable. This should not be interpreted to allow development in wetland, or protected areas.

Staff comment: Staff addressed this policy with the applicant at Technical Review Committee, due to the appearance that minimal-if-any native landscaping existed or was being preserved on the site. The applicant has responded and indicated that this policy would be removed from the list of supporting policies if requested. Staff recognizes that the policy is not contrary to the proposal, but that little native vegetation remains for preservation. Staff is recommending conditions related to minimum planting of Florida-friendly landscaping on the site, in general support of this policy.

Policy 1.4.2

Native vegetation shall receive priority in the landscaping.

Staff comment: While the applicant has proposed a number of Florida-friendly trees and groundcovers, only a limited number of trees are Florida native, including paurotis palm (one planted), seagrape (three planted), royal palm (four planted), sabal palm (four planted), and Florida thatch palm (21 planted) for trees, according to the Florida Native Plant Society. Additionally, coconut palms, which are the most common species in the list, are currently listed as a caution species by UF/IFAS. Staff would like to see additional native landscaping, particularly within required landscaping areas where minimum caliper and height standards are enforced.

Policy 1.4.7

Although limited natural resources remain in the City of St. Pete Beach, every effort shall be taken to protect these resources as follows:

• Recreational development shall be compatible with the surrounding environment;

• The clearing of trees and wetland vegetation shall be prohibited, unless a mitigation plan is submitted and approved by the City, the objective being no net loss of wetlands and trees ; and

• All applications for site development approval shall be subject to site plan review in accordance with the land development regulations.

Measure: Greater use of native vegetation within new projects and the continued protection of existing shorelines

Staff comment: As previously noted, staff would like to see additional native trees in the landscaping design. The applicant is required to comply with minimum tree count on the site, pursuant to Land Development Code regulations, at time of site plan issuance.

Objective 1.8

As an ongoing objective, the City shall make efforts to assure that Boca Ciega Bay maintains the Outstanding Florida Waters designation.

Policy 1.8.2

In order to reduce non-point source pollutant loading, a storm water management plan shall follow the regulations set out in Chapter 17-25, FAC.

Staff comments: The applicant will be responsible for a stormwater management plan at site plan review if this use is approved.

Policy 1.8.5

The City shall, and require others to, utilize construction and maintenance methods that do not adversely affect water quality or water flow.

Staff comment: The applicant is required to file a construction site management plan along with the building permit application. Silt fences and other preventative techniques will be required during construction, but the applicant may wish to propose additional methods to ensure that water quality is not impacted by work being performed.

Objective 1.9

In accordance with this Comprehensive Plan, the City of St. Pete Beach shall protect and restore its beaches, dunes and natural system, protect its recreational and commercial working waterfronts, and establish construction standards which minimize the impacts of man-made structures on these systems through the land development regulations.

Staff comment: The city is not currently designated as a working waterfront community, but staff recognizes the importance of the beachfront, public and private, in the continued recreational, environmental, and aesthetic advantages of the city. Policy 1.9.7. in this Element generally defines a working waterfront as one that provides public water access or provides water-dependent commercial uses, which the applicant has not indicated will be reduced under this development.

The applicant will be required to restore the dunes behind the property where protection has eroded or is being removed to accommodate expansion, and comply with forthcoming proposed regulations related to maintenance of the city's beaches, including potential alterations to cabana service areas. The city's prohibition on any new permanent construction (other than dune walkovers) behind the Coastal

Construction Control Line is a standard implemented through the LDC that exceeds Florida Department of Environmental Protection (FDEP) requirements, which may otherwise allow context-sensitive development beyond the Line, and generally complements Pinellas Coastal Construction Code prohibitions. The applicant is also demonstrating an increased setback above the required setback for Hotel 1 (12.8' from CCCL at the closest point) and Hotel 3 (43.5' from CCCL at the closest point) above and beyond local limitations.

Policy 1.9.1

Construction seaward of the Coastal Construction Control Line shall be subject to the permitting procedures pursuant to Chapter 161 of the Florida Statutes.

Staff comment: The applicant is not proposing any permanent structures seaward of the CCCL. The boardwalk (beach walk) shown will be pursued by the City. Dune restoration, as well as incidental paving or walkovers proposed seaward of the CCCL, will be addressed with the FDEP prior to permit issuance.

Policy 1.9.3

Dune preservation shall be required by development regulations to protect the primary dunes, and which shall address prohibitions on excavations, destruction of native vegetation, and other activities which affect the natural fluctuation of the dunes.

Staff comment: The applicant has submitted an initial dune restoration plan for staff comment. They will be required to restore the dunes behind the property as part of development approval. Excavation and vegetation removal is prohibited through regulation without the consent of the city and FDEP.

Policy 1.9.6

The City shall limit shoreline development that will adversely impact marine fisheries habitats.

Staff comment: This project is not known to have any direct impact on marine fishery habitats. The city's forthcoming regulations pertaining to beach regulations will apply to all projects across the city, including the subject project.

GOAL 2:

The City shall provide a set of guidelines for development that protects the lives and property of its residents from the effects of natural disasters.

Objective 2.2

Because a majority of the community is located within the Coastal High Hazard Area, defined as the area below the elevation line of the category one storm surge line as established by a Sea, Lake and Overland Surges from Hurricanes (SLOSH) model, the City shall require appropriate development and construction standards to mitigate the adverse effects of coastal hazards.

Staff comment: The applicant shall be required to comply with all Florida Building Code and FEMA regulations that apply to the project at time of construction permitting.

Policy 2.2.2

The City shall maintain allowable densities in the Coastal High Hazard Area consistent with the Future Land Use Map of this Comprehensive Plan.

Measure: No new developments or structures which do not meet coastal hazard mitigation standards

Staff comment: Allowable density is not being exceeded. The applicant is asking for the maximum number of units available under their property's zoning and land use (646 total units at 75 units per acre).

Objective 2.4

The City shall continue to try to reduce the risk of exposure of human life and public and private property to natural disasters through preparedness planning and implementation of hazard mitigation measures.

Policy 2.4.4

Recognizing the entire community is located within the Coastal High Hazard Area and the 100-year flood plain, the City shall adopt and strictly enforce all appropriate federal, state, and local coastal construction codes, and coastal setback requirements, as amended.

Staff comment: The applicant shall be required to comply with all construction codes for Zone 2, that area within 300 feet of the CCCL, as adopted within Pinellas County as addendum to the Florida Building Code. These codes generally prohibit marine turtle nesting disturbances, dune ridge destruction, and limit excavation, among others.

Recreation and Open Space Element

GOAL 1:

The City shall ensure the provision, protection, and maintenance of a coordinated, efficient and accessible system of public and private recreational parks and facilities which shall meet the needs of the city's current and future residents, visitors, and tourists.

Objective 1.4

In accordance with this Comprehensive Plan, the City shall continue to be responsive to the needs of both the permanent and seasonal population.

Staff comment: Recreational facilities are analyzed relative to the permanent population. As demonstrated through the City's recent 2045 Evaluation and Appraisal Report Data, Inventory and Analysis, the number of park facilities existing today are considered to well exceed required inventory under a 2045 expected buildout scenario.

Policy 1.4.3

The provision of adequate public beach access shall be considered requisite to any future development or redevelopment. Public access to identified recreation sites shall be maintained and shall be designed to protect the integrity of natural features including, where present, beaches and shores.

Staff comment: The applicant is providing a greater number and a greater total width of beach access than required by the Comprehensive Plan for the development type. Staff is also requesting an additional access easement and improvements at the northern side of the site to better provide residents of nearby subdivisions access to the beach if an agreement can be reached with the abutting easement holder and there is City Commission approval to expand such access.

Capital Improvements Element

GOAL 1:

The City shall undertake fiscal actions necessary to provide and maintain public facilities for all residents, within its jurisdiction, at the adopted levels of service.

Objective 1.3

The City shall utilize its fiscal resources to eliminate any identified existing deficiencies and ensure the provision of needed capital improvements at adopted levels of service as specified in the elements of the comprehensive plan.

Staff comment: Proportionate share contributions from this development are not permitted to resolve existing deficiencies. The applicant will need to demonstrate concurrency with all facilities at time of site plan approval if this use is approved.

Policy 1.3.1

The City, through its representative on the Pinellas Planning Council, shall work with other governmental jurisdictions to establish a strategy to ensure that the entire cost of providing necessary capital facilities, at adopted levels of service, for any future development or redevelopment within the jurisdiction shall not be borne by existing residents.

Staff comment: The applicant is responsible for the payment of impact fees if this use is approved. No additional access management improvements are proposed by the applicant along Gulf Boulevard, and improvements such as aprons, sidewalks, and frontage pedestrian facilities are the responsibility of the applicant.

Policy 1.3.2

The City shall coordinate with the County, other state agencies, water management district, and other municipalities that provide public facilities within the City's jurisdiction to ensure projects are funded in a fiscally equitable manner, apportioning the costs of growth among those who are responsible for it.

Staff comment: The applicant is responsible for sewer connection fees and the installation of infrastructure pertaining to potable water service at the property. For elements handled outside of the city, including solid waste and potable water, the applicant shall demonstrate prior to certificate of concurrency issuance that minimum level of service standards have been preserved.

Policy 1.3.3

The City shall, when appropriate, collect impact fees in cooperation with other levels of government.

Staff comment: The city’s only impact fee that applies to this project is transportation, which the city collects on behalf of and shares with the county. For a resort lodging use, with an increase of 264 units, the estimated fee collected for the resort hotel room portion will be $846,912.00, and for other amenities $139,056.40, minus any demonstrated mitigating improvements or traffic analysis resulting in further reduction.

Policy 1.3.4

The City shall issue development permits only when required capital facilities are present or will be available concurrent with the impact of development. All new development and redevelopment proposals shall be reviewed under the City's Concurrency Management System Ordinance to ensure the level of service standards established in this element shall be maintained.

Staff comment: This will be completed at the site plan stage if the use is approved. The site plan will not be issued unless the city’s concurrency management regulations can be met.

Kimley»Horn

November 20, 2023

Brandon Berry, Senior Planner
Community Development Department
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33705

Re: Sirata Beach Resort – CUP 23053
Response to Staff Recommendation of the Planning Division
Conditional Use (the "Staff Report")

Dear Brandon:

Please find below our responses to the Staff Recommendation requested in the Staff Report requesting additional information for the seven (7) criteria listed below.

STAFF RECOMMENDATION

Staff finds the development proposed under Conditional Use Permit #23053 to be generally consistent with the City's Comprehensive Plan. Staff further finds that the applicant has provided adequate support for 13 out of the 20 CUP criteria, and partial support for seven of 20 CUP criteria, subject to recommended conditions. Staff requests additional applicant testimony in support of the following seven criteria for which partial support was found, as detailed below. In the case the applicant is found by the Planning Board to have provided adequately-supportive testimony or exhibits that their request meets the listed components of the following seven criteria, staff finds the Planning Board is empowered to recommend approval of case #23053 to the City Commission with conditions.

Response: Acknowledged.

Criteria 4.4(a)(2)d. – The applicant should address whether the development will require late-night deliveries, and how late-night arrivals will be handled, particularly on the northern side of Hotel 1 where the queuing area is directly abutting a residential development. This is to ensure that livability of abutting property is not significantly degraded. The applicant should also review the letter prepared in June 2023 by the attorney representing northern neighbor SeaMark, Inc., to address whether concerns related to construction impact, runoff attenuation, full screening of the northern side of the parking garage, and prevention of the creation of a wind tunnel, have been adequately mitigated.

Response: Late night deliveries are not anticipated. Typically, hotel deliveries occur between 7am and 3pm for operational and staffing reasons. The same typical routine is intended for these hotels. Additionally, deliveries servicing the hotels will be made in the loading areas with entry on the east side of the building beyond the view of the SeaMark residents. Private delivery services to guests via Uber Eats, Postmates, etc. will be made under the porte-cochere or internal to the building at the access point from the garage to the lobby area. Generally, most hotel check in occurs in the afternoon and early evening, near the early check in time. To the extent that someone checks in later, they would only be dropping their car with valet and entering the hotel. Upon entry, they would immediately

be taken up to the 4th floor for actual check in. The limited drop off activity is screened by the buffer and the porte-cochere to reduce noise and visibility.

Regarding the letter prepared in June 2023, by the attorney representing SeaMark, the concerns you mention are addressed as follows. No impact from construction is expected. To ensure there's no impact to the SeaMark during construction, the Applicant has agreed to video documentation and vibration monitoring, which will ensure no adverse conditions are created. No adverse condition will be created by any runoff because all runoff for the portion of the site adjacent to the SeaMark will be directed to a vault under the JW Marriott building, away from the SeaMark. The entire north side of the JW Marriott parking garage is screened with walls or opaque materials. Finally, the Architect has confirmed that a wind study is not warranted, which can be seen in the attached letter.

Criteria 4.4(a)(3) – Staff has requested, and the applicant is currently in the process of preparing, an amendment to the traffic study that assesses the project's weekend impact relative to weekend peak hour adjusted to peak season. As this report is published one week in advance of the Planning Board's public hearing, this data may be available at the time of the public hearing, but staff has not had time to assess it for inclusion in this report. The applicant should discuss the results of this study if prepared, or preliminary findings if available, with the Planning Board. Staff is recommending that the approval of this request be contingent on the applicant demonstrating compliance with the city's adopted level of service standards for project impacts relative to the weekend peak hour, following Forward Pinellas Traffic Impact Study methodology, and that such demonstration be made prior to the City Commission hearing. The applicant should also address any followup to the FDOT's request to utilize a 5% background growth rate, instead of the 2% utilized in the present study.

Response: The updated report, including Saturday peak analysis is provided with this letter. The findings of the Saturday peak-hour analysis are consistent and similar to the findings for the p.m. peak-hour, which shows no intersection or roadway segment failures.

Regarding the 5% rate, the development team had several follow-on communications with FDOT and City staff confirming the 5% rate is not desired. A written response from FDOT is being prepared.

Criteria 4.4(a)(4) – In support of ensuring parking safety through the entire time period of the development portion of this project, the applicant should address how off-site parking on the property's east-side satellite lots will be handled during the construction phases that reduce on-site parking below adopted parking space minimums, as well as at which point in the development the applicant plans to decommission the satellite parking lots.

Response: The project is proposed as one phase, which is shown to comply with all parking standards. As discussed throughout the application process, construction will be sequenced to minimize impacts off-site. The sequencing can be described as five steps. The applicant submitted a phasing plan that shows this sequencing with the TRC response package.

1. Sirata Resort restaurant and pool makeover: This stage proposes no changes to unit count or parking. Thus, the current parking conditions, which meets code criteria without the permitted 10% reduction, will satisfy the parking requirements.

2. JW Marriott Construction: This stage proposes demolition of 156 units, and removal of 180 parking spaces. The parking requirement during this portion is 258 spaces without the available 10% reduction, and 286 spaces remain available.

3. Sirata Resort Porte-Cochere and Valet Loop: This stage proposes redevelopment of the parking area east of the Sirata Resort. The parking requirement during this phase increases to 591 spaces, without the 10% reduction, due to the completion of the JW Marriott, and 639 spaced are provided.

4. Hampton Inn Construction: This stage removes the southern surface parking lot so that the Hampton Inn can be constructed. This stage proposes removal of 111 parking spaces while the parking requirement remains 591 spaces without the 10% reduction. During this phase, the project currently shows 506 available parking spaces without utilizing any of the alternatives outlined below.

   During this limited stage of construction, the Applicant will utilize several possible alternatives, which include, but are not limited to, using the 10% Gulf Boulevard walkability reduction, providing additional, temporary off-site parking, providing temporarily striped on-site parking, staging construction to maintain the onsite parking within the Sirata Resort Valet Loop area, or temporarily reducing the unit count to correspond to the required / provided parking needs. The Applicant will determine the best course of action during the site planning and permitting portion of the development cycle, and implement as approved by City staff. It should also be noted that the Applicant contacted the City, and the City confirmed, that no other projects have been required to comply with parking minimums during substantial construction.

5. Completion: 702 parking spaces are required and 851 spaces will be provided on-site. At this time, upon completion of construction, the Applicant will decommission the offsite employee parking lot.

Criteria 4.4(a)(6) – The applicant has provided general information pertaining to the owner's portfolio, and history with the Marriott brand. Staff requests additional support pertaining to the financial and technical capacity of the owner to develop and maintain this project to a luxury status as held out in the application, including any similar projects constructed and managed in similar communities. As of November 6th, the date of report publication, the applicant states this information is forthcoming.

Response: Additional information was provided to staff on 11/7/2023 in a document titled: Sirata - CUP - Financial and Technical Capacity for Columbia Sussex v2. To summarize, the Applicant's demonstrated financial and technical capacity is based on Columbia Sussex's successful portfolio, track record, and investment in the existing Sirata property.

Columbia Sussex:

- is a 50 year old, family owned and operated company, which is a track record showing consistent financial and technical success;
- is Marriott's largest full service owner operator, which demonstrates a breadth of industry financial and technical capacity to become the largest provider for one of the largest hotel brands in the world;
- currently operates 41 hotels over 18 states with nearly 14,000 hotel rooms, which demonstrates industry financial and technical capacity;

- invested $103,500,000 in cash into the Sirata development to date, which demonstrates financial capacity; and
- has constructed over 75 hotels of various sizes and types, which demonstrates ability to develop hotels.

Adequate legal guarantees for the provision of the improvements and mitigation included with CUP 23053 are demonstrated by the actual CUP approval and conditions. Each site plan requirement must be included to secure building permit issuance. Each mitigation item, condition, or exaction requirement of the CUP are required in order to obtain building permits or a Certificate of Occupancy, as applicable.

Criteria 4.12(a)(1) – The applicant's engineer and the City's Assistant Public Works Director have been discussing ways of maintaining adequate sewer flow and impacted lift station capacity from the Sirata and Hotel 3 projects as of the date of the publication of this report. If progress has been made in the week between the publication of this report and the public hearing, the applicant should provide an update, including whether on-or off-site improvements will be needed to handle the sewer impact of the new development.

Response: During the review process, the engineering teams have been working through confirmation of several technical requirements. Regarding this particular requirement, a miscommunication between the engineers led to an erroneous calculation by City Staff that showed a sanitary sewer lift station exceeding available capacity. However, there is no lift station capacity issue. As outlined in an email to staff from Scott Gilner on 11/6/2023, peak instantaneous flow rates were initially used by staff to calculate the project's discharge to the sewer system. However, peak hour flow rate, which represents the highest daily hourly flow, should have been used. The peak hourly flow is significantly less than peak instantaneous flow. The City's lift station capacities are calculated using the peak hourly flow, and using peak hourly flow rates the lift stations both north and south of the project have sufficient capacity. This calculation is being confirmed by staff. However, if any issue remains after staff's confirmation, the on-site sewer system can be redesigned to redistribute more sewage flow to the northern lift station located north of the development. The Applicant's engineers confirm there is enough capacity between the two available lift stations, and in the sanitary sewer system overall, which complies with the concurrency requirement outlined in Section 29.6(a)(2). Once City Staff reruns the calculations, this issue should be resolved.

Criteria 4.12(a)(4) – Subject to the Planning Board's assessment, staff would like to see additional planter boxes, vegetation, or other aesthetic improvements to the parking garage front façade of Hotel 3, as well as the applicant continuing to work with staff on an aesthetically-appealing porte-cochere for the remodeled Sirata. Pertaining to the portion of this criteria dealing with truck traffic, staff requests the applicant address how trucks will dock safely, particularly into the Hotel 3 loading bay which appears to require backing up into a through- lane next to the Sirata's loading area.

Hotel 3 Façade Response: In response to the staff request regarding the front façade of Hotel 3, architectural features have been added in the form of planter boxes and mosaics. The City has gone back and forth on whether planter boxes are a desirable architectural feature. Either are acceptable to the Applicant. The Applicant has, and will, cooperate during the building permit process to design the building to meet reasonable requests and recommendations made by the City, and is willing to continue to alter the balance between mosaics and planter boxes on the Hotel 3 façade at Staff's request.

Sirata Resort Porte-Cochere Response: As discussed in the TRC Meeting 07/05/2023 for Case #23046, the new porte-cochere is located to the north of the center of the building to align with the new public lobby. The Applicant agreed to add curves to the EIFS of the east face of the proposed porte-cochere to add architectural detail. The roof is a standing seam gable roof, and will remain as designed to angle the roof, which helps protect the roof membrane. In terms of visuals, the new EIFS and metal roof on the porte-cochere will match the color and materials of the existing hotel. The Sirata porte-cochere elevation is not included with this application, but was a part of Case #23046. The Applicant commits to make the proposed changes to the Sirata porte-cochere upon submission of that application, and staff may comment to that effect upon that submission.

Hotel 3 Loading Response: Deliveries to the renovated Sirata and Hotel 3 (Hampton Inn) will be limited as this hotel provides limited services (no restaurant, etc). Any intermittent delivery will be performed with the assistance of Hotel Management and Valet personnel to alleviate perceived safety concerns. The Applicant expects these deliveries to function well because the site plan design accommodates a 55' truck, but most deliveries to the limited service hotel will be from trucks 30' in length or less, which will more easily fit and maneuver into the loading area. Further, since these hotels will have far fewer amenities than the JW Mariott, they will commensurately accept far less deliveries.

Criteria 4.12(a)(9) – The applicant is in the process of preparing a shade study, which has not been reviewed by staff as of the date of the publication of this report. If the study has been prepared, staff requests the applicant present the results to demonstrate the impact of shade on adjacent properties, particularly on the SeaMark property due to the height of Hotel 1. If it has not been prepared, the applicant should speak generally to the expected impacts, subject to a shade study being available prior to the City Commission hearing.

Response: Please see the attached Shade Study which will be presented to the Planning Board. The study shows that the only impacts will be in the winter months, with limited impacts before 10 am. By noon, the JW Marriott's shadow has passed the SeaMark to the north.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Signed:

Printed Name: Scott W. Gilner, PE
Title: Senior Vice President

PIVOT

18 November 2023

PIVOTstudio
544 W Liberty St., Suite 2.0
Cincinnati, OH 45214

Brandon Berry, Senior Planner *via email*
St. Pete Beach
155 Corey Avenue
St. Pete Beach, FL 33706

RE: HOTEL 1: JW MARRIOTT SAINT PETE BEACH WIND STUDY

We have been asked if the proposed development of the JW Marriott in Saint Pete Beach would trigger a Building Code Requirement for a Wind Study.

The answer is no, it would not.

When are Wind Studies recommended?

According to the Engineering Firm Pennoni:
" Pennoni's structural engineers generally recommend wind tunnel testing to building owners and developers when a proposed structure is more than 10 stories in height or has an unusual shape."

The JW Marriott Saint Pete Beach is neither.

It has been noted that the Seamark Neighbors are concerned about the balcony furniture being affected by changing winds that will possibly be created by the new JW Marriott. I do not think there is any need to be concerned. While a standardized test is not available to prove this there are countless examples of tall apartment buildings with balconies in urban environments that show that the movement of balcony furniture is not a concern.

One such example is the 200 East Delaware Place Condos in Chicago. The building sits among many other tall high rise residential buildings in the Streeterville neighborhood in Chicago. Among them, and diagonally across the street, is the 100 story, 1,125-foot-tall John Hancock Building. The building also sits within two blocks of Lake Michigan. This 40 Story Condominium is 68 feet from the Doubletree Hotel across the street. The Condominium has balconies facing the hotel. On Friday, November 17th, 2023 at 3:00pm the recorded Wind Speed was 13 knots or 15 miles per hour. This wind speed is in the 90th percentile of the average daily wind speed in Saint Pete Beach Florida. There was not any movement observed with any of the balcony furniture.

There are many differences between the JW Marriott/Seamark Condos and the 200 East Delaware Place Condominiums:

1. JW Marriott/Seamark Condos are both 10 stories tall. The 200 East Delaware Condos and the Doubletree Hotel are 40 stories tall. Significantly taller and more likely to cause wind issues.

2. JW Marriott/Seamark Condos are approximately 100 feet apart. The 200 East Delaware Condos and Doubletree hotel are 68 feet apart. Significantly closer together and much more likely to cause wind issues.

3. The 200 East Delaware Condos also sit in a neighborhood with numerous residential high-rises and super tall buildings which make it much more likely that wind will affect both the building structure and surrounding environment than the JW Marriott/Seamark Condos.

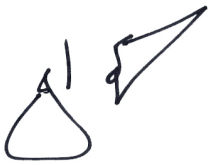
   Even with these major differences that would make the balcony furniture much more likely to move in the 200 East Delaware Condo example there were no issues or any movement at all with the balcony furniture.

   It is more than reasonable to assume that there will be no movement with the Seamark Balcony furniture once the JW Marriott is constructed.

I hope this answers your concerns.

Please contact me with any further questions or comments.

Thank You,



Jim Stapleton AIA
513.325.3523
jim@pivotstudiocreative.com
PIVOTstudio

Attachments:

1. Pennoni Wind Study Recommendation
2. Photo of 200 East Delaware Condos/Doubletree Hotel Chicago
3. Photo of John Hancock Building from 200 East Delaware Condos/Doubletree Hotel Chicago
4. Measured Difference between 200 East Delaware Condos/Doubletree Hotel Chicago. This was also personally measure by Jim Stapleton on 11.18.23
5. Wind Speed Measurement at 3:00pm 11.18.23 at nearby Ohio Stret Beach Chicago on 11.17.23.
6. Average Daily Wind Speed Saint Pete Beach Florida
7. Knots vs Miles per Hour Comparison
8. Seamark distance to property line: +/-41'-0" + 59'-0" to JW Marriott = +/-100'-0"

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All buildings must be designed to resist wind forces, and this is especially critical for buildings that are tall, unusually shaped, or located in hurricane-prone areas. Most building codes in the US, including the International Building Code and the Florida Building Code, adopt ASCE 7 "Minimum Design Loads for Buildings and Other Structures" for wind design. ASCE 7 is updated about every six years based on the most current wind research and informed by studies of damage caused by recent high wind events. This provides the tools for engineers to calculate wind pressures and loads for use in the design of all types of buildings and other structures.

Engineers often want more accurate wind pressures and loads to reflect project-specific conditions. Wind tunnel testing provides more accurate design information than can be obtained from the code by taking into account specific building architecture and the effects of its surroundings. This allows the designer to maximize design efficiency while ensuring reliability targets are met. Building codes recognize the advantages that wind tunnel testing provides and allows designers to use those results in lieu of the calculated pressures. Pennoni's structural engineers generally recommend wind tunnel testing to building owners and developers when a proposed structure is more than 10 stories in height or has an unusual shape.

Benefits to wind tunnel testing include:

- A reduction in design wind pressures. The design pressures are normally lower than those required by ASCE 7 over large areas of the building envelope, resulting in cost savings to the exterior doors and windows, exterior walls, roofing, shear walls, and foundations.
- Identification of potential wind-induced building motions that may be experienced (unfavorably) by building occupants.
- Identify potentially undesirable winds in public and other occupied areas in and around a development. Wind flow around a building can be uncomfortable to occupants in open areas such as plaza decks and balconies.

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Winning grant awards takes planning, grant-savvy, and maybe just a little luck. In recent years, Pennoni has helped clients secure more

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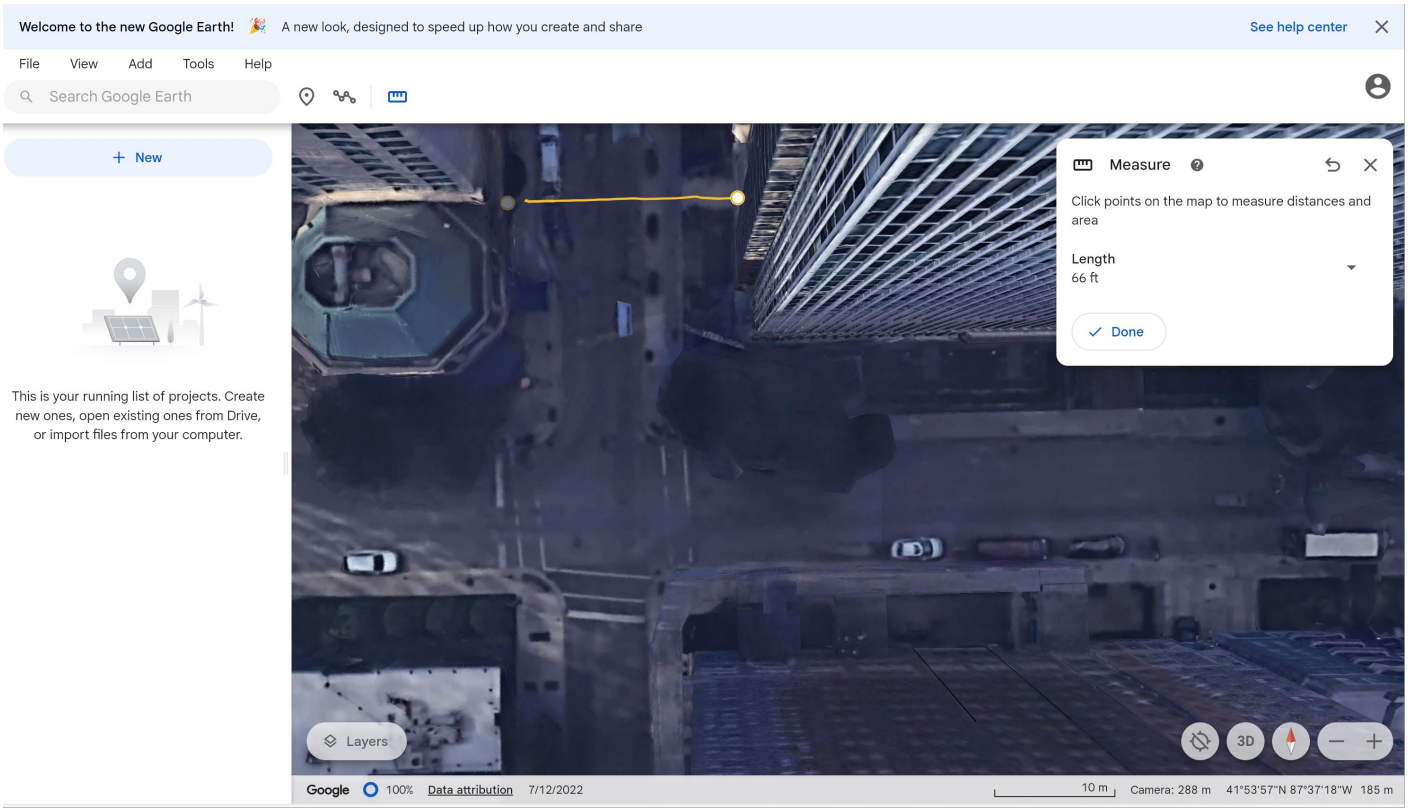
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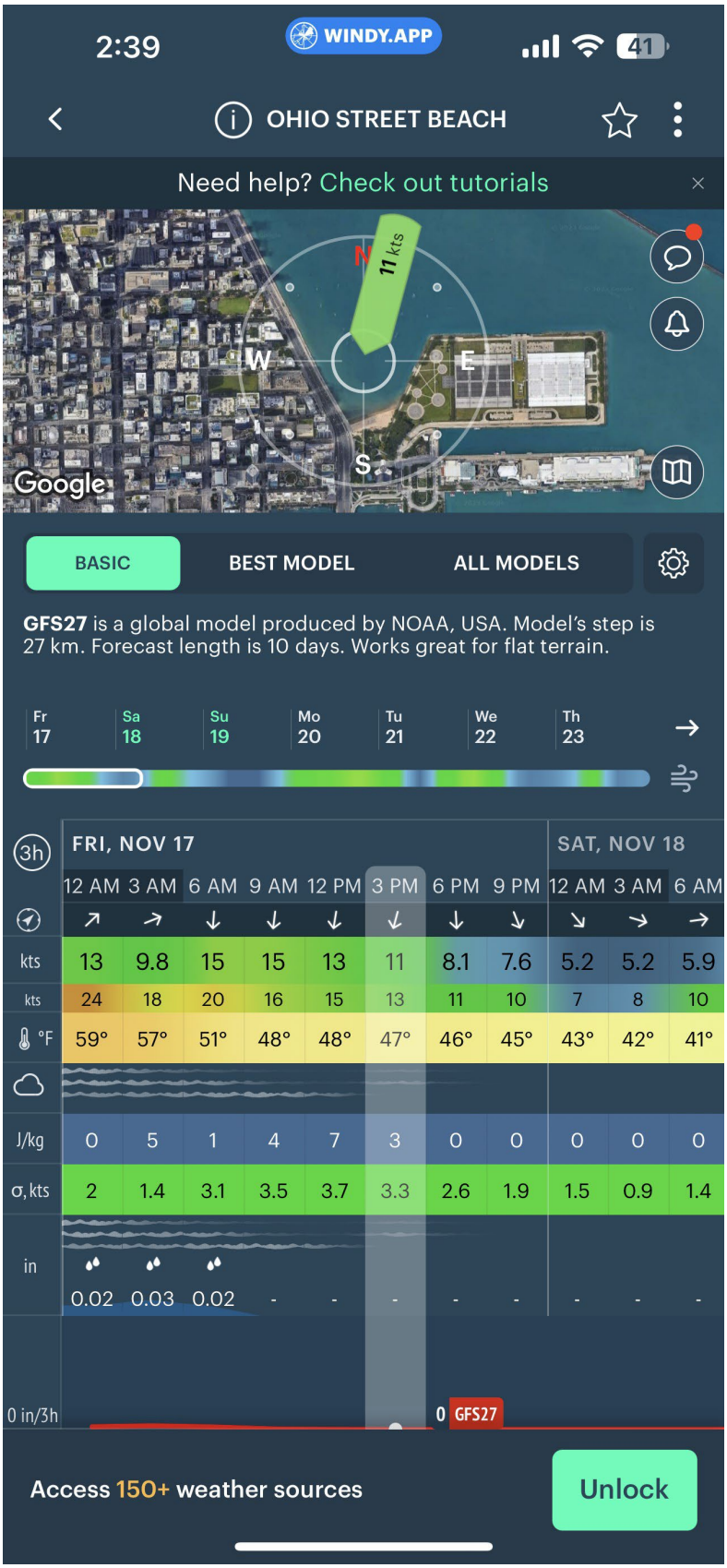
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GFS27 is a global model produced by NOAA, USA. Model's step is 27 km. Forecast length is 10 days. Works great for flat terrain.
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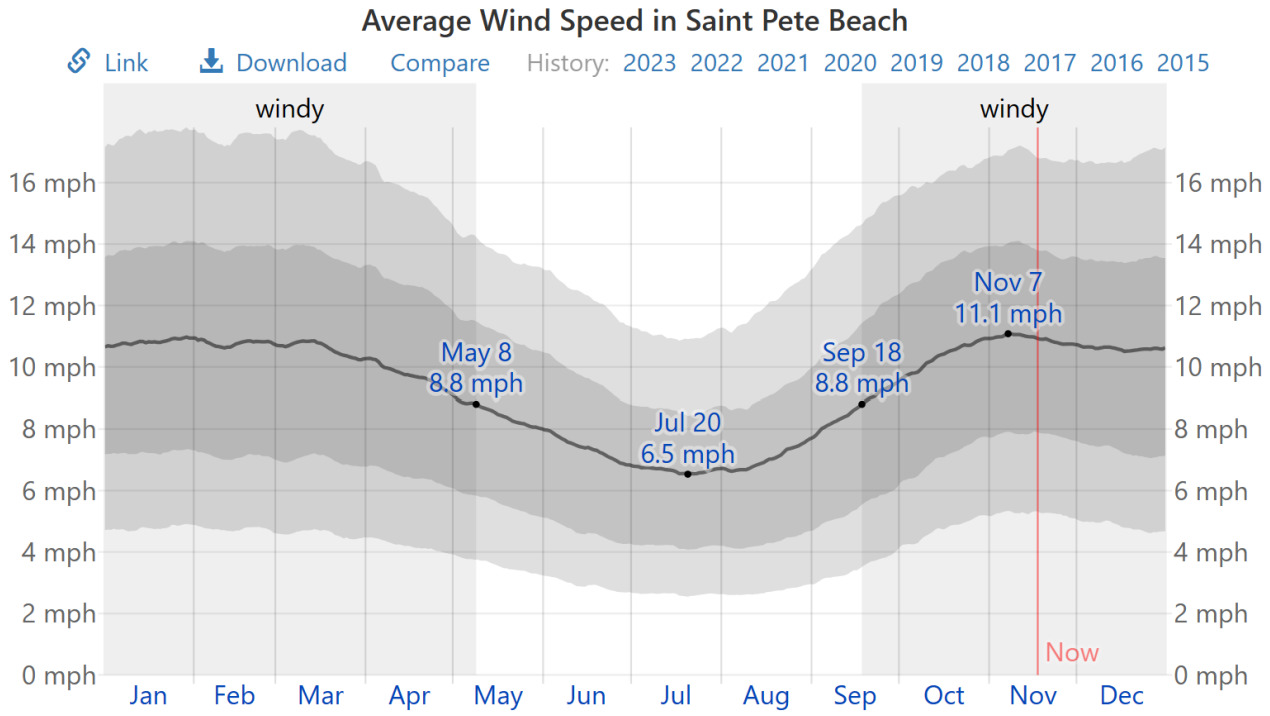
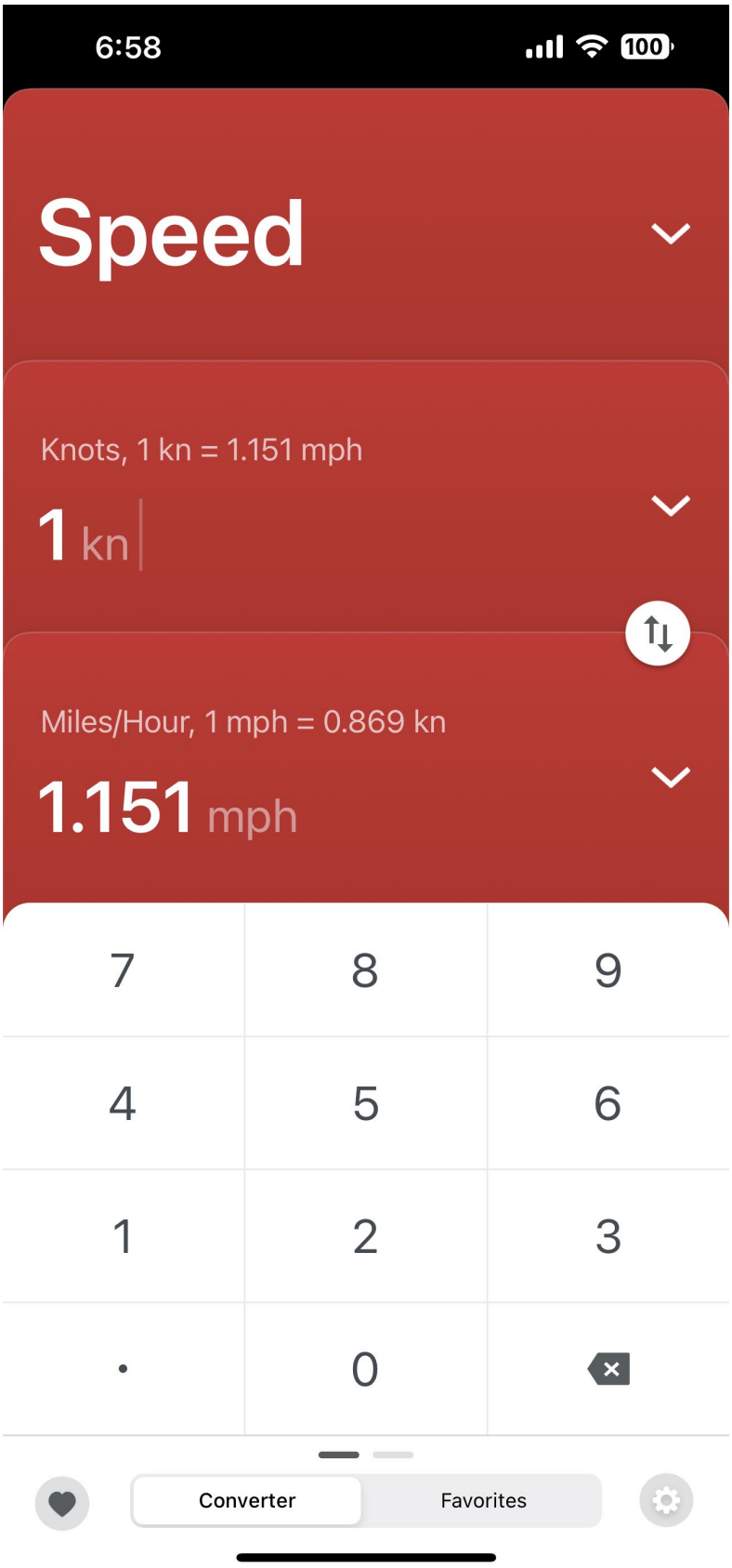


The average of mean hourly wind speeds (dark gray line), with 25th to 75th and 10th to 90th percentile bands.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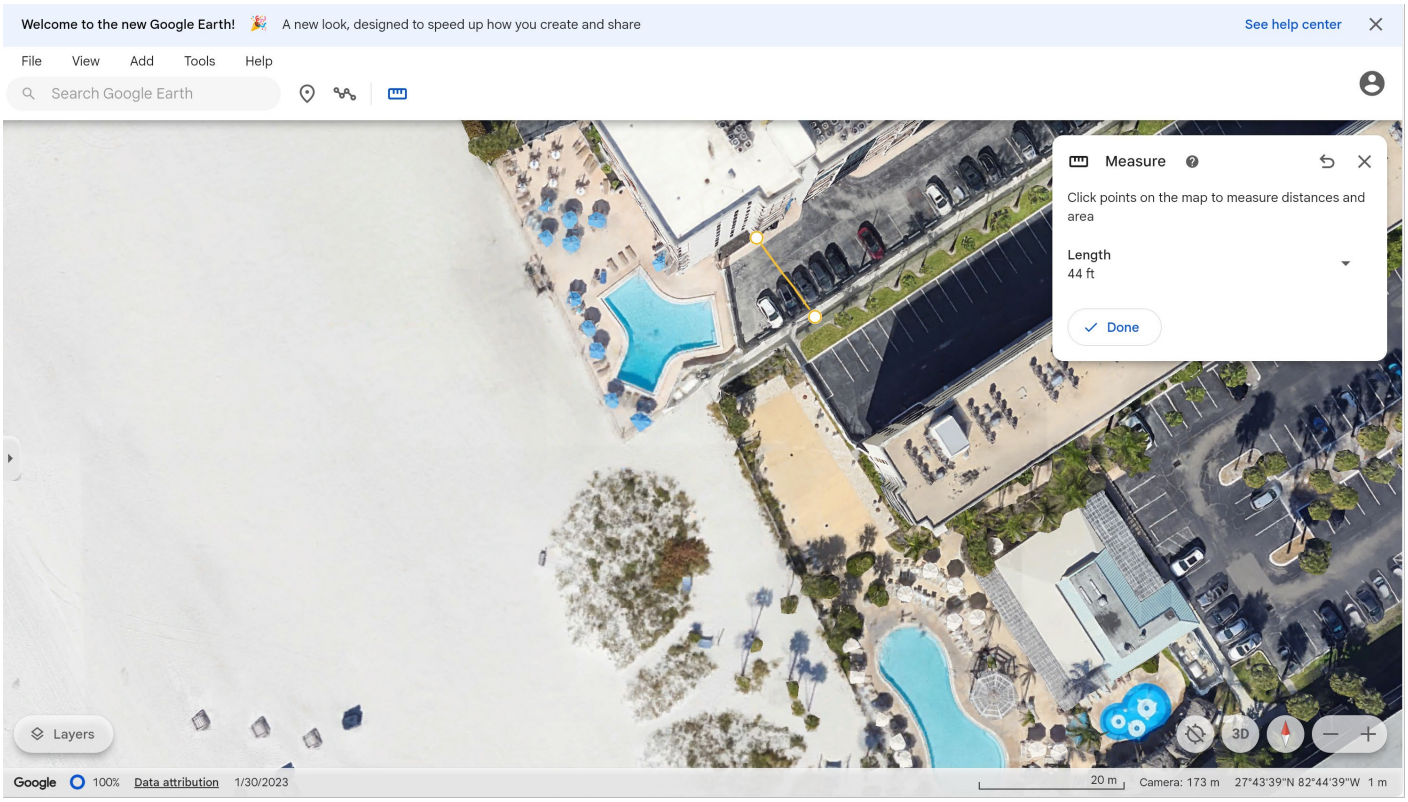
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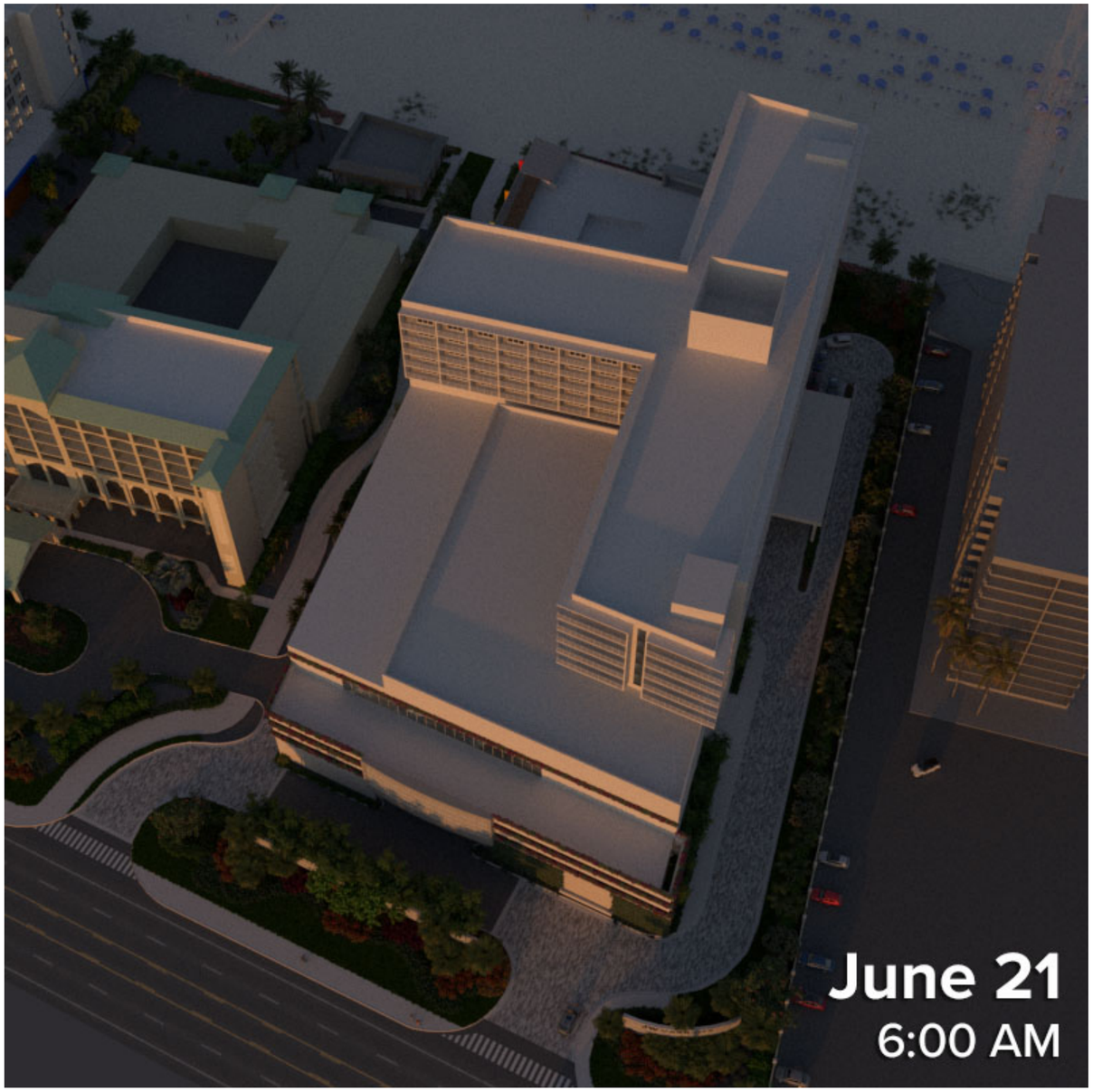
15 NOVEMBER 2023

JWM SUN STUDIES



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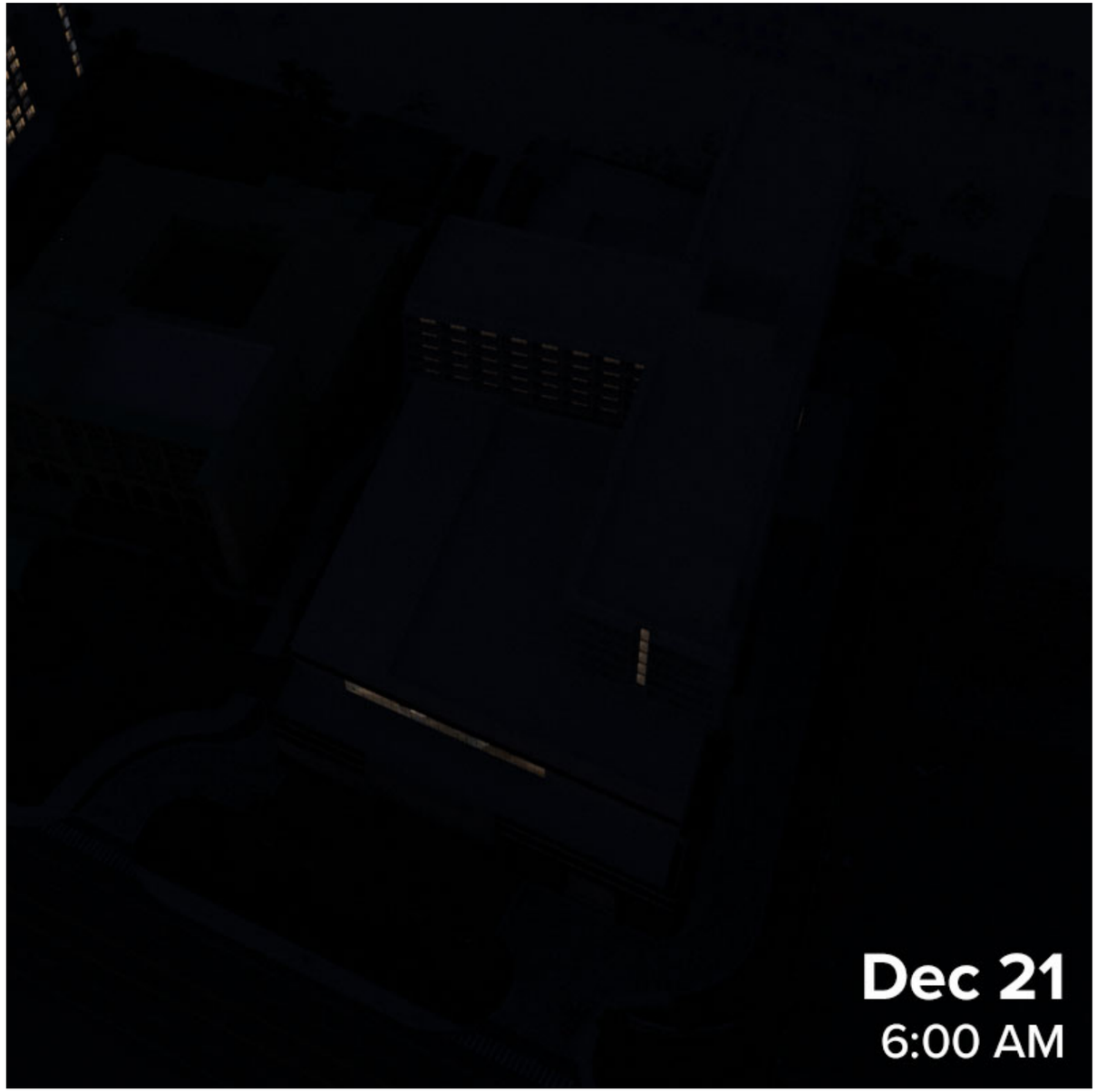

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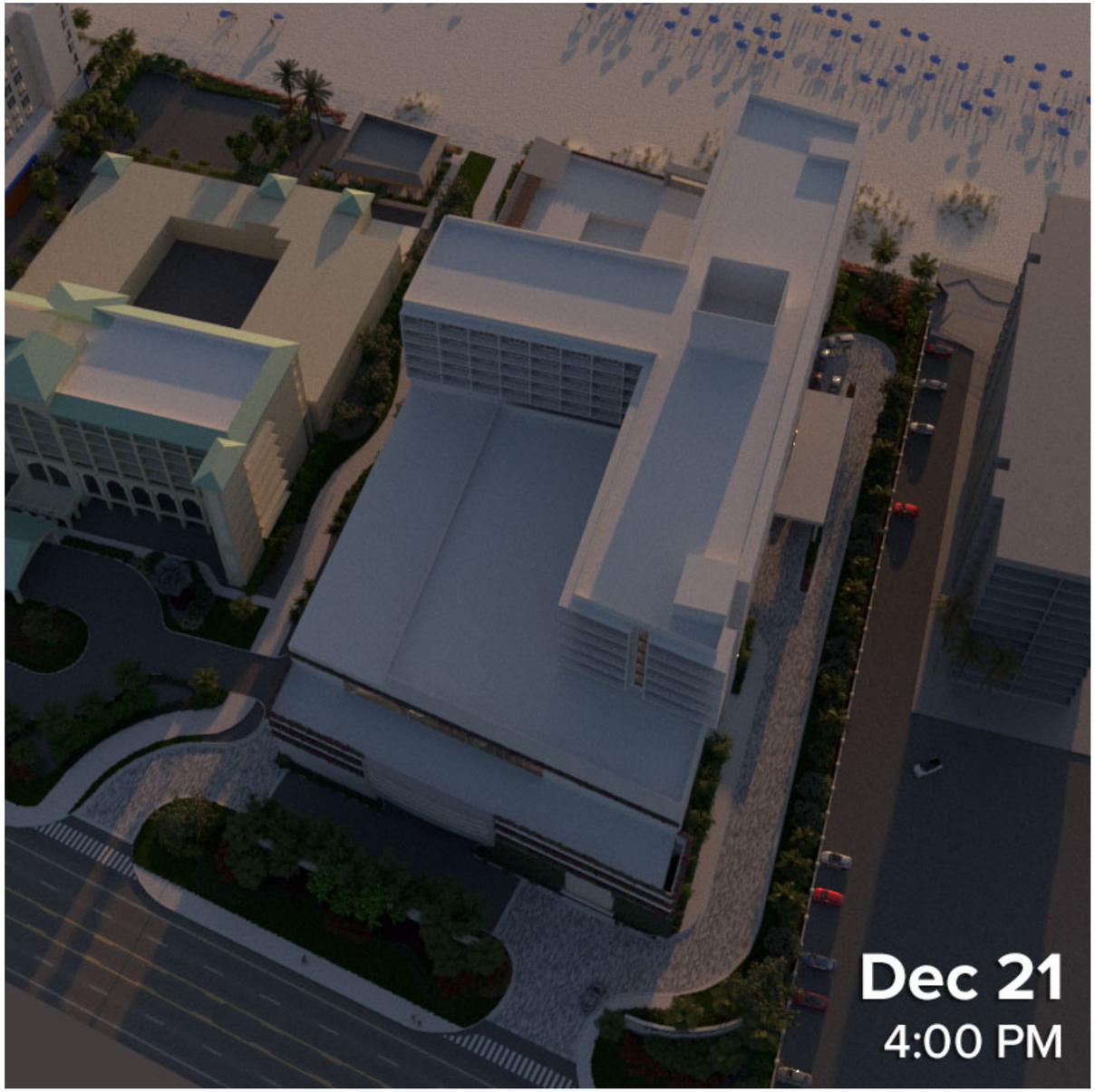

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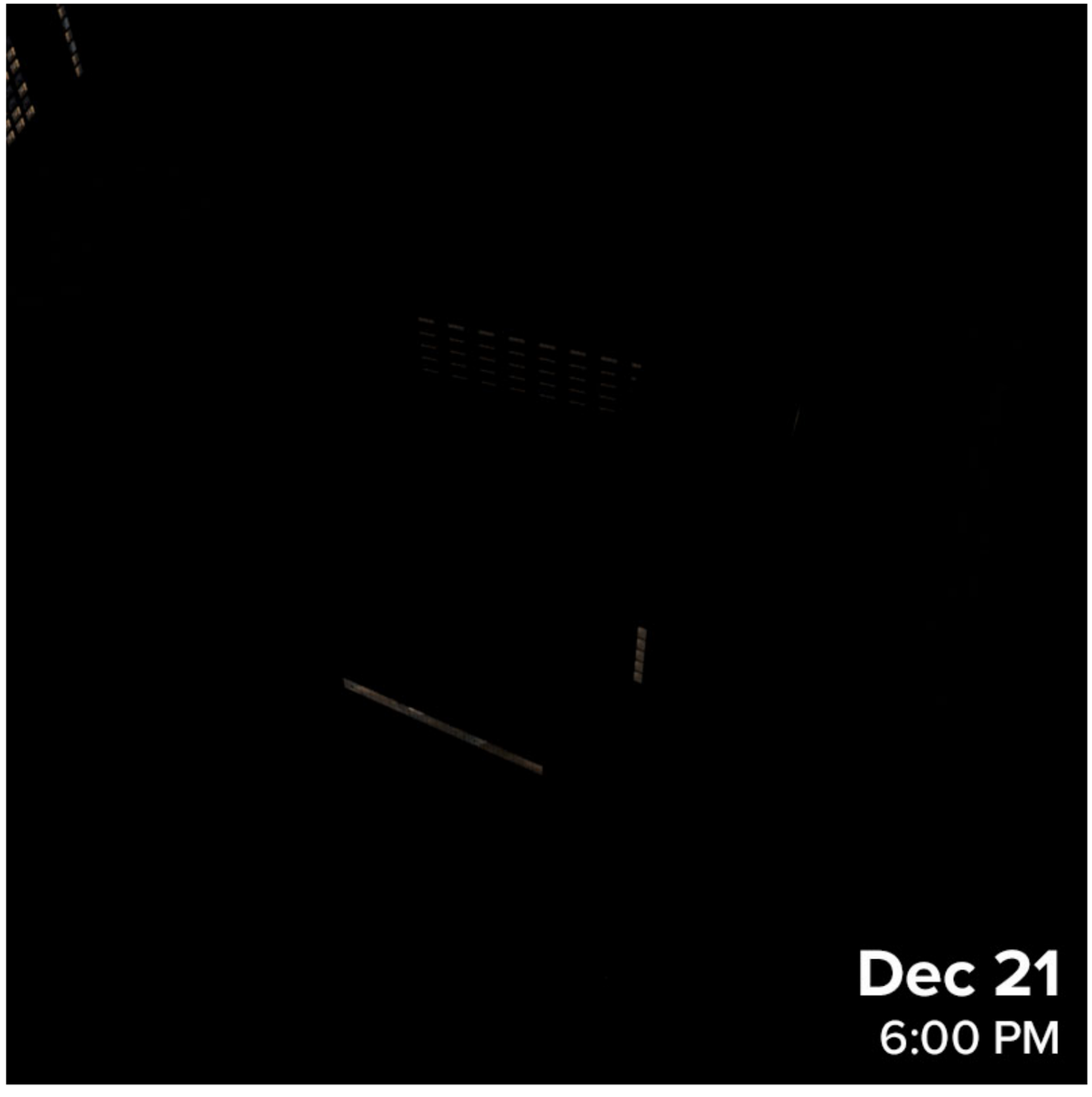

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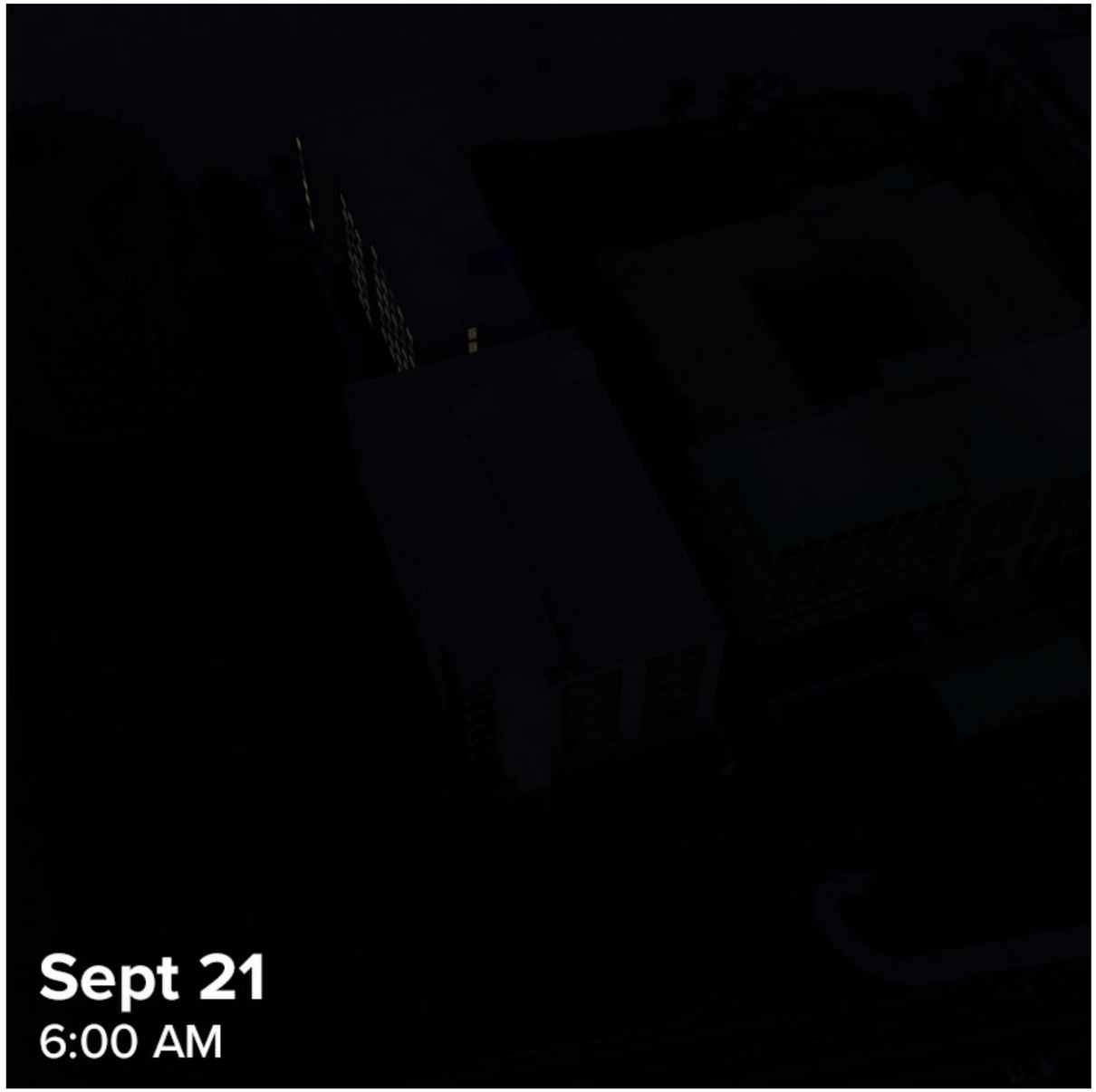

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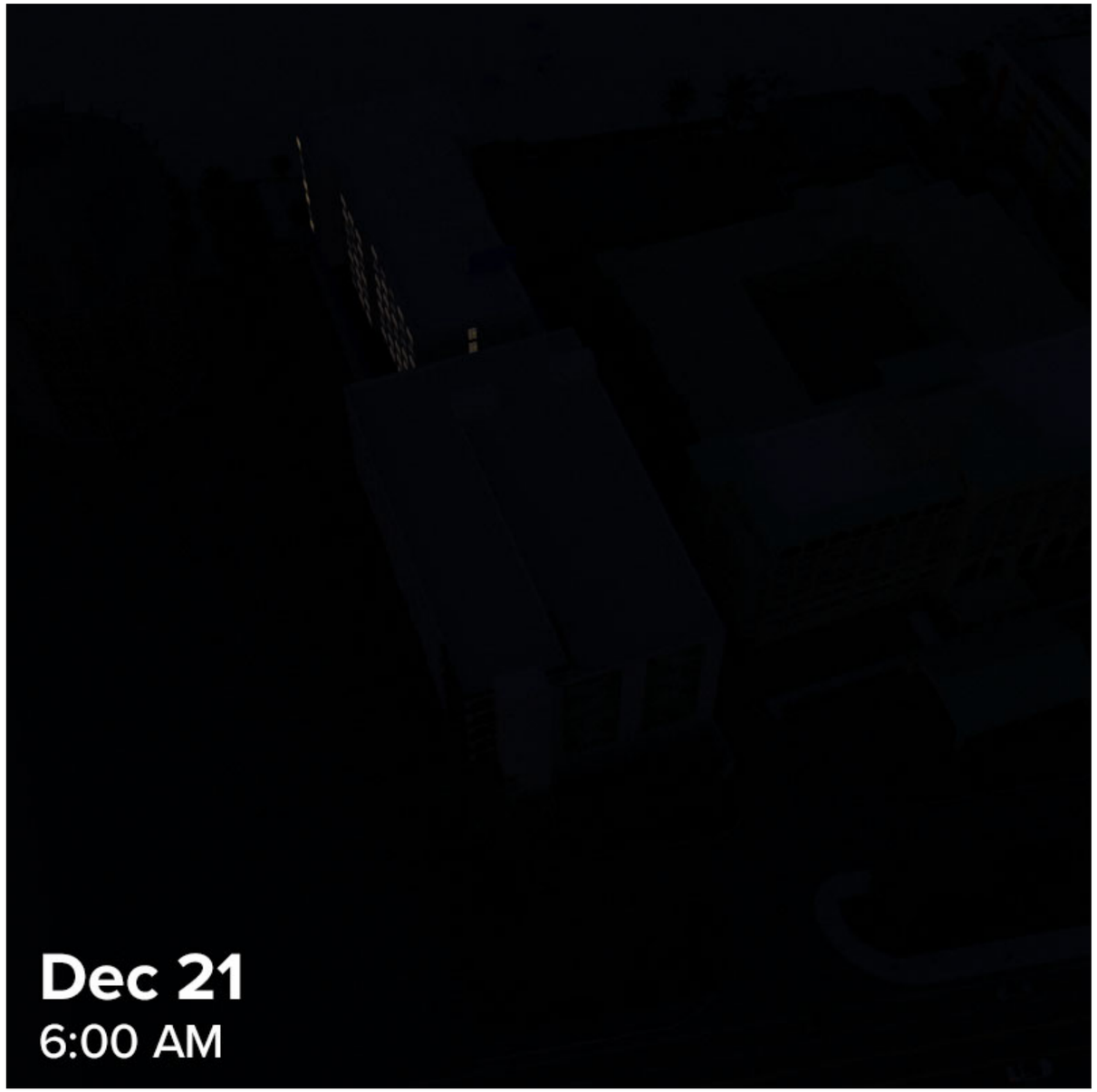

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HAMPTON INN SUN STUDIES

Kimley»Horn

November 13, 2023

Brandon Berry, Senior Planner
Community Development Department
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33705

Re: Sirata Beach Resort – CUP 23053
Response to Staff Recommendation of the Planning Division
Conditional Use (the "Staff Report")

Dear Brandon:

Please find below our responses to the Staff Recommendation requested in the Staff Report requesting additional information for the seven (7) criteria listed below.

STAFF RECOMMENDATION

Staff finds the development proposed under Conditional Use Permit #23053 to be generally consistent with the City's Comprehensive Plan. Staff further finds that the applicant has provided adequate support for 13 out of the 20 CUP criteria, and partial support for seven of 20 CUP criteria, subject to recommended conditions. Staff requests additional applicant testimony in support of the following seven criteria for which partial support was found, as detailed below. In the case the applicant is found by the Planning Board to have provided adequately-supportive testimony or exhibits that their request meets the listed components of the following seven criteria, staff finds the Planning Board is empowered to recommend approval of case #23053 to the City Commission with conditions.

Response: Acknowledged.

Criteria 4.4(a)(2)d. – The applicant should address whether the development will require late-night deliveries, and how late-night arrivals will be handled, particularly on the northern side of Hotel 1 where the queuing area is directly abutting a residential development. This is to ensure that livability of abutting property is not significantly degraded. The applicant should also review the letter prepared in June 2023 by the attorney representing northern neighbor SeaMark, Inc., to address whether concerns related to construction impact, runoff attenuation, full screening of the northern side of the parking garage, and prevention of the creation of a wind tunnel, have been adequately mitigated.

Response: Late night deliveries are not anticipated. Typically, hotel deliveries occur between 7am and 3pm for operational and staffing reasons. The same typical routine is intended for these hotels. Additionally, deliveries servicing the hotels will be made in the loading areas with entry on the east side of the building beyond the view of the SeaMark residents. Private delivery services to guests via Uber Eats, Postmates, etc. will be made under the porte-cochere or internal to the building at the access point from the garage to the lobby area. Generally, most hotel check in occurs in the afternoon and early evening, near the early check in time. To the extent that someone checks in later, they would only be dropping their car with valet and entering the hotel. Upon entry, they would immediately

be taken up to the 4th floor for actual check in. The limited drop off activity is screened by the buffer and the porte-cochere to reduce noise and visibility.

Regarding the letter prepared in June 2023, by the attorney representing SeaMark, please see the attached response letter which addresses the concerns.

Criteria 4.4(a)(3) – Staff has requested, and the applicant is currently in the process of preparing, an amendment to the traffic study that assesses the project's weekend impact relative to weekend peak hour adjusted to peak season. As this report is published one week in advance of the Planning Board's public hearing, this data may be available at the time of the public hearing, but staff has not had time to assess it for inclusion in this report. The applicant should discuss the results of this study if prepared, or preliminary findings if available, with the Planning Board. Staff is recommending that the approval of this request be contingent on the applicant demonstrating compliance with the city's adopted level of service standards for project impacts relative to the weekend peak hour, following Forward Pinellas Traffic Impact Study methodology, and that such demonstration be made prior to the City Commission hearing. The applicant should also address any followup to the FDOT's request to utilize a 5% background growth rate, instead of the 2% utilized in the present study.

Response: The updated report, including Saturday peak analysis is provided with this letter. The findings of the Saturday peak-hour analysis are consistent and similar to the findings for the p.m. peak-hour, which shows no intersection or roadway segment failures.

Regarding the 5% rate, the development team had several follow-on communications with FDOT and City staff confirming the 5% rate is not desired. A written response from FDOT is being prepared.

Criteria 4.4(a)(4) – In support of ensuring parking safety through the entire time period of the development portion of this project, the applicant should address how off-site parking on the property's east-side satellite lots will be handled during the construction phases that reduce on-site parking below adopted parking space minimums, as well as at which point in the development the applicant plans to decommission the satellite parking lots.

Response: The project is proposed as one phase, which is shown to comply with all parking standards. As discussed throughout the application process, construction will be sequenced to minimize impacts off-site. The sequencing can be described as five steps. The applicant submitted a phasing plan that shows this sequencing with the TRC response package. The sequencing is as follows:

1. Sirata Resort restaurant and pool makeover: This stage proposes no changes to unit count or parking. Thus the current condition of parking, which meets code criteria without the permitted 10% reduction, will satisfy the parking requirements.

2. JW Marriott Construction: This stage proposes demolition of 156 units, and removal of 180 parking spaces. The parking requirement during this portion includes 258 spaces, without the available 10% reduction, and 286 spaces remain available.

3. Sirata Resort Porte-Cochere and Valet Loop: This stage proposes redevelopment of the parking area east of the Sirata Resort. The parking requirement during this phase increases

to 591 spaces, without the 10% reduction, due to the completion of the JW Marriott, and 639 spaced are provided.

4. Hampton Inn Construction: This stage removes the southern surface parking lot so that the Hampton Inn can be constructed. This stage proposes removal of 111 parking spaces while the parking requirement remains 591 spaces without the 10% reduction. During this phase, the project currently shows 506 available parking spaces without utilizing any of the alternatives outlined below.

   During this limited stage of construction, the Applicant will utilize several possible alternatives, which include, but are not limited to, using the 10% Gulf Boulevard walkability reduction, providing additional, temporary off-site parking, providing temporarily striped on-site parking, staging construction to maintain the onsite parking within the Sirata Resort Valet Loop area, or temporarily reducing the unit count to correspond to the required / provided parking needs. The Applicant will determine the best course of action during the site planning and permitting portion of the development cycle, and implement as approved by City staff. It should also be noted that the Applicant contacted the City, and the City confirmed, that no other projects have been required to comply with parking minimums during substantial construction.

5. Completion: 702 parking spaces are required and 851 spaces will be provided on-site. At this time when construction is complete, the offsite employee parking lot would then be decommissioned.

Criteria 4.4(a)(6) – The applicant has provided general information pertaining to the owner's portfolio, and history with the Marriott brand. Staff requests additional support pertaining to the financial and technical capacity of the owner to develop and maintain this project to a luxury status as held out in the application, including any similar projects constructed and managed in similar communities. As of November 6th, the date of report publication, the applicant states this information is forthcoming.

Response: Additional information was provided to staff on 11/7/2023 in a document titled: Sirata - CUP - Financial and Technical Capacity for Columbia Sussex v2. To summarize, the Applicant's demonstrated financial and technical capacity is based on Columbia Sussex's successful portfolio, track record, and investment in the existing Sirata property.

Columbia Sussex:

- is a 50 year old, family owned and operated company, which is a track record showing consistent financial and technical success;
- is Marriott's largest full service owner operator, which demonstrates a breadth of industry financial and technical capacity to become the largest provider for one of the largest hotel brands in the world;
- currently operates 41 hotels over 18 states with nearly 14,000 hotel rooms, which demonstrates industry financial and technical capacity;
- invested $103,500,000 in cash into the Sirata development to date, which demonstrates financial capacity; and
- has constructed over 75 hotels of various sizes and types, which demonstrates ability to develop hotels.

Adequate legal guarantees for the provision of the improvements and mitigation included with CUP 23053 are demonstrated by the actual CUP approval and conditions. Each site plan requirement must be included to secure building permit issuance. Each mitigation item, condition, or exaction requirement of the CUP are required in order to obtain building permits or a Certificate of Occupancy, as applicable.

Criteria 4.12(a)(1) – The applicant's engineer and the City's Assistant Public Works Director have been discussing ways of maintaining adequate sewer flow and impacted lift station capacity from the Sirata and Hotel 3 projects as of the date of the publication of this report. If progress has been made in the week between the publication of this report and the public hearing, the applicant should provide an update, including whether on-or off-site improvements will be needed to handle the sewer impact of the new development.

Response: During the review process, the engineering teams have been working through confirmation of several technical requirements. Regarding this particular requirement, a miscommunication between the engineers led to an erroneous calculation by City Staff that showed a sanitary sewer lift station exceeding available capacity. However, there is no lift station capacity issue. As outlined in an email to staff from Scott Gilner on 11/6/2023, peak instantaneous flow rates were initially used by staff to calculate the project's discharge to the sewer system. However, peak hour flow rate, which represents the highest daily hourly flow, should have been used. The peak hourly flow is significantly less than peak instantaneous flow. The City's lift station capacities are calculated using the peak hourly flow, and using peak hourly flow rates, the lift stations both north and south of the project have sufficient capacity. This calculation is being confirmed by staff. However, if any issue remains after staff's confirmation, the on-site sewer system can be redesigned to redistribute more sewage flow to the northern lift station located north of the development. The Applicant's engineers confirm there is enough capacity between the two available lift stations, and in the sanitary sewer system overall, which complies with the concurrency requirement outlined in Section 29.6(a)(2). Once City Staff reruns the calculations, this issue should be resolved.

Criteria 4.12(a)(4) – Subject to the Planning Board's assessment, staff would like to see additional planter boxes, vegetation, or other aesthetic improvements to the parking garage front façade of Hotel 3, as well as the applicant continuing to work with staff on an aesthetically-appealing porte-cochere for the remodeled Sirata. Pertaining to the portion of this criteria dealing with truck traffic, staff requests the applicant address how trucks will dock safely, particularly into the Hotel 3 loading bay which appears to require backing up into a through- lane next to the Sirata's loading area.

Hotel 3 Façade Response: In response to the staff request regarding the front façade of Hotel 3, architectural features have been added in the form of planter boxes and mosaics. The City has gone back and forth on whether planter boxes are wanted as an architectural feature. Either are acceptable to the Applicant. The Applicant has, and will, cooperate during the building permit process to design the building to meet reasonable requests and recommendations made by the City, and is willing to continue to alter the balance between mosaics and planter boxes on the Hotel 3 façade at Staff's request.

Sirata Resort Porte-Cochere Response: As discussed in the TRC Meeting 07/05/2023 for Case #23046, the new porte-cochere is located to the north of the center of the building to align with the new public lobby. The Applicant agreed to add curves to the EIFS of the east face of the proposed porte-cochere to add architectural detail. The roof is a standing seam gable roof and will remain as

designed since to help protect membrane roofs. In terms of visuals, the new EIFS and metal roof on the porte-cochere will match the color and materials of the existing hotel. The Sirata porte-cochere elevation is not included with this application, but was a part of Case #23046. The Applicant commits to make the proposed changes to the Sirata porte-cochere upon submission of that application, and staff may comment to that effect upon that submission.

Hotel 3 Loading Response: Deliveries to the renovated Sirata and Hotel 3 (Hampton Inn) will be limited as this hotel provides limited services (no restaurant, etc). Any intermittent delivery will be performed with the assistance of Hotel Management and Valet personnel to alleviate perceived safety concerns. The Applicant expects these deliveries to function well because the site plan is designed to accommodate a 55' truck, but most deliveries to the limited service hotel will be from trucks 30' in length or less, which will more easily fit and maneuver into the loading area. Further, since these hotels will have far fewer amenities than the JW Mariott, they will commensurately accept far less deliveries.

Criteria 4.12(a)(9) – The applicant is in the process of preparing a shade study, which has not been reviewed by staff as of the date of the publication of this report. If the study has been prepared, staff requests the applicant present the results to demonstrate the impact of shade on adjacent properties, particularly on the SeaMark property due to the height of Hotel 1. If it has not been prepared, the applicant should speak generally to the expected impacts, subject to a shade study being available prior to the City Commission hearing.

Response: Please see the attached Shade Study which will be presented to the Planning Board. The study shows that the only impacts will be in the winter months, with limited impacts before 10 am. By noon, the JW Marriott's shadow has passed the SeaMark to the north.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Signed:

Printed Name: Scott W. Gilner, PE
Title: Senior Vice President

Section 4.4(a) - Standards for Review.		
City of St. Pete Beach Land Development Code Criteria	**Charles Gauthier Comments:**	**Competent Substantial Evidence Presented:** **1. Staff Report Findings ("SRF")** **2. Expert Planning Report ("EPR")** **3. Testimony**
(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 Sirata CUP has not been demonstrated to be consistent with the Plan as enumerated above.	**SRF:** The City of St. Pete Beach's (the "City") expert planning staff found the CUP request "generally consistent with the goals, objectives and policies of the Comprehensive Plan." The Staff Report requested additional information regarding the "integration of green building standards, water conservation practices, use of Florida-friendly landscaping, shade tree installation along the frontage, construction site management, hazard mitigation practices and evacuation plan preparation, erosion control and stormwater filtration." *See* Staff Report, p. 15. **EPR:** The new building(s) will be built as LEED certified, at least 50% of the landscaping shall be Florida friendly landscaping, trees shall be placed along the frontage, construction shall be staged to minimize disruption, emergency management/evacuation plans are to be implemented along with best management practices for stormwater design. A full

		response to these items is located in the *See,* Supplemental Planning Report.
(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:	The proposed uses ***may*** be considered incompatible with the character of the existing area since they would result in highly visible structures which block customary scenic views, interfere with natural air movement, cast shadows, worsen peak season congestion, reduce safety for motorists, bicyclists and pedestrians, and result in beach crowding.	**SRF:** The City's expert planning staff found the overall appearance of the area would not be affected in a way that is incompatible with adjacent development." *See* Staff Report, p. 18. **EPR:** The SeaMark Condominium to the north has a density of 63 du/acre at a height of 119 feet. The Bellwether Beach Resort to the south has 78 hotel units/acre at a height of 142 feet. This is comparable, consistent and compatible with the proposed request of 75 hotel units/acre at a height of 115.8 feet. Further, Conditions #14 and #16 of the City's Staff Report requires sidewalk improvements, public beach access/easements, and a partnership with the City to provide a public easement for a boardwalk along the CCCL. **Testimony:** Testimony on the record includes substantial competent evidence addressing the myriad of ways that the public health, safety and welfare are enhanced for pedestrians and vehicles (removal of access point conflicts, on-site queuing, public beach access, legal memorandum regarding public view easements and testimony demonstrating that the views of the adjacent neighbors have been protected

		through thoughtful site design). A shadow study demonstrating the maintenance of sunlight has been submitted into the record. Public beaches are not affected by this request – in fact they are enhanced with the public beach access easements. The reminder is the private property of the applicant.
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 overall appearance and function of the area would be significantly affected by intensity of the redevelopment proposals.	Mr. Gauthier make claims but with nothing to support the statement. **SRF:** Staff found that the area will ***not*** be affected in a way that is incompatible with the adjacent development. *See* Staff Report, p. 18. **EPR:** In this case, "significantly affected" means that the overall appearance will be revitalized, modernized and improved by the redevelopment as intended by the Comprehensive Plan. **Testimony:** Cynthia Spidell specifically found that the Project is consistent with the Comprehensive Plan ("Comp Plan") and compatible with the surrounding uses.
c. Whether the application will be compatible with adjacent development, if any, based on characteristics such as size,	The application seeks approval of development that ***may*** be considered incompatible based on	Public comment is NOT how the City's Comp Plan, Land Development Code ("Code") nor Florida law determine whether a project is

	building style and scale; or whether such incompatibilities are mitigated through such means as screening, landscaping, setbacks, and other design features; and	public comment.	compatible. **SRF:** The City's expert planning staff made the following findings with respect to compatibility: • The building style is compatible with the surroundings due to the reduction in surface parking and addition of artistic tilework; • The applicant meets or exceeds the required setbacks for new lodging developments; and • The proposed landscaping along the northern and southern property lines acts as an additional buffer and screen, and is generally appropriate. *See* Staff Report, p. 20. **EPR:** See Cynthia Spidell's Expert Planning Report, Testimony & Site Plan, buffering screening, protection of view design testimony, etc.
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.	Peak conditions on Gulf Boulevard would be degraded as a result of the increased intensity of development.	Mr. Gauthier is not a transportation engineer. His opinion outlined here is not competent substantial evidence and is mere speculation and conjecture. **SRF:** The City's expert planning staff considered the applicant's transportation analysis and found that the impacts of the development will not "cause a reduction in level of service below the City's adopted minimum, nor would the introduction of traffic along any segment be of

		a proportion that the applicant would be responsible for proportionate fair share fees based on the adopted Code standards, during weekday hours." *See* Staff Report, p. 22. **EPR:** *See* Traffic Impact Analysis, November 2023 prepared by Kimley-Horn. The applicant's transportation analysis (as updated for Saturday peak hour counts) has been modeled by a transportation engineer who has carefully analyzed traffic volumes, trip generation, and intersection movements with overly conservative assumptions and nationwide accepted transportation engineering practices such as ITE trip generation. The analysis shows that all studied areas will operate within the adopted levels of service. Additionally, had a deficiency been identified, the Comp Plan and state law require that the City allow a development to satisfy transportation concurrency through proportionate share. The transportation analysis clearly demonstrates that peak conditions would not be degraded during weekday or weekend peak hours. **Testimony:** *See* Testimony of Becca Bond, PE
(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	In addition to the foregoing comments pedestrian safety would be reduced due to increased traffic and turning	**Testimony:** On the contrary, testimony by applicant's team provides competent substantial evidence that (i) both pedestrian and vehicular safety will be

impacts, if any, site access requirements, neighborhood impacts, and pedestrian safety;	movements on an off of Gulf Boulevard.	improved through on-site queuing, realignment of access points to eliminate existing turning conflicts, the additional of 10' sidewalks along Gulf Blvd., the additional of public beach accesses that exceed Code requirements.
(5) Whether generally, the public health, safety and welfare will be preserved, and any reasonable conditions necessary for such preservation have been made;	The preservation of the health, safety and welfare of the public would be altered, public comment on this question should be heavily weighed.	**SRF:** The City's expert planning staff found that the proposed conditions "mitigate lighting harmful to marine life, noise, and vibration from construction, increase public beach access, reduce reclaimed and potable water usage, and ensure beneficial public facilities are provided early in the development phases." *See* Staff Report, p. 24. **Testimony:** *See* comments above regarding testimony evidencing public health, safety and welfare.
(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.	The proposed uses have not been demonstrated to be consistent with the St. Pete Beach Comprehensive Plan, instead of a policy analysis the application materials merely assert consistency.	**SRF:** The City's expert planning staff requires the applicant to ensure that "the development complies with the temporary lodging-specific requirements, design guidelines, and all other regulations that will be imposed at time of site plan and building permit review." *See* Staff Report, p. 25. **EPR:** The applicant agrees with City's expert planning staff that it is the applicant and hotel operator's responsibility to ensure that the

		temporary lodging requirements are adhered to. The applicant also agrees that at the time of site plan and building permit review, the applicant has to submit plans consistent with all applicable rules and regulations. **Testimony:** *See* testimony from applicant's team regarding limitations on residency lengths,_____,____

Section 4.11 – Conditional Uses in Designated Community Redevelopment Districts.		
Criteria	**Charles Gauthier Comments:**	**Competent Substantial Evidence Presented:** **1. Staff Report Findings ("SRF")** **2. Expert Planning Report ("EPR")** **3. Testimony**
It is the intent of the city that the aesthetic and functional characteristics of new development shall be regulated to insure 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 security 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.	Sirata has not demonstrated the CUP is consistent with the best interests of the community. The CUP provides for significantly increased transient lodging unit density and thus requires a heightened review to ensure it is in harmony with community character.	Note: Mr. Gauthier carefully avoids stating consistency with the applicable provisions of the Comprehensive Plan and Code. His statements are not competent substantial evidence and are not supported by Florida law. **EPR:** As highlighted in the Supplemental Planning Report, it is clear that the Comprehensive Plan as the governing document (the "Constitution") for land use policy in the City of St. Pete Beach, the City has defined this area as "Large Resort" and specifically seeks to incentivize this exact type of redevelopment of the area. The character is defined in the comprehensive plan as Large Resort. Large Resort belongs in Large Resort. **Testimony:** *See* testimony of Cynthia Spidell. Note: More general provisions of the Comprehensive Plan and LDC control over the more general. The Large Resort district's character is further defined and is specifically addressed as one of the integral pieces of the Gulf Boulevard Redevelopment District which

		is a smaller portion of the Community Redevelopment District.
(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:	The identified issues are only partially addressed.	Gauthier is incorrect. *See* testimony, Applicant's letter to Brandon Berry dated November 13, 2023, providing additional documentation related to requests for more information. Again, Mr. Gauthier very carefully avoids the actual policies in the Comprehensive Plan that unequivocally identify and support Large Resort, Temporary Lodging Units in this location.
(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;	See previous comments.	Mr. Gauthier is not a transportation engineer, and the City's expert transportation staff, along with the applicant's expert traffic engineer and FDOT have determined that the proposed traffic circulation and plans address 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. **SRF:** The City's expert planning staff explained the following with respect to the transportation infrastructure: • The applicant conferred with FDOT regarding the placement of driveway

		aprons; • The applicant is adding additional queuing space to prevent spillage into drive aisles; • The planned queuing area for valet is acceptable; • The applicant will be replacing the sidewalk along the entire frontage at 10 feet in depth, which promotes safe pedestrian circulation. *See* Staff Report, p. 26. **Testimony:** *See* expert testimony.
(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 proposed massing of tall buildings is does not maintain Gulf vistas.	**SRF:** The City's expert planning staff found the "aesthetic elements of the new buildings to be compliant with the zoning ordinance and surrounding developments." *See* Staff Report, p. 27. In addition, applicant worked closely with City's expert planning staff to add planter box façade elements with interwoven tilework to exterior facades. The applicant is committed to a superior architectural design to modernize the resort. **Testimony:** *See* testimony regarding view and vistas - a "vista" is defined as a pleasing view, especially one seen through a long, narrow opening.

		See testimony and site plan demonstrating that applicant's buildings setback to CCCL much more than neighboring properties and separation of buildings almost double the required setback between the existing buildings and the proposed buildings to protect sunlight and views to avoid an unreasonable or negatively disproportionate impact in sunlight and views (per the LDC standard).

The link below will show all comments submitted for the Sirata public hearing. Attachments are updated daily during business days.

PRR2023-372: All public comments submitted for the 12/5/2023 hearing for Sirata conditional use permit #23053

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

S. Elise Batsel
401 East Jackson Street, Suite 2100
Post Office Box 3299
Tampa, FL 33601
Direct: (813) 222-5057
Email: ebatsel@stearnsweaver.com

June 16, 2023

VIA HAND DELIVERY

Brandon Berry, Senior Planner
City of St. Pete Beach
Community Development Department
155 Corey Avenue
St. Pete Beach, Florida 33706

Re: Conditional Use Application (the "**Application**") for certain real property located in the City of St. Pete Beach, Florida commonly known as the Sirata Resort

Dear Brandon:

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 Exhibit "A;"
3. Public Hearing Sign Posting Affidavit ;
4. Owner's Authorization for Agent, along with the appropriate Sunbiz.org company information;
5. Copy of the vesting deed;
6. Google Earth aerial view;
7. Two copies (11x17) of the Survey;
8. Two copies (11x17) of the Site Plan;
9. Two copies (11x17) of the Landscape Plans;
10. Two copies (11x17) of Exhibit 1 – Public Beach Access Exhibit;
11. Two copies (11x17) of Exhibit 2 – Existing Building Footprint Exhibit;
12. Two copies (11x17) of Exhibit 3 – Fire Protection Exhibit; and
13. Two copies (11x17) of Exhibit 4 – Fire Access Exhibit.

Also enclosed is the application fee in the amount of $1,313.74 made payable to the City of St. Pete Beach. We are finalizing architectural renderings and building elevations and will forward them to you upon receipt. Please let me know if you have any questions or comments.

Very truly yours,

S. Elise Batsel

SEB/sjw
Enclosures

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.

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

_____ 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.

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

_____ 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.

_____ 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.

_____ 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

_____

Signature of Applicant Date

St. Pete Beach
The Sunset Capital of Florida

CONDITIONAL USE APPLICATION

Case Number: _____

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

Name: Derek J. Haught, Manager

Address: 740 Centre View Boulevard

City: Crestview Hills State: KY

Zip: 41017 Telephone: _____

Email: _____

APPLICANT/AGENT (Attach agent authorization form)

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

Address: 401 E. Jackson St., Suite 2100

City: Tampa State: FL

Zip: 33602 Telephone: 813-223-4800

Email: ebatsel@stearnsweaver.com; kreali@stearnsweaver.com; and swalker@stearnsweaver.com

SUBJECT PROPERTY:

Address: 5390, 5350, 5380 and 5300 Gulf Boulevard Current Name of Business: Sirata St. Pete Beach

Parcel ID: 06-32-16-80172-000-0010 Name of Project: Sirata St. Pete Beach

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

See Exhibit "A" attached hereto.

Signature of Applicant/Agent

6.15.23
Date

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):

See Exhibit "A" attached hereto.

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.

See Exhibit "A" attached hereto.

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;

See Exhibit "A" attached hereto.

   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);

See Exhibit "A" attached hereto.

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;

See Exhibit "A" attached hereto.

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;

See Exhibit "A" attached hereto.

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 Exhibit "A" attached hereto.

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);

See Exhibit "A" attached hereto.

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

See Exhibit "A" attached hereto.

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,

See Exhibit "A" attached hereto.

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.

See Exhibit "A" attached hereto.

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

   See Exhibit "A" attached hereto.

2. 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 Exhibit "A" attached hereto.

3. Hydrological features and storm water management infrastructure. See Exhibit "A" attached hereto.

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. See Exhibit "A" attached hereto.

5. Site landscaping, open space provision and impervious surface limitations.

   See Exhibit "A" attached hereto.

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. See Exhibit "A" attached hereto.

7. Fire suppression and facility security. See Exhibit "A" attached hereto.

8. Emergency management and hurricane evacuation provisions See Exhibit "A" attached hereto.

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:

   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
   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.

   See Exhibit "A" attached hereto.

EXHIBIT "A"

Conditional Use Application Narrative

Property Information

The property subject to this application includes parcel number 06-32-16-80172-000-0010 (the "**Property**") within the City of St. Pete Beach (the "**City**"). The Property is comprised of +/- 15.45 total acres with +/- 8.62 buildable acres located landward of the Coastal Construction Control Line (the "**CCCL**"). The Property is currently zoned Large Resort and the Future Land Use category of the Property is Large Resort.

Aerial Image

Zoning Map

Future Land Use Map

Overview

This CUP application ("**CUP**") reflects the proposed redevelopment of the existing Sirata Resort. Today, the Sirata Resort includes two main buildings, ancillary support structures, surface parking, and 382 transient accommodation units. The proposed redevelopment would:

1. Remove the red hatched building depicted in Figure 1, which would eliminate 98 transient accommodation units;

Figure 1

2. Remove several ancillary buildings as depicted in Figure 2;

Figure 2

3. Remove a portion of the building depicted in Figure 3 which would eliminate 57 transient accommodation units; and

Figure 3

4. Add two new hotel buildings on either side of the remaining Sirata Resort as depicted in Figure 4.

The proposed project as depicted in Figure 4 would include:

I. A new luxury hotel (depicted in blue) with 290 transient accommodation units operated under a luxury name brand with resort amenities ("**Hotel 1**");
II. A renovated Sirata Resort (depicted in orange) with 226 transient accommodation units, which will continue to operate as the Sirata Resort ("**Remaining Sirata"**); and
III. A new Select Service hotel (depicted in green) with 130 transient accommodation units operated under a national brand name with kitchenette amenities ("**Hotel 3**").

Figure 4

The total number of transient accommodation units proposed is 646 (which is a net increase of 264 units) and related accessory uses (the "**Project**"). Accessory uses include amenities, office, restaurants, meeting space, and retail. In addition, certain amenity areas would also be redeveloped. Resort amenities for Hotel 1 and Hotel 3 would be included within each respective

hotel. Total office space would increase from 3,000 square feet to 6,500 square feet distributed throughout the Project. Meeting space will be reduced from 33,404 square feet today to 30,370 square feet. Restaurant space will increase from 8,380 square feet to 10,890 square feet (this includes a new restaurant and renovation and relocation of existing restaurant). Finally, retail space will increase from 567 square feet to 1,629 square feet.

Conditional Use Request

The City of St. Pete Beach Land Development Code (the "**LDC**") and Comprehensive Plan (the "**Comp Plan**") permit the proposed uses at the densities and intensities requested. The heights and densities requested require a conditional use. Specifically the CUP would:

1. Permit development of 646 transient accommodation units on 8.62 acres of the Property located landward of the CCCL in accordance with Section 35.3(b)(1); and

2. Permit development of the Property at a maximum building height 115.8 feet above the base flood elevation in accordance with Sec. 35.3(b)(1), with allowances for decorative features and rooftop amenities in accordance with Sec. 35.8(a)(3).

Conditional Use Criteria

The CUP process requires the following:

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. 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 is consistent with numerous goals, objectives, and policies of the Comprehensive Plan. Within the Future Land Use Element, the proposal supports Goals 1, 2, 3, and 4; Objectives 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 2.7, 2.8, 2.9, 2.11, 2.13, 3.2, and 4.1; and Policies 1.1.4, 1.2.3, 1.2.4, 1.2.6, 1.2.9, 1.3.1, 1.3.2, 1.3.3, 2.1.1, 2.1.12, 2.2.1, 2.3.3, 2.3.4, 2.3.5, 2.3.7, 2.4.1, 2.7.1, 2.7.2, 2.7.7, 2.7.14, 2.8.1, 2.8.2, 2.8.3, 2.8.4, 2.8.5, 2.8.6, 2.9.1, 2.9.2, 2.9.3, 2.9.6, 2.11.1, 2.11.2, 2.11.3, 2.13.2, 2.13.3, 3.2.1, 3.2.3, and 4.1.5.

   The Project is located within the Community Redevelopment District, which has various sub-districts and designations. The Project supports Goal 1 of the Community Redevelopment District through Objective 1.1, and Policies, 1.1.4, 1.1.5, 1.1.9, 1.1.10, 1.1.12 and 1.1.13; Goal 2 through Objectives 2.1-2.2, and Policies 2.1.1, 2.2.3, and 2.2.4; Goal 3 through Objective 3.1, and Policies 3.1.1 and 3.1.3. Within the Gulf Boulevard Redevelopment District sub-district, the Project supports Goals 1-3; Objectives 1.1, 1.2, 1.4, 1.5, 1.6, 1.7, 1.8, 2.2, 2.4, 2.5,

2.6, 3.2, 3.3; and Policies 1, 2, 3, 4, 5, 6, 9, 10, 11, 13, and 15. Finally, within the Large Resort District, the Project supports Policies 1, 2, 4, 5, 6, 8, and 9.

In addition to the significant support within the Future Land Use Element, the Project supports various other elements and policies. Transportation Element Goal 1 is supported by the Project through Objective 1.1, and Policies 1.1.1, 1.1.2, and 1.1.3; Objective 1.2 and Policy 1.2.1; Objective 1.3, and Policies 1.3.1, 1.3.2, and 1.3.4; Objective 1.4 with Policies 1.4.3 and 1.4.4; and Objective 1.5 with Policies 1.5.2 and 1.5.3. The Project supports Infrastructure Plan Element Goals 1 and 2; Objectives 1.1, 1.2, 2.1, and 2.2; and Policies 1.1.4, 1.1.5, 1.2.1, 2.1.1, 2.1.6, 2.2.2. Goals 1-2 of the Coastal and Conservation element are supported through Objectives 1.2, 1.4, 1.8, 1.9, 2.2, and 2.4; and Policies 1.2.1, 1.4.1, 1.4.2, 1.4.7, 1.8.2, 1.8.5, 1.9.1, 1.9.3, 1.9.6, 2.2.2, and 2.4.4. Policy 1.4.3 and associated Objection 1.4 and Goal 1 are supported within the Recreation and Open Space element. Finally, the Project supports Goal 1 of the Capital Improvement element through Objectives 1.3 and 1.5; and Policies 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.5.1, 1.5.2, 1.5.3, 1.5.5, and 1.5.7.

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 Comp Plan establishes the character of the Large Resort Character District (the "**District**") as the preferred location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The Project design will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area. The Project is bordered on the north by high rise residential, high rise resort to the south, and mid-rise residential/resort condominiums and retail to the east. Development to the east is across Gulf Boulevard within the Activity Center District.

      More specifically, the Project is bordered on the north by the Seamark Condominium ("**Seamark**"), a legal nonconforming residential development at a density greater than 60 DU/A and a height of 11 stories, and on the south by the Bellwether Beach Resort (the "**Bellwether**"), a legal nonconforming hotel at a density greater than 75 TAU/acre and a height of 12 stories. The new building heights within the Project range from eight to ten stories at a conforming density just under 75 TAU/acre, which is compatible with the adjacent development with respect to uses, densities and scale of development.

      The architectural style is modern Florida Resort Hotel architectural style, which features an all-white exterior with light gray accents and balconies on all guestrooms; a style seen

throughout Florida and the Gulf Coast. The goal is to also create a lush and vibrant landscape design that becomes part of the buildings architecture through the use of planters/green walls and waterfalls. The proposed style and scale is compatible with and will complement the surrounding area.

The Project's site design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed Project is consistent with the abutting residential and hotel uses to the north and south. Because the Property is over 15 acres in size, the Project is able to incorporate design elements that enhance both beach front and street front elements improving the character of the District. These elements include new beach connections, improved pedestrian connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

The purpose of the District and the Community Redevelopment Area was to encourage this type of redevelopment.

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 City, state or federally designated historic, scenic, archaeological, or cultural resources at or on the Property.

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 Comprehensive Plan identifies the District as the location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The proposed redevelopment as designed will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area.

The Project's design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed redevelopment is consistent with the abutting residential and hotel uses to the north and south. Due to the redevelopment's larger site, the Sirata Resort is able to incorporate design elements that enhance both beachfront and street front elements improving the character of the District. These elements include beach connections, improved connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

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 any significant adverse impacts. The Project is designed to include features that mitigate perceived impacts such as:

i. Locating hallways internal to the Project;
ii. Locating the pool at Hotel 1 on the south side of the tower away from Seamark; and
iii. Locating loading berths and service areas within Hotel 1 and Hotel 3.

In addition, the developer has incorporated specific site design modifications to address the concerns by the residents of Seamark including enclosing two levels of the parking structure of Hotel 1 to screen headlights from Seamark and providing additional building setbacks form the CCCL to protect views.

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);*

Preliminary traffic analyses indicate the existing roadway network and nearby intersections have adequate capacity to support (i) existing traffic volumes, (ii) proposed Project traffic, (iii) recently approved projects such as Corey Landings, and (iv) the proposed Tradewinds Resort redevelopment. A traffic impact analysis is underway to confirm the preliminary analysis and provide a detailed analysis of street capacity, street level of service, and an operational analysis of any impacted roadways, intersections, and/or site connections. The Project's primary access points are from Gulf Boulevard, a Florida Department of Transportation ("**FDOT**") controlled arterial roadway. The applicant met with FDOT to coordinate access locations to minimize the impact to Gulf Boulevard and to maximize safety.

In addition, the Project is designed to add additional queuing on-site so that queueing does not back up onto Gulf Boulevard. Public transit is already available adjacent to the Property. Employees are, and will continue to be, offered subsidies to use public transportation to travel to and from work via bus to reduce the impact to the local roadway network. The Project will meet or exceed all City parking requirements, and when the Project is complete employee and guest parking will all be provided on-site. The current leased overflow parking located across Gulf Boulevard will be eliminated once the Project is complete and employees will no longer need to use leased parking facilities across Gulf Boulevard.

The Project includes multiple sidewalk improvements internal to the Project and along Gulf Boulevard. These improvements will enhance pedestrian connectivity to the beach, within the development and to adjacent developments. These improvements will mitigate neighborhood impacts related to transportation and allow for increased pedestrian safety.

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);*

   Currently, there are 379 on-site parking spaces, 102 off-site leased spaces, and no dedicated loading spaces. The Project will include 747 parking spaces, exceeding the requirements of the LDC. The Project provides two screened loading spaces within the new hotels. The parking and loading is an improvement over the current development, which uses off-site parking to fully meet parking demand.

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

   The Project meets or exceeds all of the LDC provisions required to preserve the public health, safety and welfare. In implementing the current LDC requirements, conditions related to stormwater control, access, vehicle queueing, pedestrian access, beach access, and on-site deliveries are improved and generally preserve the public health safety and welfare. In addition, the two new hotels will be built to modern hurricane resistant standards further preserving the public safety.

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,*

   Columbia Sussex Corporation is a family owned company of over fifty years. It is the largest full service owner and operator for Marriott, and owns/operates 41 hotels, with nearly 14,000 hotel rooms, in 17 states. The development history and portfolio, alone, demonstrate the financial and technical capacity to complete the Project.

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 provisions of the Comp Plan and the LDC. The applicant's design specifically addresses those requirements particular to the proposed use related to height and density.

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

When the Comp Plan was adopted (as a result of litigation), infrastructure studies were conducted to ensure that adequate infrastructure was available for a maximum build out scenario for all land use categories. Other than sewer (which has been addressed by the City's sewer improvement investment), adequate capacity was shown to exist. Sufficient services are available. Additionally, all of the new development for the Project will undergo a final concurrency analysis at the time of construction plan approval.

2. *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.*

   The FDOT preliminarily reviewed and commented on the Project's design to ensure proper ingress and egress. The Project proposes an internal vehicle circulation network that substantially improves on-site queueing, connects the three hotels, and provides sufficient parking for each of the uses, including patrons and employees. Loading areas are designed into the internal circulation of the site so that deliveries are completed on-site and screened from the public. Finally, pedestrian transit is improved through an inter-connected site, with a ten-foot sidewalk added along Gulf Boulevard, and two beach accesses.

3. *Hydrological features and stormwater management infrastructure.*

   The impervious surface ratio will remain relatively unchanged at the Project's completion. The stormwater management on site will be greatly improved. The current site design pre-dates any significant stormwater regulations and currently the stormwater sheet flows off the Property. As proposed, the Project requires the development to control stormwater flow off-site at a rate that is equal to or less than if the site were completely vacant. More importantly, the Project is designed to retain and treat stormwater in underground vaults located on the Property, which will significantly reduce any sheet flow from the Project. As a result of compliance with the modern stormwater regulations, the Project will greatly improve the hydrological features and stormwater management of the Property which will also help with current flooding in the area.

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 incorporates comments and recommendations from the FDOT to locate access points to maximize the efficiency of Gulf Boulevard. Hotel 1 and Hotel 3 are consistent and comparable with the height, massing, design and appearances of the Seamark and Bellwether. Hotel 1 and 3 are located 19.6 and 43.4 feet from the CCCL to preserve existing Gulf views of adjacent properties. In addition, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC. Vistas from Gulf Boulevard are protected by significant building setbacks from Gulf

Boulevard, tiered building massing, lush landscaping along Gulf Boulevard and a decorative screen wall that will enhance the pedestrian street level experience.

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

The Project meets or exceeds the open space, landscaping requirements and impervious surface requirements set forth in the LDC, as more particularly depicted and described in the landscape plans prepared by Perry Becker. The existing development includes a great deal of surface parking, that the impervious surface ratio is, essentially, unchanged by the proposed. The impervious surface ratio proposed is 0.8, which is lower than what is permitted by the LDC. The Project's proposed floor area ratio is +/-1.53, well below the permitted maximum of 2.6.

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.*

The Bellwether will not be negatively impacted by the Project, as it is also a resort hotel use. The primary concern for operational and functional impacts relate to the residents of Seamark. The applicant met with representatives of the Seamark association and implemented several changes to the Project to ensure no unreasonable or disproportionately negative impacts on Seamark. Regarding views and sunlight, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC preserving views of the residents of Seamark. The criteria set forth in paragraph six above are met in the following ways:

i. The entrance to and the north wall of the parking garage will be screened to ensure no light pollution from car headlights will shine into Seamark;
i. Screening is proposed along the north property line;
ii. Solid waste and loading/deliveries for Hotel 1 will be internal to the parking structure and screened from Gulf Boulevard mitigating perceived noise, light and odor impacts;
iii. The Hotel 1 pool was designed to be located south of the Hotel 1 tower to reduce any potential noise and light impacts on Seamark;
iv. Hotel 1 is proposed to be a luxury brand hotel and, as such, maintenance of the facility will be at a high standard;
v. Improved queuing on-site will reduce stacking and improve the functionality of Gulf Boulevard benefitting neighboring properties;
vi. Stormwater system improvements will reduce existing flooding along Gulf Boulevard in front of the Project;
vii. A ten foot sidewalk will be constructed along Gulf Boulevard; and
viii. Beach access enhancements will be provided through a 15' pathway and 7' pathway, an easement in favor of the City for the construction of the proposed boardwalk, and a public access easement 10' landward of the mean high water line.

7. *Fire suppression and facility security.*

Buildings design conforms with the current Florida Building Code requirements for High Rise Buildings. Additionally, the building design conforms with *Marriott* Hotel Standards for Life

Safety that exceed those in typical model codes used in jurisdictions like St. Pete Beach. The additional building setbacks mentioned above also promote fire suppression and security by making it much less likely that life safety events will impact neighboring structures.

8. *Emergency management and hurricane evacuation provisions.*

   The Comp Plan points out that transient accommodation uses reduce the number of residents needing to evacuate in a storm event. Additionally, tourists tend to cancel plans and evacuate earlier than residents who need to prepare for the storm. Thus, the Project is not expected to have an appreciable impact on evacuation provisions. Additionally, the Project will redevelop property with modern construction and hurricane resilient buildings, which will exceed many of the existing developments of similar scale within the City.

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:*

   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*

   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.*

   The layout and design of the Project includes consideration of both building separation and proximity to the CCCL to preserve the view of neighboring properties while also developing a reasonable and workable hotel on the Property.

   To the south, the Bellwether is also a resort hotel use and (i) is taller than the proposed development, (ii) is constructed closer to the CCCL then the Project, and (iii) provides essentially no setback to the north along the Project boundary. Hotel 3 is proposed with a side yard setback of 30 feet and a CCCL setback of 43.4 feet, which given the location protects Bellwether's views and access to sunlight.

   Seamark's views and access to sunlight are protected by Hotel 1 providing a 59.9 feet setback from the northern Property boundary (53.9 feet to guestroom balconies) and 19.6 setback from the CCCL. When you combine the proposed setbacks with the current location of the Seamark and its amenities, (Seamark is located ON the CCCL and its amenities are seaward of the CCCL), view and access to sunlight are preserved.

St. Pete Beach
The Sunset Capital of Florida

PUBLIC HEARING SIGN POSTING AFFIDAVIT

~~Applicant~~, Agent, S. Elise Batsel, agrees to post the sign(s) in a conspicuous place, at the principal access to the property, in full view of the public, and not more than five (5) feet from the nearest street right of way or easement a minimum of seven (7) days in advance of the Public Hearing and remain in place until the requested action has been heard and decided. Multiple sign postings shall not be more than three hundred (300) feet apart. If the subject parcel(s) abut more than one (1) street, notices shall be posted along each street. When the subject parcel(s) does not front a public road, the sign shall be posted at the point on a public road by which the property is, or can be, reached.

The sign shall be maintained in good readable condition by the applicant. If the said sign is destroyed, lost, or becomes unreadable, the applicant or applicant's representative shall obtain a replacement sign. Any sign posted in accordance with these requirements shall be removed from the property and disposed of by the applicant or applicant's agent not later than 24 hours following the final decision.

~~Applicant~~ Agent (must fill out agent authorization form):

Name(print): S. Elise Batsel, Esq. c/o Stearns Weaver Miller

Address: 401 East Jackson Street., Suite 2100, Tampa, Florida 33602

S. Elise Batsel 6.15.23

Signature *Date*

STATE OF FLORIDA)
) SS:
~~HILLSBOROUGH~~ COUNTY)

The foregoing instrument was acknowledged before me this 15th day of June 20 23 by S. Elise Batsel, who appeared before me, and is personally known to me, or has produced _____ as identification, and did take an oath.

My commission expires: _____

NOTARY: Suzanne J. Walker
Print Name: _____
Notary Public, State of Florida
(Notarial Seal)

SUZANNE J. WALKER
Commission # HH 002037
Expires June 20, 2024
Bonded Thru Troy Fain Insurance 800-385-7019

St. Pete Beach
The Sunset Capital of Florida

Owner's Authorization for Agent

I/WE CP St. Pete, LLC, a Delaware limited liability company
(print name of property owner)

hereby authorize S. Elise Batsel, Esq. and all employees of Stearns Weaver Miller
(print name of agent)

to represent me/us in an application for Conditional Use Application
(type of application: variance, conditional use, zoning, etc.)

CP St. Pete, LLC, a Delaware limited liability company

By: _____
Signature of Owner

_____
Signature of Owner

Derek J. Haught, its Manager
Print Name of Owner

_____
Print Name of Owner

The forgoing instrument was acknowledged before me this 24 **day of** MAY **20** 23 **by** ** DEREK HAUGHT **who is personally known** _____ **or produced** _____ **as identification.**

**Derek J. Haught, as Manager of CP St. Pete, LLC, a Delaware limited liabilty company, on behalf of said entity

Mary Sheanshang
(Notary Signature)

MAY 24, 2023
(Date)

My Commission Expires _____

NOTARY PUBLIC STATE AT LARGE, KENTUCKY

MARY SHEANSHANG
Notary Public, Kentucky State at Large
My Commission Expires March 23, 2024
Notary I.D. KYNP4797

Detail by Entity Name

Foreign Limited Liability Company
CP ST. PETE, LLC

Filing Information

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Event Effective Date	NONE

Principal Address

740 CENTRE VIEW BLVD
CRESTVIEW HILLS, KY 41017

Mailing Address

740 CENTRE VIEW BLVD
CRESTVIEW HILLS, KY 41017

Registered Agent Name & Address

CORPORATION SERVICE COMPANY
1201 HAYS STREET
TALLAHASSEE, FL 32301-2525

Authorized Person(s) Detail

Name & Address

Title MGR

HAUGHT, DEREK J
740 CENTRE VIEW BOULEVARD
CRESTVIEW HILLS, KY 41017

Annual Reports

Report Year	Filed Date
2023	01/23/2023

Document Images

01/23/2023 -- ANNUAL REPORT	View image in PDF format
11/07/2022 -- LC Amendment	View image in PDF format
11/01/2022 -- Foreign Limited	View image in PDF format

I#: 2022348166 BK: 22281 PG: 2157, 12/05/2022 at 01:35 PM, RECORDING 6 PAGES $52.50 D DOC STAMP COLLECTION $1449000.00 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: CLKPR04

This instrument prepared by and return to:

Bracewell LLP
1445 Ross Avenue, Suite 3800
Dallas, Texas 75202-2724
Attention: Christie Latimer
Phone: 214-758-1091
Fax: 800-404-3970

Parcel Identification No.
06-32-16-80712-000-0010

Consideration: $207,000.000.00

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made and given this 1st day of December, 2022 by **GPIF SIRATA LLC**, a Delaware limited liability company, whose mailing address is c/o Crescent Real Estate Equities, LLC, 777 Main Street, Suite 2260, Ft. Worth, Texas 76102 ("Grantor"), to **CP ST. PETE, LLC**, a Delaware limited liability company, whose mailing address is 740 Centre View Blvd., Crestview Hills, Kentucky 41017 ("Grantee").

WITNESSETH:

That Grantor, for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration to Grantor, the receipt and sufficiency of which is hereby acknowledged, hereby grants, bargains, sells, aliens, remises, releases, conveys and confirms unto Grantee, all that certain piece, parcel or tract of land lying and being in the County of Pinellas, State of Florida, to wit (the "Property"):

See Exhibit A attached hereto

TOGETHER with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same in fee simple forever, subject only to those matters set forth on **Exhibit B** attached hereto, which reference shall not operate to re-impose the same.

AND Grantor hereby covenants with Grantee that Grantor is lawfully seized of said Properly in fee simple; that Grantor has good right and lawful authority to sell and convey said Property; that Grantor hereby fully warrants the title to said Property and will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but not otherwise.

[*REMAINDER OF PAGE INTENTIONALLY LEFT BLANK; SIGNATURE PAGE FOLLOWS*]

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed in its name by its duly authorized officer and caused its corporate seal to be affixed as of the day and year first written above.

Signed, sealed and delivered in the presence of:

Witness

Tatiana Zavala

Printed Name

Witness

Claudia Johnson

Printed Name

GRANTOR:

GPIF SIRATA LLC,
a Delaware limited liability company

By:
Name: Andrew Lombardi
Title: Chief Financial Officer

STATE OF TEXAS

COUNTY OF TARRANT

This instrument was acknowledged before me on the 22 day of November, 2022, by Andrew Lombardi, as Chief Financial Officer of GPIF SIRATA LLC, a Delaware limited liability company, on behalf of said limited liability company.

(SEAL)

VENICIA MANTECON
Notary Public, State of Texas
Comm. Expires 06-14-2026
Notary ID 125695112

Notary Public in and for the State of Texas

SPECIAL WARRANTY DEED –
SIGNATURE PAGE

EXHIBIT A TO SPECIAL WARRANTY DEED

LEGAL DESCRIPTION

Tract 1: FEE

(PARCEL 1)

The Southeasterly 75 feet of Tract "A" of SERATA REPLAT, according to the plat thereof recorded in Plat Book 31, Page 17, Public Records of Pinellas County, Florida, being a strip of land extending from the Shores of the Gulf of Mexico to the West boundary of State Road No. 699 between parallel lines 75 feet apart at right angles to the Southeasterly boundary of said strip being the Southeasterly boundary of said Tract "A" of SERATA REPLAT; all being and lying in Section 6, Township 32 South, Range 16 East, Pinellas County, Florida.

(PARCEL 2)

That certain Tract of land in Government Lot 2, Section 6, Township 32 South, Range 16 East, extending from the Shores of the Gulf of Mexico to the Westerly line of State Road No. 699 formerly known as State Road No. 233 as described in Official Records Book 1363, Page 90 (clerk's Instrument No. 921433A), Pinellas County Records, lying between parallel lines 250 feet apart at right angles, the Southeastern boundary of which lies parallel to and 200 feet at right angles in a Northwesterly direction from the Northwesterly boundary of BENNETT BEACH UNIT "A", as recorded in Plat Book 16, Page 106; Public Records of Pinellas County, Florida, and as extended in a straight line to the Shores of the Gulf of Mexico and to said Westerly line of State Road No. 699.

(PARCEL 3)

The Northerly 75 feet of the following described Parcel:

From the intersection of the Westerly boundary of Gulf Boulevard (an 80 foot right-of-way) with the North boundary of BENNETT BEACH UNIT "A", according to plat thereof recorded in Plat Book 16, Page 106, Public Records of Pinellas County, Florida, as a Point of Beginning, run South 57°14'46" West, 524.44 feet, more or less, along said North boundary of BENNETT BEACH UNIT "A" to a point on the mean high water mark of the GULF OF MEXICO, said point being designated as Point "A" for convenience, return to the Point of Beginning and thence North 22°54'18" West 203.49 feet along said Westerly boundary of said Gulf Boulevard, thence South 57°14'46" West, 524.44 feet, more or less to the said mean high watermark, thence Southerly along said mean high water mark 203.49 feet, more or less to Point "A".

Tract 2: FEE

Tract "A" SERATA REPLAT, Less the Southeasterly 75 feet thereof, according to plat thereof recorded in Plat Book 31, Page 17, Public Records of Pinellas County, Florida, (being a strip of land extending from the shores of Gulf of Mexico to the West boundary of State Road No. 699,

between parallel lines 321 feet apart at right angles, the Northwesterly boundary of said strip being the Northwesterly boundary of said Tract "A" SERATA REPLAT).

EXHIBIT B TO SPECIAL WARRANTY DEED

PERMITTED EXCEPTIONS

1. Taxes and assessments for the year 2022 and subsequent years, which are not yet due and payable.

2. Restrictions contained in that certain Warranty Deed from Harold P. Bennett and Lou Bennett, his wife to Vivian M. Mann, recorded in Deed Book 820, page 257, to-wit: The above property is to be restricted for residential purposes, and against what are commonly known as beach shacks and all buildings will have sanitary sewerage disposal systems, each residence to contain not less than four rooms excluding bathrooms and closets"; as modified by Deed Book 952, page 255, to "release, relinquish, discharge and cancel any and all restrictions or covenants as contained in deed of February 18th, 1939 conveying said property from Harold P. Bennett and Lou Bennett, his wife to Vivian M. Mann; insofar as any of such restrictions and covenants could be construed to prevent construction or maintenance on said property of any hotel, apartment house, or restaurant of a type comparable to other improvements in the vicinity; and referenced in that certain Warranty Deed to Nicklaus of Florida, Inc., recorded in Official Records Book 9061, page 1527, Public Records of Pinellas County, Florida.

3. Easement granted to Florida Power Corporation by instrument recorded in Book 1799, Page 465 and Book 2718, Page 533.

4. Easement granted to Florida Power Corporation by instrument recorded in Book 1898, Page 341 and re-recorded in Book 6918, Page 742.

5. Easement granted to Florida Power Corporation by instrument recorded in Book 10232, Page 264.

6. Terms and conditions of Chapter 161, Florida Statutes, and the restrictions on the use of the property as the result thereof as such Coastal Construction Control Lines and Bulkhead Lines now or hereafter proposed or defined, including but not limited to restrictions, if any, on the Insured's ability to construct new improvements on the Land or to reconstruct existing improvements after destruction or demolition as a result of the Coastal Construction Control Line, recorded at Official Records Book 11760, Page 2687, of the Official Records of Pinellas County, Florida.

7. Declaration of Easement, granted from Nicklaus of Florida, Inc., a Florida corporation to Sirata Beach Resort, LLC, a Delaware limited liability company, recorded in Official Records Book 13516, Page 700, of the Official Records of Pinellas County, Florida.

8. Consequences, if any, regarding the following matters disclosed on the survey by AJN Surveying, LLC, under Job No. 16-173492.5, certified to by Alan J. Naumowicz, FS&MN 6689, and dated as of November 28, 2022 (the "Survey"):

    a. Pool deck encroaches onto subject property;

b. Building encroaches over setback line;
c. Brick tent area encroaches over setback line;
d. Concrete steps encroach over coastal construction control line;
e. Playground area is located southwesterly of the coastal construction control line; and
f. Columns along the northwesterly boundary line encroach onto subject property

9. Concession and Vehicle Use Agreement dated as of June 2008 between Sirata Beach Florida, as Hotel, and Avis Rent A Car System, LLC, as amended, assigned and extended.

Sirata Context Aerial
Legend
Sirata Beach Resort
Bella Grande Homeowner's...
Sirata Beach Resort
699
Harry's Beach Bar
Compass Grille
Gulf Blvd
Beach Mart
Norman's Liquors and Fine Wines
Rum Runners Bar & Grille
Freaky Tiki Surf shack
Spinners Rooftop Grille
Punta Vista Dr
52nd Ave W
699
Bellwether Beach Resort
Mad Fish
Bongos Beach Bar and Grille
Google Earth
Image © 2023 TerraMetrics
400 ft
N

EXHIBIT "A"

Conditional Use Application Narrative

Property Information

This CUP Application ("**CUP**") proposes redevelopment of parcel number 06-32-16-80172-000-0010 (the "**Property**") within the City of St. Pete Beach (the "**City**"). The Property includes +/- 15.45 total acres with +/- 8.62 buildable acres located landward of the Coastal Construction Control Line (the "**CCCL**"). The zoning of the Property is Large Resort, and the Future Land Use category of the Property is Large Resort.

Aerial Image

Zoning Map

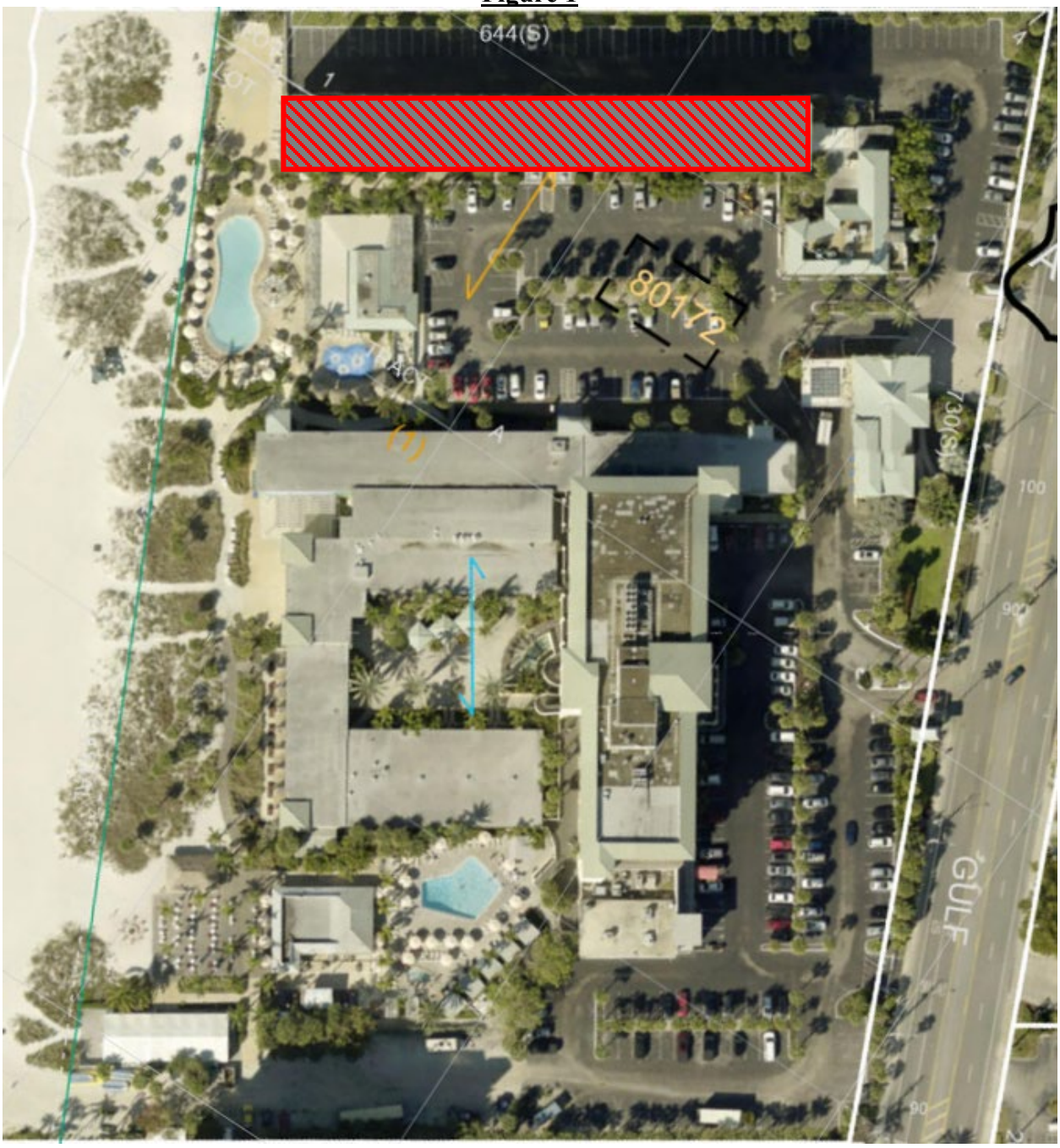
Future Land Use Map

Overview

The CUP proposes redevelopment of the existing Sirata Resort, to include demolition and redevelopment over portions of the Property, and renovation of certain improvements to remain. Today, the Sirata Resort includes two main buildings, ancillary support structures, surface parking, and 382 transient accommodation units. The proposed redevelopment would:

1. Remove the red hatched building depicted in Figure 1, which would eliminate 98 transient accommodation units;

Figure 1

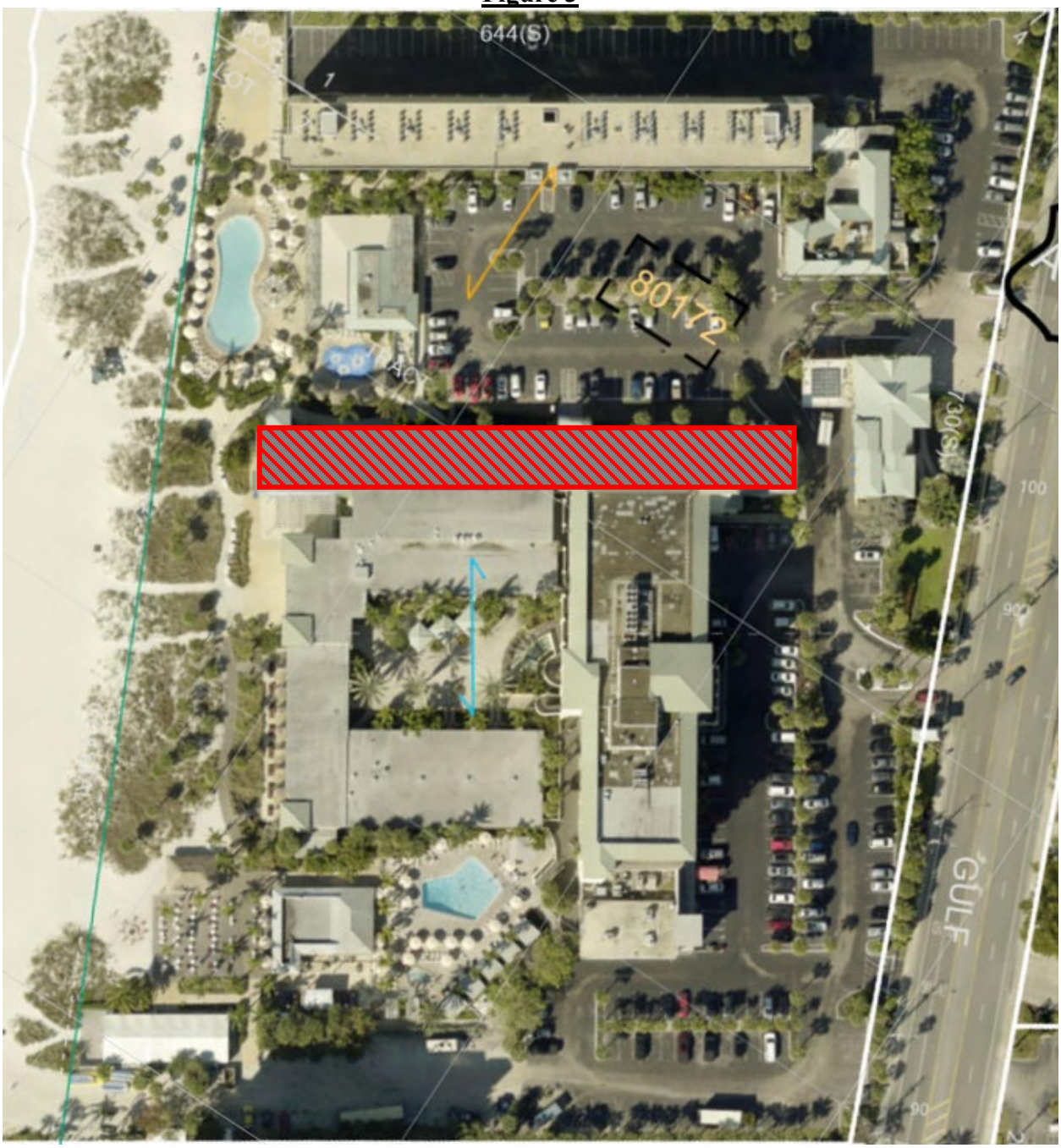


2. Remove several ancillary buildings as depicted in Figure 2;

Figure 2

3. Remove a portion of the building depicted in Figure 3 which would eliminate 57 transient accommodation units; and

Figure 3



4. Add two new hotel buildings on either side of the remaining Sirata Resort, as roughly depicted in Figure 4, below, and precisely shown in the separate CUP site plan documents.

Figure 4

The proposed project as depicted in Figure 4 would include:

I. A new luxury hotel (depicted in blue) with 290 transient accommodation units operated under a luxury name brand with resort amenities ("**Hotel 1**"), likely a JW Marriott;
II. A renovated Sirata Resort (depicted in orange) with 226 transient accommodation units, which will continue to operate as the Sirata Resort ("**Remaining Sirata"**); and
III. A new Select Service hotel (depicted in green) with 130 transient accommodation units operated under a national brand name with kitchenette amenities ("**Hotel 3**"), likely a Hampton Inn.

The total number of transient accommodation units proposed is 646 (a net increase of 264 units), and related accessory uses (the "**Project**"). Accessory uses include amenities, office, restaurants, meeting space, and retail. These accessory uses will include a rooftop pool amenity with eating and/or drinking with outdoor outdoor music, which requires conditional use approval, as well as outdoor dining and/or drinking areas that include outdoor music meeting the requirements of Section 35.4(b), which do not require conditional use approval. In addition, certain amenity areas would also be redeveloped. Resort amenities for Hotel 1 and Hotel 3 would be included within each respective hotel. Total office space would increase from 3,000 square feet to 6,500 square feet distributed throughout the Project. Meeting space will be reduced from 33,404 square feet today to 30,370 square feet. Restaurant space will increase from 8,380 square feet to 10,890 square feet (this includes a new restaurant and renovation and relocation of existing restaurant). Finally, retail space will increase from 567 square feet to 1,629 square feet.

Conditional Use Request

The City of St. Pete Beach Land Development Code (the "**LDC**") and Comprehensive Plan (the "**Comp Plan**") permit the proposed uses at the densities and intensities requested. The height, density, and rooftop pool amenity requested require a conditional use. Specifically the CUP would:

1. Permit development of 646 transient accommodation units on 8.62 acres of the Property located landward of the CCCL in accordance with Section 35.3(b)(1);

2. Permit development of the Property at a maximum building height 115.8 feet above the base flood elevation in accordance with Sec. 35.3(b)(1), with allowances for decorative features and rooftop amenities in accordance with Sec. 35.8(a)(3); and

3. Permit a rooftop pool amenity above the parking garage (well below the height of the tower) over the southwest portion of Hotel 1 that includes dining, drinking, and/or outdoor music in accordance with 35.3(d)(3).

Conditional Use Criteria

The CUP process requires the following:

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. 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 is consistent with numerous goals, objectives, and policies of the Comprehensive Plan. Within the Future Land Use Element, the proposal supports Goals 1, 2, 3, and 4; Objectives 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 2.7, 2.8, 2.9, 2.11, 2.13, 3.2, and 4.1; and Policies 1.1.4, 1.2.3, 1.2.4, 1.2.6, 1.2.9, 1.3.1, 1.3.2, 1.3.3, 2.1.1, 2.1.12, 2.2.1, 2.3.3, 2.3.4, 2.3.5, 2.3.7, 2.4.1, 2.7.1, 2.7.2, 2.7.7, 2.7.14, 2.8.1, 2.8.2, 2.8.3, 2.8.4, 2.8.5, 2.8.6, 2.9.1, 2.9.2, 2.9.3, 2.9.6, 2.11.1, 2.11.2, 2.11.3, 2.13.2, 2.13.3, 3.2.1, 3.2.3, and 4.1.5.

The Project is located within the Community Redevelopment District, which has various sub-districts and designations. The Project supports Goal 1 of the Community Redevelopment District through Objective 1.1, and Policies, 1.1.4, 1.1.5, 1.1.9, 1.1.10, 1.1.12 and 1.1.13; Goal 2 through Objectives 2.1-2.2, and Policies 2.1.1 and 2.2.4; Goal 3 through Objective 3.1, and Policies 3.1.1 and 3.1.3. Within the Gulf Boulevard Redevelopment District sub-district, the Project supports Goals 1-3; Objectives 1.1, 1.2, 1.4, 1.5, 1.6, 1.7, 1.8, 2.2, 2.4, 2.5, 2.6, 3.2, 3.3; and Policies 1, 2, 3, 4, 5, 6, 9, 10, 11, 13, and 15. Finally, within the Large Resort District, the Project supports Policies 1, 2, 4, 5, 6, 8, and 9.

In addition to the significant support within the Future Land Use Element, the Project supports various other elements and policies. Transportation Element Goal 1 is supported by the Project through Objective 1.1, and Policies 1.1.1, 1.1.2, and 1.1.3; Objective 1.2 and Policy 1.2.1; Objective 1.3, and Policies 1.3.1, 1.3.2, and 1.3.4; Objective 1.4 with Policies 1.4.3 and 1.4.4; and Objective 1.5 with Policies 1.5.2 and 1.5.3. The Project supports Infrastructure Plan Element Goals 1 and 2; Objectives 1.1, 1.2, 2.1, and 2.2; and Policies 1.1.4, 1.1.5, 1.2.1, 2.1.1, 2.1.6, 2.2.2. Goals 1-2 of the Coastal and Conservation element are supported through Objectives 1.2, 1.4, 1.8, 1.9, 2.2, and 2.4; and Policies 1.2.1, 1.4.2, 1.4.7, 1.8.2, 1.8.5, 1.9.1, 1.9.3, 1.9.6, 2.2.2, and 2.4.4. Policy 1.4.3 and associated Objection 1.4 and Goal 1 are supported within the Recreation and Open Space element. Finally, the Project supports Goal 1 of the Capital Improvement element through Objectives 1.3 and 1.5; and Policies 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.5.1, 1.5.2, 1.5.3, 1.5.5, and 1.5.7.

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 Comp Plan establishes the character of the Large Resort Character District (the "**District**") as the preferred location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The Project design will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area. The Project is bordered on the north by high rise residential, high

rise resort to the south, and mid-rise residential/resort condominiums and retail to the east. Development to the east is across Gulf Boulevard within the Activity Center District.

More specifically, the Project is bordered on the north by the Seamark Condominium ("**Seamark**"), a legal nonconforming residential development at a density greater than 60 DU/A and a height of 11 stories, and on the south by the Bellwether Beach Resort (the "**Bellwether**"), a legal nonconforming hotel at a density greater than 75 TAU/acre and a height of 12 stories. The new building heights within the Project range from eight to ten stories at a conforming density just under 75 TAU/acre, which is compatible with the adjacent development with respect to uses, densities and scale of development.

The architectural style is modern Florida Resort Hotel architectural style, which features an all-white exterior with light gray accents and balconies on all guestrooms; a style seen throughout Florida and the Gulf Coast. The goal is to also create a lush and vibrant landscape design that becomes part of the buildings architecture through the use of planters/green walls and waterfalls. The proposed style and scale is compatible with and will complement the surrounding area.

The Project's site design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed Project is consistent with the abutting residential and hotel uses to the north and south. Because the Property is over 15 acres in size, the Project is able to incorporate design elements that enhance both beach front and street front elements improving the character of the District. These elements include new beach connections, improved pedestrian connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

The Project's site and building design also specifically take into consideration abutting and nearby neighbors with respect to the placement of the outdoor rooftop amenity deck for Hotel 1, which is proposed to have rooftop dining and/or drinking with music. This amenity is placed on the southwest portion of the property on top of the parking garage, as shown below. The amenity faces the Gulf, wrapped on the north and east by the guest room tower of Hotel 1, which buffers adjacent residential uses and isolates the pool from adjacent property.

The purpose of the District and the Community Redevelopment Area was to encourage this type of redevelopment.

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 City, state or federally designated historic, scenic, archaeological, or cultural resources at or on the Property.

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 Comprehensive Plan identifies the District as the location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The proposed redevelopment as designed will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area.

The Project's design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed redevelopment is consistent with the abutting residential and hotel uses to the north and south. Due to the redevelopment's larger site, the Sirata Resort is able to incorporate design elements that enhance both beachfront and street front elements improving the character of the District. These elements include beach connections, improved connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

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 any significant adverse impacts. The Project is designed to include features that mitigate perceived impacts such as:

i. Locating hallways internal to the Project;
ii. Locating the rooftop pool amenity of Hotel 1 over the southwest side of the guest tower away from Seamark and buffered from residents east of Gulf Boulevard; and
iii. Locating loading berths and service areas within Hotel 1 and Hotel 3.

In addition, the developer has incorporated specific site design modifications to address the concerns by the residents of Seamark including enclosing two levels of the parking

structure of Hotel 1 to screen headlights from Seamark and providing additional building setbacks form the CCCL to protect views.

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);*

   Preliminary traffic analyses indicate the existing roadway network and nearby intersections have adequate capacity to support (i) existing traffic volumes, (ii) proposed Project traffic, (iii) recently approved projects such as Corey Landings, and (iv) the proposed Tradewinds Resort redevelopment. A traffic impact analysis is underway to confirm the preliminary analysis and provide a detailed analysis of street capacity, street level of service, and an operational analysis of any impacted roadways, intersections, and/or site connections. The Project's primary access points are from Gulf Boulevard, a Florida Department of Transportation ("**FDOT**") controlled arterial roadway. The applicant met with FDOT to coordinate access locations to minimize the impact to Gulf Boulevard and to maximize safety.

   In addition, the Project is designed to add additional queuing on-site so that queueing does not back up onto Gulf Boulevard. Public transit is already available adjacent to the Property. Employees are, and will continue to be, offered subsidies to use public transportation to travel to and from work via bus to reduce the impact to the local roadway network. The Project will meet or exceed all City parking requirements, and when the Project is complete employee and guest parking will all be provided on-site. The current leased overflow parking located across Gulf Boulevard will be eliminated once the Project is complete and employees will no longer need to use leased parking facilities across Gulf Boulevard.

   The Project includes multiple sidewalk improvements internal to the Project and along Gulf Boulevard. These improvements will enhance pedestrian connectivity to the beach, within the development and to adjacent developments. These improvements will mitigate neighborhood impacts related to transportation and allow for increased pedestrian safety.

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);*

   Currently, there are 379 on-site parking spaces, 102 off-site leased spaces, and no dedicated loading spaces. The Project will include 747 parking spaces, exceeding the requirements of the LDC. The Project provides two screened loading spaces within the new hotels. The parking and loading is an improvement over the current development, which uses off-site parking to fully meet parking demand.

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

The Project meets or exceeds all of the LDC provisions required to preserve the public health, safety and welfare. In implementing the current LDC requirements, conditions related to stormwater control, access, vehicle queueing, pedestrian access, beach access, and on-site deliveries are improved and generally preserve the public health safety and welfare. In addition, the two new hotels will be built to modern hurricane resistant standards further preserving the public safety.

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,*

   Columbia Sussex Corporation is a family owned company of over fifty years. It is the largest full service owner and operator for Marriott, and owns/operates 41 hotels, with nearly 14,000 hotel rooms, in 17 states. The development history and portfolio, alone, demonstrate the financial and technical capacity to complete the Project.

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 provisions of the Comp Plan and the LDC. The applicant's design specifically addresses those requirements particular to the proposed use related to height and density, as well as the rooftop pool amenity with dining and/or drinking area with music.

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

   When the Comp Plan was adopted (as a result of litigation), infrastructure studies were conducted to ensure that adequate infrastructure was available for a maximum build out scenario for all land use categories. Other than sewer (which has been addressed by the City's sewer improvement investment), adequate capacity was shown to exist. Sufficient services are available. Additionally, all of the new development for the Project will undergo a final concurrency analysis at the time of construction plan approval.

2. *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.*

The FDOT preliminarily reviewed and commented on the Project's design to ensure proper ingress and egress. The Project proposes an internal vehicle circulation network that substantially improves on-site queueing, connects the three hotels, and provides sufficient parking for each of the uses, including patrons and employees. Loading areas are designed into the internal circulation of the site so that deliveries are completed on-site and screened from the public. Finally, pedestrian transit is improved through an inter-connected site, with a ten-foot sidewalk added along Gulf Boulevard, and two beach accesses.

3. *Hydrological features and stormwater management infrastructure.*

   The impervious surface ratio will remain relatively unchanged at the Project's completion. The stormwater management on site will be greatly improved. The current site design pre-dates any significant stormwater regulations and currently the stormwater sheet flows off the Property. As proposed, the Project requires the development to control stormwater flow off-site at a rate that is equal to or less than if the site were completely vacant. More importantly, the Project is designed to retain and treat stormwater in underground vaults located on the Property, which will significantly reduce any sheet flow from the Project. As a result of compliance with the modern stormwater regulations, the Project will greatly improve the hydrological features and stormwater management of the Property which will also help with current flooding in the area.

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 incorporates comments and recommendations from the FDOT to locate access points to maximize the efficiency of Gulf Boulevard. Hotel 1 and Hotel 3 are consistent and comparable with the height, massing, design and appearances of the Seamark and Bellwether. Hotel 1 and 3 are located 19.6 and 43.4 feet from the CCCL to preserve existing Gulf views of adjacent properties. In addition, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC. Vistas from Gulf Boulevard are protected by significant building setbacks from Gulf Boulevard, tiered building massing, lush landscaping along Gulf Boulevard and a decorative screen wall that will enhance the pedestrian street level experience.

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

   The Project meets or exceeds the open space, landscaping requirements and impervious surface requirements set forth in the LDC, as more particularly depicted and described in the landscape plans prepared by Perry Becker. The existing development includes a great deal of surface parking, that the impervious surface ratio is, essentially, unchanged by the proposed. The impervious surface ratio proposed is 0.8, which is lower than what is permitted by the LDC. The Project's proposed floor area ratio is +/-1.53, well below the permitted maximum of 2.6.

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.*

   The Bellwether will not be negatively impacted by the Project, as it is also a resort hotel use. The primary concern for operational and functional impacts relate to the residents of Seamark. The applicant met with representatives of the Seamark association and implemented several changes to the Project to ensure no unreasonable or disproportionately negative impacts on Seamark. Regarding views and sunlight, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC preserving views of the residents of Seamark. The criteria set forth in paragraph six above are met in the following ways:

   i. The entrance to and the north wall of the parking garage will be screened to ensure no light pollution from car headlights will shine into Seamark;
   i. Screening is proposed along the north property line;
   ii. Solid waste and loading/deliveries for Hotel 1 will be internal to the parking structure and screened from Gulf Boulevard mitigating perceived noise, light and odor impacts;
   iii. The Hotel 1 rooftop pool amenity, with the dining, drinking, and/or music is designed to isolate that amenity on the opposite side of the Hotel 1 guest room tower to reduce any potential noise and light impacts on Seamark and residents east of Gulf Boulevard;
   iv. Hotel 1 is proposed to be a luxury brand hotel and, as such, maintenance of the facility will be at a high standard;
   v. Improved queuing on-site will reduce stacking and improve the functionality of Gulf Boulevard benefitting neighboring properties;
   vi. Stormwater system improvements will reduce existing flooding along Gulf Boulevard in front of the Project;
   vii. A ten foot sidewalk will be constructed along Gulf Boulevard; and
   viii. Beach access enhancements will be provided through a 15' pathway and 7' pathway, an easement in favor of the City for the construction of the proposed boardwalk, and a public access easement 10' landward of the mean high water line.

7. *Fire suppression and facility security.*

   Buildings design conforms with the current Florida Building Code requirements for High Rise Buildings. Additionally, the building design conforms with *Marriott* Hotel Standards for Life Safety that exceed those in typical model codes used in jurisdictions like St. Pete Beach. The additional building setbacks mentioned above also promote fire suppression and security by making it much less likely that life safety events will impact neighboring structures.

8. *Emergency management and hurricane evacuation provisions.*

   The Comp Plan points out that transient accommodation uses reduce the number of residents needing to evacuate in a storm event. Additionally, tourists tend to cancel plans and evacuate earlier than residents who need to prepare for the storm. Thus, the Project is not expected to have an appreciable impact on evacuation provisions. Additionally, the Project will redevelop

property with modern construction and hurricane resilient buildings, which will exceed many of the existing developments of similar scale within the City.

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:*

    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*

    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.*

    The layout and design of the Project includes consideration of both building separation and proximity to the CCCL to preserve the view of neighboring properties while also developing a reasonable and workable hotel on the Property.

    To the south, the Bellwether is also a resort hotel use and (i) is taller than the proposed development, (ii) is constructed closer to the CCCL then the Project, and (iii) provides essentially no setback to the north along the Project boundary. Hotel 3 is proposed with a side yard setback of 30 feet and a CCCL setback of 43.4 feet, which given the location protects Bellwether's views and access to sunlight.

    Seamark's views and access to sunlight are protected by Hotel 1 providing a 59.9 feet setback from the northern Property boundary (53.9 feet to guestroom balconies) and 19.6 setback from the CCCL. When you combine the proposed setbacks with the current location of the Seamark and its amenities, (Seamark is located ON the CCCL and its amenities are seaward of the CCCL), view and access to sunlight are preserved.

EXHIBIT "B"

Overflow Parking Plan

Section 23.5(g) of the Land Development Code requires Transient Accommodations that include Ballrooms, Conference Rooms or Meeting Rooms to provide an overflow parking plan "for large events and/or events during high season times (March - August)." This Project incorporates overflow parking into the parking garages located on the Property, which avoids the need to additional coordination and trips off-site to accommodate overflow parking.

The project is required to provide 659 spaces, inclusive of the Land Development Code walkability reduction. To ensure all considerations related to parking are conservative, the Project ignores the Land Development Code provided 10% "walkability" reduction. Thus, under the conservative approach, 732 spaces are required. The Project provides 827 spaces in the parking garages, which exceeds the conservative parking requirement by 95 spaces. The Ballroom, Conference Room, Meeting Room parking requirement for the Project is 47 spaces (which is included in the conservative 732 space requirement).

If you triple the required parking for the Ballroom, Conference Room, Meeting Room minimum parking criteria, the required parking would be 826 spaces, which is still less than the 827 spaces provided. Additionally, to ensure the Project can meet periods of high demand, the Project exceeds the Land Development Code parking requirements without the code provided walkability reduction. As such, there is a more than a 10% cushion in available parking during periods of high demand. Thus, the *Overflow Parking Plan* is to use the proposed excess garage parking on site, without any need for offsite leasing, bussing, or valet.

In total, the 827 provided spaces exceed the code requirement by 168 spaces, nearly 25%, which is more than enough to accommodate large events and high demand periods. This excess parking supports the strategy of using excess onsite parking for overflow purposes. This strategy also reduces the roadway impact during peak times by not requiring off-site trips to place and retrieve cars from offsite, overflow parking.

Kimley»Horn

August 28, 2023

Mr. Brandon Berry, Senior Planner
Community Development Department
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

RE: **Response to Comments**
Project Name: Sirata Beach Resort (Case #23053)

Dear Mr. Berry:

On behalf of our client, Columbia Sussex, LLC ("Owner"), Kimley-Horn and Associates, Inc. and Stearns Weaver Miller are providing the following response to comments received from the City of St. Pete Beach during TRC review of Case #23046 on July 19, 2023.

PUBLIC WORKS:

1. The proposed development will need to comply with City of St. Pete Beach Code of Ordinances Chapter 106 – Flood Control. See attached Drainage Plan checklist (next page).

   Response: Acknowledged. The full buildout condition of the site has been designed to meet the most stringent of the requirements of the City of St. Pete Beach, SWFWMD, and FDOT regulations. The City has requested that the site when the JW Marriott is constructed, and the existing Sirata Resort is redeveloped but the southern hotel not yet completed, to show that the site complies with Chapter 106 of the City Code of Ordinances in each subsequent phase. The intermediate phasing where the southern hotel is not complete is shown in Phase 1C of the Phasing Plan, and the intermediate design will be detailed in the Phase II JW Marriott Stormwater Report.

2. Please provide existing and proposed contributions to the City's Sanitary Sewer system in gallons per minute. Provide calculations showing how these flow rates have been determined.

   Response: Acknowledged. Per previous discussions with Brandon Berry, sanitary sewer impact would be formally estimated by the city engineer based on the existing and proposed use square footages. Please see the CUP-01 Site Plan for a breakdown per building of the proposed uses, and the Site Data Table for the overall existing to proposed use square footages. Please also see the attached correspondence with Brandon Berry dated 04/26/2023. For preliminary estimates, please find the below sanitary sewer flow rates we have estimated based in the uses of each of the three respective hotels:

- **Hotel 1 – 40.28 GPM**
- **Hotel 2 – 31.29 GPM**
- **Hotel 3 – 18.06 GPM**

The above sewage flow calculations supporting these estimates are included in this submittal based on F.A.C. Rule 62-6.008.

BUILDING:

3. Comment provided via email from Brandon Berry on July 25, 2023.
   3307.1 Protection Required
   Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection shall be provided for footings, foundations, party walls, chimneys, skylights and roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. The person making or causing an excavation to be made shall provide written notice to the owners of adjoining buildings advising them that the excavation is to be made and that the adjoining buildings should be protected. Said notification shall be delivered not less than 10 days prior to the scheduled starting date of the excavation.

   Response: Acknowledged. When Building Permit Applications are applied for, a complete civil plan set will be provided. Within the civil plan set there will be a demolition plan, and stormwater pollution prevention plans which detail the erosion control measures and Best Management Practices (BMPs) that will be taken during construction and demolitions activities.

CODE ENFORCEMENT:

1. Comments provided via email…
   Code Enforcement had one comment related to marine turtle lighting concerns for the existing developed property. There has already been correspondence between the manager and Sirata's owner to rectify these issues. Please see attached correspondence after the meeting.

   Response: Acknowledged. Please see the attached Sea Turtle Lighting email correspondence with Peyt Dewar.

RECREATION:

No comments provided as confirmed via email from Brandon Berry

Response: Please see the attached email correspondence from Brandon Berry on 07/25 stating recreation had no comments.

FIRE:

Fire Department Access Roads (NFPA 1 2018ed: 18.2.3.2)

- All buildings-Reflect dimension from fire department access road to at least one exterior door that can be opened from the outside and provides access to the interior of the building per NFPA 1, 2018ed: 18.2.3.2.1 as well as distance to any portion of the facility/portion of an exterior wall of the first story of the building per NFPA 1:

18.2.3.2.2.1.

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.

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.

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).

- Provide how access is achieved to the new restaurant building behind Hotel 2 and new kitchen area in Hotel 2. Shall comply with NFPA 1 2018ed Section 18.2.3.2
- Truck apparatus access shall be provided to the above and areas highlighted as part of that route.
- Add fire hydrant at SE side by Hotel 3 to fire access exhibit as reflected on Page EX-01.
- Provide fire department access road width at fire access exhibit.
- NFPA 1: 18.2.3.5.1.1 Fire department access roads shall have an unobstructed width of not less than 20ft.
- The required width of a fire department access road shall not be obstructed in any manner, including by the parking of vehicles. (NFPA 1: 18.2.4.1.1)
- Provide fire truck maneuverability exhibit reflecting turning radii and drive aisle widths to include fire access road in front of Hotel 3. (NFPA 1: 18.2.3.5.3, 18.2.3.5.1)
- Page CUP-01: Provide width of fire access road in front of Hotel 3.

- Dead-end fire department access roads in excess of 150ft in length shall be provided with approved provisions for the fire department apparatus to turn around. (NFPA 1: 18.2.3.5.4)

Response: Per the discussion relating to the comments above on 07/20 with Kelly Intzes the following updates have been made to address the comments. All proposed fire access roads extend to within 50' of an exterior door and 450' to all first-floor exterior walls of the sprinkled buildings. Please see the updated "Emergency Access Exhibit." Access to the new restaurant and kitchen area behind the existing Sirata Hotel (Hotel 2) is provided and shown in the Phasing Plan and "Emergency Access Exhibit" which demonstrates compliance throughout the construction phases. Updated hydrant locations along the access roads are shown in the Phasing Plan and "Emergency Access Exhibit" which meet the NFPA distance requirements. Please also see the access road dimensions on the "Emergency Access Exhibit" and CUP-01 Site Plan which demonstrate compliance with NFPA code. Fire truck maneuvers are shown on the "Emergency Access Exhibit" with the updated T23 specifications as commented on below and turning/roadway radii are specified. All provided fire access roads are highlighted and are either less than 150 feet, or they provide an adequate turnaround. Please see the "Emergency Access Exhibit."

FD vehicle movement exhibit (page EX-01)

- T23 specs attached.

Response: Acknowledged. The fire truck dimensions have been updated per the T23 specifications attached. Please see the updated "Emergency Access Exhibit."

Fire Flow Requirements for Buildings

- Fire flow shall be in accordance with the minimum flow requirements of NFPA 1 2018ed Section 18.4.5.3 and Table 18.4.5.2.1; Provide analysis.

Response: Fire flow has met minimum flow requirements for the final buildout condition. Please see the attached signed and sealed fire flow report from AIE. When building permits are applied for, modifications to the fire flow report may be made as each building plan set and permit application package evolves.

Fire Hydrants

- Fire truck access to the hydrants and FDC's shall be provided and not stopped 100-150ft away from the fire hydrants and FDC's. Also include in highlighted route.
- The distances specified in Section 18.5 shall be measured along fire department access roads in accordance with 18.2.3 (1:18.5.1.4)

- Fire hydrants shall be located not more than 12ft from the fire department access road (1:18.5.1.6)
- Fire hydrant spacing shall be in accordance with the requirements of NFPA 1 2018ed Section 18.5.3

The requirements for fire hydrant distances in 18.5.3 should be measured as the fire department would lay down hose along the fire access road. The purpose of these requirements is to ensure that fire hydrants are located close enough to buildings that they can be used for firefighting operations, therefore should be measured as hose would be laid.

NFPA 1: 18.5.3 Buildings Other than Detached One- and Two-Family Dwellings. Fire hydrants shall be provided for buildings other than detached one- and two-family dwellings in accordance with both of the following:

(1) The maximum distance to a fire hydrant from the closest point on the building shall not exceed 400 ft (122 m).
(2) The maximum distance between fire hydrants shall not exceed 500 ft (152 m).

- Fire hydrant fire flow

NFPA 1: 18.5.4 Minimum Number of Fire Hydrants for Fire Flow.

- 18.5.4.1 The minimum number of fire hydrants needed to deliver the required fire flow for new buildings in accordance with Section 18.4 shall be determined in accordance with Section 18.5.4. 18.5.4.2 The aggregate fire flow capacity of all fire hydrants within 1000 ft (305 m) of the building, measured in accordance with 18.5.1.4 and 18.5.1.5, shall be not less than the required fire flow determined in accordance with Section 18.4.
- Δ 18.5.4.3* The maximum fire flow capacity for which a fire hydrant shall be credited shall be as specified by Table 18.5.4.3. Capacities exceeding the values specified in Table 18.5.4.3 shall be permitted when local fire department operations have the ability to accommodate such values as determined by the fire department.
- 18.5.4.4 Fire hydrants required by 18.5.2 and 18.5.3 shall be included in the minimum number of fire hydrants for fire flow required by 18.5.4.
- A 36” clear space shall be maintained around the circumference of fire hydrants; a clear space of not less than 60” shall be provided in front of each hydrant connection having a diameter greater than 2.5” (NFPA 1: 18.5.7.1, 18.5.7.2)

  Add fire hydrant location and FDC locations to landscape plans.

- Provide cross sectional detail of hydrant installation.

Response: Acknowledged. As stated above per the discussion with Kelly Intzes on 07/20 the fire access roads have been updated to meet code requirements. The updates to the fire access road have in turn updated the hydrant and FDC locations. Please see the related "Fire Protection Exhibit" which details the NFPA fire hydrant and FDC code requirements per the comments above. Dimensions from hydrant to hydrant, and hydrant to building are shown as if the fire department would lay hose down along the access roads. All fire hydrants meet the requirements of NFPA 1 Section 18.5.3. Per the attached AIE Fire Flow Report the proposed fire hydrant assemblies meet minimum fire flow requirements per NFPA 1 Section 18.5.4. As stated in a previous comment response, we anticipate potential updates to the fire flow report as the building permit processes evolve. All fire hydrants and FDCs are provided a 36-inch clear space. The fire hydrant and FDC locations have been added to the Landscape Plans to ensure the maintenance of the 3-foot clear space, and the Pinellas County cross sectional detail of the standard hydrant installation has been added to the attached Fire Protection Exhibit.

Fire Department Connection (FDC)

- Provide FDC's detail. FDC's shall be a 2.5 inch Siamese connection, 30-36 inches above finished grade; detached from the building.
- Provide type and size of underground line for FDC's.
- High-rise buildings shall have at least two remotely located fire department connections for each zone per NFPA 14 2016ed Section 7.12.2
- Signage shall be provided for all FDC's. See example below.

Response: Please see the updated CUP-02 Utility Plan for Utility Note 25 which states "FDCs shall be a 2.5-inch Siamese connection, 30 to 36 inches above finished grade, and detached from the building". Since there is a fire pump, the piping from the FDCs to the sprinkler system must connect to the sprinkler piping downstream of the fire pump (discharge side of the fire pump). The FDCs will be installed outside the building, and the piping from the FDCs to the sprinkler system will be 4". Please see the updated CUP-02 Utility Plan which

calls out the 4" fire service lines and proposed FDCs with proper signage as well as proximity to a proposed fire hydrant per NFPA requirements.

Fire mains (Hotel 1: 8" fire service line; 6" fire service line to building; Hotel 3 8" fire service line; ? fire service line to building)

- Hotel 1: Provide pipe type for fire service lines.
- Hotel 3: Provide size and type for fire service line to building.

Response: The fire service line to the building will be 8" for Hotel Building 1 and 3. The existing Sirata hotel building (Hotel 2) has an existing 8-inch fire service line that will remain in place. Please see the updated CUP-02 Utility Plan which calls out the fire service line size and the Utilities Notes section which specifies the fire line type.

TRANSPORTATION:

1. Please provide a valet plan in accordance with Sec 23.4(d) of the Land Development Code for all valet operations.

   Response: Per our in-person TRC meeting with City staff, there are 26 tandem spaces that will be operated by the hotel valet. These tandem spaces (valet spaces) in question are additional spaces beyond what is required by code. At permitting, we will provide the tandem valet plan in accordance with Section 23.4(d).

2. Required Parking –

Transient Accommodation	0.9 / unit	582
Office	1 space per 300 SF	22
Meeting/Assembly	1 space per 600 SF	51
Restaurant	1 space per 200 SF	55
	Total Required	710
	Gulf Blvd Walkability Reduction	10%
	Total Required (Net)	639

Response: Please note that in the above table, we are not proposing a walkability reduction for parking. This 10% walkability reduction is available to the Client but is not currently planned to be used or requested.

Please note that in the above table we show the code requirement for parking both with and without the walkability reduction. However, the proposed parking count to be provided as part of the project is 827 spaces, which exceeds the minimum parking requirement of 732 parking spaces by almost 100 spaces when excluding the walkability reduction and if comparing to the parking spaces required when taking the walkability reduction into account would exceed the parking requirement by 168 parking spaces. Thus, the tandem spaces will have no adverse impact on the overall development, and will permit a more efficient use of parking area by the valet operator.

Required Bicycle Parking – 10% of total required vehicle parking

- 64 Bicycle spaces are required across the property.

Response: A Bicycle Storage Room is located in the SW Corner of the JW Marriott Hotel that will accommodate more than 70 bicycles. In addition, there will be open air bicycle storage racks located at each hotel. Please see the updated Civil, Landscape and Architectural Plans for specific locations.

3. Please provide an overflow parking plan for large events and events during peak season (March – August) in accordance with Sec 23.5(g)

Response: As discussed during the in-person TRC meeting, considering that the meeting spaces, ballroom spaces and conference room space is parked at a 1/600 sf parking ratio and as stated above, we are not using the 10% reduction for walkability, we are proposing to use extra onsite parking spaces beyond the code required 732 parking spaces as the overflow parking.

The proposed development exceeds the parking requirement by 95 parking spaces (not including the walkability reduction, in which case the proposed parking exceeds the code requirement by over 168 spaces). The ballroom and conference room space is parked at a 1/600 sf parking ratio, which requires 47 spaces. In total, the excess parking on site offers more than twice the required parking spaces allocated for meeting spaces, ballroom spaces and conference room space, while accommodating all other uses and avoiding the walkability reduction. Therefore, the extra onsite parking is more than sufficient for overflow parking needs during large events. At permitting, we will provide the overflow

parking plan in accordance with Section 23.5(g). An overflow parking plan was added to the CUP application as Exhibit "B" to codify the excess parking strategy.

4. Sec 23.11(a)(9) - Where a parking area is abutting, or is across an alley from, any residential use or residential zoning district, the parking area shall be screened from view with either a solid landscape buffer or a masonry wall a minimum of six feet tall.

   Response: There are no proposed parking areas directly abutting any residential use. At the final buildout condition, all parking is contained within the structured parking garages located within Hotel 1 and Hotel 3. The parking garage nearest the residential use to the north is setback and designed to completely screen the parking also providing a parapet wall to screen headlights from the interior of the parking garage from the residential use. Please see the Architectural Plans and Renderings for details on the parking garages.

5. Please ensure that all sidewalks that cross a drive aisle or driveway remain consistent in finish with the abutting sidewalks and have ADA compliant tactile pads on either side. (23.11(a)(10))

   Response: ADA compliant tactile pads have been added on both sides of the proposed crosswalks. Per Land Development Code Sec 23.11(a)(6)(c) pedestrian walkways which cross vehicular aisles or driveways shall be distinguished by a contrasting paving material. Please see updated CUP-01 Site Plan.

6. 23.11(c)(1) - Please ensure that no more than 25% of the total required parking being provided is compact (8'x16') (159 spaces).
   - Up to 10% of the total compact spaces provided may be designated as golf cart (6'x10') or motorcycle (4'x10') parking if desired.

   Response: No more than 25% of the total required parking shall be compact spaces. Please refer to updated Parking Matrix on the Civil and Architectural Plans – the actual percentage is 24.5% of the total parking required and 21.6% of the total parking provided. Of these compact parking spaces, the width of the spaces are all 9 feet but with compact depths, so we are categorizing these spaces as compact spaces even though they exceed the minimum width requirements of compact spaces provided in the City Code.

7. Please ensure that all off-street loading spaces comply with the requirements in Sec 23.12.

   Response: Please see the updated CUP-01 Site Plan which calls out the required 12'x30' loading spaces per Land Development Code Sec 23.12. Six loading spaces are shown on the

plan, four for the northern Hotel 1 and two for the southern Hotel 3. As discussed in the TRC meeting and as noted during the meeting, with three hotels on one site, the loading spaces can be shared and used between each hotel use.

8. Are the driveways at the center and north one way access or two way?

   Response: All proposed driveways are two-way access. Please see CUP-01 Site Plan for the updated striping.

9. What are your internal traffic control measures. Vehicles entering from the street need to have priority to avoid backups on Gulf Blvd.

   Response: Understood and acknowledged. That is our understanding as well and the intention of our site plan layout. Please see the attached "Wayfinding Exhibit" which details the internal traffic controls and the proposed signage and striping for vehicular circulation. All proposed signage and striping will meet corresponding FDOT Standard Indices 700-010 and 711-001.

10. Please ensure that there is a designated pedestrian access from the sidewalk to the main entrance of each building

    Response: As discussed in the in-person TRC Meeting 07/19, pedestrian access from the sidewalks to the main entrance of each building is provided. Please see CUP-01 Site Plan for the updated callout to each respective pedestrian access.

11. Please provide the following for the construction of the 10ft sidewalk along Gulf Blvd:

    - Perpetual Easement for any portion of the sidewalk that is constructed not in the Right of Way
    - A site plan showing the 10ft sidewalk
    - Ownership and encumbrance report
    - Sketch and legal description showing the easement being provided to the City for sidewalk construction
    - Plotting of any other existing easements within the boundaries of the sidewalk easement by the surveyor who prepares your sketch and legal description

    Response: Understood and acknowledged. Per the TRC meeting discussion, we anticipate this easement be granted to the FDOT for the southern portion of the sidewalk that encroaches into the Sirata property through the driveway connection permit process since

the sidewalk will be primarily within the FDOT ROW and will be applied for as part of the driveway connection permit application. We understand that the physical construction of this 10-foot sidewalk will occur during the FDOT improvements outlined in the driveway connection permit and we do not anticipate the need to prepare an easement for this construction since the improvements within the FDOT right of way will be covered under the above permit and the remaining areas will be on the developer's own property. We anticipate granting a construction and maintenance easement to FDOT for future maintenance and repairs of this sidewalk following the initial construction.

12. Please submit a methodology letter for the traffic demand study being conducted for city staff to review. Once staff reviews the letter, we will set a time to meet to discuss any necessary changes.

    Response: As discussed during the TRC meeting 07/19, the traffic methodology letter and traffic impact analysis was sent via email to Michelle Gonzalez following the meeting. In addition, following the meeting our client paid the review fee of $2,000 on 07/25, please see the attached bond receipt and email correspondence regarding the traffic study and bond payment for reference. It is our understanding that the City met with FDOT on August 3rd and is awaiting comments from FDOT regarding the traffic methodology and impact analysis.

PLANNING AND ZONING:

1. Application page 21 shows current parking as 379 spaces on-site and 102 off-site, whereas the Phase II civil plan shows 449 spaces proposed at completion of Phase II. Please make sure these numbers are reconciled if this project is to be treated as Phase III. Please also refer to comments shared at the July 5th meeting pertaining to Site Plan #23046 regarding the differences in counted on-premise spaces and the number provided in the data tables. There must be sufficient on-site parking, or alternative off-premise approved arrangements, at each phase of the project build-out.

    Response: Acknowledged and understood. Please see the updated site plan and corresponding "Offsite Parking Exhibit" which demonstrates the offsite parking spaces counts for both onsite and offsite parking. Additionally, please see the attached Phasing Plan which demonstrates parking compliance per phase. From our review of your comment, there are 379 existing onsite parking spaces today and 77 existing offsite parking spaces in the offsite parking area located to the southeast of our project site. The original permitted offsite parking plan provided counted 102 parking spaces but through our review of the above comment and reviewing existing site conditions we have provided an updated offsite parking exhibit illustrating the revised offsite parking count of 77 existing parking spaces.

2. This project will require a Transportation Management Plan pursuant to Element II of the Comprehensive Plan should it be approved. Please consider the following amenities:
   a. Contribution to the city's Freebee service, or provisions for a private circulator to area attractions;
   b. Coordination with other properties pursuing "large scale" development approval (currently: Tradewinds) on shared services such as the airport shuttle to offer either more frequent service, and/or shuttling to local area attractors;
   c. Discounts on rideshare services for guests.

Response: As stated above, the traffic study including the traffic management plan was provided to the City for review.

3. It appears the construction of the northern resort will reduce the on-premise parking to approximately 140 spaces or fewer. Please provide a parking space phasing plan showing number of spaces and total demand at all major phases of the project to ensure that there is adequate parking for guests. Should the amount of on-premise parking required to support existing hotel facilities be deficient at any phase of the project, a temporary valet or off-premise plan must be approved by the city's transportation department. This appears to occur during the northern hotel's development.

Response: Acknowledged. Please see Phase IB in the attached Phasing Plan which provides the parking breakdown during the demolition of the existing northern buildings and associated parking. Proposed phasing plan provides 272 parking spaces in this phase which consists of 195 onsite parking spaces and 77 existing offsite parking spaces which exceeds the required parking of 248 parking spaces. Please see the supplemental "Offsite Parking Exhibit" for the additional 77 offsite parking spaces and how those have been determined. The Phasing Plan also demonstrates parking compliance in the previous and subsequent phases of the redevelopment.

However, during the Phase IIA, the parking for this phase as shown will be underparked by 95 parking spaces when using both onsite and offsite parking spaces available per previous phases. This is the same condition that the City has permitted for all other approved developments within the City – a temporary period where the site is underparked during construction due to construction staging on-site. During this IIA phase, the owner will be supplementing the reduced parking available by a number of methods that are still being analyzed including additional offsite parking options such as adjacent temporary parking or short term leases, possible shuttle services from a remote parking area, or additional temporary parking onsite in areas of the hotel property that have not been permanently completed by this phase. The details and the sequence of this phase will be further defined as the permit plans for this phase are developed.

4. What will be the parapet height on parking garage levels three and above in the northern garage? To ensure that taller vehicle headlights do not shine toward the residential property to the north, please provide for landscaping, opaque grillwork, or other ornamental barricades at the open levels to ensure there is adequate screening.

   Response: The Architectural Plans and Renderings submitted thus far have indicated a solid wall at the north side of the Northern Hotels Parking Garage per the neighbor's request to shield their building as much as possible from car lights in the Garage. Please see the attached Architectural Renderings which demonstrate this.

5. Provide number of parking spaces per level and per ramp for each parking garage. How will screening, if any, be achieved for the southern parking garage? Answered with 7/18/23 submittal, not yet reviewed.

   Response: Please see the updated parking matrix included in the Architectural Plans which details the parking per level and per ramp per parking garage. Please also see the architectural renderings and landscape plans which detail the screening of the southern parking garage.

6. Access from the northern garage to the Sirata appears awkward, requiring guests to walk through a beach access with their luggage. Is there a more direct route possible along the side of the north-south garage exit road? Staff is concerned that guests will opt to walk in the drive lanes instead due to it being the most direct route.

   Response: A walkway from the proposed northern garage to the Sirata Resort has been added. Please see CUP-01 Site Plan for the updated access callout between the existing Sirata hotel (Hotel 2) and the JW Marriott (Hotel 1) to the north.

7. Do you have any peak hour/season check-in data that you can share with the city to support your statements about queuing improvements from the application?

   Response: As discussed in the TRC meeting 07/19, any peak hour/season check-in data provided would be inaccurate due to its variability on a week-by-week basis. A queueing analysis was completed based on the peak-hour p.m. trips generated as seen in the traffic analysis submitted following the in-person TRC meeting. Please see the attached "Queueing Exhibit" which demonstrates that the available queueing far exceeds the required queueing for the peak-hour p.m. trips which is already conservative because we are assuming that all trips are being made in personal vehicles and do not account for any ride share or other means of transportation (i.e. shuttles, SunRunner, biking, etc).

8. This project requires three to four loading spaces due to the total site conference space exceeding 30,000 SF (see LDC Sec. 23.12; above 10,000 SF of meeting space one spot is

required for each 10,000 SF "or part thereof"). Only two are noted in the application, and only one is shown on the civil plan. Where is the second space located? Can the site accommodate three loading spaces?

Response: Please see the updated CUP-01 Site Plan which calls out the required 12'x30' loading spaces per Land Development Code Sec 23.12 Six loading spaces are shown on the site plan, four for the northern hotel and two for the Southern Hotel. As discussed in the TRC meeting and as noted during the meeting, with three hotels on one site, the loading spaces can be shared and used between each hotel use.

9. Explain vehicle circulation patterns through the site, and pedestrian circulation through the site as well as from Gulf Blvd to the beach.

Response: Please see the attached "Wayfinding Exhibit" which details the internal traffic controls and the proposed signage and striping for vehicular and pedestrian circulation. All proposed signage and striping will meet corresponding FDOT Standard Indices 700-010 and 711-001.

CIVIL PLAN COMMENTS:

10. At what point in the project will the remaining 36 units from Building 3 that are not being demolished in Phase II be demolished, and when will the existing meeting room space be reduced to 10,450 SF? See also comment 3) regarding phasing above. Staff strongly recommends preparing a full phasing plan for the project to ensure that the Planning Board and City Commission are aware how the project will proceed. Please include parking calculations, estimated timing, and delineated areas.

Response: Acknowledged. The units and square footages have been updated per the latest Architectural Renderings. There are 382 existing units in the entire Sirata Resort. In the first phase (Phase IA) 21 units are demolished and 2 are decommissioned from the Central Sirata Hotel. In the subsequent phase (Phase IB) an additional 35 units from the Central Sirata Hotel and the 98 units from the northern hotels are demolished, giving the Sirata Hotel (Hotel 2) the 226 units as seen on the CUP-01 Site Plan. Please see the attached Phasing Plan which shows the proposed and demolished hotel units as well as the available parking spaces, emergency access and limits of disturbance per construction phase.

11. Please label the north hotel's side yard porte-cochère on the civil plans, it is difficult to see with the setback lines present.

Response: Please see CUP-01 Site Plan which emphasizes the northern hotel's porte-cochere in the same way the southern and central hotel's porte-cocheres are shown.

12. Are the dashed lines on the northern and southern hotel, other than the porte-cochère, all balcony projections?

    Response: Dashed lines on the northern and southern hotel represent balcony projections. Please see the updated CUP-01 Site Plan Legend.

13. Southern hotel front setback is shown as 88.5 feet required on the southern frontage of the building, but appears to show a front setback of 87.8 feet. Please explain and adjust if needed.

    Response: The southern parking garage has been shifted to meet the required setback of 88.5 feet. Please see CUP-01 Site Plan for the updated setback dimension of 89.3'.

14. Are there any solid waste areas proposed for the Sirata and southern hotel? It appears all solid waste is collected in the screened area at the northern hotel. If it will all be handled at the northern hotel, how will trash be transferred to those dumpsters?

    Response: As discussed in the TRC meeting 07/19 the loading and solid waste for the Hotel 2 and Hotel 3 occur within the designated loading area within the southern parking garage. However, as stated previously, with three hotels on one site, the loading spaces can be shared and used between each hotel use.

LANDSCAPING COMMENTS:

15. The reduction in the side buffers to fifteen feet must be approved by the City Commission. Please be prepared to explain to the Planning Board and City Commission the reason(s) for the request and indicate how the intent of providing screening of the property is still met with the plan as prepared.

    Response: Acknowledged. The southern side buffer provided is 30 feet. Only the northern side buffer is being requested to be reduced to 15 feet. Per discussions with the community there was concern for stacking from the site into the right-of-way. The turnaround provided at the northern hotel allows for the stacking of vehicles on site as seen in the attached "Queuing Exhibit". The turnaround also provides ease of access and allows for the addition of a porte-cochere which enhances the architectural features and design of the building. Additional landscaping is also being provided along the building face between the access road and the building face to buffer the building from the view from upper floors in the adjacent Seamark Building to the north.

16. The poincianas selected for the southern 15' buffer appear to be much fuller at maturity than the Montgomery and Areca palms selected for the northern 15' buffer. Could heartier trees be utilized along the northern side buffer? Florida native plantings are generally preferred.

    Response: The northern buffer utilizes double Montgomery Palms along with nine (9) 100-gallon Calophyllum Inophyullum trees that will provide shade along the north pedestrian beach access path. Please see the updated Landscape Plans.

17. Please consider providing an additional four-foot pedestrian easement abutting the northern side property line, next to the four-foot Brightwater Beach easement, to provide a more comfortable beach access point for residents. This easement may encroach into the side buffer area provided that all required plantings remain within the buffer.

    Response: The owners of the 4' beach access located on the northern boundary of the subject property have indicated to the applicant that they do not wish to coordinate and/or expand their existing beach access. Per the discussion relating to this comment during the TRC meeting, the City of St. Pete Beach will be coordinating the potential expansion with the owners of the beach access. Until and unless such coordination occurs, the 4-foot additional beach access will not be shown on the CUP site plan. The landowner is amenable to future coordination which can be handled separately if an agreement is made following CUP approval. Please confirm that if the City desires for the northern landscape buffer to be modified after the CUP approval, such a change would not be considered a major modification and can be approved administratively.

18. Staff would like to see motion-activated recessed crosswalk lighting, a raised crosswalk, or another feature that helps to visually indicate guests are crossing at the 15' beach crosswalk during times of low light, like storms or dusk. Please also relocate coconut palms and Christmas palms that abut the eastern entrance of the crossing to provide drivers a larger visual field. Only low landscaping (under two feet in height at maturity) and trees with clear trunk of eight feet or greater should be planted within 20 feet of the crosswalk approach, and only one tree should be within that distance at each approach.

    Response: Acknowledged. A raised crosswalk for the 15' beach access will be provided. Coconut and Christmas palms have been relocated in order to provide a wider visual field for motorists and pedestrians. Please see the updated Civil and Landscape Plans.

19. It appears the beach directly west of the existing Rum Runners could benefit from dune restoration and plantings, as could an area of infill directly behind the proposed northern resort. These areas may be conditioned for restoration under any approvals granted.

    Response: Acknowledged. Currently there are limited dunes present waterward of the

CCCL; however, this landscaping is not a requirement of the City Code and is under the jurisdiction of FDEP. With the above understanding, we are proposing to complete a full dune restoration of the entire beach frontage with a limited number of beach access paths during the construction of the northern JW Marriot Hotel. The City of St. Pete Beach will need to provide final input regarding the proposed Boardwalk to finalize the design for this area. Please see the preliminary "Dune Restoration Exhibit" which demonstrates the proposed dune restoration in relation to the City of St. Pete Beach Boardwalk. Dune restoration planning and permitting is ongoing with FDEP and a second pre-application meeting was held recently on 07/26/2023. The permitting of the dune restoration is under the jurisdiction of FDEP and will be submitted separately to the FDEP following our discussions with FDEP staff. The timing of this submittal is critical to allow permitting with FDEP and separately with SWFWMD to not be confused. This was a specific request by FDEP staff.

20. Front buffer trees and other landscaping appear to be set substantially away from the right-of-way line and sidewalk. Although not required, staff would prefer that landscaping be oriented toward the sidewalk to provide shade, and native shade species be utilized instead of what is largely shown as palms along the frontage.

    Response: The landscaping cannot be moved closer to the right of way due to existing overhead power lines and underground utilities. It is understood that the City is in progress of moving the overhead utility lines underground but are unsure when this will be completed in the areas surrounding the proposed redevelopment. The proposed underground locations have been incorporated, coordinated and considered with the landscaping placement.

21. Local landscaping codes prohibit hedges over four feet in the front yard of commercial properties, and it appears that the bamboo in front of the Sirata would form a relatively opaque screen. Please consider more sparsely-planted landscaping or alternative species in this area.

    Response: The proposed bamboo behind the screen wall has been removed. Please see the updated Landscape Plans.

22. City codes require any frontage utilities, that are not required by other agencies to be maintained as a certain color, to be painted green. Please show DDVCA, R.P.Z.s, and other frontage utility installations on the landscaping plan or an addendum to show how they will be screened (if viable). See LDC Sec. 39.12.(c).

    Response: Acknowledged. All above ground utilities will be screened per LDC Sec. 39.12.(c) as required while also allowing access. As the project develops and utility locations and routing become more defined, the landscape will adjust to screen utilities

per the LDC section. Please see the updated Civil and Landscape Plans for the locations of the above ground utilities and the respective screening.

23. Please show required frontage amenities (eight total) and lighting fixture spacing on the landscaping plan or addendum pursuant to LDC Sec. 39.10.(b)(5)&(6).

    Response: Landscape Plans have been updated to indicate the eight (8) proposed benches and trash receptacle frontage amenities. Lighting along Gulf Boulevard is under the purview of FDOT; however, plans provide the conceptual location of the pedestrian oriented lighting. Please see the updated Civil and Landscape Plans.

24. Required trees along pedestrian walkways, particularly the 15' beach walk, shall be shade trees. Please refer to LDC Sec. 39.11.

    Response: Due to the tight constraints and fire department clearance requirements, landscape has been updated to provide as many shade trees as possible along the beach access walkway. Please see the updated Landscape Plans for the landscaping along the 15' beach access and other pedestrian walkway areas.

25. The shrubs/hedge along the northern buffer must be a minimum of six feet in height outside of the front 25 feet if any parking area is visible from the condominium building to the north.

    Response: As seen in the Architectural Renderings and stated above, there is no proposed parking that is visible from the north condominium property as a solid wall is proposed on the northern side of the northern hotel.

26. Frontage walls shown on renderings must be located out of the front yard setback (25') and cannot exceed eight feet in height. The portion of the wall used for advertising shall be counted toward the property's sign maximums.

    Response: Acknowledged. The Frontage wall is setback 25 feet and will remain at 14 feet in height.

GENERAL DEVELOPMENT REQUIREMENTS/COMMENTS:

27. Staff would appreciate an amended narrative for how the project will support the following GOPs, please provide additional information on:

    FLUE - FLUP
    Policy 1.3.2 – What kinds of public transit subsidies are provided, and will they be expanded under this development?

Response: Sirata management currently provides a reimbursement to any employee who uses the bus to travel to work. Depending on employee usage, this is a direct reimbursement or by providing a bus pass. This practice will continue with the new development.

Policy 2.3.3. – Buffer reductions are requested along both sides of the lot, including a side shared with multifamily residences. Provide information on how the intent of the buffering standards will be maintained.

Response: There is no buffer reduction requested along the south property line. The applicant proposes an alternative buffer along the northern property line to improve site design. First, in an effort to maximize setback and queueing, the project proposes the northern hotel drop off drive isle on the north side of the building. Locating the driveway in this location permits the building to be setback nearly double the code minimum. Additionally, the design maximizes the available queueing for check in. The applicant proposes that the additional queueing and setback is much more beneficial to the northern neighbor than the additional buffer. In addition to increasing queueing and setback through the buffer reduction, this design permits more vegetation placement adjacent to the building. This also benefits the northern neighbor because that residential building has a comparable height to the proposed development. The neighboring residents (mostly) have views that look over any possible buffer. Aesthetically, it is better to have the vegetation near the building where it will enhance the look of and block views of the building, rather than thirty feet from the building where the residents will simply see over the buffer to the building.

Policy 2.3.7 – The main beach access runs through the center of an interior road. How will safety be maintained at this crosswalk for pedestrians? See also other comments in this comments list pertaining to this item.

Response: Pursuant to our TRC in-person meeting, this main beach access will have the pedestrians emphasized as the primary movement rather than the cars with an elevated speed table which is now shown on the CUP Site Plan. This elevated speed table is a speed calming feature for vehicles and promotes the pedestrians as the primary use of the walkway. This was discussed at the TRC meeting and staff agreed with this approach. Additionally, the crossing will have signage and striping for the pedestrians.

Policy 2.7.1 – What aspects of this are being supported? Are you supporting beach renourishment/erosion control line establishment behind the property, or is this a commitment to restore dunes and plant vegetation?

Response: Policy 2.7.1 refers to protection of natural resources, native vegetation, dune

restoration, and regulation of development seaward of the Coastal Construction Control Line. Primarily, this policy is noted because the City has implemented code provisions that support this policy and the development will comply with those requirements. Secondarily, the development supports the policy by using native vegetation, including dune restoration, and avoiding impermissible development seaward of the CCCL. No nourishment is contemplated, needed, or proposed.

Policy 2.8.1 – (Note only) 10% is a minimum city-wide; this development is responsible for a greater amount due to ISR requirements and vegetation minimums in the LDC.

Response: Acknowledged.

Policy 2.9.3 – Can an estimate be provided for this development's ad valorem contribution at each phase, and at full buildout?

Response: Below are estimated tax payments. These estimates are rough because several factors are approximated and/or forecasted. These numbers cannot be used as any sort of metric for the project, they simply represent the tax estimate used by the developer in planning the pro forma for the development. In addition, these estimates do not reflect any tax increases that may be imposed until 2026.

Opening Date	2022	2025	2026
	Sirata	JW Marriott	Select Serve
Sale and Use Tax Paid	$ 2,688,473.00	$ 3,836,840.00	$1,131,000.00
Tourist Development Tax Paid	$ 1,498,098.00	$ 1,845,720.00	$ 597,840.00
Real Property Tax Paid	$ 1,467,525.00	$ 2,075,877.00	$ 710,029.00
Personal Property Tax Paid	$ 32,600.00	$ 60,422.00	$ 27,086.00
Total	$ 5,686,696.00	$ 7,818,859.00	$2,465,955.00

FLUE – GOPs for the CRD

Policy 1.1.9 – Is there a commitment to use low flow fixtures and energy-efficient materials throughout all phases of the project?

Response: The new hotels will include low flow toilets and efficient lighting, and be LEED certified.

Policy 1.1.12 – Will solar panels be utilized in new development?

Response: Yes, the development includes some solar panels. However, Policy 1.1.12 refers to energy efficient lighting, which will be use throughout the new hotels.

Policy 2.2.3 – Are shared driveways with adjacent properties be pursued, or is this referring

to internal consolidation of driveways?

Response: The reference to Policy 2.2.3 related to the project's internal connectivity, essentially the same as Staff's note regarding internal consolidation of driveways. On review, the Policy is focused more on the access points than the cross-access provided. Sharing access with neighboring properties is not possible in the current build environment; therefore, reference to Policy 2.2.3 is removed.

Gulf Blvd Redevelopment District

Objective 1.5 – Does this project promote minimization of bicycle-vehicular conflict?

Response: Objective 1.5 directs the City to implement policies to "promote uniform beautification landscape standards, provide a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict." The City has implemented such policies into the Land Development Code. The project will comply with these Land Development Code provisions, to include landscaping and a ten-foot wide sidewalk along Gulf Boulevard, which will give the option for a bicyclist to avoid a bicycle-vehicle conflict. The reference to Objective 1.5 reiterates that redevelopment of the site will implement these Policies for a portion of Gulf Boulevard, which is one of the first projects in the City to promote the intent of Objective 1.5.

Objective 2.4 – Is the project intended to contain any alternative parking solutions, like motorcycle parking stalls?

Response: The project will provide ample bicycle parking. Parking of alternative vehicles, like golf carts or motorcycles will be accommodated within the normal parking spaces as the project is overparked. Special spaces are not set aside so that the parking can maintain flexibility to serve vehicles, golf carts or motorcycles as needed.

Objective 2.5 – How frequently do you envision shuttle service? Will it be on demand?

Response: Shuttle service will be on demand.

Policy 6 – Has the applicant met independently with the abutting condominium association, or area neighborhood associations?

Response: Yes, the owner met with the Sea Mark condominium association. The owner also communicated with the Bellwether Hotel, and held two noticed neighborhood meetings.

Large Resort District

Policy 4 – Will dune walkovers be established at beach access outlets?

Response: During discussions with FDEP, we are proposing dune cut throughs within our dune restoration plan. These cut throughs were discussed with FDEP during our second pre-application meeting held 07/26/2023 and will be submitted to FDEP in accordance with the Dune Restoration Exhibit provided for reference to the City. As you will note, the dune restoration plan provides a significant increase in dune area waterward of the CCCL.

Policy 8 – Understanding this is addressed elsewhere in the write-up, why was Policy 8 left out?

Response: The project will comply with Policy 8. There was no particular reason to exclude the Policy, other than noting that this requirement is operational and less applicable at the CUP phase of development.

Transportation Plan Element
Policy 1.3.4 – Are new off-site crosswalks proposed? They are not shown on civils.

Response: No new crosswalks are proposed. Policy 1.3.4 is noted because one of the beach access points is designed to align with the existing crosswalk adjacent to the property. Additionally, Policy 1.3.4 is noted because it refers to sidewalks and the sidewalk along Gulf Boulevard will be expanded to a ten-foot width.

Coastal and Conservation Element
Policy 1.4.1 – What native vegetation is being preserved? Phase II demolition plan showed significant amounts of existing landscaping being removed.

Response: There is little to no native vegetation in the redevelopment area. Policy 1.4.1 was noted because the developer will comply with related Land Development Code and Comprehensive Plan requirements, which include avoiding development seaward of the Coastal Construction Control Line. Given the lack of native vegetation in the redevelopment area, the applicant has no issue removing reference to this Policy if staff prefers.

Policy 1.9.1 – Other than the potential boardwalk and walkovers, is any other development proposed seaward of the CCCL?

Response: No, the FDEP CCCL permit application is only proposed for the dune restoration plan with proposed cut throughs discussed above. The only item that needs further detail is the City requested boardwalk and this may be provided at a later date, FDEP is aware of the request and understands this request is being made by the City.

Capital Improvements
Policy 1.5.2 & 1.5.3. – Will a certificate of concurrency be sought prior to the CUP hearing for any of the tracked facilities?

Response: Acknowledged. Please see the attached narrative which outlines how the redevelopment is supporting the above GOPs.

28. An article titled "Hotelier Burned in Financial Crisis Loses Again in Pandemic Bust", published in January 2021 by Bloomberg, indicated that Columbia Sussex had been in foreclosure on three of its then-49 properties, and that "[a]t least 25 properties that the company has financed with loans packaged into commercial-mortgage backed securities are in special servicing or on servicer watch lists". From the application, it appears the portfolio is now down to 41 hotels. Are there assurances that can be provided to the city that the project will be completed as proposed? Further, and generally in support of other conditional use permit criteria, are there other assurances that Columbia Sussex or another

firm will continue to operate the resort upon completion to the standards expressed in the application and at the community meeting?

Response: This article occurred during the COVID-19 pandemic, which was particularly hard on hotels. During this time, thousands of hotels with this type of debt were in special servicing. Thankfully, the impacts of the pandemic eased. None of these hotels remain in special servicing.

29. Staff would like to see sidewalk expansion, the center and northern (if provided) beach access(es) with associated landscaping, and all easements, provided by CO for the northern hotel, presuming that hotel proceeds as the first of the two developments. Do you foresee any challenges with this?

Response: Acknowledged. The sidewalk expansion of the central beach access will be constructed with the northern JW Marriott Hotel in Phase IC. Please see the updated Landscape Plans which demonstrate the landscaping of the beach access and supplemental "Access Easement Exhibit" which shows the public beach access easement. If the northern access is agreed upon between the City of St Pete Beach and the Owner of the beach access as discussed in the in-person TRC meeting, then the expansion will be reflected in the Landscape Plans and all respective Civil plans and exhibits.

30. Any approvals granted under this Conditional Use Permit request shall be contingent upon demonstration of concurrency or adequate mitigation of impacts at time of site plan permitting. Staff has not received a transportation study, drainage plan, or other related documents and cannot confirm that the project meets facility concurrency at this time.

Response: Understood and acknowledged that concurrency will need to be provided during the building permitting process. Per the TRC meeting, the traffic impact analysis was submitted after the meeting via email to Michelle Gonzalez as described above. A Stormwater Report was not previously submitted but will be provided to show compliance with City drainage requirements, as well as FDOT and SWFWMD standards, whichever is the most stringent, at the time of site plan permitting. However, a preliminary concurrency assessment was conducted and copies of the following are provided with this response:

a. **Letter from Pinellas County dated April 24, 2023 confirming adequate capacity for solid waste exists and that at the end of the calendar year 2022, there was a remaining disposal capacity of at least 83 years;**
b. **Email from Brandon Berry dated April 24, 2023 confirming that neither parks or school concurrency apply to non-residential projects.**

Further, preliminary calculations for stormwater and wastewater were provided to Brett

Warner and capacity has been confirmed but cannot be reserved until we apply during permitting.

31. Preliminary elevation comments (received 7/18/23):
    a. At least 60% of any elevation shall be covered with windows or architectural decoration (LDC Sec. 39.8(b)). The northern side of the select service hotel and frontages of both hotels appear to not comply with these standards. Please consider grillwork, ornamentation or other features to provide additional visual interest in order to comply with this standard. Summaries certifying this standard to be met with both developments must be submitted along with the site plan if approved. If parking garage landscaping beds are to be utilized as part of the ornamentation, then maintenance and upkeep will be recommended as a condition of approval.
    b. No building plane can continue for more than 100 linear feet, and must be interrupted by at least five feet at or before that distance. The northern building's northern and southern elevations appear they may not meet this standard. Please note that barriers between identically-projected balconies should not be counted as meeting this standard, but jogs in the building or projections will generally count toward meeting the standard.
    c. Both parking garages should be made less apparent as to use. This can be done through the aforementioned ornamentation or other proposed masking. Refer to LDC Sec. 39.7.(c).
    d. Please review LDC Sec. 39.12 for requirements pertaining to the screening of utilities and equipment. Will each hotel have or be provided with trash enclosures? Please describe waste management and pickup schedules.

Response: PIVOT has reviewed and adapted building elevations in consultation with the City of St. Pete Beach after receiving this letter and have received favorable reviews that are now in compliance with the noted standards above. Please see the updated Architecture Plans and Architectural Renderings.

32. Provide proposed signage, including façade-mounted and freestanding signs proposed. How will vehicles and pedestrians be directed while on site? What are plans for the existing freestanding sign?

Response: The existing Freestanding Sign shall be removed and two new Pylon Signs will be provided along with one wall mounted sign for the JW Marriott. In addition, onsite way-finding signs will be provided to direct vehicles and pedestrians on site. Please see the attached "Wayfinding Exhibit."

33. The following transportation impact fees are required prior to permit issuance should the project be approved at the proposed density and intensity:
    a. $3,208.00 per additional resort hotel room;

b. $8,205.00 for each additional 1,000 SF of restaurant area;
c. $3,396.00 for each additional 1,000 SF of retail area.

Credits may be provided for the proposed small reduction in conference room meeting space. Please note that the county is currently evaluating its multimodal impact fees, and the values above are subject to change.

Response: Understood and acknowledged. All impact fees will be paid prior to building permit issuance.

34. There appear to be three new 4" meters proposed for the overall project. $80,400.00 in connection fees for each 4" meter shall be required at time of building permit issuance. Please refer to Appendix A in the city's code of ordinances for fee information.

Response: Understood and acknowledged. All connection fees will be paid at building permit issuance.

35. The following amenities are not indicated on plans or in the application, but will be required due to the size of the project qualifying the development as "large scale":
    e. Public- and guest-serving retail areas;
    a. Concierge services
    b. Fitness facilities
    c. Business centers
    d. Airport shuttle/circulator – please be prepared to comment to Planning Board and City Commission what is proposed to fulfill this requirement, including frequency, pickup area, and so on. You may wish to coordinate with Tradewinds or other forthcoming hoteliers on providing a shared service as this requirement extends to all "large scale" approved lodging projects.

Response: Acknowledged. The required amenities noted above will be provided.

36. At least two green building standards shall be included in the project per LDC Sec. 39.9. Staff would prefer they be for either the two new developments, or a major renovation standard for the existing Sirata, rather than smaller ancillary facilities. Please indicate which standards will be pursued and which developments they will be included with. Please ensure that evaluation matrixes are included, and the firm's evaluator listed on the front page of the permit plans set along with other professionals, at time of permit submittal.

Response: The proposed northern hotel and the proposed southern hotel will be LEED certified. Upon building permit submittal, the plans will reflect the LEED evaluation matrices and requirements stated above.

37. Staff will schedule this application for Planning Board review after the requested elevations and renderings are received.

    Response: Acknowledged. Elevations and renderings have been provided and successfully reviewed with the City of St Pete Beach.

38. At this case's Technical Review Committee meeting, please address with appropriate staff the items from the letter written on behalf of Seamark, Inc. dated 6/16/23, which will be provided along with these comments.

    Response: Acknowledged. Comments were reviewed and discussed in the TRC meeting 07/19. Responses to the comments per the discussion with the City have been provided in the attached Response to File No. 019366.00000.

39. Staff recognize the following proposed public amenities as those that exceed minimum code requirements:

    a. Two public beach accesses of 15' and 7' width, or three if an additional access is provided at the north end of the project, where one access of 10' is required;
    b. Offer of a public boardwalk easement – please coordinate with the recreation director on tentative size, and indicate if you require reversion rights if the boardwalk project is not undertaken within a certain timeframe;
    c. Additional frontage landscaping depth (various), where 9-10 feet is required.

    Response: Acknowledged.

40. Please review with staff and comment on the items of concern shared by SeaMark Condominiums in the letter dated June 16, 2023.

    Response: Acknowledged. Comments were reviewed and discussed in the TRC meeting 07/19. Responses to the comments per the discussion with the City have been provided in the attached Response to File No. 019366.00000.

41. Please review with staff additional questions shared in comment cards, provided to the city on July 12, 2023:

    a. Have any decisions been made on whether the resort will offer resident wristbands or similar identification that can be provided for discounts, beach access, or similar benefits?

       Response: We are happy to provide discounts and other benefits for residents when the city can define and confirm who is a "resident."

This has been a discussion with City staff and the Owner is waiting for the City staff to create a method for identifying residents for a discount program.

b. Do you have an estimated total bedroom count? Any estimate for total studios versus suites, and so on?

Response: This is well documented in the plans and submittal items. Please see the Architectural Plans for the room breakdown. No residential units are proposed.

c. Are you far enough along in the project to indicate how access to the private beachfront by non-guests will be handled moving forward?

Response: This is well documented in the plans and submittals. Please see the "Public Beach Access Exhibit" and the "Access Easement Exhibit" demonstrating how both non-guests and guests will access the beachfront.

d. Are estimates of total jobs created and average salary range available?

Response: The proposed redevelopment with create approximately 250 jobs. As discussed in the TRC meeting, the average salary range is too difficult to predict for the future phases of the development.

e. Will Sirata remain operational throughout the construction work?

Response: The Sirata Resort will remain operational during the construction phases. Please see the "Phasing Plans" for detailed information on the phasing of the redevelopment.

f. Is parking for guests only? If not, will it be differentiated?

Response: Parking will be available to everyone. Please see the parking breakdown in the Architectural and Civil Plans which demonstrate that the provided parking exceeds requirements.

No, the public can park onsite to use the restaurants etc. and this surplus parking is accounted for in the parking spaces provided as part of the proposed development related to the other proposed uses of the property beyond just hotel keys which are a requirement of the parking code.

g. Will Avis rentals be rolled into one of the three hotels after the building is

demolished? If so, will spaces be put aside for them?

Response: There is a proposed rental car company located within the Central Sirata Resort (Hotel 2).

Yes, the car rental office will remain following redevelopment, at this time we believe it will be an Avis car rental office. Cars for this rental car office are not stored onsite and are on an as-needed / on-call basis so onsite parking storage is not required.

h. Have you confirmed that both new developments will be Marriott brands?

Response: At this time, the proposed developments will be Marriott and Hilton brands.

i. Would it cause significant hardship to limit deliveries from occurring in the early morning hours?

Response: We will do our best to limit early delivery times. Delivery and loading services will occur within the parking garages and are well screened, the hotels are designed with screen walls and the actual loading areas are enclosed within each building to provide both screening and sound attenuation for service deliveries.

j. How many vehicles would you anticipate in high season to be checking in at peak time at each new resort?

Response: Estimating anticipated vehicles in the high season for check-ins, as stated in a previous response, would be inaccurate due to its variability on a week-by-week basis – i.e. conference being held at the hotel or a wedding event. These various types of events and variation to hotel check-ins are accounted for in the ITE trip generation for the proposed land use codes used. Please see the attached "Queueing Exhibit" which demonstrates that the available queueing exceeds the required queueing generated by the p.m. peak-hour trips.

The final traffic study will provide the best peak-hour check in estimate.

k. How will backing in be handled in the truck loading areas?

Response: Truck maneuvers in the loading area can be seen on the attached "Loading Access Exhibit." The exhibit details a WB-50, a box truck and a standard

rear loading solid waste truck backing into the loading areas.

The loading berths are designed to accommodate full truck maneuvering onsite with no impact within the Gulf Boulevard ROW. When trucks are backing up, by code they are required to beep; however, the majority of the maneuvering will occur within the building structures or behind screening.

l. Will there be any parking made available to residents or visitors to access the restaurant and other commercial areas?

Response: As stated above, parking will be available to everyone. Please see the parking breakdown in the Architectural and Civil Plans which demonstrate that the provided parking exceeds requirements.

Yes, the public can park onsite and this surplus parking is accounted for in the parking spaces provided as part of the proposed development related to the other proposed uses of the property beyond just hotel keys which are a requirement of the parking code.

m. Will all construction staging be on site? How will it be screened?

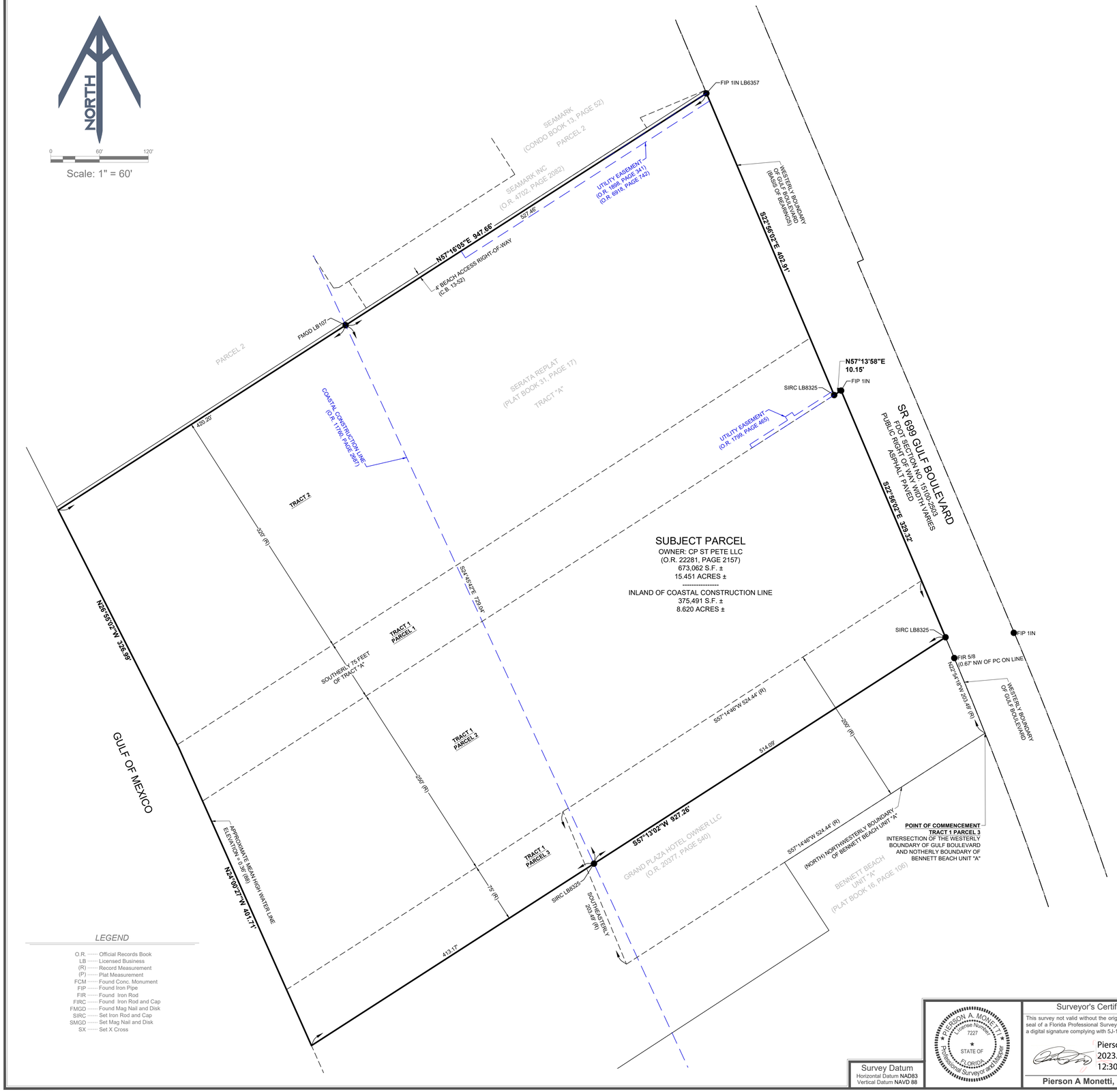
Response: All construction staging will take place on site. Please see the attached Phasing Plans which details the construction phases for the proposed redevelopment.

Yes, staging will be provided on site as stated at the neighborhood meetings and during the TRC meeting. Screening will be provided as required by the Land Development Code.

If you have any questions, I can be reached by phone at 813-620-1460 or by email at Scott.Gilner@kimley-horn.com.

Sincerely,

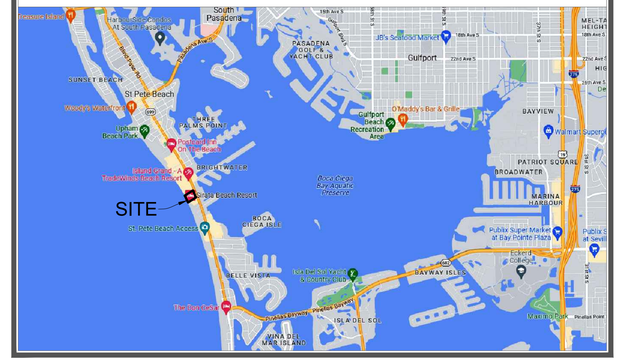
Scott W. Gilner, P.E. #63945
Project Manager



LEGEND

O.R.	Official Records Book
LB	Licensed Business
(R)	Record Measurement
(P)	Plat Measurement
FCM	Found Conc. Monument
FIP	Found Iron Pipe
FIR	Found Iron Rod
FIRC	Found Iron Rod and Cap
FMGD	Found Mag Nail and Disk
SIRC	Set Iron Rod and Cap
SMGD	Set Mag Nail and Disk
SX	Set X Cross

VICINITY MAP - NOT TO SCALE



LEGAL DESCRIPTION (O.R. 22281, PAGE 2159):

Tract1: FEE

(PARCEL 1)

The Southeasterly 75 feet of Tract "A" of SERATA REPLAT, according to the plat thereof recorded in Plat Book 31, Page 17, Public Records of Pinellas County, Florida, being a strip of land extending from the Shores of the Gulf of Mexico to the West boundary of State Road No. 699 between parallel lines 75 feet apart at right angles to the Southeasterly boundary of said strip being the Southeasterly boundary of said Tract "A" of SERATA REPLAT; all being and lying in Section 6, Township 32 South, Range 16 East, Pinellas County, Florida.

(PARCEL 2)

That certain Tract of land in Government Lot 2, Section 6, Township 32 South, Range 16 East, extending from the Shores of the Gulf of Mexico to the Westerly line of State Road No. 699 formerly known as State Road No. 233 as described in Official Records Book 1363, Page 90 (clerk's Instrument No. 921433A), Pinellas County Records, lying between parallel lines 250 feet apart at right angles, the Southeastern boundary of which lies parallel to and 200 feet at right angles in a Northwesterly direction from the Northwesterly boundary of BENNETT BEACH UNIT "A", as recorded in Plat Book 16, Page 106; Public Records of Pinellas County, Florida, and as extended in a straight line to the Shores of the Gulf of Mexico and to said Westerly line of State Road No. 699.

(PARCEL 3)

The Northerly 75 feet of the following described Parcel:

From the intersection of the Westerly boundary of Gulf Boulevard (an 80 foot right-of-way) with the North boundary of BENNETT BEACH UNIT "A", according to plat thereof recorded in Plat Book 16, Page 106, Public Records of Pinellas County, Florida, as a Point of Beginning, run South 57°14'46" West, 524.44 feet, more or less, along said North boundary of BENNETT BEACH UNIT "A" to a point on the mean high water mark of the GULF OF MEXICO, said point being designated as Point "A" for convenience, return to the Point of Beginning and thence North 22°54'18" West 203.49 feet along said Westerly boundary of said Gulf Boulevard, thence South 57°14'46" West, 524.44 feet, more or less to the said mean high watermark, thence Southerly along said mean high water mark 203.49 feet, more or less to Point "A".

Tract 2: FEE

Tract "A" SERATA REPLAT, Less the Southeasterly 75 feet thereof, according to plat thereof recorded in Plat Book 31, Page 17, Public Records of Pinellas County, Florida, (being a strip of land extending from the shores of Gulf of Mexico to the West boundary of State Road No. 699, between parallel lines 321 feet apart at right angles, the Northwesterly boundary of said strip being the Northwesterly boundary of said Tract "A" SERATA REPLAT).

SURVEYOR'S NOTES:

1) This survey was prepared without the benefit of current title, ownership and encumbrances and is subject to title review and/or abstract. MRIC Spatial, LLC. makes no representations or guarantees pertaining to easements, encumbrances, rights-of-ways, reservations, agreements and other similar matters

2) This survey is limited to above ground visible improvements along and near the boundary lines, except as shown hereon, and that nothing below the ground was located including, but not limited to foundations (footings), utilities, etc.

3) Bearings shown hereon are based on the Westerly right-of-way line of SR 699 (Gulf Blvd), having a Grid bearing of S.22°56'02"E. The Grid Bearings as shown hereon refer to the State Plane Coordinate System, North America Horizontal Datum of 1983 (NAD 83-2011 ADJUSTMENT) for the West Zone of Florida.

4) This survey is intended to be displayed at 1" = 60' or smaller on Sheet 1 and 1" = 30' or smaller on Sheets 2-3.

5) All boundary line dimensions are field measured unless otherwise noted.

6) Additions or Deletions to survey maps or reports by other than the signing party or parties is prohibited without the written consent of the signing party or parties.

7) The subject property lies in Flood Zone "AE" and "VE", according to Flood Insurance Rate Map, Map No. 12103C0276H for City of St Pete Beach, Community No. 125149, Hillsborough County, Florida, dated August 24, 2021 and issued by the Federal Emergency Management Agency. Lines shown have been digitally translated from DFIRM database information supplied by the FEMA Map Service Center https://msc.fema.gov).

8) Parcels shown hereon, are contiguous along their common boundaries without gap, gore, hiatus, or overlap.

9) Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing hereon shall be construed to give any rights or benefits to anyone other than those certified to.

10) On this drawing, certify means to state or declare a professional opinion of conditions regarding those findings or facts which are the subject of the certification and does not constitute a warranty or guarantee, either implied or expressed. This certification is only for the lands as described. This certification is not a certificate of title, easements, zoning or freedom of encumbrances.

11) The lands described hereon may contain lands that are considered environmentally sensitive wetlands that are subject to claim or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.), or Department of Environmental Protection (D.E.P.). Wetland lines and areas, if any, are not shown hereon.

12) Underground utilities shown hereon may be based solely or in part on the following: Markings provided by utility companies, plans requested from utility providers, observed above ground evidence and remote sensing measurements taken by the surveyor. All evidence of underground utilities made available to the surveyor are shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. Where additional or more detailed information is required, the user of this survey is advised that excavation and/or a private utility locate request may be necessary. Due to limitations outside the surveyor's control, underground infrastructure or utilities may exist within or near the subject property that are not depicted hereon.

13) It is hereby certified that a survey of the hereon described property was made under my supervision and meets the standards of practice set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.060 FAC, pursuant to Section 472.027, FS.

14) Elevations shown hereon are based on the North American Vertical Datum of 1988 (NAVD 88), based on National Geodetic Survey Benchmark "AG0012", having a published elevation of 4.70 feet (NAVD 88).

SURVEYOR'S CERTIFICATION:

To: xxxxxxxxx

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 8, 11, 13, 14, 16, 17, 18, 19, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 1/18/2023.

Pierson Monetti
2023.05.15 12:30:10
-04'00'

Pierson A. Monetti
Professional Land Surveyor No. 7227
In the State of Florida

Survey Datum
Horizontal Datum **NAD83**
Vertical Datum **NAVD 88**

PIERSON A. MONETTI — License Number 7227 — STATE OF FLORIDA — Professional Surveyor and Mapper

Surveyor's Certificate

This survey not valid without the original signature and seal of a Florida Professional Surveyor and Mapper, or a digital signature complying with 5J-17 Florida Statutes

Pierson Monetti
2023.05.15
12:30:31 -04'00'

Pierson A Monetti, LS 7227

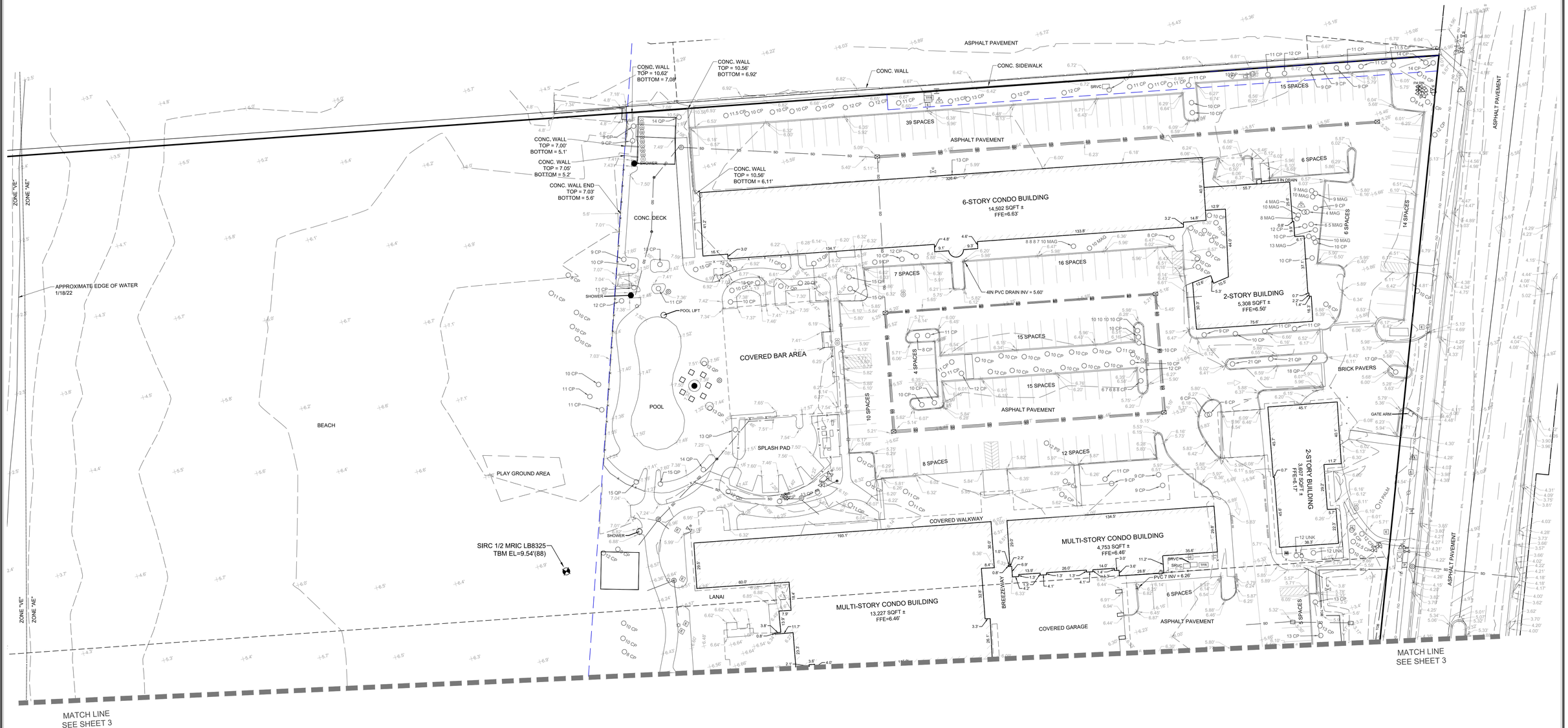
Survey History

Date	Description	By
1/18/23	Last field data acquisition	DB

MRIC SPATIAL
701 S. Howard Avenue, Suite 106-320
Tampa, FL 33606
813-515-0821
MRICSpatial.com
Licensed Business #8325

Sirata Beach Resort
ALTA Boundary, Topographic, & Tree Survey
55300 Gulf Blvd, St Pete Beach, FL 33706
Prepared for:
Kimley Horn
Section 6, Township 32 South, Range 16 East, Pinellas County, FL

Project Number: 220195 | **Sheet 1 of 4**



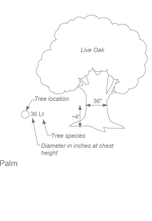
NORTH

0 30' 60'

Scale: 1" = 30'

TREE LEGEND

ARV	Arborvitae	LA	Laurel Oak
BIR	Birch	LI	Live Oak
CB	Chinaberry	LL	Longleaf Pine
CM	Camphor	MAG	Magnolia
CP	Cabbage/Sabal Palm	QP	Queen Palm
DBL	Two Trees	DP	Date Palm
ELM	Elm	TPL	Three Trees
SG	Sweet Gum	TO	Turkey Oak
SL	Slash Pine	UNK	Unknown
LB	Loblolly Pine	WO	Water Oak
CYP	Cypress	WA	Washingtonia Palm
SYC	Sycamore		



PRM	Permanent Reference Monument	FAD	Found Aluminum Disk
TBM	Temporary Benchmark	FAXL	Found Axle
Pg.	Page	FBD	Found Brass Disk
O.R.	Official Records Book	FCM	Found Conc. Monument
INS#	Instrument Number	FCW	Found Copper Weld
LB	Licensed Business	FIP	Found Iron Pipe
(R)	Record Measurement	FIPC	Found Iron Pipe and Cap
(P)	Plat Measurement	FIR	Found Iron Rod
(TYP)	Typical	FIRC	Found Iron Rod and Cap
CONC.	Concrete	FBM	Found Benchmark
ELEV.	Elevation	FMG	Found Mag Nail
INV.	Invert	FMGD	Found Mag Nail and Disk
CMP	Corrugated Metal Pipe	FWM	Found Monument in Well
HDPE	High-Density Polyethelene	FND	Found
PVC	Polyvinyl Chloride	FNL	Found Nail
RCP	Reinforced Concrete Pipe	FPIP	Found Pinched Iron Pipe
BFP	Back Flow Preventor	FPK	Found PK Nail
CI	Curb Inlet	FPKD	Found PK Nail and Disk
FFE	Finished Floor Elevation	FX	Found X Cross
GTI	Grate Top Inlet	SIRC	Set Iron Rod and Cap
MES	Mitered End Section	SMG	Set Mag Nail
OCS	Outlet Control Structure	SMGD	Set Mag Nail and Disk

LEGEND

SNL	Set Nail	E	Electric Handhole		Utility Marker
SX	Set X Cross	C	Cable Handhole		Water Marker
TP	Traverse Point	F	Fiber Handhole		Cable Marking
WP	Work Point	G	Gas Handhole		Electric Marking
SYL	Solid Yellow Line	I	Irrigation Handhole		Fiber Marking
SWL	Solid White Line	S	Sanitary Handhole		Gas Marking
DWL	Dashed White Line	P	Telephone Handhole		Water Marking
DYL	Dashed Yellow Line	U	Utility Handhole		Sanitary Marking
OU	Overhead Utility Lines	W	Water Handhole		Air Release Valve
S	Sanitary Sewer Line		Electric Meter		Force Main Valve
G	Gas Line		Gas Meter		Gas Valve
SD	Storm Drain Line		Irrigation Meter		Irrigation Valve
W	Water Line		Reclaimed Water Meter		Reclaimed Water Valve
C	Communications Line		Sanitary Meter		Sanitary Valve
	Train Tracks		Water Meter		Utility Valve
	Fence		Cable Marker		Water Valve
	Guard Rail		Electric Marker		Drainage Manhole
TOB	Top of Bank		Fiber Marker		Electric Manhole
	Backflow Preventer		Gas Marker		Manhole
CO	Cleanout		Irrigation Marker		Sanitary Manhole
	Fire Dept. Connection		Sanitary Marker		Grease Manhole
	Fire Hydrant				Cable Vault

	Electric Vault	C	Cable Box
	Fiber Vault	E	Electric Box
	Telephone Vault	F	Fiber Box
	Utility Vault	R	Reclaimed Water Box
	Cable Pedestal	P	Telephone Box
	Electric Pedestal	T	Traffic Box
	Fiber Pedestal		
	Telephone Pedestal		
	Utility Pedestal		
	Guy Anchor		
	Light Pole		
MW	Monitoring Well		
	Utility Pole		
S	Sanitary Cleanout		
	Sign		
	Delineator Post		
WW	Water Well		
	Grate Top Inlet		
MB	Mail Box		
TFR	Transformer		
SRVC	Service Cabinet		
	Benchmark		

Elevation In Feet
Elevation Shot Location
62.5

See Sheet 1 For Surveyor's Certificate

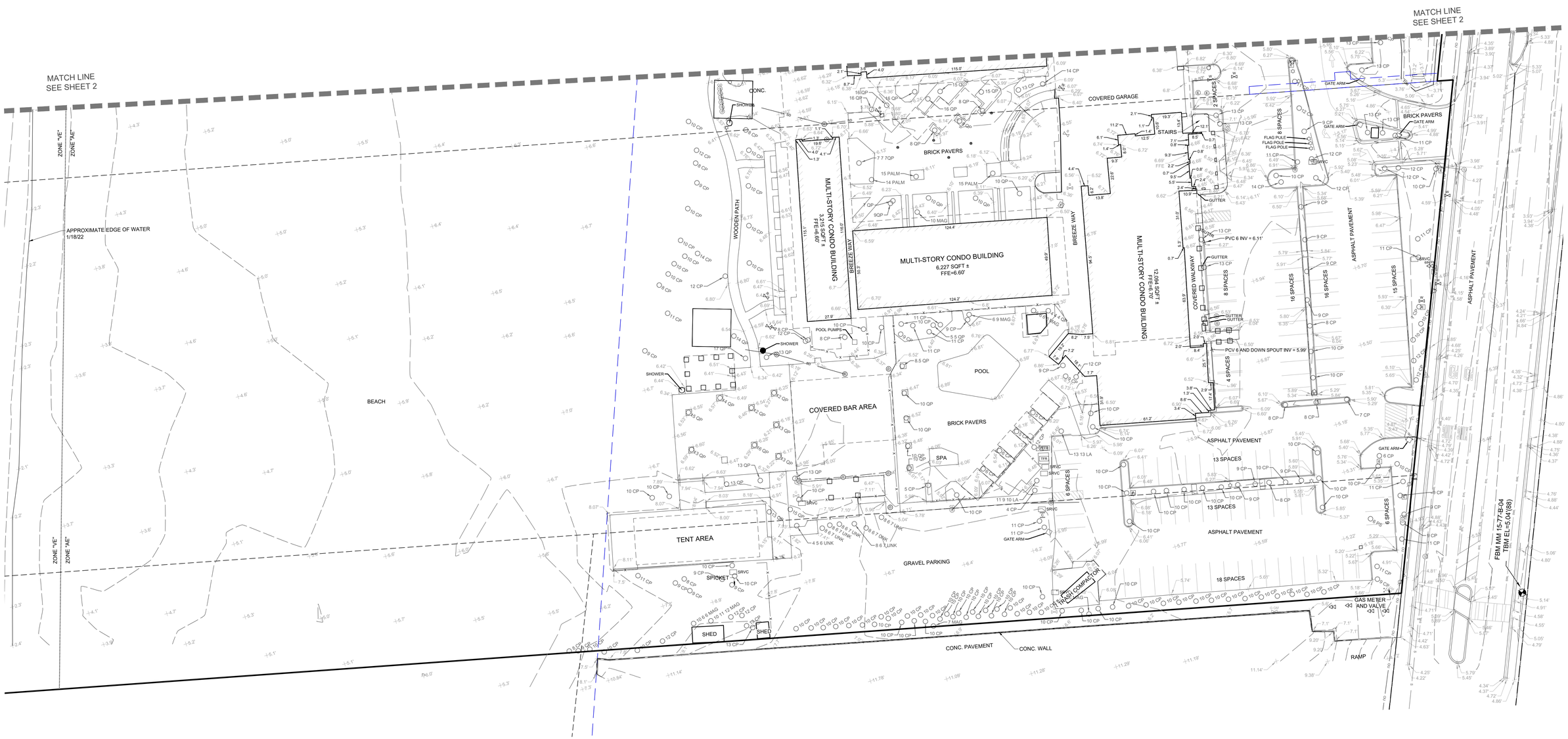
Survey History

Date	Description	By

MRIC SPATIAL
701 S. Howard Avenue, Suite 106-320
Tampa, FL 33606
813-515-0821
MRICSpatial.com
Licensed Business #8325

Sirata Beach Resort
ALTA Boundary, Topographic, & Tree Survey
55300 Gulf Blvd, St Pete Beach, FL 33706
Prepared for:
Kimley Horn
Section 6, Township 32 South, Range 16 East,
Pinellas County, FL

Project Number: 220195 | **Sheet 2 of 4**



TREE LEGEND

ARV	Arborvitae	LA	Laurel Oak
BIR	Birch	LI	Live Oak
CB	Chinaberry	LL	Longleaf Pine
CM	Camphor	MAG	Magnolia
CP	Cabbage/Sabal Palm	QP	Queen Palm
DBL	Two Trees	DP	Date Palm
ELM	Elm	TPL	Three Trees
SG	Sweet Gum	TO	Turkey Oak
SL	Slash Pine	UNK	Unknown
LB	Loblolly Pine	WO	Water Oak
CYP	Cypress	WA	Washingtonia Palm
SYC	Sycamore		

0 30' 60'

Scale: 1" = 30'

PRM	Permanent Reference Monument
TBM	Temporary Benchmark
Pg.	Page
O.R.	Official Records Book
INS#	Instrument Number
LB	Licensed Business
(R)	Record Measurement
(P)	Plat Measurement
(TYP)	Typical
CONC.	Concrete
ELEV.	Elevation
INV	Invert
CMP	Corrugated Metal Pipe
HDPE	High-Density Polyethelene
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
BFP	Back Flow Preventor
CI	Curb Inlet
FFE	Finished Floor Elevation
GTI	Grate Top Inlet
MES	Mitered End Section
OCS	Outlet Control Structure

FAD	Found Aluminum Disk
FAXL	Found Axle
FBD	Found Brass Disk
FCM	Found Conc. Monument
FCW	Found Copper Weld
FIP	Found Iron Pipe
FIPC	Found Iron Pipe and Cap
FIR	Found Iron Rod
FIRC	Found Iron Rod and Cap
FBM	Found Benchmark
FMG	Found Mag Nail
FMGD	Found Mag Nail and Disk
FWM	Found Monument in Well
FND	Found
FNL	Found Nail
FPIP	Found Pinched Iron Pipe
FPK	Found PK Nail
FPKD	Found PK Nail and Disk
FX	Found X Cross
SIRC	Set Iron Rod and Cap
SMG	Set Mag Nail
SMGD	Set Mag Nail and Disk

LEGEND

SNL	Set Nail
SX	Set X Cross
TP	Traverse Point
WP	Work Point
SYL	Solid Yellow Line
SWL	Solid White Line
DWL	Dashed White Line
DYL	Dashed Yellow Line
OU	Overhead Utility Lines
S	Sanitary Sewer Line
G	Gas Line
SD	Storm Drain Line
W	Water Line
C	Communications Line
	Train Tracks
	Fence
	Guard Rail
TOB	Top of Bank
	Backflow Preventer
CO	Cleanout
	Fire Dept. Connection
	Fire Hydrant
E	Electric Handhole
C	Cable Handhole
F	Fiber Handhole
G	Gas Handhole
I	Irrigation Handhole
S	Sanitary Handhole
P	Telephone Handhole
U	Utility Handhole
W	Water Handhole
E	Electric Meter
G	Gas Meter
I	Irrigation Meter
RW	Reclaimed Water Meter
S	Sanitary Meter
W	Water Meter
C	Cable Marker
E	Electric Marker
F	Fiber Marker
G	Gas Marker
I	Irrigation Marker
S	Sanitary Marker
	Utility Marker
W	Water Marker
C	Cable Marking
E	Electric Marking
F	Fiber Marking
S	Gas Marking
W	Water Marking
S	Sanitary Marking
ARV	Air Release Valve
FM	Force Main Valve
GV	Gas Valve
IRV	Irrigation Valve
RWV	Reclaimed Water Valve
SV	Sanitary Valve
UV	Utility Valve
WV	Water Valve
D	Drainage Manhole
E	Electric Manhole
M	Manhole
S	Sanitary Manhole
G	Grease Manhole
C	Cable Vault
E	Electric Vault
F	Fiber Vault
T	Telephone Vault
U	Utility Vault
CP	Cable Pedestal
EP	Electric Pedestal
FP	Fiber Pedestal
TP	Telephone Pedestal
UP	Utility Pedestal
GA	Guy Anchor
LP	Light Pole
MW	Monitoring Well
UP	Utility Pole
S	Sanitary Cleanout
	Sign
	Delineator Post
WW	Water Well
	Grate Top Inlet
MB	Mail Box
TFR	Transformer
SRVC	Service Cabinet
	Benchmark
C	Cable Box
E	Electric Box
F	Fiber Box
R	Reclaimed Water Box
P	Telephone Box
T	Traffic Box

Elevation In Feet
Elevation Shot Location — 52.5

See Sheet 1 For Surveyor's Certificate

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Sirata Beach Resort

ALTA Boundary, Topographic, & Tree Survey
55300 Gulf Blvd, St Pete Beach, FL 33706

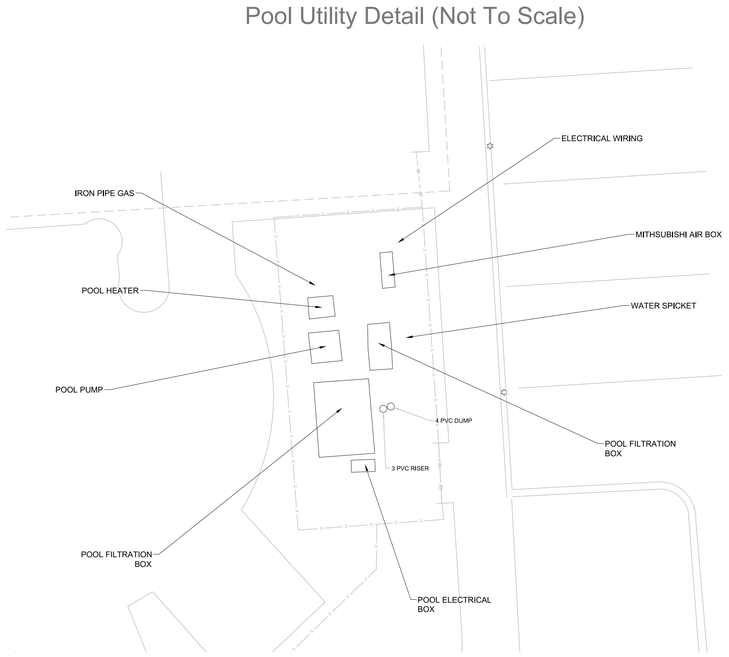
Prepared for:
Kimley Horn

Section 6, Township 32 South, Range 16 East,
Pinellas County, FL

Project Number: 220195 | **Sheet 3 of 4**

Overall Drainage

Pool Utility Detail (Not To Scale)



LEGEND

- SNL — Set Nail
- SX — Set X Cross
- TP — Traverse Point
- WP — Work Point
- SYL — Solid Yellow Line
- SWL — Solid White Line
- DWL — Dashed White Line
- DYL — Dashed Yellow Line
- OU — Overhead Utility Lines
- S — Sanitary Sewer Line
- G — Gas Line
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- Sanitary Meter
- Water Meter
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- Electric Marker
- Fiber Marker
- Gas Marker
- Irrigation Marker
- Sanitary Marker
- Utility Marker
- Water Marker
- Cable Marking
- Electric Marking
- Fiber Marking
- Gas Marking
- Water Marking
- Sanitary Marking
- Air Release Valve
- Force Main Valve
- Gas Valve
- Irrigation Valve
- Reclaimed Water Valve
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- Guy Anchor
- Light Pole
- MW — Monitoring Well
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- SC — Sanitary Cleanout
- Sign
- Delineator Post
- WW — Water Well
- Grate Top Inlet
- MB — Mail Box
- TFR — Transformer
- SRVC — Service Cabinet
- Benchmark
- C — Cable Box
- E — Electric Box
- F — Fiber Box
- R — Reclaimed Water Box
- P — Telephone Box
- T — Traffic Box

NORTH

0 40' 80'

Scale: 1" = 40'

See Sheet 1 For Surveyor's Certificate

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Pinellas County, FL

Project Number: 220195 | **Sheet 4 of 4**

JW MARRIOTT

Plotted By: Girard, Claudia Sheet Set: Kha Layout: C200 — MASTER SITE PLAN August 22, 2023 06:06:59pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD Work\PlanSheets\CUP Plans\CUP-01 — CUP SITE PLAN.dwg
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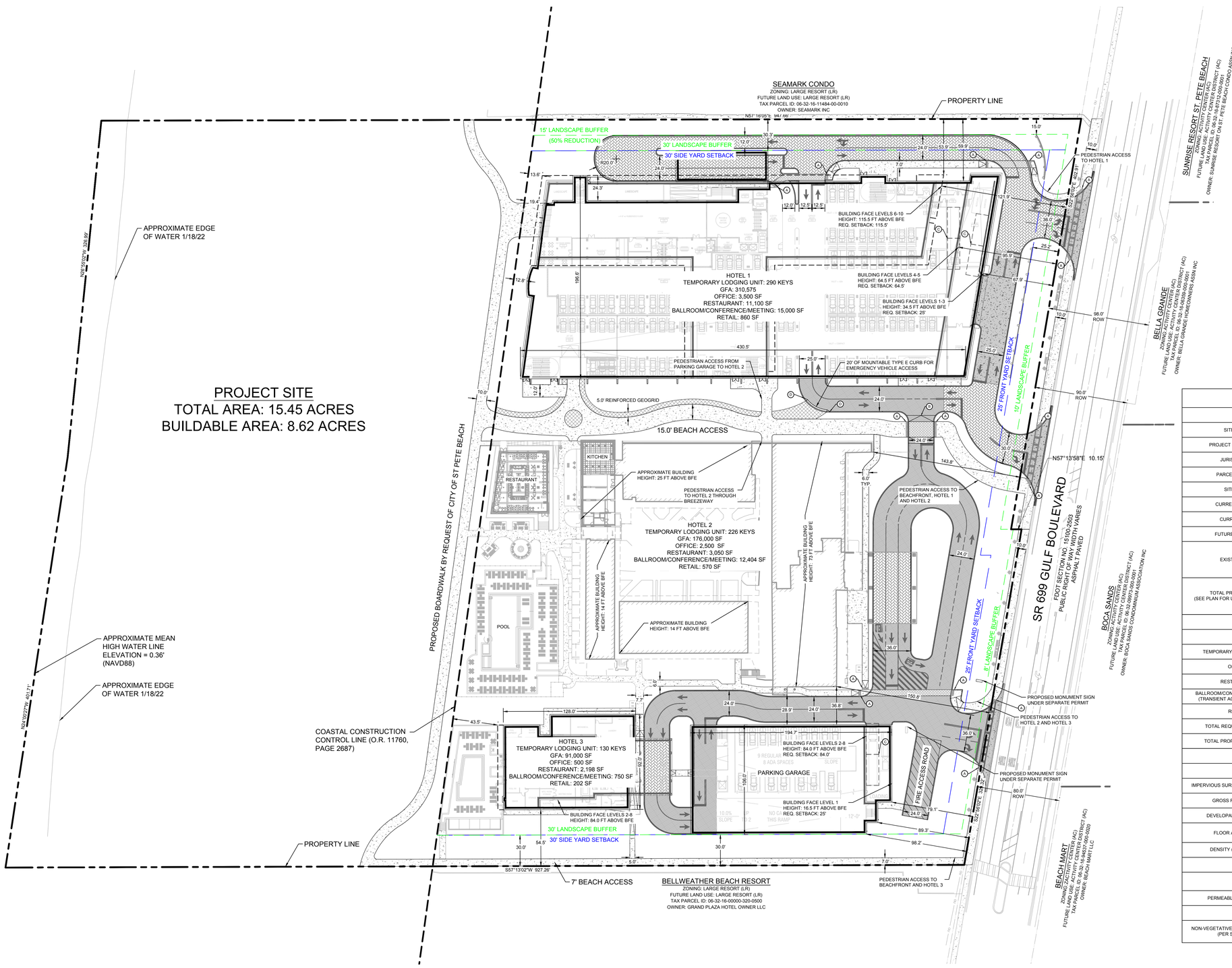

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING GROUND LEVEL
- PROPOSED BUILDING UPPER LEVELS
- PROPOSED BALCONY & OVERHANG
- FULL DEPTH ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- PROPOSED STONE PAVERS
- PROPOSED REINFORCED GEOGRID

KEY NOTE LEGEND

- (A) PROPOSED ADA CURB RAMP WITH TACTILE PADS
- (B) PROPOSED SPEED TABLE
- (C) 12X30 LOADING SPACE PER CITY OF ST PETE BEACH CODE SEC 23.12
- (D) TRANSITION FROM TYPE D CURB TO MOUNTABLE TYPE E CURB

SITE DATA PLAN

PROPERTY DATA

SITE NAME	SIRATA BEACH RESORT
PROJECT DESCRIPTION	PROPOSED RESORT REDEVELOPMENT
JURISDICTION	CITY OF ST. PETE BEACH
PARCEL NUMBER	06-32-16-80172-000-0010
SITE AREA	TOTAL ACREAGE: 15.45 AC ACREAGE INLAND OF CCCL: 8.62 AC
CURRENT ZONING	LR: LARGE RESORT
CURRENT USE	HOTELS AND MOTELS (50 UNITS OR MORE)
FUTURE LAND USE	LR: LARGE RESORT
EXISTING USE	TEMPORARY LODGING UNITS: 382 UNITS OFFICE SPACE: 1,465 SF RESTAURANT SPACE: 8,380 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 12,404 SF RETAIL SPACE: 567 SF
TOTAL PROPOSED USE (SEE PLAN FOR USES PER BUILDING)	TEMPORARY LODGING UNITS: 646 UNITS OFFICE SPACE: 6,500 SF RESTAURANT SPACE: 16,348 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 28,154 SF RETAIL: 1,632 SF

PARKING

	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA) (179 COMPACT 21.6% PROVIDED)	

ZONING DATA

	ALLOWABLE	PROPOSED
IMPERVIOUS SURFACE RATIO (ONSITE)	0.85	0.80
GROSS FLOOR AREA	574,575 SF	
DEVELOPABLE SITE AREA	375,491 SF	
FLOOR AREA RATIO	2.6	1.53
DENSITY (UNITS/ACRE)	75	75

VEGETATION DATA

	REQUIRED	PROPOSED
PERMEABLE AREA RATIO	0.15	0.20
	ALLOWABLE	PROPOSED
NON-VEGETATIVE GREENSPACE RATIO (PER SEC. 35.13)	0.04 (MAX. 20% OF PROPOSED VEGETATIVE GREENSPACE)	0.003

811 Know what's below. Call before you dig.

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER
Kimley»Horn
© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG
CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

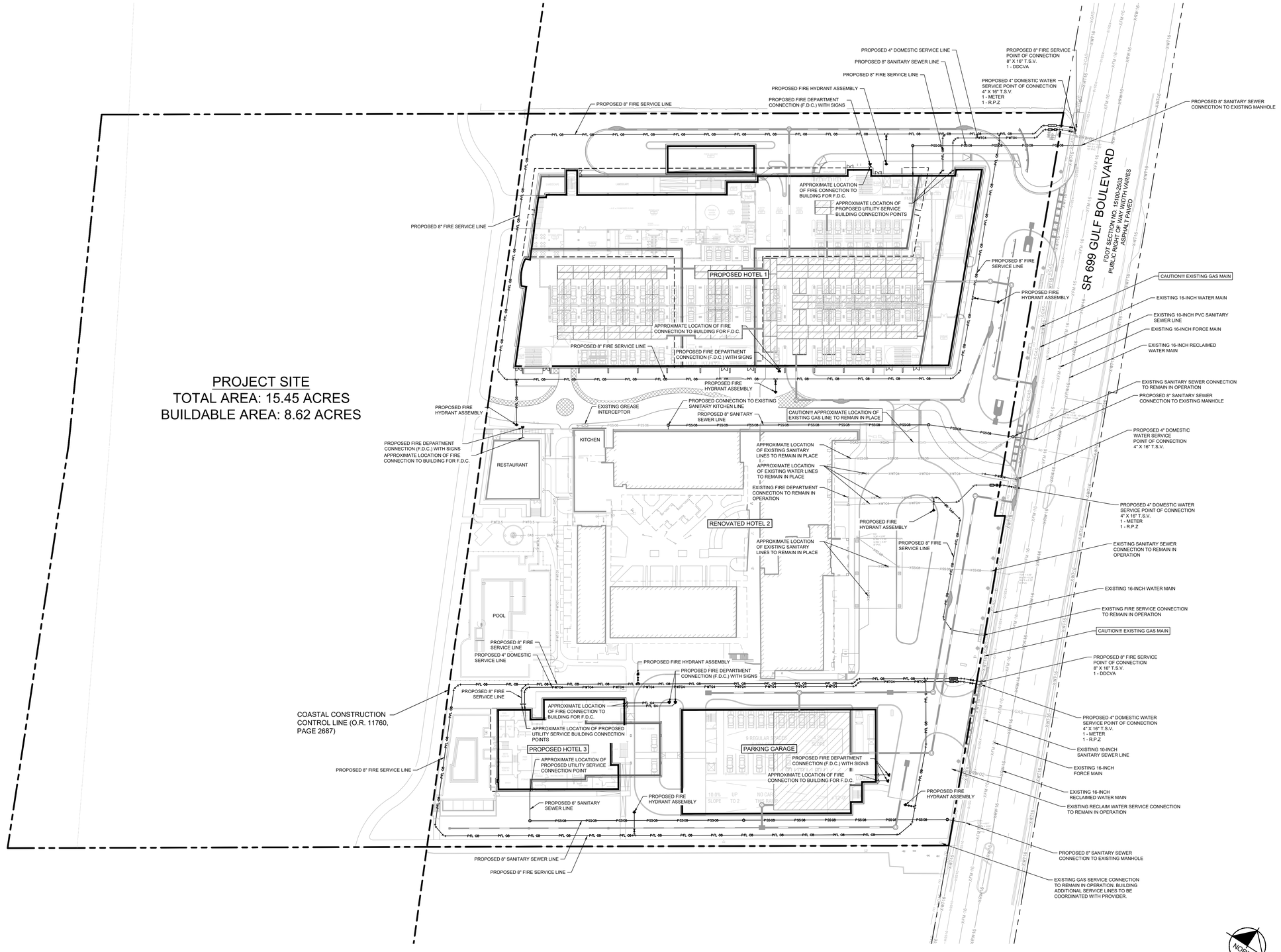
DATE 04/06/2023
PROJECT NO. 145423000

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER

CUP-01



UTILITIES NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
3. SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
   - PVC SDR35 PER ASTM D 3034, GREEN PIPE
   - DUCTILE IRON PIPE PER AWWA C150, WITH PROTECTO 401 LINING OR EQUAL
4. WATER LINES SHALL BE AS FOLLOWS:
   - 4" AND LARGER: PVC, AWWA C900, BLUE PIPE DR14, UNDER COUNTY OR STATE ROADS DR 18, ON SITE
   - 3" AND LARGER: DIP, AWWA C150 AND C151 MIN CLASS 200, UNDER COUNTY OR STATE ROADS MIN CLASS 150, ON SITE
   - 3" AND SMALLER: COPPER TUBE, TYPE "L" (SOFT) PER ANSI 816.22 OR PVC PER ASTM D1784 AND ASTM D2241. SDR 21, ON SITE
5. FIRE LINES SHALL BE AS FOLLOWS:
   - PVC, AWWA C900, BLUE PIPE, DR14 MIN.
   - DIP, AWWA C150 AND C151, CLASS 200 MIN.
6. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
7. ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING AS CALLED OUT IN SPECIFICATIONS.
8. ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
9. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 4'-0" COVER ON ALL WATERLINES.
10. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE, MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
11. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.
12. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
13. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
14. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.

UTILITIES NOTES CONT.

16. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
17. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES (PINELLAS COUNTY AND CITY OF ST. PETE BEACH) WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
18. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
19. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES. THIS AND THE FINAL CONNECTIONS OF THE SERVICE SHALL BE COMPLETED 30 DAYS PRIOR TO STORE POSSESSION.
20. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
21. REFER TO BUILDING PLANS FOR SITE LIGHTING ELECTRICAL PLAN.
22. PINELLAS COUNTY OWNED INFRASTRUCTURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH:
    a. PINELLAS COUNTY STANDARD TECHNICAL SPECIFICATIONS DATED JUNE 2018 HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICALPDF/ENG_TECH_SPECS.PDF
    b. PINELLAS COUNTY MATERIAL SPECIFICATION MANUAL HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICALPDF/MATERIAL-SPEC-MANUAL.PDF
    c. PINELLAS COUNTY STANDARD DETAILS DATED JULY 2018 HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICALPDF/STD-DETAILS.PDF
23. THE PIPELINE CONTRACTOR IS REQUIRED TO CONTACT CONSTRUCTION MANAGEMENT, PINELLAS COUNTY PUBLIC WORKS PROJECT COORDINATOR, AT (727) 464-8821 72-HOURS PRIOR TO COMMENCING UTILITY CONSTRUCTION FOR INSPECTION.
24. ALL WET TAPS ARE TO BE PERFORMED BY PINELLAS COUNTY UTILITIES.
25. FIRE SPRINKLER CONTRACTOR TO SUBMIT FDC PIPE MATERIAL SHOP DRAWINGS FOR THE SOUTHERN STRUCTURE TO THE CITY FOR REVIEW PRIOR TO INSTALLATION.
26. FDCS SHALL BE 2.5 SIAMESE CONNECTION, 30 TO 36 INCHES ABOVE GRADE, AND DETACHED FROM BUILDING.

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING 4" WATER LINE
- EXISTING 8" WATER LINE
- EXISTING 16" WATER LINE
- EXISTING 4" SANITARY SEWER LINE
- EXISTING 8" SANITARY SEWER LINE
- PROPOSED 0.5" WATER LINE
- PROPOSED 1" WATER LINE
- PROPOSED 4" WATER LINE
- PROPOSED 4" FIRE LINE
- PROPOSED 6" FIRE LINE
- PROPOSED 8" FIRE LINE
- PROPOSED 6" SANITARY SEWER LINE
- PROPOSED 8" SANITARY SEWER LINE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED DOMESTIC WATER METER
- PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY
- PROPOSED REDUCED PRESSURE ZONE
- PROPOSED GATE VALVE (SIZE TO MATCH THE PROPOSED PIPE SIZE)

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

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CITY OF ST. PETE BEACH FLORIDA

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COASTAL ENGINEER

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Kimley»Horn

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SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG
CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE: 04/06/2023
PROJECT NO.: 145423000

SHEET TITLE

CUP UTILITY PLAN

SHEET NUMBER

CUP-02

Plotted By: Girard, Claudia Sheet Set: Kha Layout: C400 MASTER UTILITY PLAN August 22, 2023 03:41:19pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD Work\PlanSheets\CUP Plans\CUP-02 - CUP UTILITY PLAN.dwg
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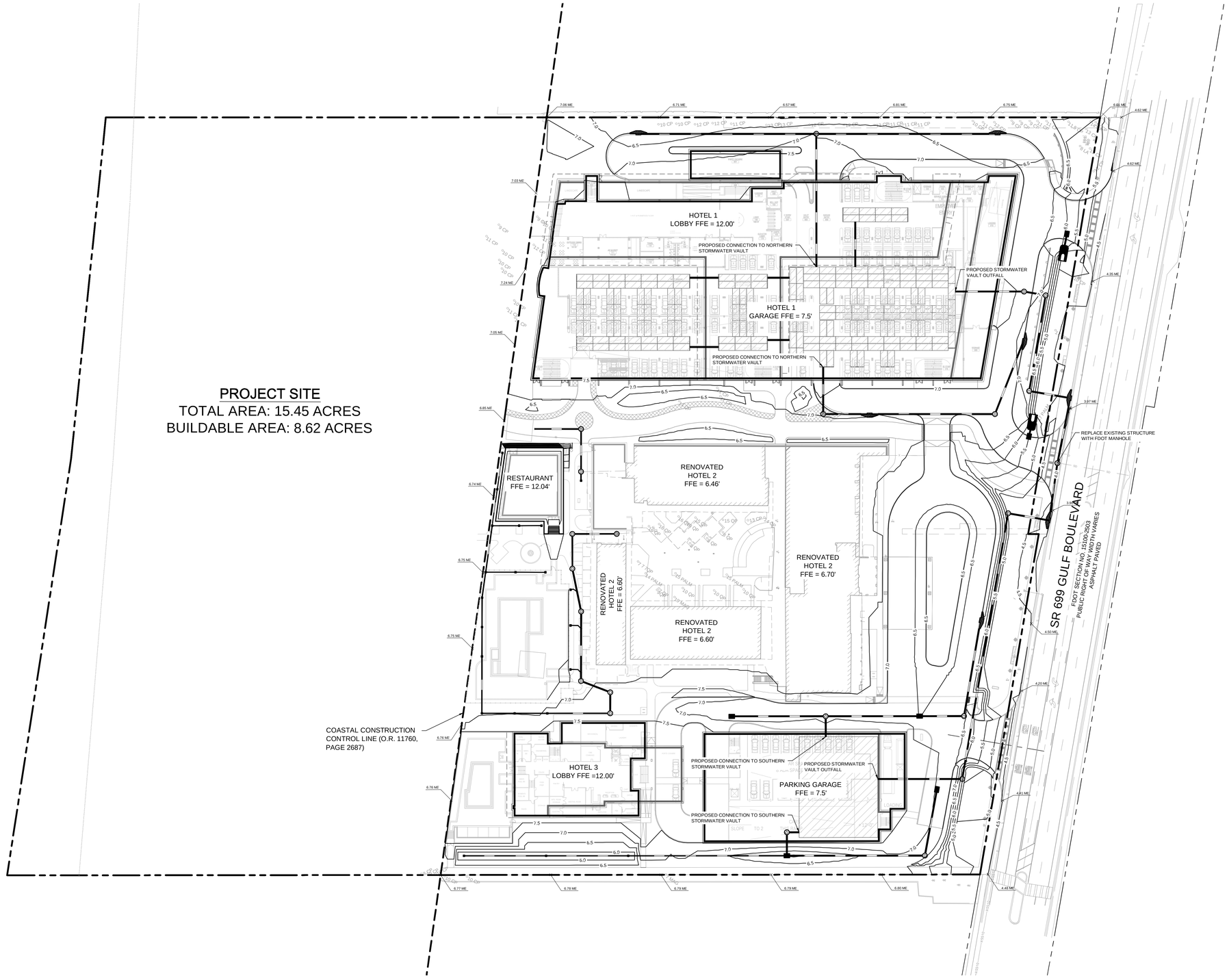

GRADING NOTES

1. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
2. STORM PIPE SHALL BE AS FOLLOWS:
   - ANY DEPTH: RCP PER ASTM C76 AND C443
   - INVERT OF 6 FEET OR SHALLOWER FROM FINAL GRADE: PVC SDR35 PER ASTM D3034, GRAY OR WHITE
   - INVERT DEEPER THAN 6 FEET: PVC SDR26 PER ASTM D3034, GRAY OR WHITE
3. ALL CUT OR FILL SLOPES SHALL BE 4:1 OR FLATTER UNLESS OTHERWISE NOTED.
4. EXISTING PIPES TO BE CLEANED OUT TO REMOVE ALL SILT AND DEBRIS.
5. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITION OR BETTER.
6. ALL STORM PIPE ENTERING STRUCTURES SHALL BE GROUTED TO ASSURE CONNECTION AT STRUCTURE IS WATERTIGHT.
7. ALL STORM MANHOLES SHALL HAVE TRAFFIC BEARING RING & COVERS.
8. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
9. THE CONTRACTOR SHALL ADHERE TO ALL TERMS & CONDITIONS AS OUTLINED IN THE EPA OR APPLICABLE STATE GENERAL N.P.D.E.S. PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES. CONTRACTOR SHALL ADJUST AND/OR CUT EXISTING PAVEMENT AS NECESSARY TO ASSURE A SMOOTH FIT AND CONTINUOUS GRADE.
10. CONTRACTOR SHALL ASSURE POSITIVE DRAINAGE AWAY FROM BUILDINGS FOR ALL NATURAL AND PAVED AREAS.
11. TOPOGRAPHIC INFORMATION IS TAKEN FROM A TOPOGRAPHIC SURVEY BY LAND SURVEYORS. IF THE CONTRACTOR DOES NOT ACCEPT EXISTING TOPOGRAPHY AS SHOWN ON THE PLANS, WITHOUT EXCEPTION, THEN THE CONTRACTOR SHALL SUPPLY, AT THEIR EXPENSE, A TOPOGRAPHIC SURVEY BY A REGISTERED LAND SURVEYOR TO THE OWNER FOR REVIEW.
12. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
13. ALL STORM STRUCTURES SHALL HAVE A SMOOTH UNIFORM POURED MORTAR INVERT FROM INVERT IN TO INVERT OUT.
14. PROVIDE 10' MIN. SEPARATION FROM EXISTING TREES TO PROPOSED UTILITY LINES.

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- PROPOSED STORM SEWER PIPE
- 15 — PROPOSED SURFACE CONTOUR
- 75 — EXISTING SURFACE CONTOUR
- EXTENT OF PROPOSED GRADING MATCH EXISTING GRADE

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

811 Know what's **below.** **Call** before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578–1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813–620–1460
WWW.KIMLEY–HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE 04/06/2023

PROJECT NO. 145423000

SHEET TITLE

CUP GRADING PLAN

SHEET NUMBER

CUP-03

Architectural General Demolition Notes for Project

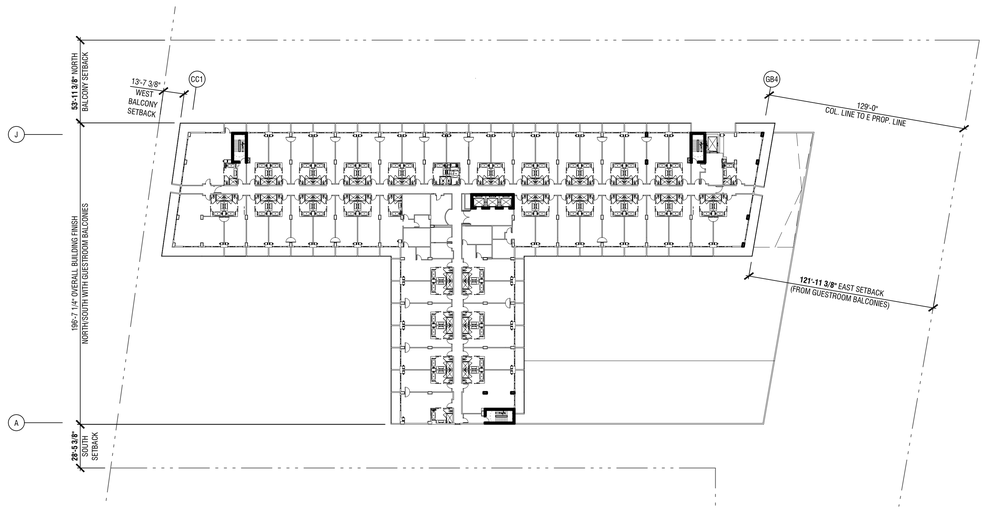
1. THE GENERAL SCOPE OF DEMOLITION WORK IS DEFINED ON THE DEMOLITION SHEETS WITHIN IN THIS DOCUMENT SET. THE FULL SCOPE OF DEMOLITION REQUIRES A REVIEW OF THE ENTIRE DOCUMENT SET, AS WELL AS A SITE VISIT To REVIEW THE PROJECT CONDITIONS. CONTRACTORS SHALL ALSO REVIEW ANY EXISTING DOCUMENTATION OF THE PROJECT AREA To BETTER UNDERSTAND THE EXISTING CONDITIONS.
2. EXISTING LIFE SAFETY COMPONENTS AND SYSTEMS, SUCH AS EGRESS PATH, EGRESS PATHWAY LIGHTING, EMERGENCY GENERATOR(S), FIRE PROTECTION [SPRINKLERS) AND FIRE ALARM, SHALL BE MAINTAINED DURING THE PROJECT WHILE THE BUILDING IS OCCUPIED AND AS REQUIRED BY THE BUILDING AND FIRE DEPARTMENTS.
   2.1. WHEN SYSTEMS NEED TO BE TEMPORARILY TAKEN OFF LINE OR SWITCHED OVER TO NEW COMPONENTS, COORDINATE THE INTERRUPTION WITH THE OWNER, GENERAL CONTRACTOR AND FIRE DEPARTMENT.
   2.2. EGRESS PATHS SHALL BE MAINTAINED WITHIN THE BUILDING DURING THE PROJECT. COORDINATE THE NEED TO TEMPORARILY ALTER ANY EGRESS PATH WITH THE OWNER, GENERAL CONTRACTOR, BUILDING ENGINEER, AND THE FIRE DEPARTMENT.
3. EXISTING CONDITIONS SHALL BE VERIFIED PRIOR To STARTING ANY DEMOLITION.
4. THE INTENT OF THE DEMOLITION IS To FULLY EXPOSE AND PREPARE THE EXISTING AREA/SPACE To RECEIVE FUTURE DESIGNED ELEMENTS. EXPOSE AND CAREFULLY REMOVE THE INDICATED AREAS OF THE EXISTING BUILDING CONSTRUCTION, AND REMOVE ALL SUCH MATERIALS FROM THE PROJECT AREA To PREPARE THE SPACE FOR FUTURE CONSTRUCTION (UNLESS OTHERWISE NOTED). DEMOLITION SHALL NOT BE LIMITED SOLELY To THOSE ITEMS SPECIFICALLY INDICATED WITHIN THE DEMOLITION DRAWING(S) BUT SHALL ALSO INCLUDE THE REMOVAL OF ALL ASSOCIATED CONSTRUCTION IN THE AREA BEING DEMOLISHED.
5. REMOVE FROM THE SITE AND LEGALLY DISPOSE OF ALL REFUSE, DEBRIS, RUBBISH AND OTHER MATERIALS RESULTING FROM DEMOLITION OPERATIONS. DEBRIS SHALL BE REMOVED ON A REGULAR BASIS SO IT DOES NOT INTERFERE WITH THE DEMOLITION/CONSTRUCTION WORK OR THE NORMAL OPERATIONS OF THE FACILITY, BECOME A SAFETY HAZARD, OR EXCEED THE STRUCTURAL LOAD CAPABILITIES OF THE BUILDING. COORDINATE REMOVAL WITH APPLICABLE RESTRICTIONS ON ADJACENT RIGHTS OF WAY AND BUILDING OPERATIONS.
6. WHERE DIRECTED WITHIN THE DRAWINGS, SALVAGE ITEMS SPECIFICALLY IDENTIFIED FOR REUSE . STORE THESE ITEMS IN A PROTECTED LOCATION ON SITE OR IF DIRECTED (OR DESIRABLE) PROVIDE LOCAL OFF SITE STORAGE AND LOCAL REDELIVERY.
7. CONTRACTOR(S) SHALL COMPLY WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL CODES/REQUIREMENTS, AS WELL ANY GOVERNING AUTHORITIES HAVING JURISDICTION OVER DEMOLITION ACTIVITIES.
8. COORDINATE ALL DEMOLITION ACTIVITY WITH OWNER'S REPRESENTATIVE, GENERAL MANAGER, AND BUILDING ENGINEER
   8.1. COORDINATE WITH THE FIRE DEPARTMENT WHEN WORKING ON FIRE ALARM SYSTEMS AND SPRINKLER SYSTEMS PRIOR TO SUCH WORK BEING DONE
   8.2. PROVIDE A MINIMUM OF 48 HOURS NOTICE To THE OWNER, GENERAL MANAGER, AND BUILDING ENGINEER WHEN CUTTING, SHUTTING OFF OR PERMITS COMMUNICATION LINES, WET OR DRY UTILITIES OR OTHER BUILDING SERVICE ELEMENTS THAT WOULD DISRUPT BUILDING OPERATIONS
   8.3. DELIVER ALL SALVAGED ITEMS To LOCATION AS INDICATED BY THE GENERAL CONTRACTOR OR OWNER
9. CONTRACTOR(S) SHALL TAKE NECESSARY PRECAUTIONS To PREVENT ANY MOVEMENT OR SETTLEMENT OF EXISTING STRUCTURES DURING DEMOLITION AND CONSTRUCTION. THE CONTRACTOR SHALL PROVIDE BRACING OR SHORING AS NECESSARY AND SHALL ENGAGE AN STRUCTURAL ENGINEER FOR THE DESIGN AND PLACEMENT OF SUCH SHORING. CONTRACTOR SHALL ASSUME LIABILITY FOR ANY MOVEMENT OR SETTLEMENT DAMAGE RESULTING FROM DEMOLITION ACTIVITIES.
10. CONTRACTOR(S) SHALL EXERCISE CAUTION WHEN REMOVING CONSTRUCTION WHERE THE EXISTING CONDITIONS ARE UNCLEAR. IN SUCH CASE(S), REMOVE THE NECESSARY CONSTRUCTION To EXPOSE THE UNDERLYING ELEMENTS PRIOR To PROCEEDING WITH FULL DEMOLITION. WHENEVER THE REMOVAL OF CONSTRUCTION MAY, OR WILL, CREATE AN UNSTABLE OR UNSAFE CONDITION, **DO NOT PROCEED WITH DEMOLITION UNTIL THE CONCERN IS REVIEWED BY THE STRUCTURAL ENGINEER**. AT ANY TIME DURING DEMOLITION, CONTRACTOR SHALL CEASE OPERATIONS IF THE SAFETY OF THE STRUCTURE APPEARS To BE ENDANGERED, THEY SHALL PROVIDE BRACING/SHORING To STABILIZE STRUCTURE. CONTACT THE OWNER, GENERAL CONTRACTOR, STRUCTURAL ENGINEER AND ARCHITECT IMMEDIATELY To DETERMINE AN APPROPRIATE DIRECTION. DO NOT RESUME NORMAL OPERATIONS UNTIL SAFETY IS RESTORED.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR THE MODIFICATION, REMOVAL, AND/OR ABANDONMENT OF THE EXISTING MECHANICAL, ELECTRICAL, PLUMBING, FIRE PROTECTION AND FIRE ALARM COMPONENTS WITHIN THE PROJECT AREA AND APPROPRIATE TO THE SCOPE OF THE PROJECT. UTILIZE ANY EXISTING MEP, FIRE PROTECTION AND ALARM DOCUMENTATION AS WELL AS TRACING SYSTEMS VISUALLY TO UNDERSTAND HOW THE EXISTING SYSTEMS WORK. WHERE REMOVAL IS INDICATED:
   11.1. ELECTRICAL CONSTRUCTION SHALL BE REMOVED BACK TO THE NEAREST ACTIVE JUNCTION BOX THAT WILL REMAIN
   11.2. FIRE PROTECTION (SPRINKLERS), FIRE ALARM, PLUMBING AND MECHANICAL CONSTRUCTION SHALL BE DISCONNECTED AND REMOVED BACK To NEAREST 'LOGICAL' TERMINATION POINT SO THAT IT IS CONCEALED (WHERE PERMISSIBLE) ABOVE/BEHIND PATCHED EXISTING CONSTRUCTION OR NEW CONSTRUCTION
   11.3. FIRE ALARM WIRING SHALL BE REMOVED ALL THE WAY BACK TO AND DISCONNECTED FROM THE CONTROL PANEL
   11.4. CONTRACTOR SHALL BE ALERT To SITUATIONS WHERE THE REMOVAL OF AN EXISTING MEP, FIRE ALARM OR FIRE PROTECTION COMPONENTS WOULD RESULT IN A "SERVICE INTERRUPTION" OF THAT SERVICE , IF THERE IS NO PROVISION TO MAINTAIN, RETAIN, RESTORE, OR REPLACE THE COMPONENT/SERVICE, CONTACT OWNER, GENERAL CONTRACTOR, AND ARCHITECT To IDENTIFY A SOLUTION. DO NOT PROCEED WITH SERVICE INTERRUPTION UNTIL SUCH TIME
12. WHERE DEMOLITION WORK COMPROMISES FIRE RATED CONSTRUCTION, FIRE PROOFING, MOISTURE/VAPOR BARRIERS, SOUND RATED CONSTRUCTION, OR SIMILAR "CONTAINMENT" CONSTRUCTION. CONTRACTOR SHALL PATCH AND REPAIR CONSTRUCTION To MAINTAIN THE ORIGINAL BARRIER INTEGRITY.
13. MINIMIZE THE IMPACT OF DEMOLITION ON ALL ADJACENT CONSTRUCTION, FINISHES, AND ACTIVITIES. PROVIDE BARRIER PROTECTION (PLYWOOD OR SIMILAR METHODS) OVER ADJACENT CONSTRUCTION AS NECESSARY TO PROTECT SAID CONSTRUCTION. EACH CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL REPAIRS TO ADJACENT CONSTRUCTION IF THEY CAUSE OVER-DEMOLITION.
14. IN ADDITION TO ANY NECESSARY DEMOLITION BARRICADES, CONTRACTOR(S) SHALL PROVIDE AND MAINTAIN APPROPRIATE DUST CONTROL, SOUND CONTROL AND PROTECTED LIFE SAFETY EGRESS PATHWAY(S) AS WELL AS PROVIDE PROTECTED PUBLIC ACCESS-WAYS, TO AND FROM THE PROJECT, AND ALLOW BUILDING OPERATIONS.
15. IT IS THE INTENTION OF THE KEYNOTES LOCATED ON THE DEMOLITION SHEET(S) To IDENTIFY CONSTRUCTION ELEMENTS, NOT DESCRIBE ENTIRE ASSEMBLIES. THE REMOVAL OF SAID ELEMENT SHALL INCLUDE ALL ASSOCIATED CONSTRUCTION (i.e. CERAMIC TILE SHOULD INCLUDE (BUT NOT BE LIMITED To) THE TILE, MASTIC, GROUT, TERRAZZO STRIPS, ETC.) U.N.O. THE SAME IS APPLICABLE WHERE AN ENTIRE STRUCTURE/BUILDING IS BEING DEMOLISHED, THE REMOVAL OF SAID STRUCTURE/BUILDING SHALL BE "ALL INCLUSIVE" UNLESS OTHERWISE NOTED.
16. WHERE DEMOLITION IS NOT ALREADY INDICATED WITHIN THE CONSTRUCTION DOCUMENT SET, IT MAY STILL BE DESIRABLE OR NECESSARY FOR THE CONTRACTOR To REMOVE A PORTION OF THE BUILDING To PERFORM THEIR WORK. IF SO, CONSULT THE ARCHITECT SO THAT SATISFACTORY REINFORCEMENT, REPAIRS, REPLACEMENT AND/OR BARRIER PROTECTION CAN BE DOCUMENTED AND EXECUTED BY THE CONTRACTOR.

Architectural General Notes for Project

1. REFERENCES To "OWNER", "OWNER'S REPRESENTATIVE", "PROPERTY", OR ANY COMBINATION THEREOF, WITHIN THESE CONSTRUCTION DRAWINGS SHALL REFER To THE OWNER'S CONSTRUCTION PROJECT MANAGER. THE OWNER'S CONSTRUCTION PROJECT MANAGER FOR THIS PROJECT IS: **NEAL KREKE, COLUMBIA SUSSEX**
2. THE TERM "CONTRACTOR" AND "SUB-CONTRACTOR" ARE USED INTERCHANGEABLY WITHIN THIS SET AND ARE NOT INTENDED To INDICATE A SPECIFIC CONTRACTUAL ARRANGEMENT AND USED EITHER GENERICALLY (i.e. *EACH CONTRACTOR*) OR To INDICATE A SPECIFIC TRADE (i.e. *ELECTRICAL CONTRACTOR*).
3. THESE DRAWINGS ARE PREPARED FOR THE PURPOSES OF CONSTRUCTION ONLY. THESE DRAWINGS ARE NOT To BE USED FOR MAINTENANCE PURPOSES UNLESS SPECIFICALLY IDENTIFIED AS "**RECORD DRAWINGS**" BECAUSE ACTUAL CONDITIONS WILL VARY TO SOME DEGREE FROM WHAT'S INDICATED IN THESE DRAWINGS DUE To CHANGES IN THE FIELD.
4. DO NOT SCALE THE DRAWINGS. WRITTEN DIMENSIONS, OR SPECIFIC LAYOUT DIRECTIONS, ARE THE ONLY ACCEPTABLE MEANS OF LOCATION. CONTACT ARCHITECT IF UNCLEAR.
5. ALL DIMENSIONS ARE To FINISH FACE OF GYPSUM BOARD OR INDICATED MATERIAL, CENTERLINE OF COLUMNS, FACE OF CONCRETE, EDGE OF SLAB OR EDGE OF OPENING (U.N.O.)
6. IT IS THE INTENTION OF THE NOTES AND KEYNOTES LOCATED WITHIN CONSTRUCTION DRAWING SET TO IDENTIFY CONSTRUCTION ELEMENTS OR ASSEMBLIES BUT NOT NECESSARILY DESCRIBE ALL COMPONENTS THE ASSEMBLY OR ELEMENT. THE INSTALLATION OF SAID ELEMENT SHOULD INCLUDE ALL NECESSARY OR REQUIRED COMPONENTS NECESSARY To ACHIEVE INSTALLATION AND OPERATION (USE) OF SAID ITEM. FOR EXAMPLE, THE INSTALLATION OF CERAMIC TILE SHALL INCLUDE (BUT BE NOT LIMITED TO) THE SURFACE PREPARATION, MASTIC, GROUT, EDGE STRIPS, SEALING, CLEANING, ETC. IN ADDITION, IF THE PLUMBER IS TO "PROVIDE A LAVATORY", IT MEANS HE/SHE SHALL PREPARE SURFACE(S), SET LAVATORY, SEAL AROUND BOWL, PROVIDE FAUCET, AND CONNECT ALL PLUMBING AS NECESSARY To ACHIEVE AN AESTHETICALLY PLEASING, ADAAG COMPLIANT (WHERE REQUIRED), OPERATIONAL LAVATORY UPON COMPLETION OF THE PROJECT.
7. EACH CONTRACTOR **SHALL BE SKILLED IN, AND CAPABLE OF DOING THE WORK THEY ARE BEING CONTRACTED FOR**.
8. EACH CONTRACTOR IS RESPONSIBLE To EXECUTE THEIR PORTION OF THE WORK, INDICATED OR INFERRED, WITHIN THESE CONSTRUCTION DOCUMENTS UNLESS SPECIFICALLY NOTED 'BY OTHERS' AND/OR "N.I.C." IN ADDITION, EACH CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING/COORDINATING THEIR WORK WITH OTHER TRADES, THE OWNER'S REPRESENTATIVE, AND ANY INDIVIDUAL(S) OVERSEEING THE ENTIRE PROJECT.
9. COORDINATION SHALL INCLUDE COORDINATING THE CONTRACTOR'S OWN WORK WITH ALL ADJACENT TRADES AS WELL AS CONSTRUCTION BEING COMPLETED PRIOR TO, AND IMMEDIATELY AFTER THEIR OWN WORK. THIS INCLUDES ANY WORK SPECIFICALLY IDENTIFIED AS: 'BY OTHERS', "BY OWNER", "N.I.C" OR SIMILAR SCOPE EXCLUDING LANGUAGE.
   9.1. NO CONTRACTOR ON THIS PROJECT SHALL BE CONSIDERED, NOR ACT AS AN "ISLAND" (LONER, INDEPENDENT SOUL, LONE WOLF, ETC.). FAILURE To COORDINATE, AND 'PLAY WELL WITH OTHERS', SHALL RESULT IN THE OFFENDING CONTRACTOR BEING RESPONSIBLE FOR ANY CHANGE ORDERS ASSOCIATED WITH THEIR ACTIONS, IN-ACTION, AND/OR THEIR NON-COORDINATION.
10. WITHIN THESE CONTRACT DOCUMENTS, SPECIFIC RESPONSIBILITIES ARE INDICATED FOR SOME WORK. WHERE SPECIFIC RESPONSIBILITIES ARE NOT INDICATED, EACH CONTRACTOR SHALL REFER To THE OWNER'S GENERAL CONTRACTOR'S SCOPE DOCUMENT(S) FOR ADDITIONAL REQUIREMENTS.
11. THE ARCHITECT, DESIGNERS, ENGINEERS HAVE ENDEAVORED TO ENSURE CODE COMPLIANCE BUT IT IS STILL THE RESPONSIBILITY OF EACH CONTRACTOR To ENSURE THEIR WORK IS INSTALLED CORRECTLY AND MEETS THE REQUIREMENTS OF ALL APPLICABLE CODES, ORDINANCES, AND ANY JURISDICTION HAVING AUTHORITY.
   11.1. UNLESS INDICATED OTHERWISE IN THE OWNERS GENERAL CONTRACTOR'S SCOPE DOCUMENT, EACH CONTRACTOR SHALL PAY FOR, COORDINATE, AND SCHEDULE THEIR REQUIRED INSPECTIONS SO THE SCHEDULE ISSUED BY THE OWNER'S GENERAL CONTRACTOR IS MAINTAINED.
   11.2. EACH CONTRACTOR SHALL PAY FOR AND OBTAIN ANY NECESSARY TRADE PERMITS OR SIMILAR APPROVALS AND INSPECTIONS BY THE GOVERNING AUTHORITIES.
   11.3. WHERE TRADE PERMITS, DEFERRED SUBMITTALS, OR SIMILAR APPROVALS REQUIRE ADDITIONAL "SIGNED & SEALED" DOCUMENTATION, THE CONTRACTOR SHALL ENGAGE A LICENSED DESIGN PROFESSIONAL (REGISTERED IN THE PROJECT'S STATE To DO SUCH WORK) To ENGINEER AND PRODUCE THE REQUIRED DOCUMENTATION.
   11.4. REFER To THE **DEFERRED SUBMITTALS** SECTION ON THIS SHEET FOR MINIMUM REQUIRED DEFERRED SUBMITTALS.
12. UNFORTUNATELY DISCREPANCIES AND INCONSISTENCIES WITHIN CONSTRUCTION DOCUMENTATION ARE A FACT OF LIFE, JUST AS *"CONSTRUCTION BUSTS"* OCCUR ON A JOBSITE. EACH CONTRACTOR SHALL NOTIFY THE OWNER'S GENERAL CONTRACTOR WHEN DISCREPANCIES ARE FOUND WITHIN THE CONSTRUCTION DOCUMENTS, OR WHEN DISCREPANCIES OCCUR BETWEEN THE DRAWINGS AND FIELD CONDITIONS. WORK SHALL NOT PROCEED IN THESE CONFLICTED AREAS UNTIL THE DISCREPANCIES ARE RESOLVED.
   12.1. WHEN BIDDING, CONTRACTORS SHALL USE THE MORE RESTRICTIVE/EXPENSIVE OPTION WHEN INCONSISTENCIES ARE FOUND UNLESS CLARIFIED WITH A PRE-BID RFI.
   12.2. IN THE EVENT A CONTRACTOR DOES NOT INFORM THE OWNER'S GENERAL CONTRACTOR OF A DISCREPANCY WITHIN THE DOCUMENTATION FOR WORK THEY ARE RESPONSIBLE FOR, THEY WILL BE REQUIRED To COMPLY WITH THE MORE RESTRICTIVE/EXPENSIVE OPTION. DISCREPANCIES WITHIN THE DRAWINGS, OR BETWEEN THE DRAWINGS AND THE FIELD CONDITIONS, SHALL NOT BE A REASON FOR ADDITIONAL COST OR A DELAY IN THE COMPLETION OF THE PROJECT.
13. CONTRACTORS SHALL ADHERE To ALL DESIGN CRITERIA INCLUDED WITHIN THE CONSTRUCTION DOCUMENTS UNLESS SPECIFICALLY MODIFIED BY AN ADDENDUM, BULLETIN, OR FIELD SKETCHES ISSUED BY THE ARCHITECT OR ENGINEER(S).
   13.1. REQUESTS FOR MODIFICATIONS To CONSTRUCTION DOCUMENTS AFFECTED BY FIELD CONDITIONS ARE SUBJECT To REVIEW BY THE ARCHITECT AND/OR ENGINEER.
14. ALL CONSTRUCTION ELEMENTS SHALL BE INSTALLED PER THE CONSTRUCTION DOCUMENTS AND THE MANUFACTURER'S STANDARD RECOMMENDATIONS AND INSTALLATION INSTRUCTIONS. WHERE ADDITIONAL U.L., ASTM, NFPA, TRADE GUILD, AND/OR TRADE ASSOCIATION INFORMATION IS REFERENCED IN THESE DOCUMENTS OR MANUFACTURER'S DOCUMENTATION, THOSE REQUIREMENTS SHALL ALSO BE FOLLOWED.
   14.1. WHERE THERE ARE UN-REFERENCED BUT APPLICABLE INDUSTRY STANDARD GUIDELINES, METHODOLOGIES, TECHNIQUES AND/OR PRACTICES THAT WOULD BE LOGICALLY USED FOR A SPECIFIC PORTION OF THE PROJECT, THEY SHOULD BE USED. FOR EXAMPLE, EVEN IF AWI (AMERICAN WOODWORKING INSTITUTE) GUIDELINES ARE NOT REFERENCED IN THE CONSTRUCTION DOCUMENTS, ANY MILLWORK CONSTRUCTION FOR THIS PROJECT SHOULD UTILIZE THOSE GUIDELINES AS APPROPRIATE.
15. ALL WORK SHALL BE DONE To MEET OR EXCEED THE STANDARDS OF THE CONSTRUCTION PRACTICES FOR EACH TRADE AND SHALL BE COMPLETED TO THE REASONABLE SATISFACTION OF THE OWNER, ARCHITECT, DESIGNER, AND ENGINEERS. CONTRACTOR SHALL REMEDY WITHOUT COST, ANY DEFECTS DUE To THEIR FAULTY WORKMANSHIP.
16. EACH CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL FIELD DIMENSIONS AND FIELD CONDITIONS IMPACTING THEIR WORK BY OBSERVATION, INVESTIGATION AND THROUGH MEASUREMENTS TAKEN AT THE JOB SITE. THEY SHALL VERIFY THE ACTUAL FIELD CONDITIONS AGAINST THE CONSTRUCTION DRAWINGS **PRIOR** To EXECUTING THEIR WORK, THE PREPARATION OF ANY SHOP DRAWINGS, AND THE FABRICATION OR ORDERING OF MATERIALS FOR THE PROJECT. THE CONTRACTOR ALONE IS RESPONSIBLE FOR THE PROPER FITMENT, CONNECTION AND INSTALLATION OF MATERIALS AND EQUIPMENT ASSOCIATED WITH THEIR SCOPE OF WORK.
17. PRIOR To EACH CONTRACTOR INSTALLING THEIR WORK, THEY SHALL ENSURE THE SUBSTRATE, OR SUBSTRATES, BEING INSTALLED OVER COMPLY WITH ANY REFERENCED STANDARD, INDUSTRY STANDARD, AND THE MANUFACTURE'S REQUIREMENTS FOR SUBSTRATES PRIOR To PROCEEDING.
   17.1. WHERE THE SUBSTRATE DOES NOT MEET THE INSTALLATION CRITERIA, NOTIFY THE INDIVIDUAL(S) OVERSEEING THE ENTIRE PROJECT.
   17.2. IF THE SUBSTRATE IS NEW CONSTRUCTION PREVIOUSLY INSTALLED BY ANOTHER CONTRACTOR, THE CONTRACTOR INSTALLING THE DEFICIENT SUBSTRATE SHALL BE RESPONSIBLE FOR REMEDIATION OF THEIR WORK IN A TIMELY FASHION WITHOUT ADDITIONAL COST.
   17.3. ANY CONTRACTOR INSTALLING OVER AN IMPROPER SUBSTRATE SHALL REMEDY THEIR WORK WITHOUT ADDITIONAL COST.
18. EACH CONTRACTOR SHALL TAKE THE NECESSARY PRECAUTIONS NOT TO DAMAGE EXISTING CONSTRUCTION WHILE COMPLETING THEIR OWN WORK, THIS INCLUDES ANY COMPONENT(S) NOT ALREADY INSTALLED BUT ARE STORED AT THE JOBSITE.
   18.1. ANY CONTRACTOR DAMAGING EXISTING CONSTRUCTION, OR STORED MATERIAL, SHALL BE RESPONSIBLE FOR COST To REPAIR AND/OR REPLACE THE DAMAGED ITEMS.
   18.2. EACH CONTRACTOR IS ALSO RESPONSIBLE FOR THE PROTECTION OF THEIR WORK DURING FABRICATION, TRANSIT, AND DELIVERY To THE JOBSITE. ANY ON-SITE STORAGE OF MATERIAL SHALL BE COORDINATED WITH THE OWNER'S GENERAL CONTRACTOR IN AN EFFORT To MINIMIZE THE EXPOSURE TO DAMAGE.
19. UPON COMPLETION OF ANY DAYS WORK, EACH CONTRACTOR SHALL CLEAN UP THEIR WORK AREA(S) AND REMOVE DEBRIS FROM THE JOBSITE IN ACCORDANCE WITH THE OWNER'S GENERAL CONTRACTOR'S REQUIREMENTS. UPON COMPLETION OF THEIR FULL SCOPE OF WORK, EACH CONTRACTOR SHALL LEAVE ANY AREA THEY HAVE WORKED IN TIDY AND READY FOR A FINAL CLEANING IN ACCORDANCE WITH THE OWNER'S GENERAL CONTRACTOR'S REQUIREMENTS.
20. PROVIDE "BEADED" DRYWALL TRIM AT ALL EXPOSED EDGES AND OUTSIDE CORNERS OF ALL GYPSUM BOARD CONSTRUCTION. 'MUD-ON' STYLE BEADS REQUIRED To BE USED FOR ALL TRIM PIECES U.N.O. USE VINYL BEADS IN DAMP OR HIGH HUMIDITY LOCATIONS AND METAL BEADS AT ALL OTHER LOCATIONS.
21. ANY CONCEALED WOOD FRAMING OR PLYWOOD USED FOR NAILERS, BLOCKING, REINFORCEMENT, SHEATHING OR SIMILAR APPLICATIONS WITHIN NON-BEARING WALLS (2-HOUR RATED OR LESS) SHALL BE TREATED WITH FIRE-RETARDANT (FRT) CHEMICALS IN ACCORDANCE WITH ASTM E84-77. FRT MATERIAL SHALL BEAR THE IDENTIFICATION OF AN AUTHORITATIVE TESTING/INSPECTION AGENCY ACCEPTABLE To THE GOVERNING JURISDICTION. NO FRT WOOD SHALL BE INSTALLED WITHIN A 3HR. (OR GREATER) RATED WALL.
22. WOOD MOLDINGS, TRIM, MILLWORK PANELS, AND THE LIKE SHALL BE INSTALLED DIRECTLY OVER A FIRE-RESISTIVE AND/OR NON-COMBUSTIBLE SUBSTRATE WITH MECHANICAL FASTENERS AND/OR ADHESIVE. FURRED OUT CONSTRUCTION, IF UTILIZED, SHALL BE FIRE-STOPPED WITH SOLID FRT BLOCKING (OR OTHER CODE COMPLIANT NON-COMBUSTIBLE MATERIAL) SPACED A MAXIMUM OF 8'-0" ON CENTER IN ALL DIRECTIONS.

Guestroom Matrix

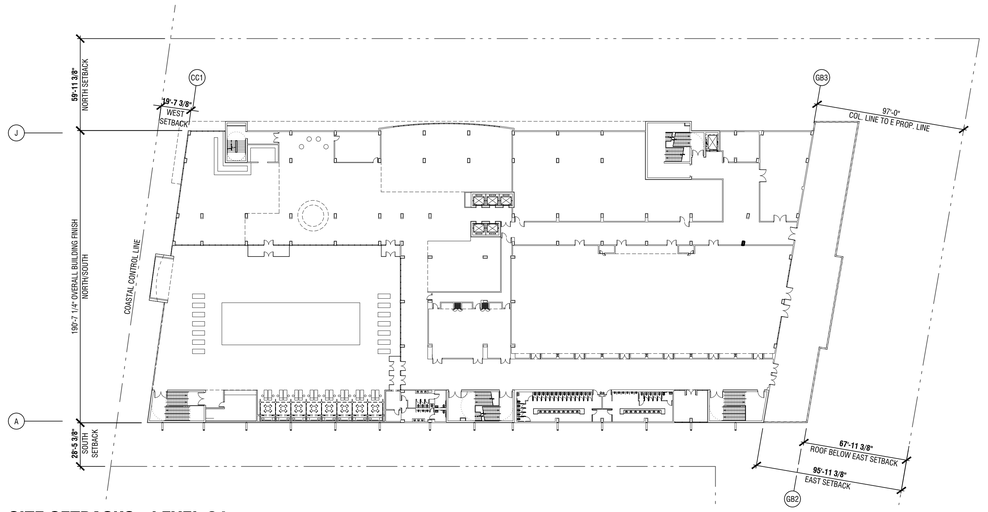
| | EAST/WEST WING — NORTH FACING | | |



SITE SETBACKS - LEVEL 06

1:40

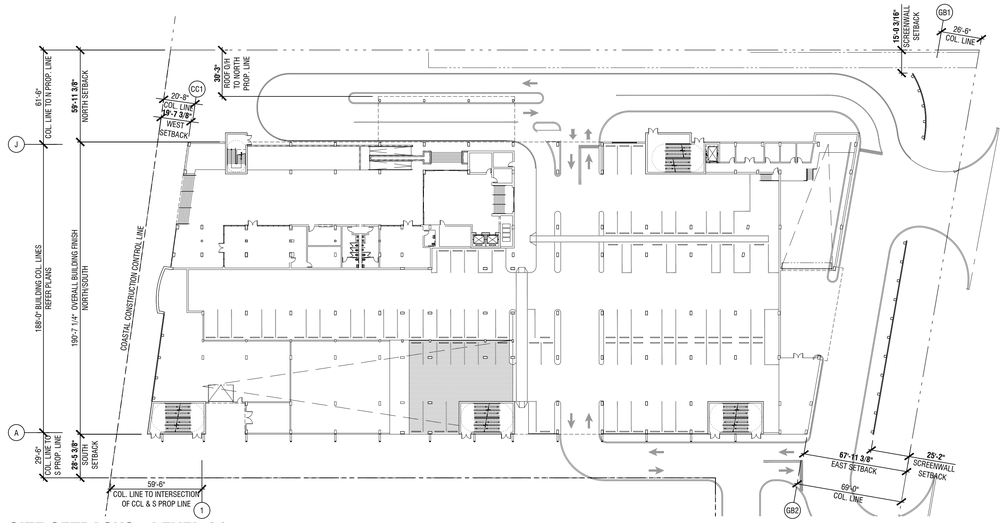
TYPICAL GUESTROOM FLOOR 16K a1.00



SITE SETBACKS - LEVEL 04

1:40

BALLROOM FLOOR 16F a1.00



SITE SETBACKS - LEVEL 01

1:40

ENTRY LEVEL 16A a1.00

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Dustin Serna

ISSUEDinformation

ISSUED:
17 August 2023

REVISIONS:

PIVOTstudio LLC

STATE OF FLORIDA JAMES D. STAPLETON AR 92889 REGISTERED ARCHITECT

08-17-23

PROJECTinformation

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: CSX.202204.00

SHEETinformation

Site Setbacks Levels 01, 04, & 06

DRAWN BY: B. Ramer
REVIEWED BY: J.Stapleton
SCALE: 1:40
APPROVED For: CUP REVIEW

a1.00

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USER: BRIANRAMER PLOTTED: 8/17/2023 - 4:00 PM C:\Users\BrianRamer\PIVOTstudio Dropbox\PIVOTprojects\C.Sussex\CSX.202204.00-SPinter\05Documentation\SIPSa_0100.dwg LAYOUT: a1.00

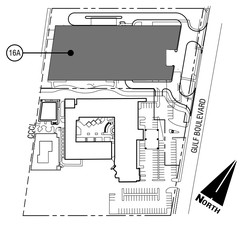
LEVEL PARKING	RAMP PARKING	PARKING COUNTS COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
L01		26	39	9	74	a2.01
	L01 → L01.5 LANDING	19	12	0	31	a2.02
	L01.5 LANDING → L02	0	12	0	12	
L02		17	125	0	142	
	L02 → L03	7	14	0	21	a2.03
L03		17	132	0	149	
	TOTALS	86	334	9	429	

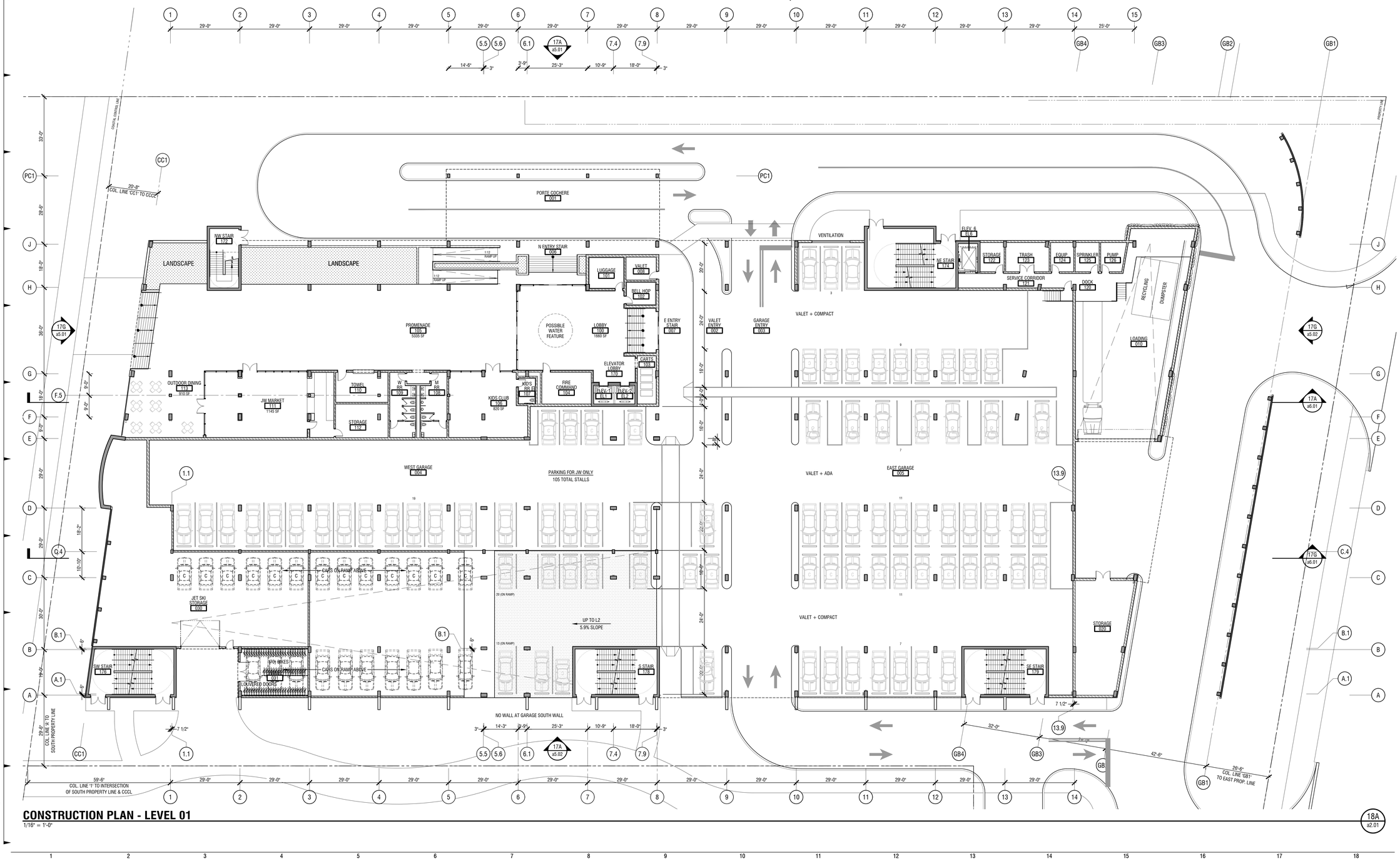
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN: Level 1





CONSTRUCTION PLAN - LEVEL 01

1/16" = 1'-0"

18A a2.01

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*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON AR 92889 REGISTERED ARCHITECT

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: CSX.202204.00

*SHEET*information

Construction Plan: Level 01

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: CUP REVIEW

a2.01

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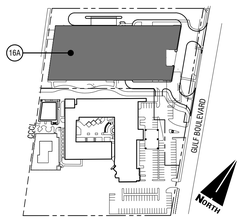
LEVEL PARKING	RAMP PARKING	PARKING COUNTS COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
L01		26	39	9	**74**	a2.01
	L01 → L01.5 LANDING	19	12	0	**31**	a2.02
	L01.5 LANDING → L02	0	12	0	**12**	
L02		17	125	0	**142**	
	L02 → L03	7	14	0	**21**	a2.03
L03		17	132	0	**149**	
	TOTALS	**86**	**334**	**9**	**429**	

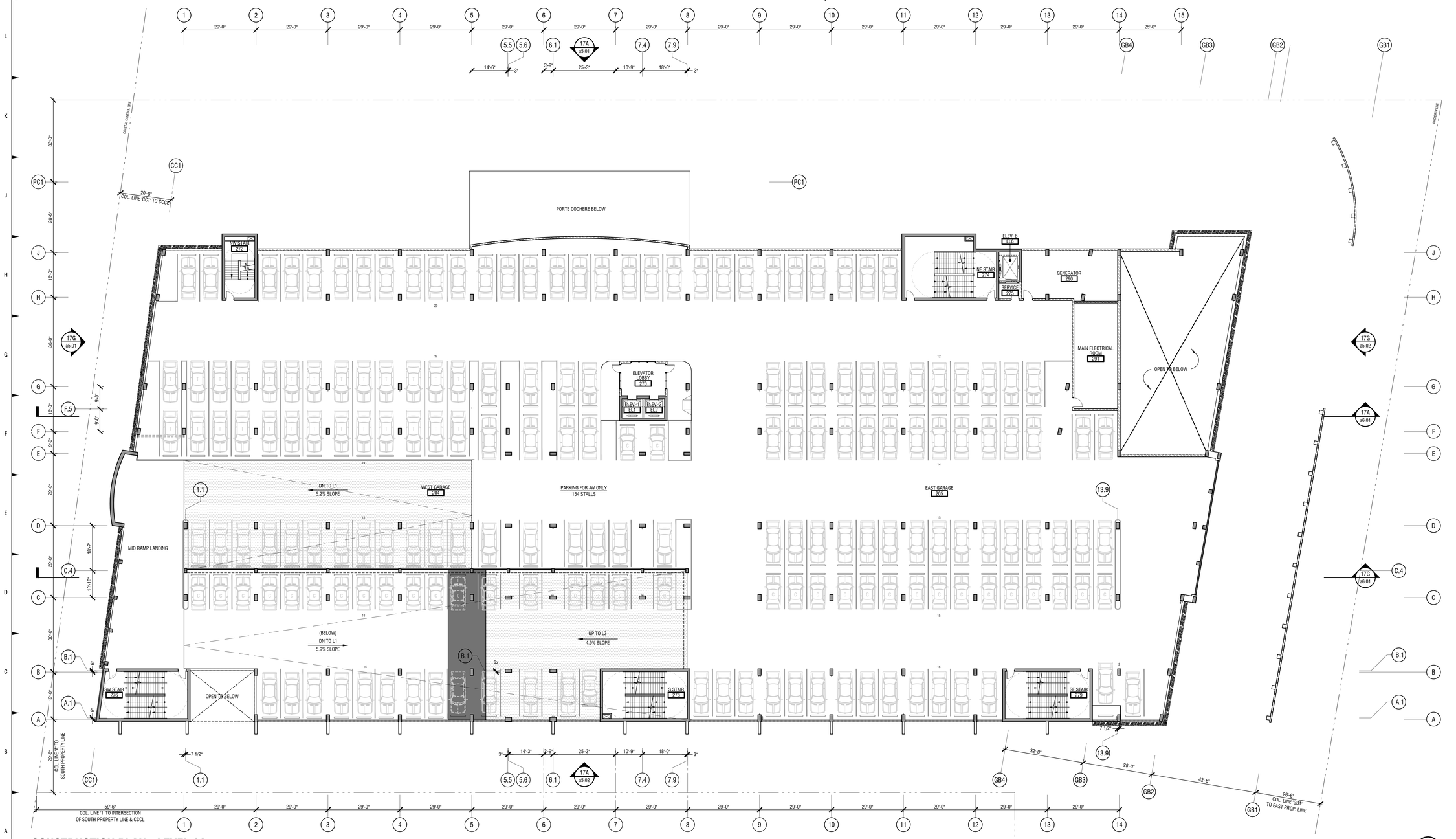
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN: Level 2





CONSTRUCTION PLAN - LEVEL 02

1/16" = 1'-0"

18A a2.02

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*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON AR 92889 REGISTERED ARCHITECT

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Construction Plan: Level 02

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: **CUP REVIEW**

a2.02

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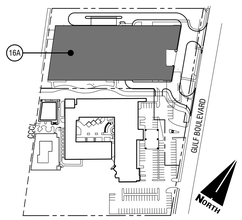
LEVEL PARKING	RAMP PARKING	PARKING COUNTS COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
L01		26	39	9	74	a2.01
	L01 → L01.5 LANDING	19	12	0	31	a2.02
	L01.5 LANDING → L02	0	12	0	12	
L02		17	125	0	142	
	L02 → L03	7	14	0	21	a2.03
L03		17	132	0	149	
	TOTALS	86	334	9	429	

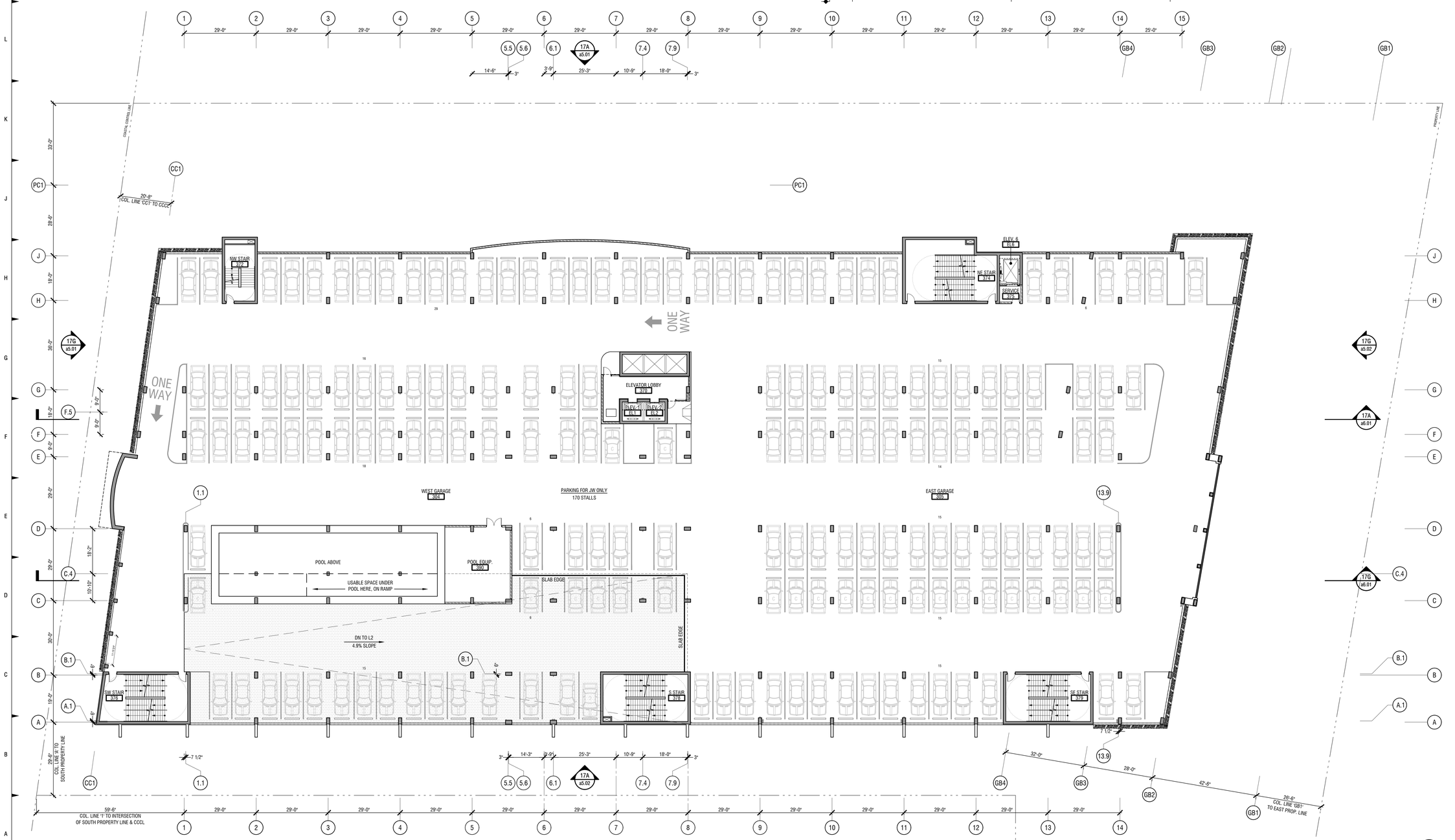
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN: Level 3





CONSTRUCTION PLAN - LEVEL 03

1/16" = 1'-0"

18A a2.03

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ISSUED information

ISSUED:
17 August 2023

REVISIONS:

PIVOT studio LLC

STATE OF FLORIDA JAMES D. STAPLETON AR 92889 REGISTERED ARCHITECT

08-17-23

PROJECT information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: CSX.202204.00

SHEET information

Construction Plan: Level 03

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: CUP REVIEW

a2.03

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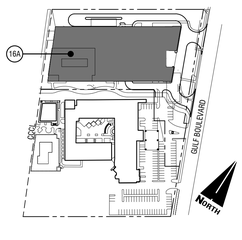
LEVEL PARKING	RAMP PARKING	PARKING COUNTS COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
L01		26	39	9	74	a2.01
	L01 → L01.5 LANDING	19	12	0	31	a2.02
	L01.5 LANDING → L02	0	12	0	12	
L02		17	125	0	142	
	L02 → L03	7	14	0	21	a2.03
L03		17	132	0	149	
	TOTALS	86	334	9	429	

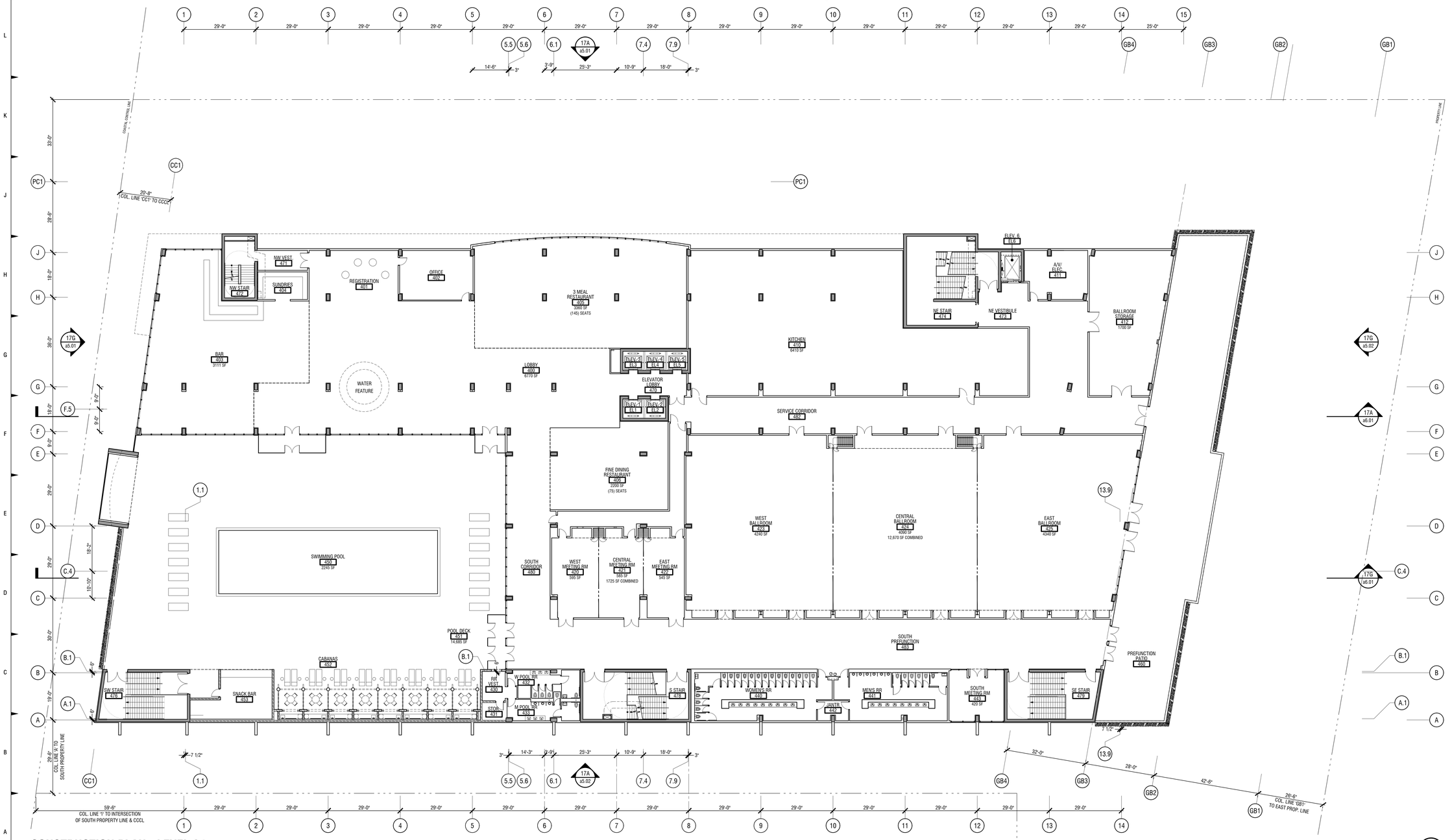
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN: Level 4





CONSTRUCTION PLAN - LEVEL 04

1/16" = 1'-0"

18A a2.04

PIVOT

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*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA
LICENSED STAFF
AR 92889
REGISTERED ARCHITECT

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: CSX.202204.00

*SHEET*information

Construction Plan: Level 04

DRAWN BY: P.Grannan, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: CUP REVIEW

a2.04

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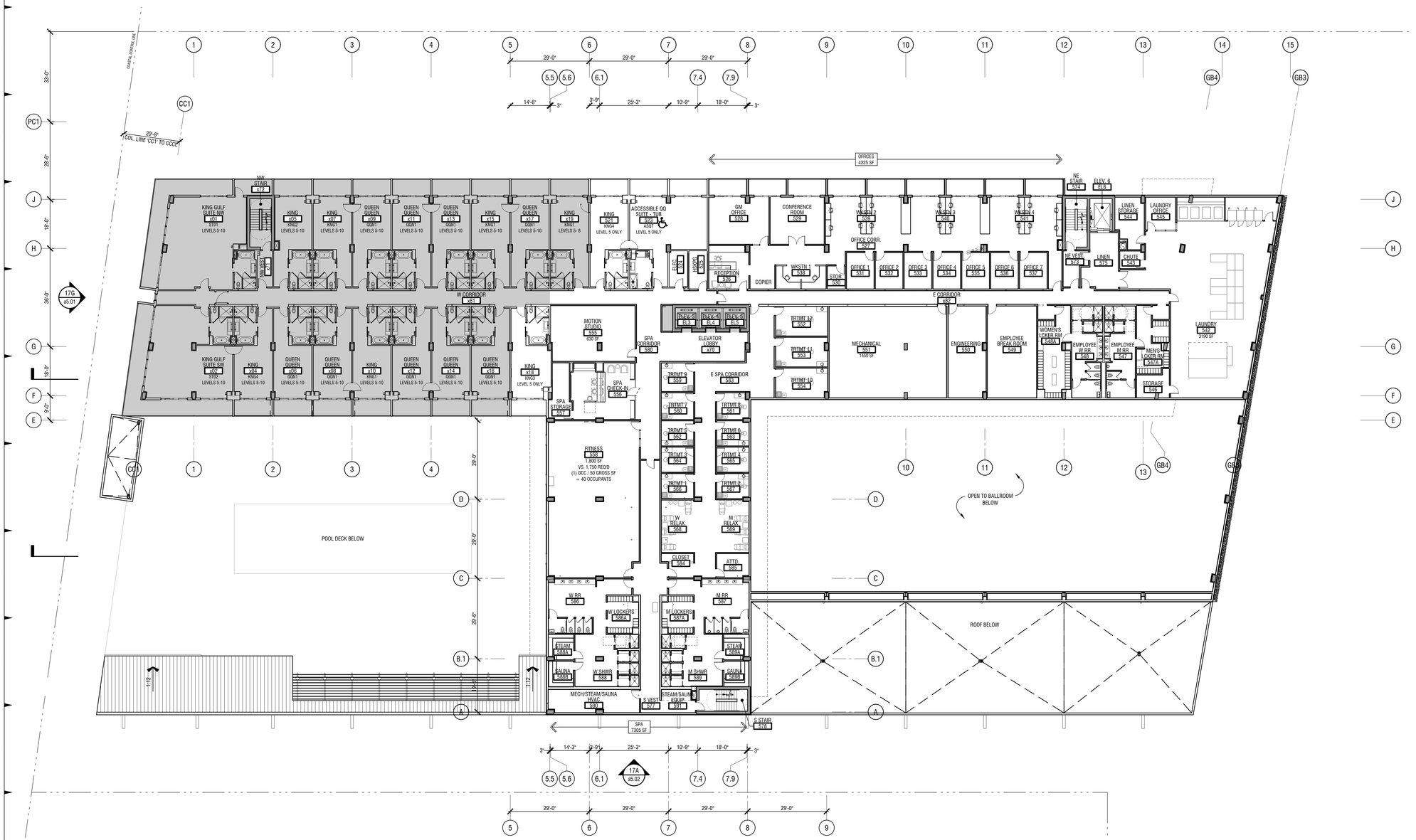


CONSTRUCTION PLAN - LEVEL 05

1/16" = 1'-0"

16A a2.05

KEYNOTES: (A) = ALIGN

1 KEYNOTES...

ROOM LISTING

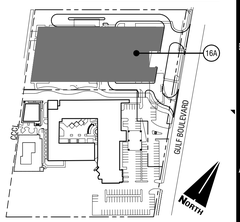
ENLARGED GUESTROOM & SUITE PLANS ARE LOCATED AT:

TAG	DESCRIPTION	DRAWING
KNG1	KING GSTRM -- TYP.	16A / a4.01
KNG2	KING GSTRM -- END CONDITION	12A / a4.01
KNG3	KING GSTRM -- DBL COLUMN	8A / a4.01
KNG4	KING GSTRM -- CONN. DOOR @ HEAD	4A / a4.01
KNG5	KING GSTRM -- FLORIDA 5%	16H / a4.01
QQN1	QUEEN QUEEN GSTRM -- TYP.	16A / a4.02
QQN2	QUEEN QUEEN GSTRM -- x60	12A / a4.02
QQN5	QUEEN QUEEN GSTRM -- FLORIDA 5%	8A / a4.02
ST01	KING GULF SUITE NW	8A / a4.05
ST02	KING GULF SUITE SW	8A / a4.05
ST30	KING BUNK SUITE NE	16A / a4.06
ST47	KING EAST SUITE NE	16A / a4.05
ST48	KING EAST SUITE SE	16A / a4.05
ST50	KING BUNK SUITE SW	8A / a4.06
ST51	KING BUNK SUITE SE	16A / a4.06
ST62	KING SUITE WEST	16A / a4.07
ST18	QUEEN QUEEN BUNK SUITE NW	8A / a4.06
ST61	QUEEN QUEEN SUITE EAST	11A / a4.07
AKS1	ACCESSIBLE KING W/ ROLL-IN SHOWER	12A / a4.11
AKT1	ACCESSIBLE KING W/ BATHTUB	16A / a4.11
AQS1	ACCESSIBLE QN QN W/ ROLL-IN SHOWER	4A / a4.11
AQT1	ACCESSIBLE QN QN W/ BATHTUB	8A / a4.11
ASQT	ACCESSIBLE QN QN SUITE W/ BATHTUB	16H / a4.11

REFER To a2.06

INFORMATION WITHIN HATCHED AREA IS THE SAME AS FOR TYPICAL GUESTROOM FLOOR -- LEVEL 06, REFER a2.06

KEY PLAN: Level 5



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Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON REGISTERED ARCHITECT AR 92889

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Construction Plan: Level 05

DRAWN BY: P.Grannan, B. Ramer
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: **CUP REVIEW**

a2.05

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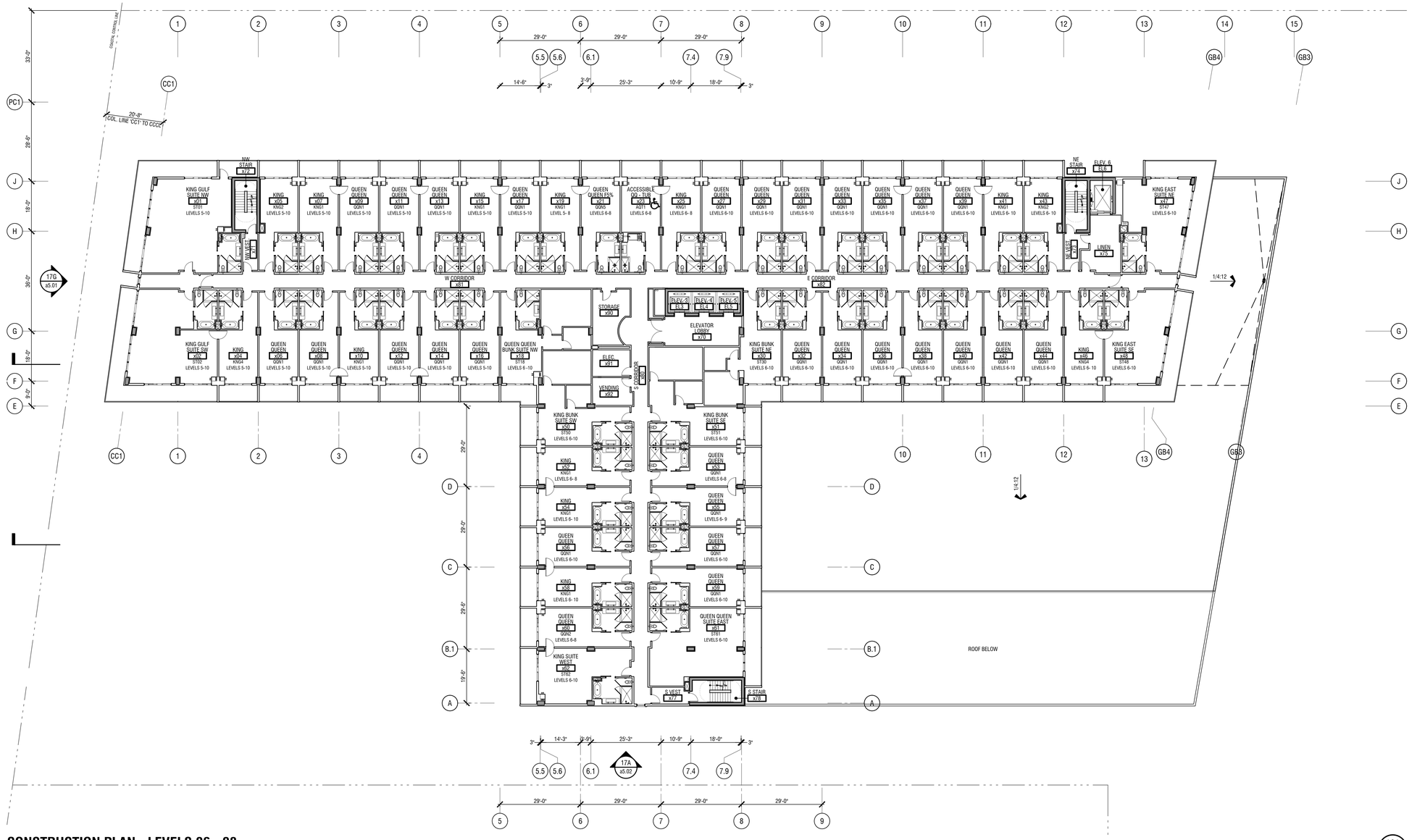


CONSTRUCTION PLAN - LEVELS 06 - 08

1/16" = 1'-0"

KEYNOTES: (A) = ALIGN

1 KEYNOTES...

ROOM LISTING

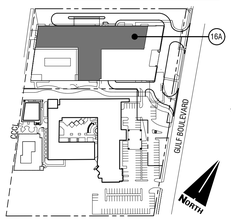
ENLARGED GUESTROOM & SUITE PLANS ARE LOCATED AT:

TAG	DESCRIPTION	DRAWING
KNG1	KING GSTRM -- TYP.	16A / a4.01
KNG2	KING GSTRM -- END CONDITION	12A / a4.01
KNG3	KING GSTRM -- DBL COLUMN	8A / a4.01
KNG4	KING GSTRM -- CONN. DOOR @ HEAD	4A / a4.01
KNG5	KING GSTRM -- FLORIDA 5%	16H / a4.01
QGN1	QUEEN QUEEN GSTRM -- TYP.	16A / a4.02
QGN2	QUEEN QUEEN GSTRM -- x60	12A / a4.02
QGN5	QUEEN QUEEN GSTRM -- FLORIDA 5%	8A / a4.02
ST01	KING GULF SUITE NW	8A / a4.05
ST02	KING GULF SUITE SW	8A / a4.05
ST30	KING BUNK SUITE NE	16A / a4.06
ST47	KING EAST SUITE NE	16A / a4.05
ST48	KING EAST SUITE SE	16A / a4.05
ST50	KING BUNK SUITE SW	8A / a4.06
ST51	KING BUNK SUITE SE	16A / a4.06
ST62	KING SUITE WEST	16A / a4.07
ST18	QUEEN QUEEN BUNK SUITE NW	8A / a4.06
ST61	QUEEN QUEEN SUITE EAST	11A / a4.07
AKS1	ACCESSIBLE KING W/ ROLL-IN SHOWER	12A / a4.11
AKT1	ACCESSIBLE KING W/ BATHTUB	16A / a4.11
AQS1	ACCESSIBLE QN QN W/ ROLL-IN SHOWER	4A / a4.11
AQT1	ACCESSIBLE QN QN W/ BATHTUB	8A / a4.11
ASQT	ACCESSIBLE QN QN SUITE W/ BATHTUB	16H / a4.11

REFER To a2.06

INFORMATION WITHIN HATCHED AREA IS THE SAME AS FOR TYPICAL GUESTROOM FLOOR -- LEVEL 06, REFER a2.06

KEY PLAN: Levels 6 - 8



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*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON REGISTERED ARCHITECT AR 92689

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Construction Plan: Levels 06 - 08

DRAWN BY: P.Grannan, B. Ramer

REVIEWED BY: J.Stapleton

SCALE: As Noted

APPROVED For: **CUP REVIEW**

a2.06

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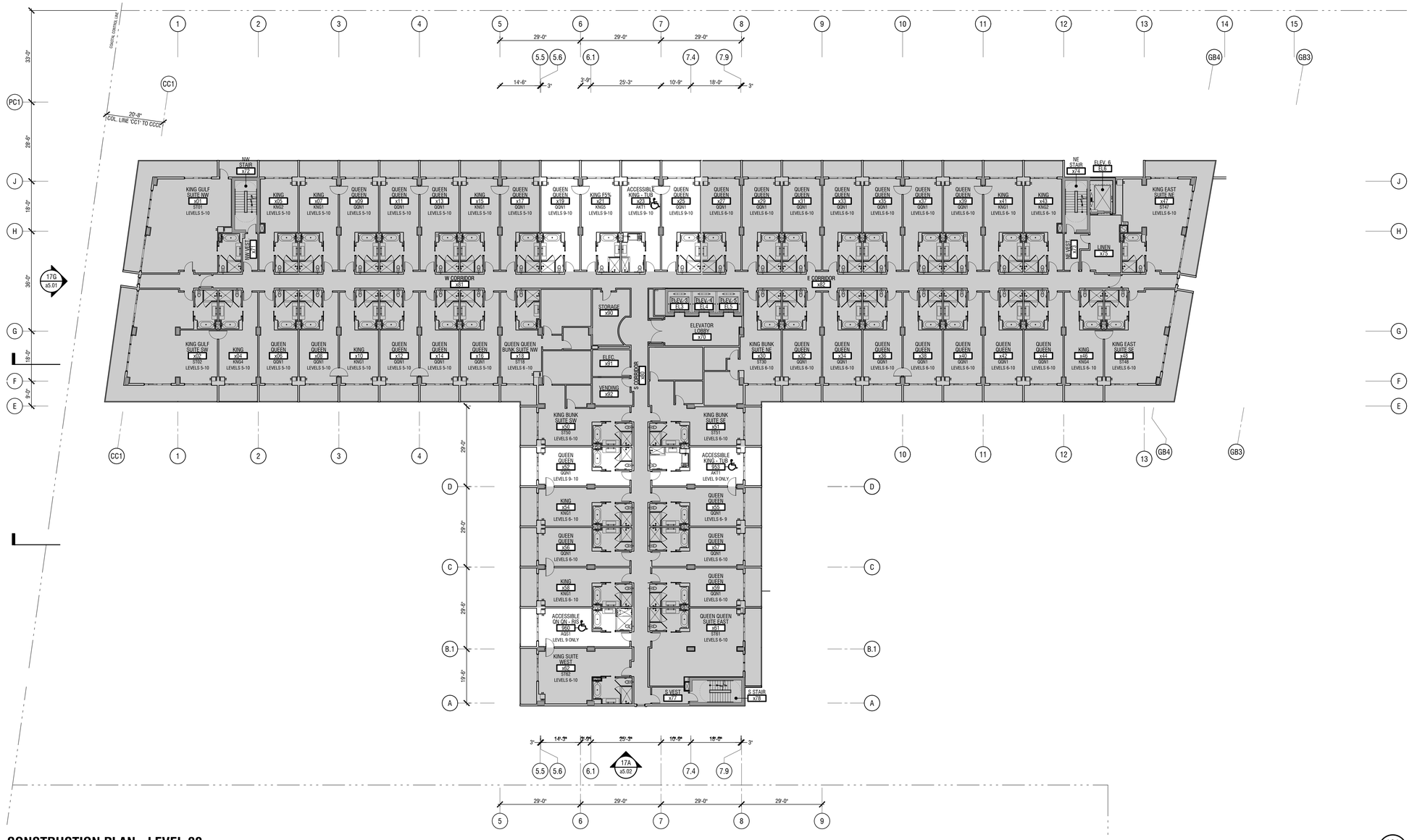
USER: BRIANRAMER PLOTTED: 8/17/2023 - 4:01 PM C:\Users\BrianRamer\PIVOTstudio Dropbox\PIVOTprojects\Columbia Sussex\CSX.202204.00-SIP\rev\00\Documentation\SPSp_ _D256.dwg LAYOUT: a2.06



CONSTRUCTION PLAN - LEVEL 09

1/16" = 1'-0"

KEYNOTES: (A) = ALIGN

1 KEYNOTES...

ROOM LISTING

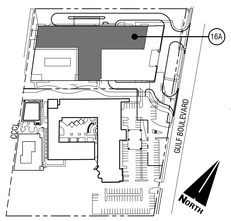
ENLARGED GUESTROOM & SUITE PLANS ARE LOCATED AT:

TAG	DESCRIPTION	DRAWING
KNG1	KING GSTRM -- TYP.	16A / a4.01
KNG2	KING GSTRM -- END CONDITION	12A / a4.01
KNG3	KING GSTRM -- DBL COLUMN	8A / a4.01
KNG4	KING GSTRM -- CONN. DOOR @ HEAD	4A / a4.01
KNG5	KING GSTRM -- FLORIDA 5%	16H / a4.01
QGN1	QUEEN QUEEN GSTRM -- TYP.	16A / a4.02
QGN2	QUEEN QUEEN GSTRM -- x60	12A / a4.02
QGN5	QUEEN QUEEN GSTRM -- FLORIDA 5%	8A / a4.02
ST01	KING GULF SUITE NW	8A / a4.05
ST02	KING GULF SUITE SW	8A / a4.05
ST30	KING BUNK SUITE NE	16A / a4.06
ST47	KING EAST SUITE NE	16A / a4.05
ST48	KING EAST SUITE SE	16A / a4.05
ST50	KING BUNK SUITE SW	8A / a4.06
ST51	KING BUNK SUITE SE	16A / a4.06
ST62	KING SUITE WEST	16A / a4.07
ST18	QUEEN QUEEN BUNK SUITE NW	8A / a4.06
ST61	QUEEN QUEEN SUITE EAST	11A / a4.07
AKS1	ACCESSIBLE KING W/ ROLL-IN SHOWER	12A / a4.11
AKT1	ACCESSIBLE KING W/ BATHTUB	16A / a4.11
AQS1	ACCESSIBLE QN QN W/ ROLL-IN SHOWER	4A / a4.11
AQT1	ACCESSIBLE QN QN W/ BATHTUB	8A / a4.11
ASQT	ACCESSIBLE QN QN SUITE W/ BATHTUB	16H / a4.11

REFER To a2.06

INFORMATION WITHIN HATCHED AREA IS THE SAME AS FOR TYPICAL GUESTROOM FLOOR -- LEVEL 06, REFER a2.06

KEY PLAN: Level 9



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Perry Becker Design
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Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON REGISTERED ARCHITECT AR 92689

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Construction Plan: Level 09

DRAWN BY: P.Grannan, B. Ramer
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: **CUP REVIEW**

a2.09

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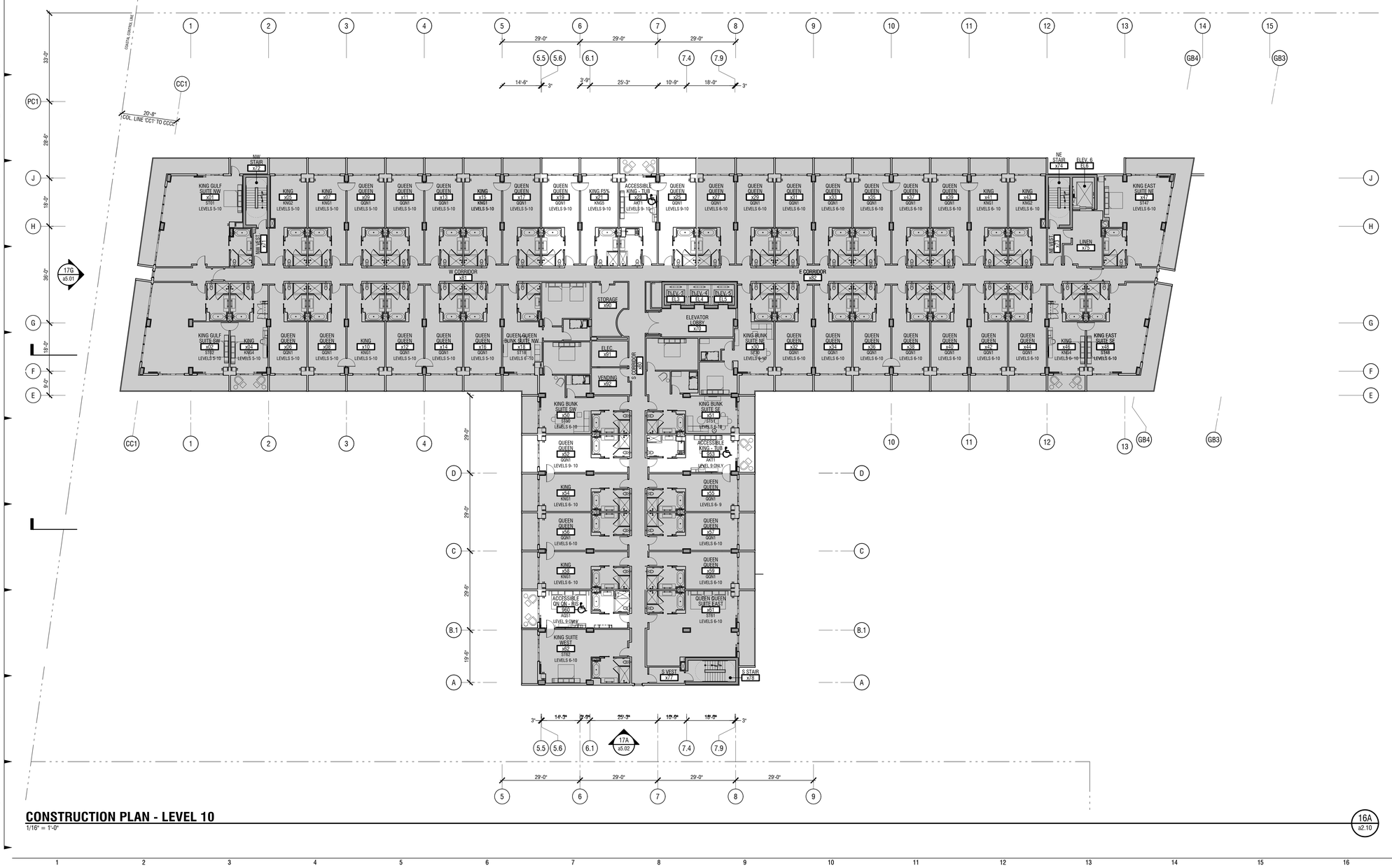


CONSTRUCTION PLAN - LEVEL 10

1/16" = 1'-0"

16A a2.10

KEYNOTES: (A) = ALIGN

1 KEYNOTES...

ROOM LISTING

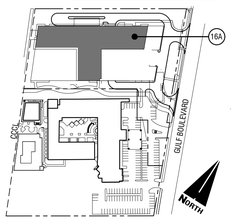
ENLARGED GUESTROOM & SUITE PLANS ARE LOCATED AT:

TAG	DESCRIPTION	DRAWING
KNG1	KING GSTRM -- TYP.	16A / a4.01
KNG2	KING GSTRM -- END CONDITION	12A / a4.01
KNG3	KING GSTRM -- DBL COLUMN	8A / a4.01
KNG4	KING GSTRM -- CONN. DOOR @ HEAD	4A / a4.01
KNG5	KING GSTRM -- FLORIDA 5%	16H / a4.01
QGN1	QUEEN QUEEN GSTRM -- TYP.	16A / a4.02
QGN2	QUEEN QUEEN GSTRM -- x60	12A / a4.02
QGN5	QUEEN QUEEN GSTRM -- FLORIDA 5%	8A / a4.02
ST01	KING GULF SUITE NW	8A / a4.05
ST02	KING GULF SUITE SW	8A / a4.05
ST30	KING BUNK SUITE NE	16A / a4.06
ST47	KING EAST SUITE NE	16A / a4.05
ST48	KING EAST SUITE SE	16A / a4.05
ST50	KING BUNK SUITE SW	8A / a4.06
ST51	KING BUNK SUITE SE	16A / a4.06
ST62	KING SUITE WEST	16A / a4.07
ST18	QUEEN QUEEN BUNK SUITE NW	8A / a4.06
ST61	QUEEN QUEEN SUITE EAST	11A / a4.07
AKS1	ACCESSIBLE KING W/ ROLL-IN SHOWER	12A / a4.11
AKT1	ACCESSIBLE KING W/ BATHTUB	16A / a4.11
AQS1	ACCESSIBLE QN QN W/ ROLL-IN SHOWER	4A / a4.11
AQT1	ACCESSIBLE QN QN W/ BATHTUB	8A / a4.11
ASQT	ACCESSIBLE QN QN SUITE W/ BATHTUB	16H / a4.11

REFER To a2.06

INFORMATION WITHIN HATCHED AREA IS THE SAME AS FOR TYPICAL GUESTROOM FLOOR -- LEVEL 06, REFER a2.06

KEY PLAN: Level 10



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Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON REGISTERED ARCHITECT AR 92689

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Construction Plan: Level 10

DRAWN BY: P.Grannan, B. Ramer
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: **CUP REVIEW**

a2.10

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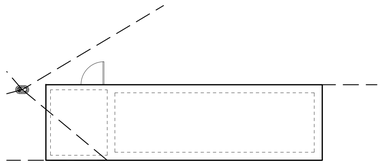
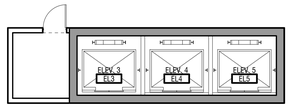
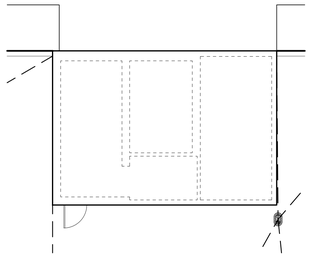
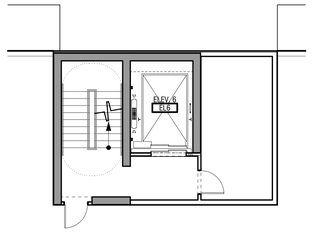






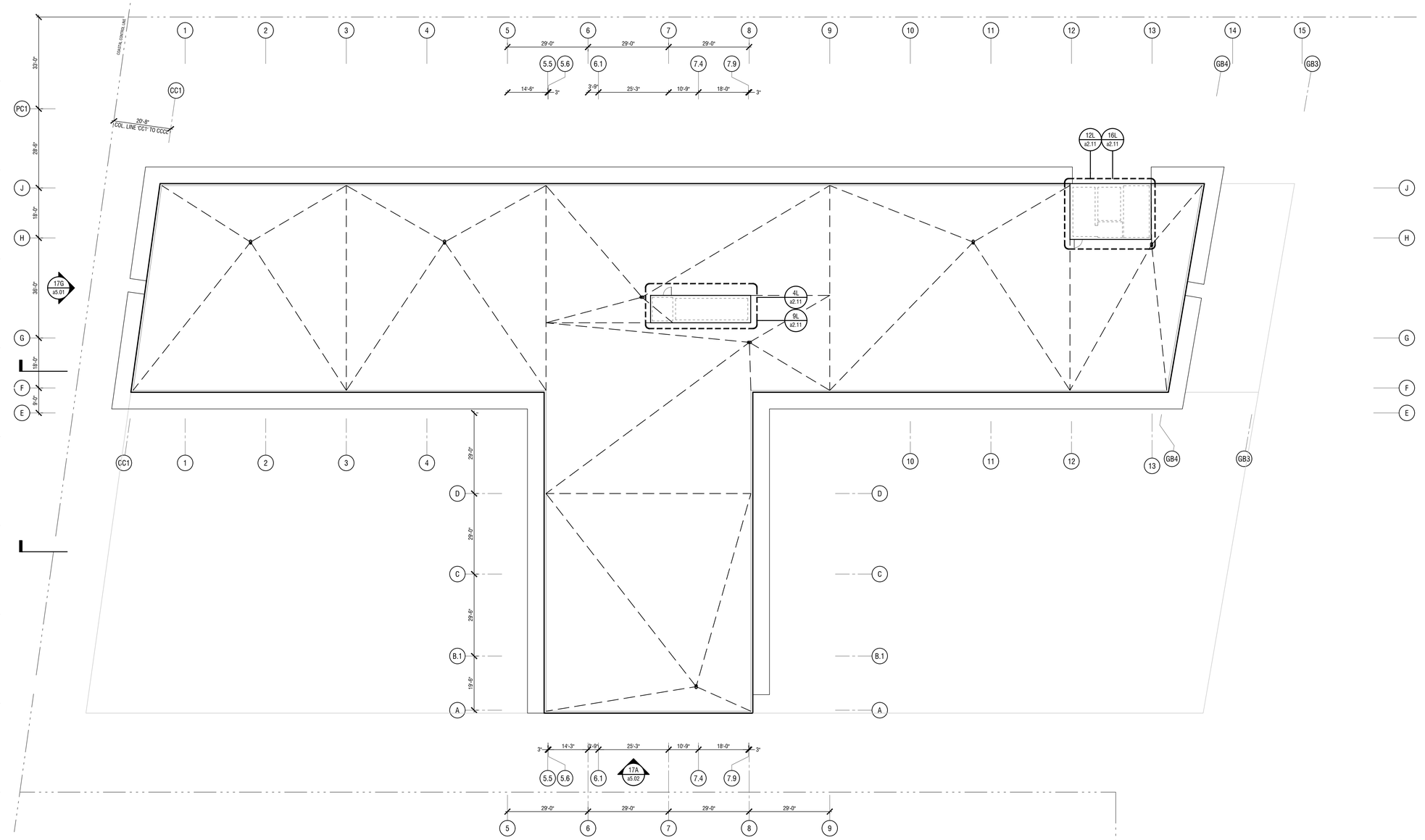


ENLARGED PLAN - ROOF
1/8" = 1'-0"
4L / a2.11

ENLARGED PLAN - ROOF
1/8" = 1'-0"
9L / a2.11

ENLARGED PLAN - ROOF
1/8" = 1'-0"
12L / a2.11

ENLARGED PLAN - ROOF
1/8" = 1'-0"
16L / a2.11



CONSTRUCTION PLAN - ROOF
1/16" = 1'-0"
16A / a2.11

KEYNOTES: (A) = ALIGN

1 KEYNOTES...

ROOM LISTING

ENLARGED GUESTROOM & SUITE PLANS ARE LOCATED AT:

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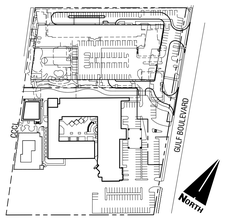
KNG2	KING GSTRM -- END CONDITION	12A / a4.01
KNG3	KING GSTRM -- DBL COLUMN	8A / a4.01
KNG4	KING GSTRM -- CONN. DOOR @ HEAD	4A / a4.01
KNG5	KING GSTRM -- FLORIDA 5%	16H / a4.01
QQN1	QUEEN QUEEN GSTRM -- TYP.	16A / a4.02
QQN2	QUEEN QUEEN GSTRM -- x60	12A / a4.02
QQN5	QUEEN QUEEN GSTRM -- FLORIDA 5%	8A / a4.02
STO1	KING GULF SUITE NW	8A / a4.05
STO2	KING GULF SUITE SW	8A / a4.05
ST30	KING BUNK SUITE NE	16A / a4.06
ST47	KING EAST SUITE NE	16A / a4.05
ST48	KING EAST SUITE SE	16A / a4.05
ST50	KING BUNK SUITE SW	8A / a4.06
ST51	KING BUNK SUITE SE	16A / a4.06
ST62	KING SUITE WEST	16A / a4.07
ST18	QUEEN QUEEN BUNK SUITE NW	8A / a4.06
ST61	QUEEN QUEEN SUITE EAST	11A / a4.07
AKS1	ACCESSIBLE KING W/ ROLL-IN SHOWER	12A / a4.11
AKT1	ACCESSIBLE KING W/ BATHTUB	16A / a4.11
AQS1	ACCESSIBLE QN QN W/ ROLL-IN SHOWER	4A / a4.11
AQT1	ACCESSIBLE QN QN W/ BATHTUB	8A / a4.11
ASQT	ACCESSIBLE QN QN SUITE W/ BATHTUB	16H / a4.11

REFER To a2.06

INFORMATION WITHIN HATCHED AREA IS THE SAME AS FOR TYPICAL GUESTROOM FLOOR -- LEVEL 06, REFER a2.06

KEY PLAN:



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Dustin Serna

ISSUED information

ISSUED:
17 August 2023

REVISIONS:

PIVOT studio LLC

STATE OF FLORIDA · JAMES D. STAPLETON · AR 92889 · REGISTERED ARCHITECT

08-17-23

PROJECT information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

SHEET information

Construction Plan: Roof

DRAWN BY: P.Grannan, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: **CUP REVIEW**

a2.11

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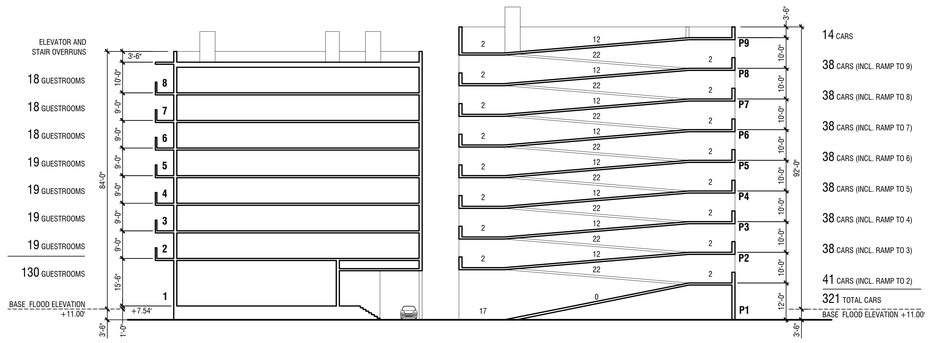
PARKING COUNTS					
LEVEL	COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
P1	-	33	8	41	a2.21
P2	12	26	-	38	a2.22
P3	12	26	-	38	
P4	12	26	-	38	
P5	12	26	-	38	
P6	12	26	-	38	
P7	12	26	-	38	
P8	12	26	-	38	
P9	12	2	-	14	
	96	217	8	321	



SECTION DIAGRAM - GUESTROOM & PARKING COUNTS

NOT TO SCALE

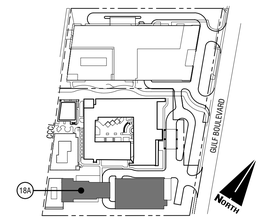
8K a2.21

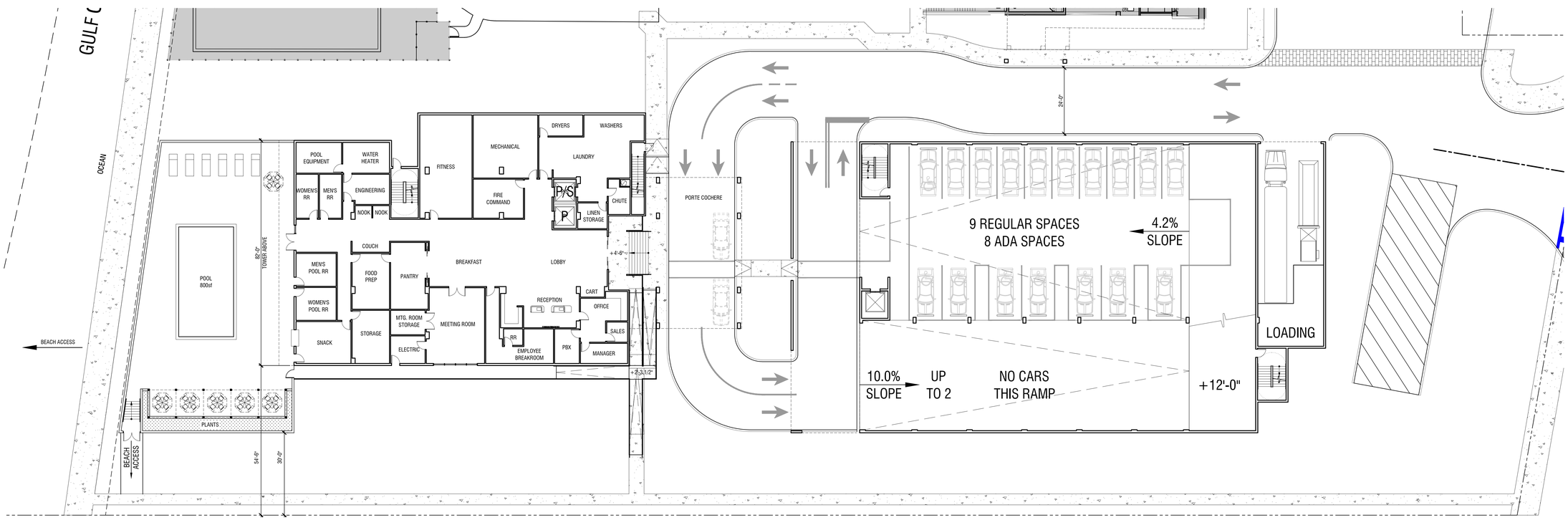
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN:





CONSTRUCTION PLAN - SELECT SERVICE HOTEL LEVEL 01

1/16" = 1'-0"

16A a2.21

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Scott Gilner

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Perry Becker Design
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Orlando, FL 32803
Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA JAMES D. STAPLETON AR 92889 REGISTERED ARCHITECT

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

Select Service Hotel

PROJECT NUMBER: CSX.202204.00

*SHEET*information

Construction Plan: Level 01

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: CUP REVIEW

a2.21

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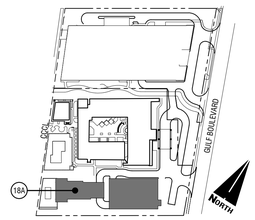
PARKING COUNTS					
LEVEL	COMPACT	TYPICAL	ACCESSIBLE	TOTAL	SHOWN ON
P1	-	33	8	41	a2.21
P2	12	26	-	38	
P3	12	26	-	38	
P4	12	26	-	38	
P5	12	26	-	38	a2.22
P6	12	26	-	38	
P7	12	26	-	38	
P8	12	26	-	38	
P9	12	2	-	14	
	96	217	8	321	

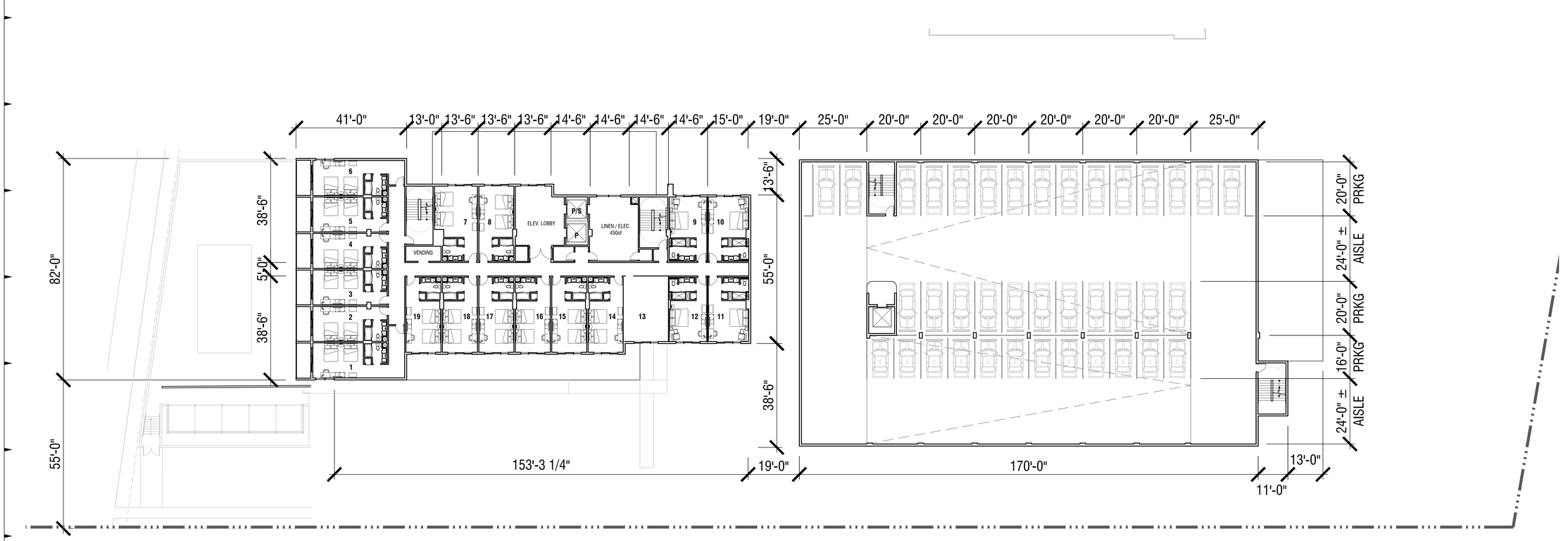
KEYNOTES:

A = ALIGN

1 KEYNOTES...

KEY PLAN: Level 1





CONSTRUCTION PLAN - HOTEL LEVELS 02 - 08 / PARKING GARAGE LEVELS P02 - P09

1/16" = 1'-0"

18A
a2.22

PIVOT

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Interior Design 859.578.1100
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3657 Maguire Boulevard, Suite 150
Orlando, FL 32803
Dustin Serna

ISSUEDinformation

ISSUED:
17 August 2023
REVISIONS:

PIVOTstudio LLC

STATE OF FLORIDA · JAMES D. STAPLETON · REGISTERED ARCHITECT · AR 92888

08-17-23

PROJECTinformation

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

Select Service Hotel

PROJECT NUMBER: CSX.202204.00

SHEETinformation

Construction Plan: Level 02 - Level 08

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: As Noted
APPROVED For: CUP REVIEW

a2.22

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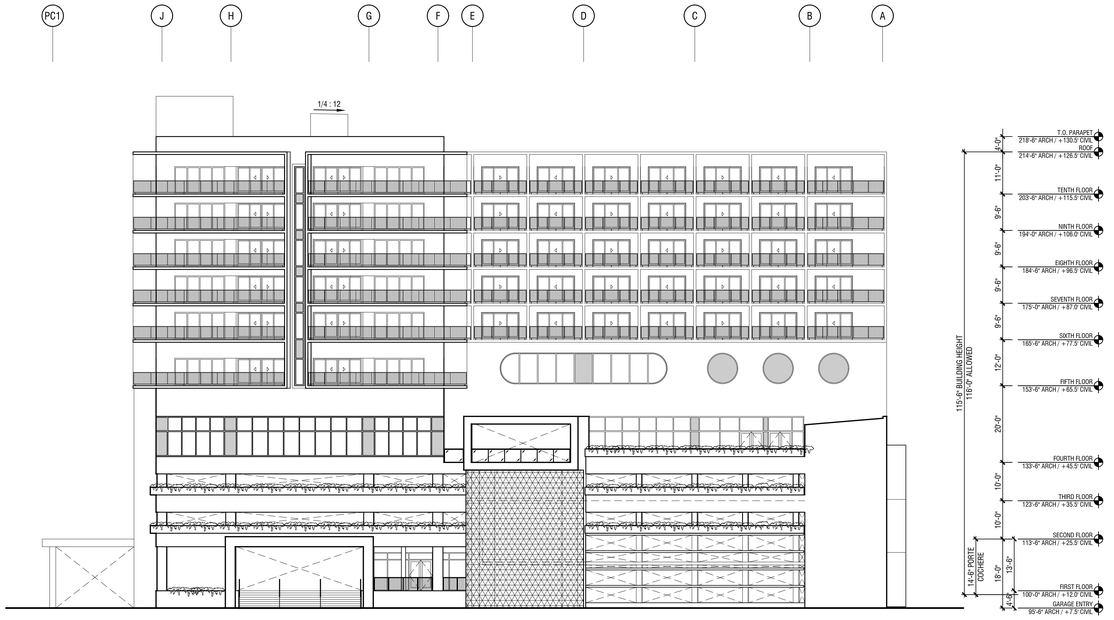
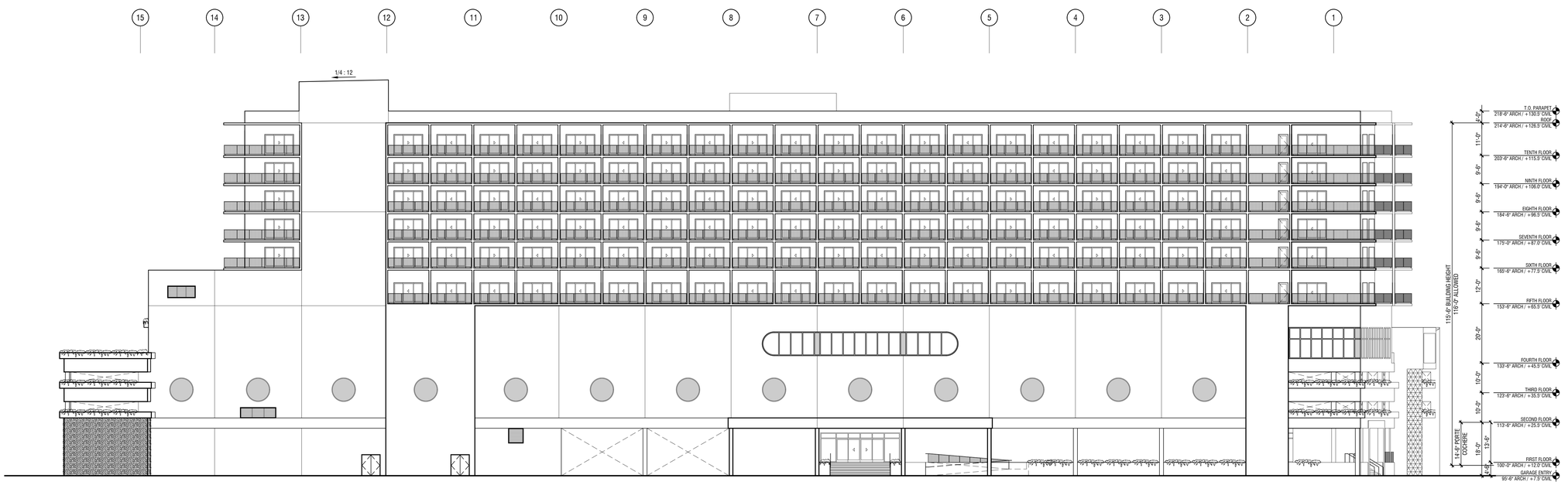


WEST ELEVATION

1/16" = 1'-0"

17G
a5.01



NORTH ELEVATION

1/16" = 1'-0"

17A
a5.01

PIVOT

Columbia Sussex CORPORATION

Owner 859.578.1100
CP St. Pete, LLC
740 Centre View Boulevard
Crestview Hills, KY 41017
Neal Kreke

Architect 513.325.3523
PIVOTstudio
544 W Liberty Street, Suite 2.0
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Jim Stapleton

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Scott Gilner

Landscape 407.960.4850
Perry Becker Design
3657 Maguire Boulevard, Suite 150
Orlando, FL 32803
Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

STATE OF FLORIDA
JAMES D. STAPLETON
AR 92889
REGISTERED ARCHITECT

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: CSX.202204.00

*SHEET*information

Exterior Elevations

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: CUP REVIEW

a5.01

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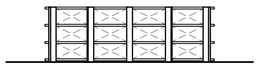
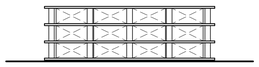


CURVED SCREEN WALL WEST ELEVATION

1/16" = 1'-0"

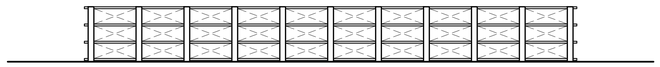
7N / a5.02



CURVED SCREEN WALL EAST ELEVATION

1/16" = 1'-0"

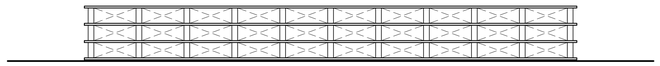
7L / a5.02



SCREEN WALL WEST ELEVATION

1/16" = 1'-0"

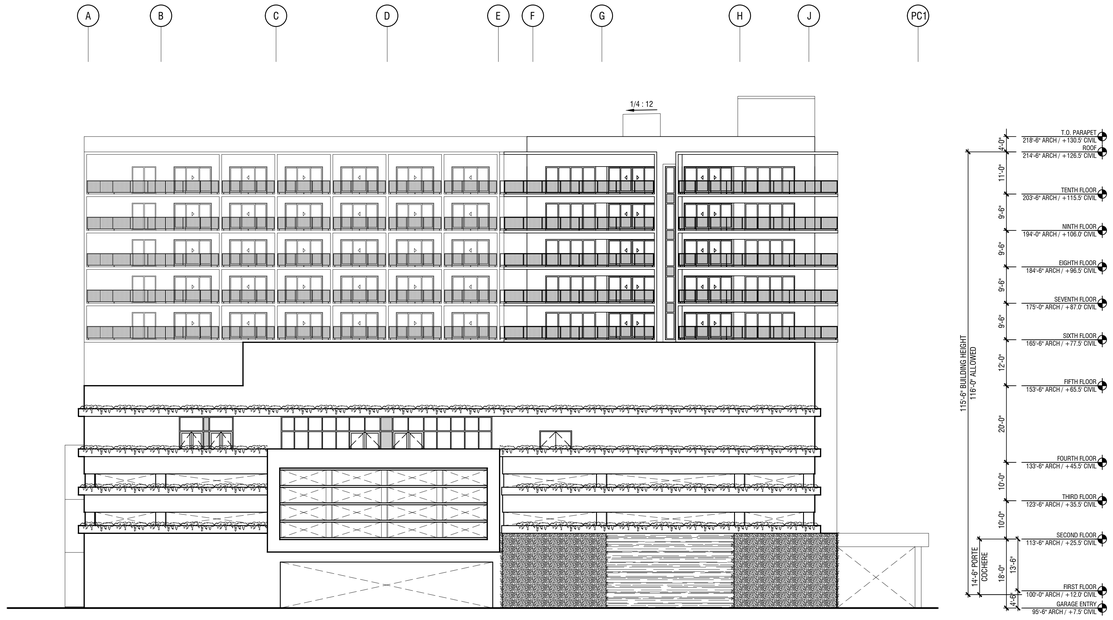
7J / a5.02



SCREEN WALL EAST ELEVATION

1/16" = 1'-0"

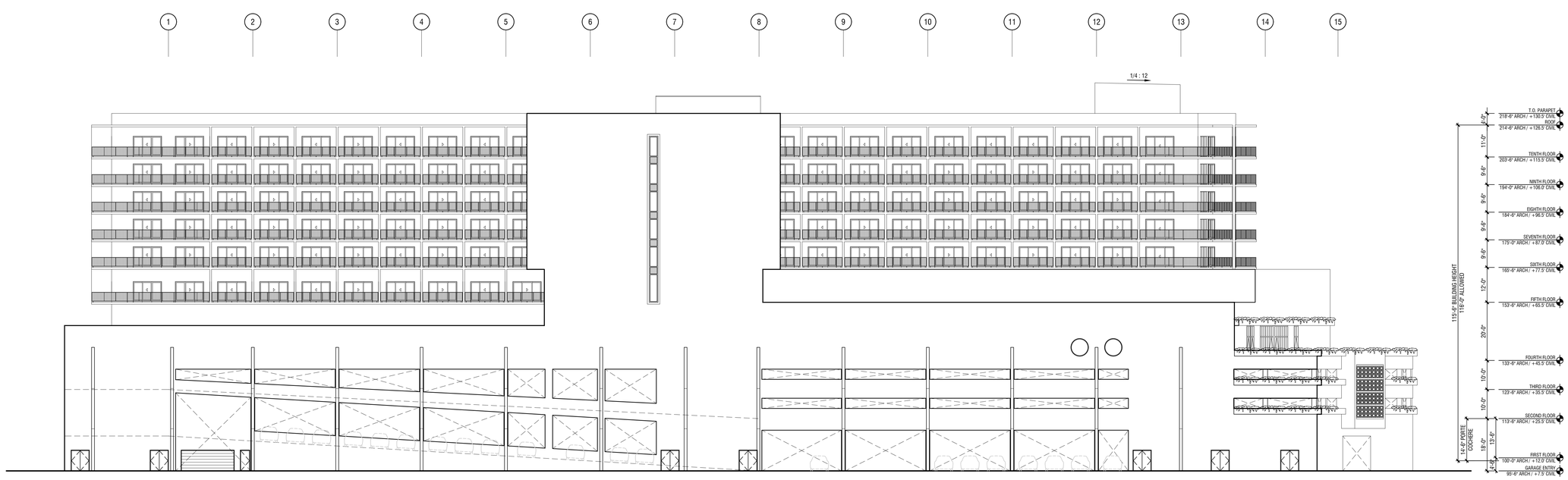
7G / a5.02



EAST ELEVATION

1/16" = 1'-0"

17G / a5.02



SOUTH ELEVATION

1/16" = 1'-0"

17A / a5.02

Owner 859.578.1100
CP St. Pete, LLC
740 Centre View Boulevard
Crestview Hills, KY 41017
Neal Kreke

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Landscape 407.960.4850
Perry Becker Design
3657 Maguire Boulevard, Suite 150
Orlando, FL 32803
Dustin Serna

ISSUEDinformation

ISSUED:
17 August 2023
REVISIONS:

PIVOTstudio LLC

STATE OF FLORIDA
JAMES D. STAPLETON
AR 92889
REGISTERED ARCHITECT

08-17-23

PROJECTinformation

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

PROJECT NUMBER: **CSX.202204.00**

SHEETinformation

Exterior Elevations

DRAWN BY: P.Grannan, B. Riemer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: **CUP REVIEW**

a5.02

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WEST ELEVATION

1/16" = 1'-0"

17G
a5.21

SOUTH ELEVATION

1/16" = 1'-0"

17A
a5.21

PIVOT

Columbia Sussex CORPORATION

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Neal Kreke

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Cincinnati, OH 45214
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Orlando, FL 32803
Dustin Serna

*ISSUED*information

ISSUED:
17 August 2023

REVISIONS:

*PIVOT*studio LLC

08-17-23

*PROJECT*information

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

Select Service Hotel

PROJECT NUMBER: **CSX.202204.00**

*SHEET*information

Exterior Elevations

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: **CUP REVIEW**

a5.21

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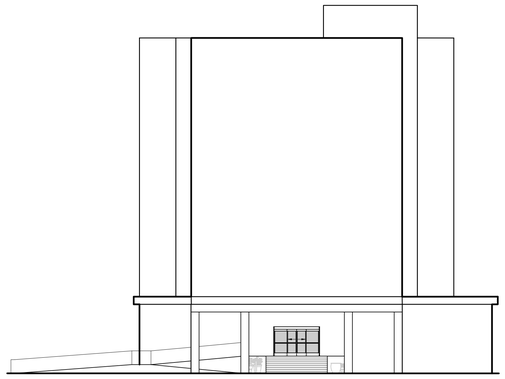
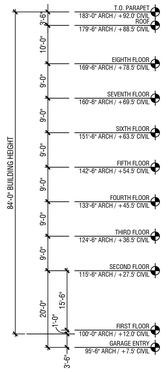
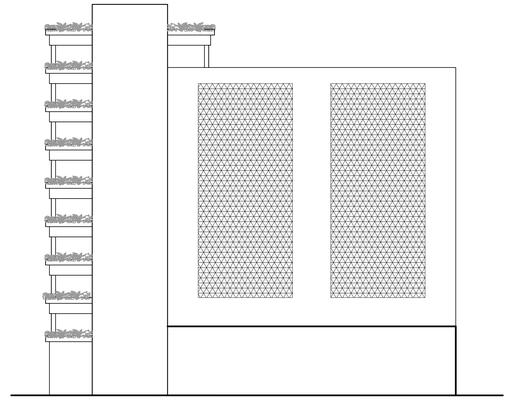
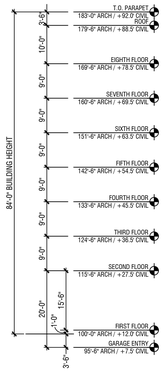




EAST ELEVATION 8G / a5.22
1/16" = 1'-0"





EAST ELEVATION 17G / a5.22
1/16" = 1'-0"

NORTH ELEVATION 17A / a5.22
1/16" = 1'-0"

PIVOT

Columbia Sussex CORPORATION

Owner 859.578.1100
CP St. Pete, LLC
740 Centre View Boulevard
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Neal Kreke

Architect 513.325.3523
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Perry Becker Design
3657 Maguire Boulevard, Suite 150
Orlando, FL 32803
Dustin Serna

ISSUEDinformation

ISSUED:
17 August 2023
REVISIONS:

PIVOTstudio LLC

STATE OF FLORIDA · JAMES D. STAPLETON · REGISTERED ARCHITECT · AR 92689

08-17-23

PROJECTinformation

Sirata Beach Resort Redevelopment

5300 Gulf Boulevard
St. Pete Beach, FL 33706

Select Service Hotel

PROJECT NUMBER: **CSX.202204.00**

SHEETinformation

Exterior Elevations

DRAWN BY: P.Grannan, B. Ramer, G. Inglis
REVIEWED BY: J.Stapleton
SCALE: 1/16" = 1'-0"
APPROVED For: **CUP REVIEW**

a5.22

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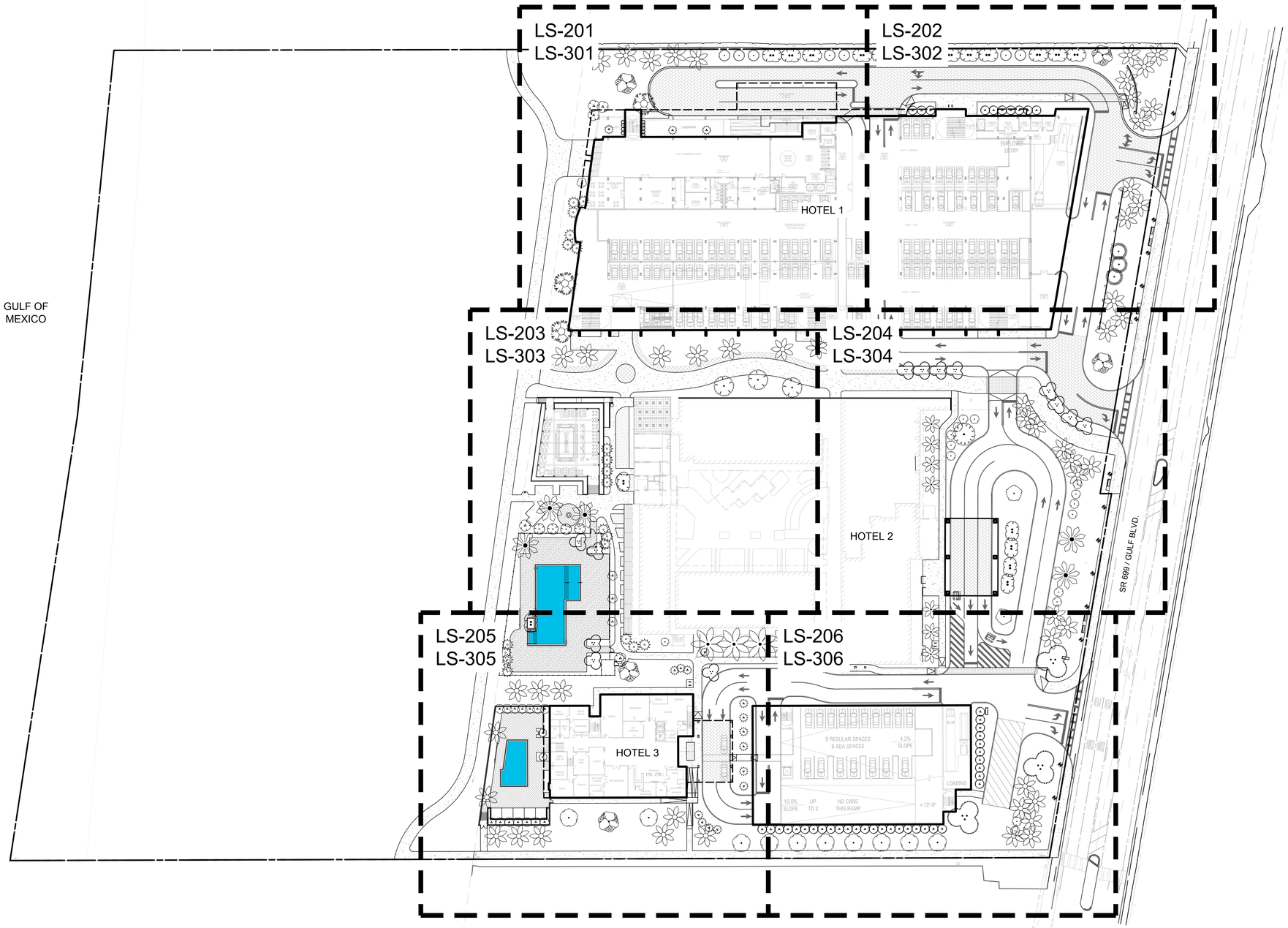

PERRY | BECKER
urban planning | landscape architecture | thematic design
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Phone | 407. 960. 4850, Fax | 407. 960. 4851
www.perry-becker.com L.A. Bus. No.:LA 0001538

PROJECT NAME:
SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:
OVERALL LANDSCAPE SITE PLAN

SCALE IN FEET: 1" = 40'-0"

0 20' 40' 80'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE: _____

SHEET NO.:
LS-100

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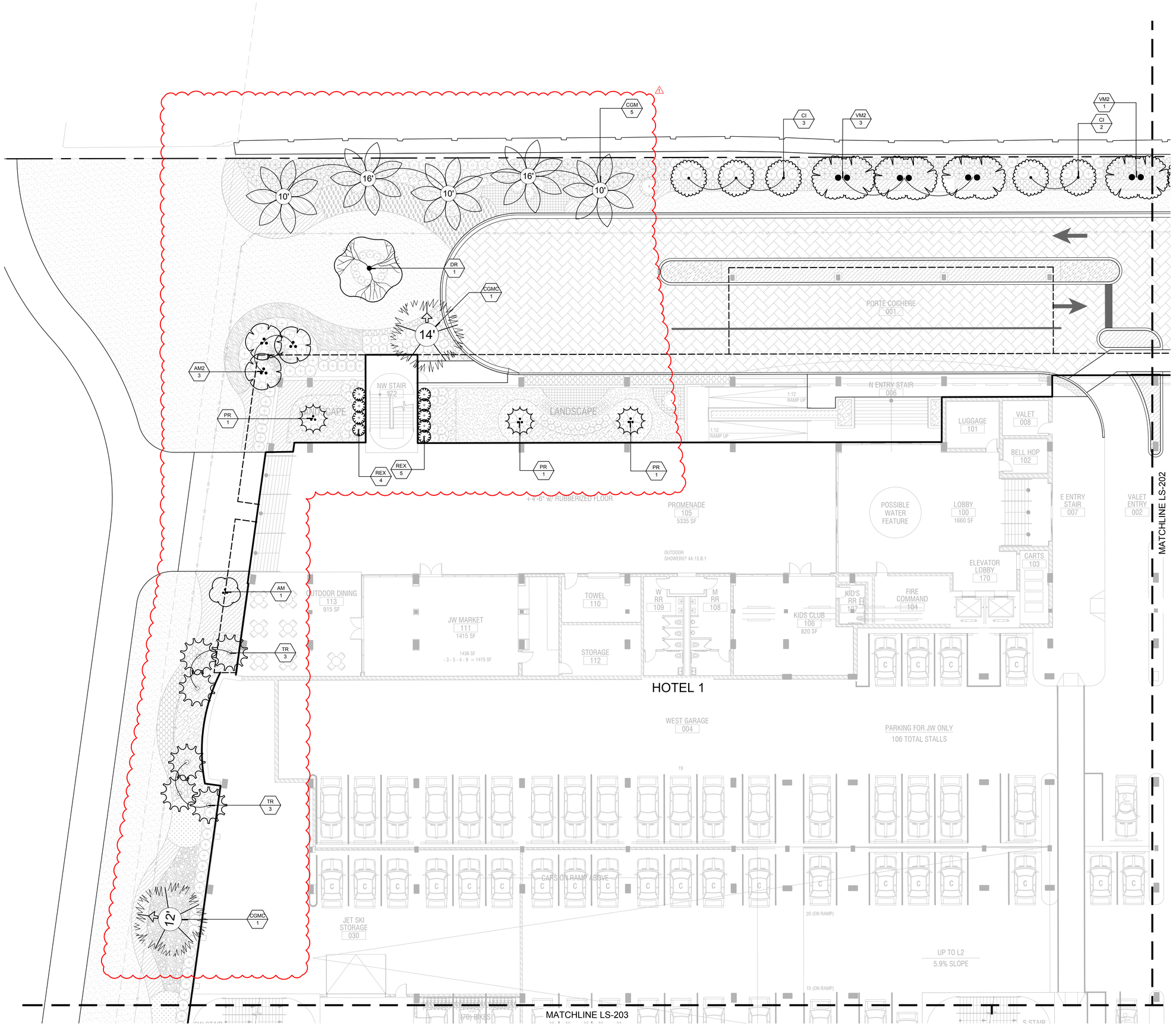

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PROJECT NAME:
SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:
TREE PLAN

SCALE IN FEET: 1" = 10'-0"

0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE: _____

SHEET NO.:
LS-201

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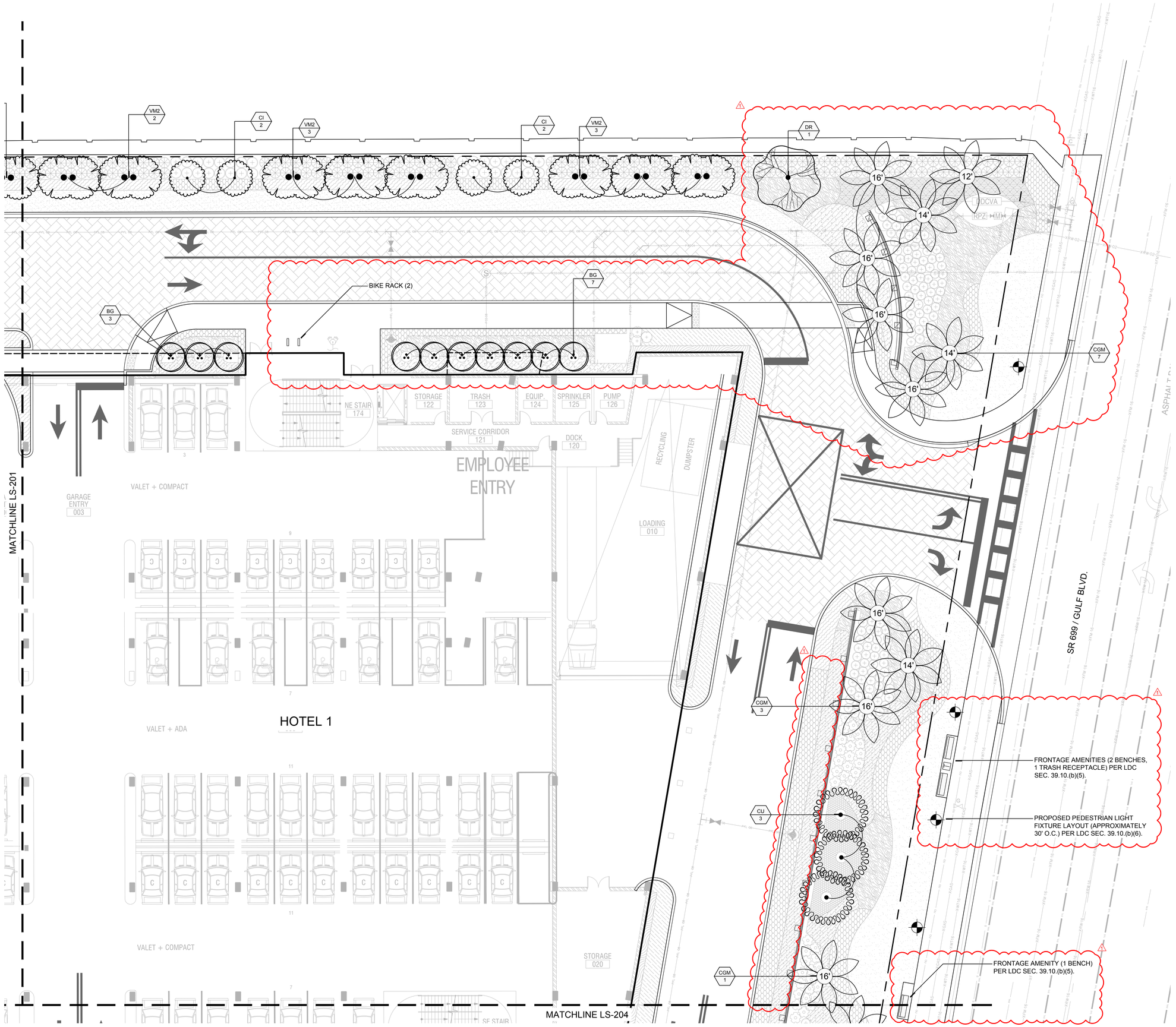

TREE PLANTING LEGEND & NOTES

- LIMIT OF WORK LINE
- MATCHLINE
- XX / 1 — PLANT TYPE / PLANT QUANTITY

NOTE:

- REFER TO PLANTING SCHEDULES ON SHEET LS-401 FOR PLANT SIZES, QUANTITIES AND SPECIFICATIONS.
- LANDSCAPE ARCHITECTURAL PLANS DESIGNED IN COMPLIANCE WITH THE CITY OF ST. PETE BEACH CODE OF ORDINANCES AND THE LAND DEVELOPMENT CODE (LDC).
- LANDSCAPE IN ACCORDANCE WITH THE PROVISIONS OF THE ST. PETE BEACH ARBOR AND LANDSCAPING ORDINANCE.
- PLANTS ARE CHOSEN FROM THE APPROVED PLANT LISTS PROVIDED BY THE CITY OF ST. PETE BEACH STAFF FORESTER AND/OR HAVE BEEN SELECTED FROM THE PLANT TABLES IN THE 'FLORIDA FRIENDLY LANDSCAPING PATTERN BOOK USDA HARDINESS ZONE 9B'.
- ALL PLANTS SHALL CONFORM TO STANDARDS FOR FLORIDA GRADE #1 OR BETTER ACCORDING TO THE CURRENT EDITION OF 'GRADES AND STANDARDS FOR NURSERY PLANTS'.
- ALL COMPACTED SOIL MUST BE TILLED TO AT LEAST 6 INCHES.

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www.perry-becker.com L.A. Bus. No.:LA 0001538

PROJECT NAME:

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:

TREE PLAN

SCALE IN FEET: 1" = 10'-0"

0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE: _____

SHEET NO.:

LS-202

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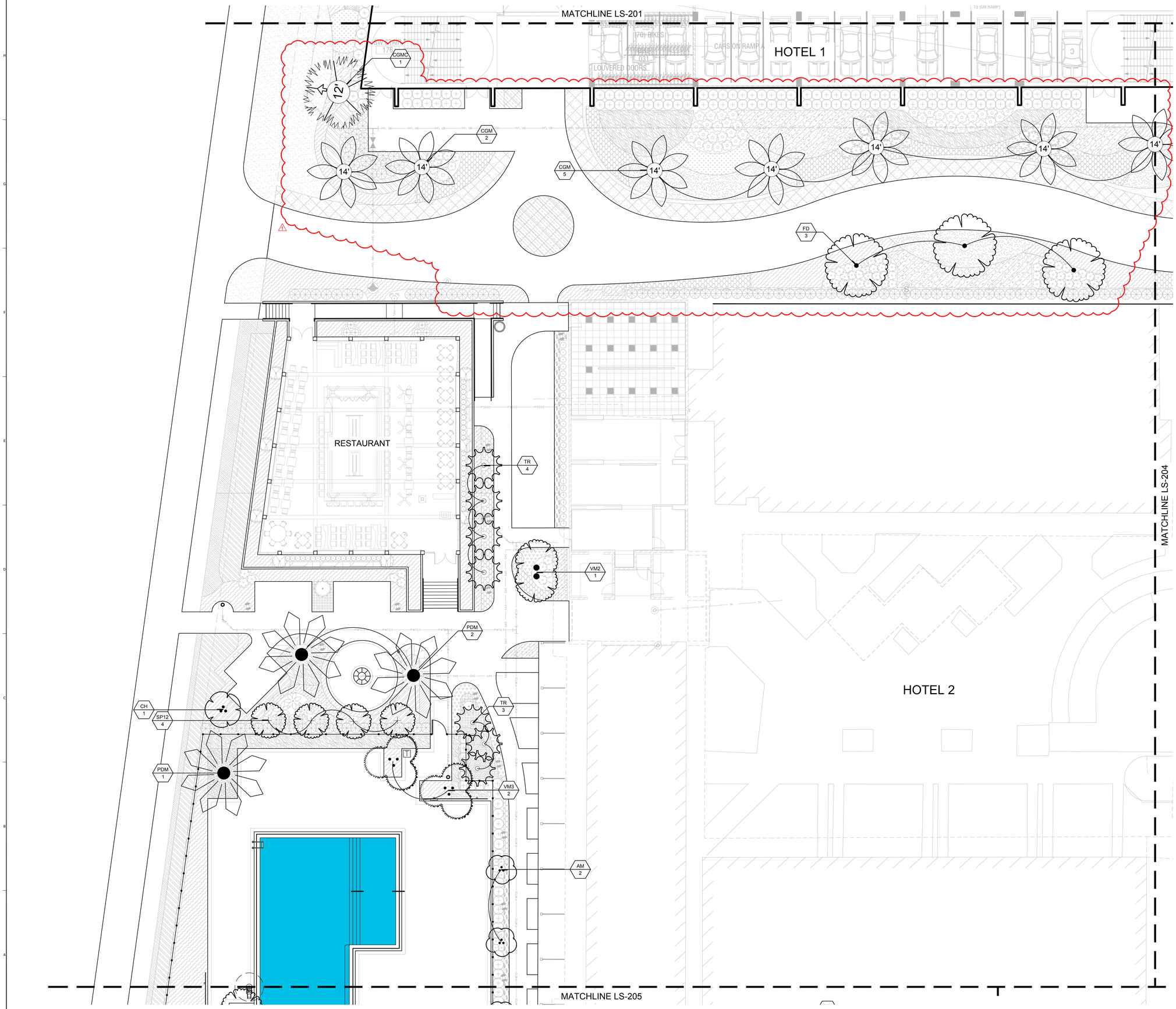

TREE PLANTING LEGEND & NOTES

- LIMIT OF WORK LINE
- MATCHLINE
- XX / 1 — PLANT TYPE / PLANT QUANTITY

NOTE:

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PROJECT NAME:

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:

TREE PLAN

SCALE IN FEET: 1" = 10'-0"

0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE:

SHEET NO.:

LS-203

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MATCHLINE LS-202

HOTEL 1

S STAIR 178

SE STAIR 179

MATCHLINE LS-203

HOTEL 2

MATCHLINE LS-206

SR 699 / GULF BLVD.

ASPHALT PAVEMENT

RPZ

FRONTAGE AMENITY (1 BENCH) PER LDC SEC. 39.10.(b)(5).

PROPOSED PEDESTRIAN LIGHT FIXTURE LAYOUT (APPROXIMATELY 30' O.C.) PER LDC SEC. 39.10.(b)(6).

TREE PLANTING LEGEND & NOTES

LIMIT OF WORK LINE

MATCHLINE

XX / 1 — PLANT TYPE / PLANT QUANTITY

NOTE:

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5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:

TREE PLAN

SCALE IN FEET: 1" = 10'-0"

0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE:

SHEET NO.:

LS-204

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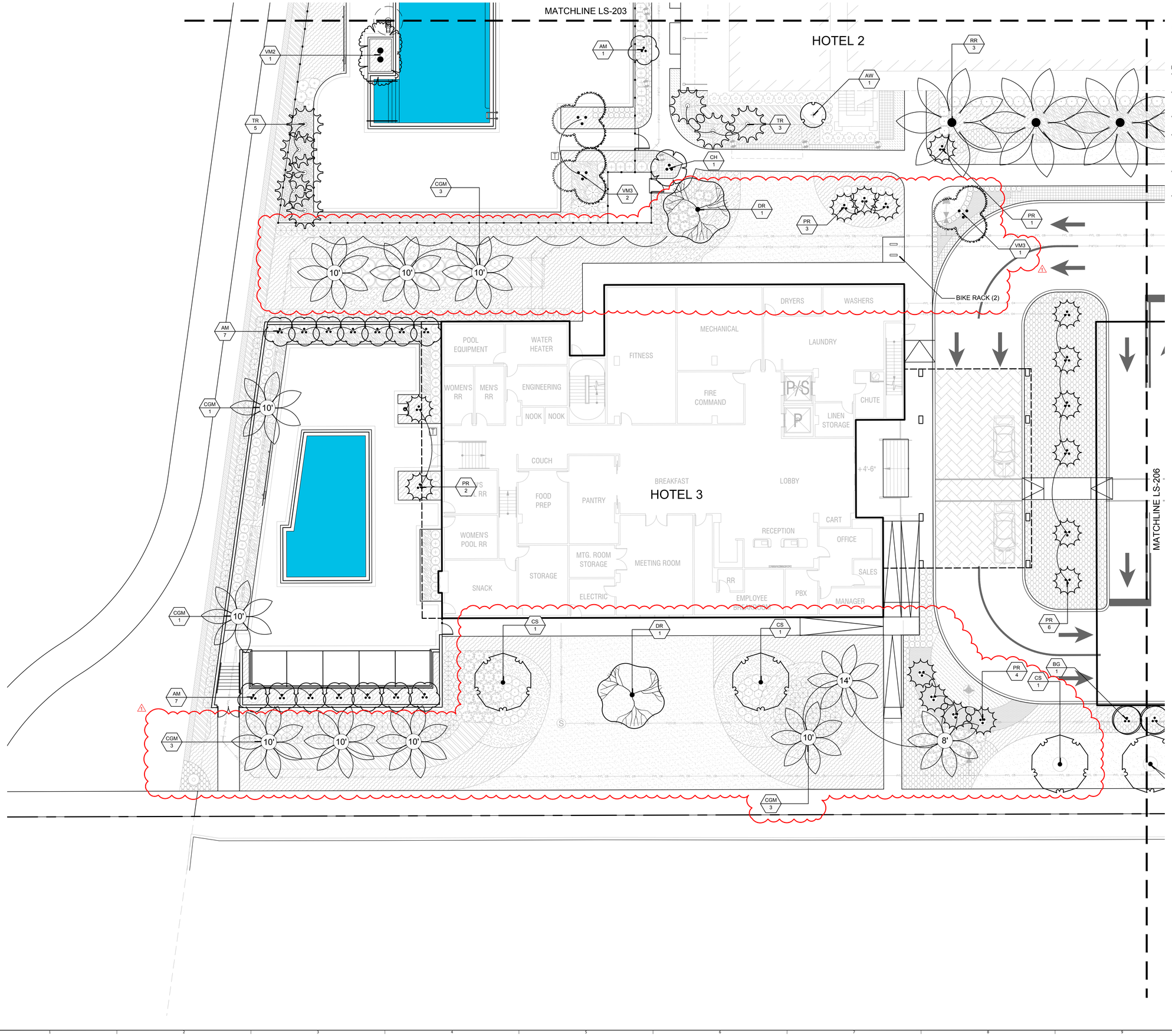

TREE PLANTING LEGEND & NOTES

LIMIT OF WORK LINE
MATCHLINE
XX / 1 — PLANT TYPE / PLANT QUANTITY

NOTE:

- REFER TO PLANTING SCHEDULES ON SHEET LS-401 FOR PLANT SIZES, QUANTITIES AND SPECIFICATIONS.
- LANDSCAPE ARCHITECTURAL PLANS DESIGNED IN COMPLIANCE WITH THE CITY OF ST. PETE BEACH CODE OF ORDINANCES AND THE LAND DEVELOPMENT CODE (LDC).
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- ALL COMPACTED SOIL MUST BE TILLED TO AT LEAST 6 INCHES.

PERRY | BECKER
urban planning | landscape architecture | thematic design
3657 Maguire Blvd., Suite 150, Orlando, Florida 32803
Phone | 407. 960. 4850, Fax | 407. 960. 4851
www.perry-becker.com L.A. Bus. No.:LA 0001538

PROJECT NAME:

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:

TREE PLAN

SCALE IN FEET: 1" = 10'-0"

0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE:

SHEET NO.:

LS-205

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MATCHLINE LS-204

HOTEL 2

RR 1

WB 2

BIKE RACK (2)

CAH 1

CGM 3

PR3 1

16'

14'

FRONTAGE AMENITIES (2 BENCHES, 1 TRASH RECEPTACLE) PER LDC SEC. 39.10.(b)(5).

ASPHALT

SR 699 / GULF BLVD.

9 REGULAR SPACES
8 ADA SPACES

4.2%
SLOPE

HOTEL 3

MATCHLINE LS-205

LOADING

10.0%
SLOPE

UP
TO 2

NO CARS
THIS RAMP

+12'-0"

BG 21

BG 10

PR3 1

LIJ 2

CGM 6

12'

CS 7

PROPOSED PEDESTRIAN LIGHT FIXTURE LAYOUT (APPROXIMATELY 30' O.C.) PER LDC SEC. 39.10.(b)(6).

TREE PLANTING LEGEND & NOTES

LIMIT OF WORK LINE

MATCHLINE

XX 1 — PLANT TYPE / PLANT QUANTITY

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DESIGNED BY:	DP/DS
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CHECKED BY:	DS
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REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE:

SHEET NO.:

LS-206

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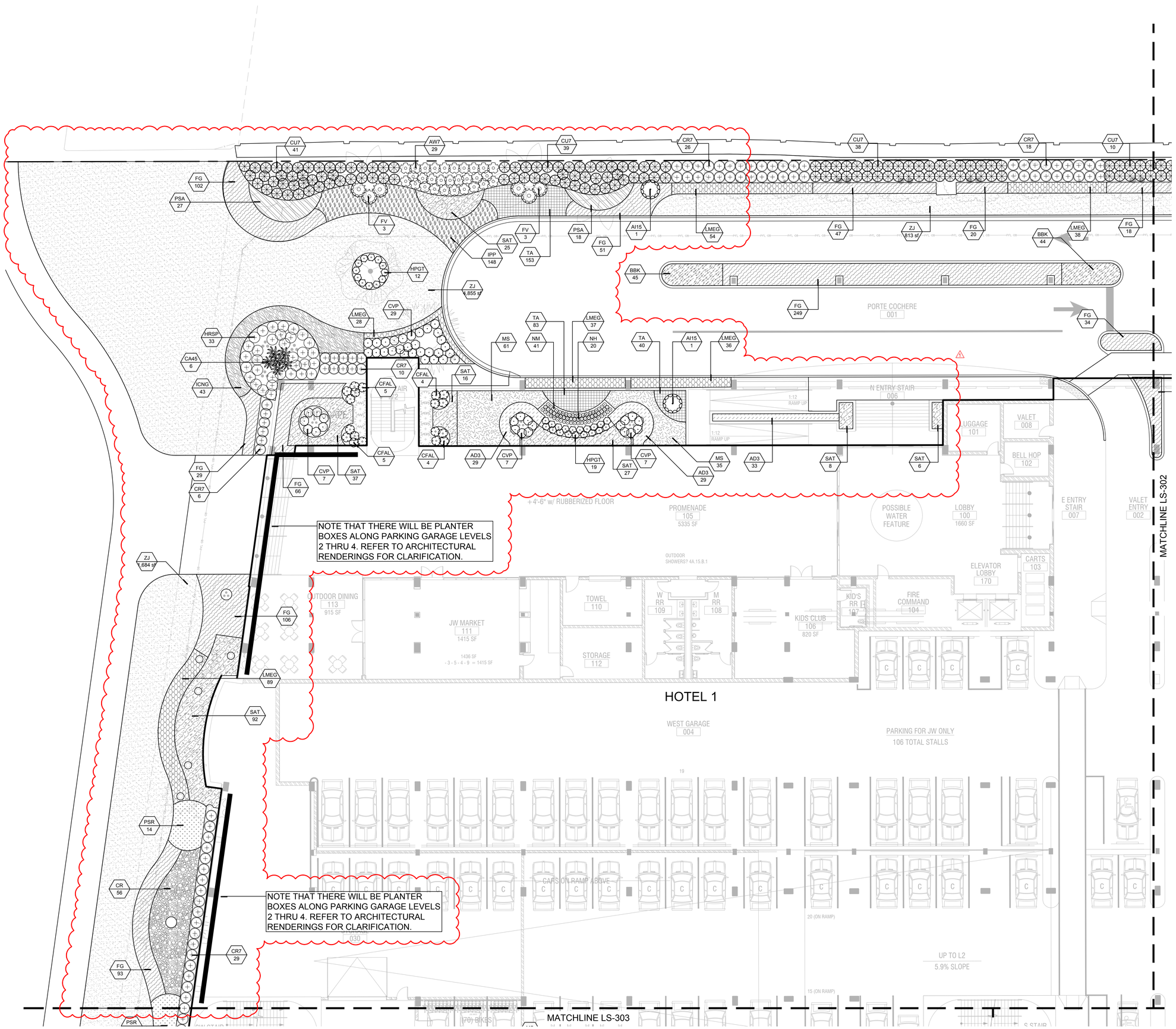

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5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:
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0 5' 10' 20'

CONSULTANT:

JOB NO.:	1214.22
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REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

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SHEET NO.:
LS-301

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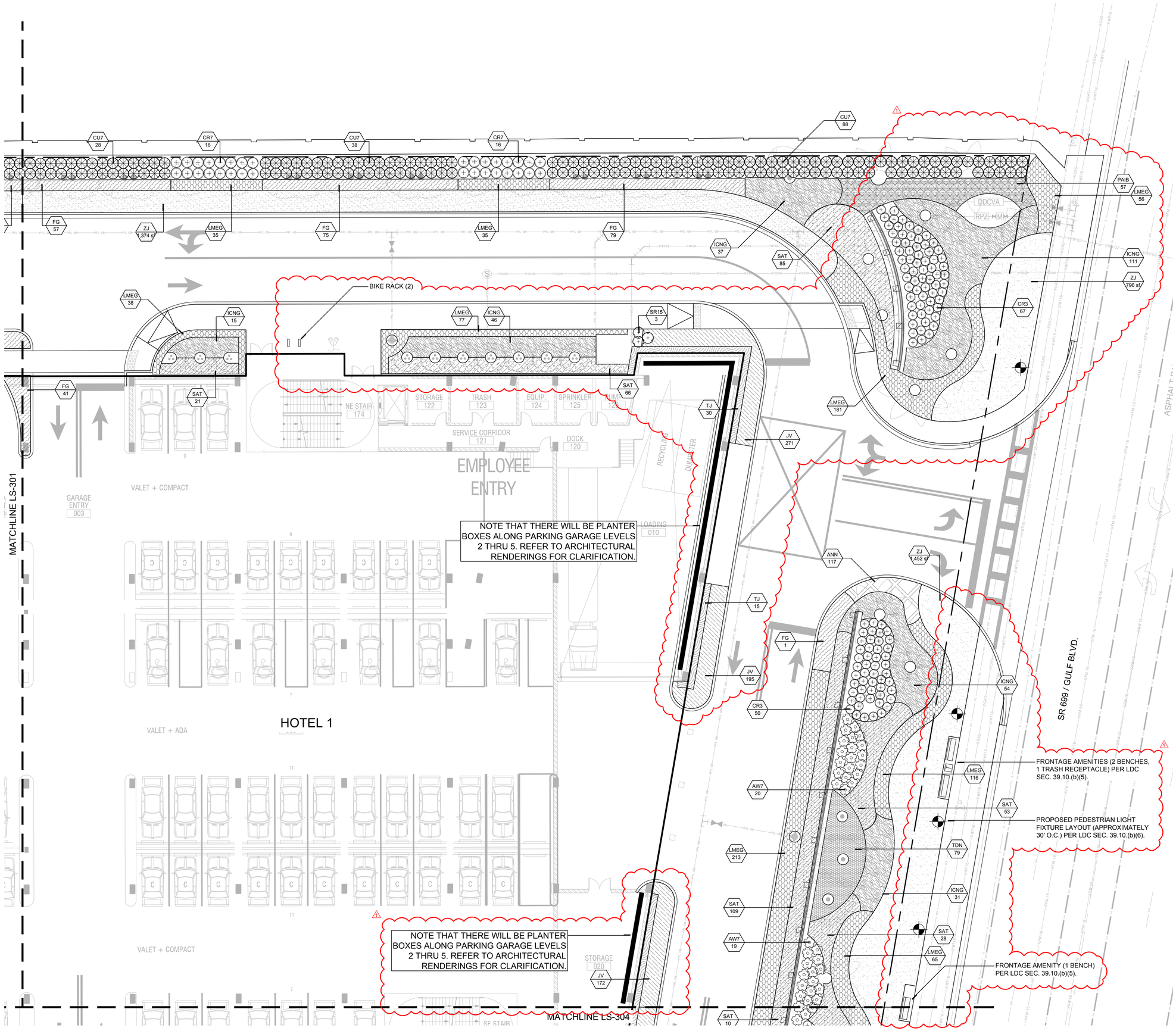

SHRUB PLANTING LEGEND & NOTES

- LIMIT OF WORK LINE
- MATCHLINE
- XX / 1 — PLANT TYPE / PLANT QUANTITY

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REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE: _____

SHEET NO.:

LS-302

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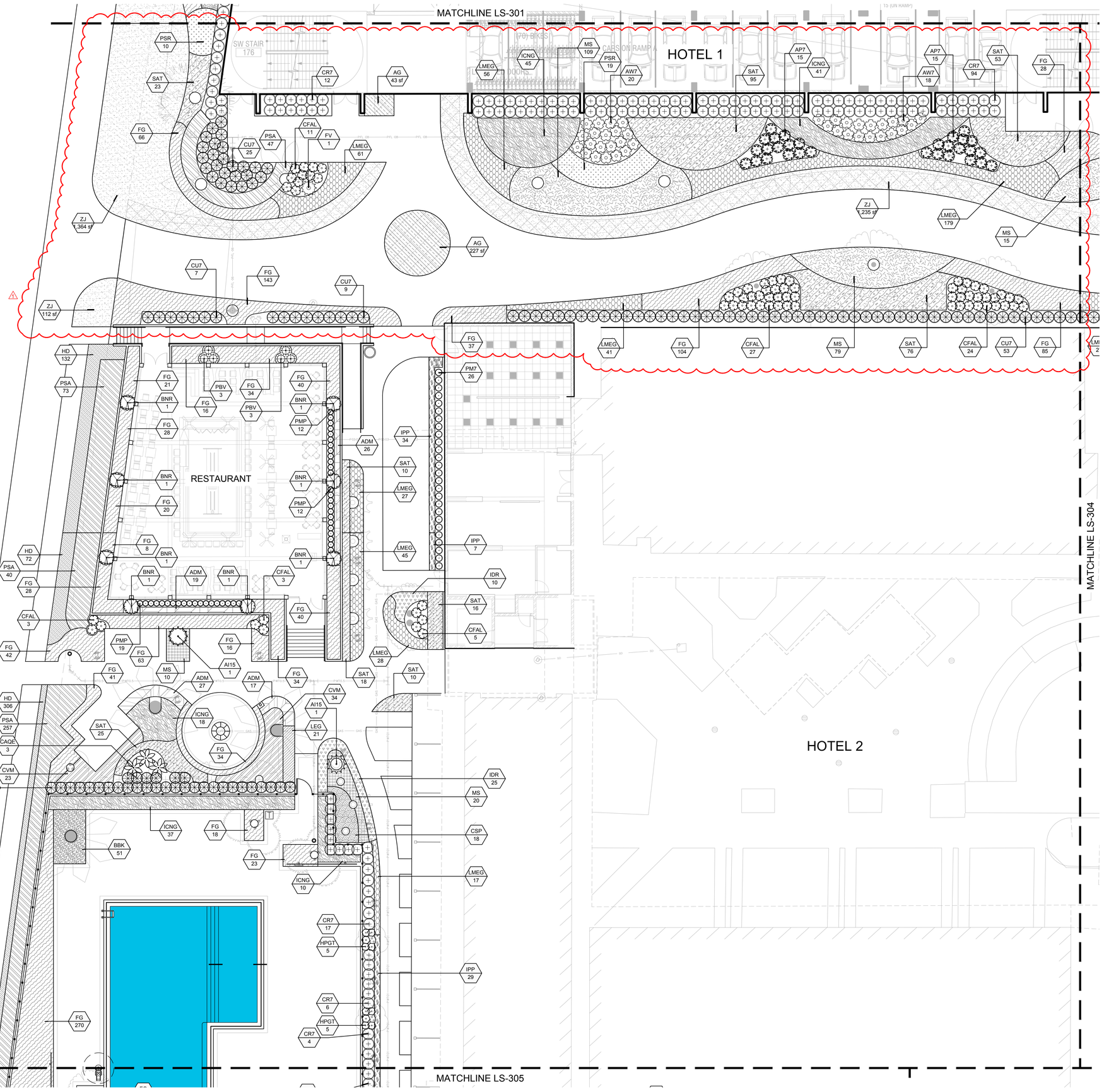

SHRUB PLANTING LEGEND & NOTES

- LIMIT OF WORK LINE
- MATCHLINE
- XX / 1 — PLANT TYPE / PLANT QUANTITY

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SEAL:

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DATE: _____

SHEET NO.:

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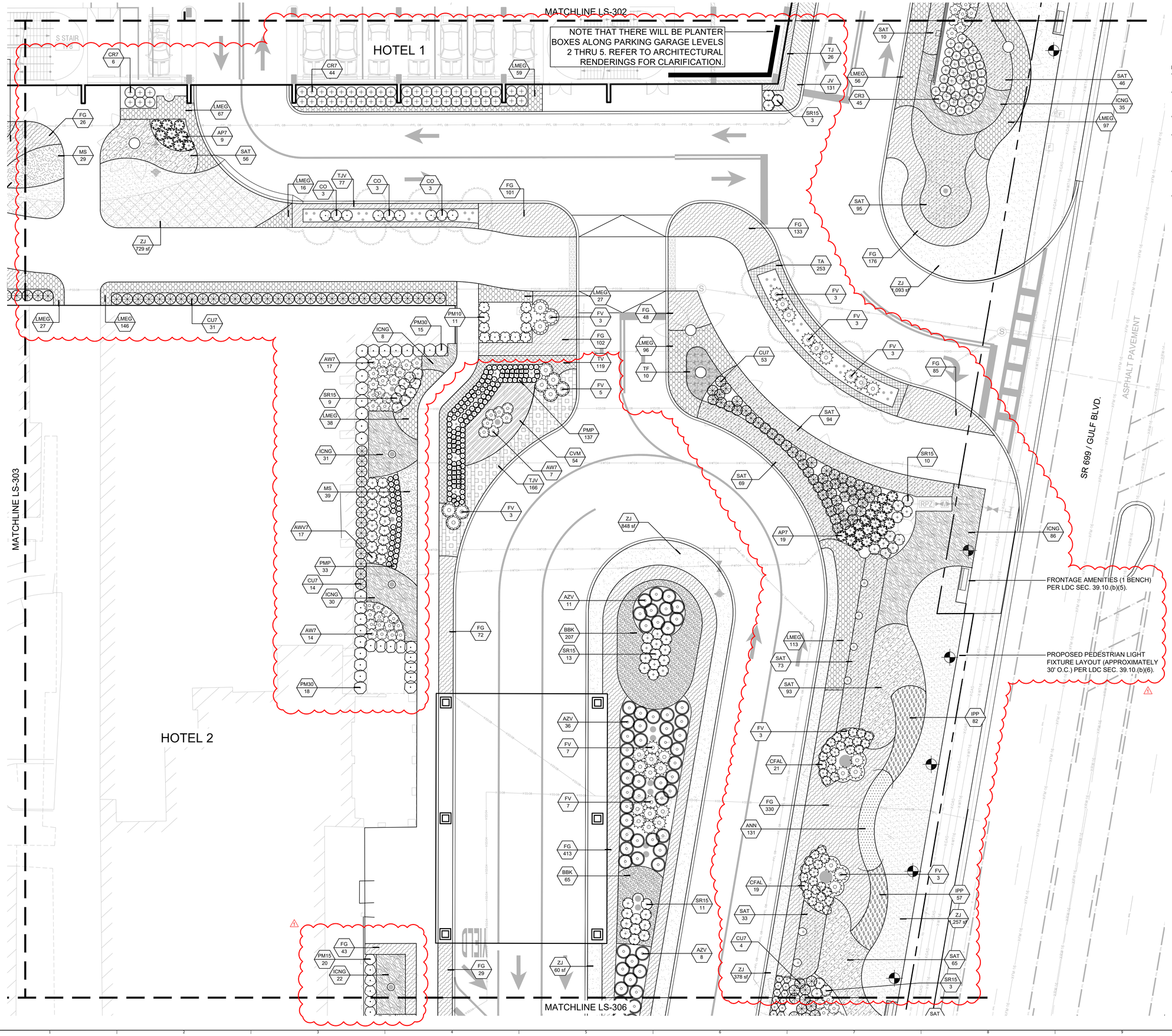

SHRUB PLANTING LEGEND & NOTES

LIMIT OF WORK LINE
MATCHLINE
XX / I — PLANT TYPE / PLANT QUANTITY

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SEAL:

DAVID A. PERRY / RLA
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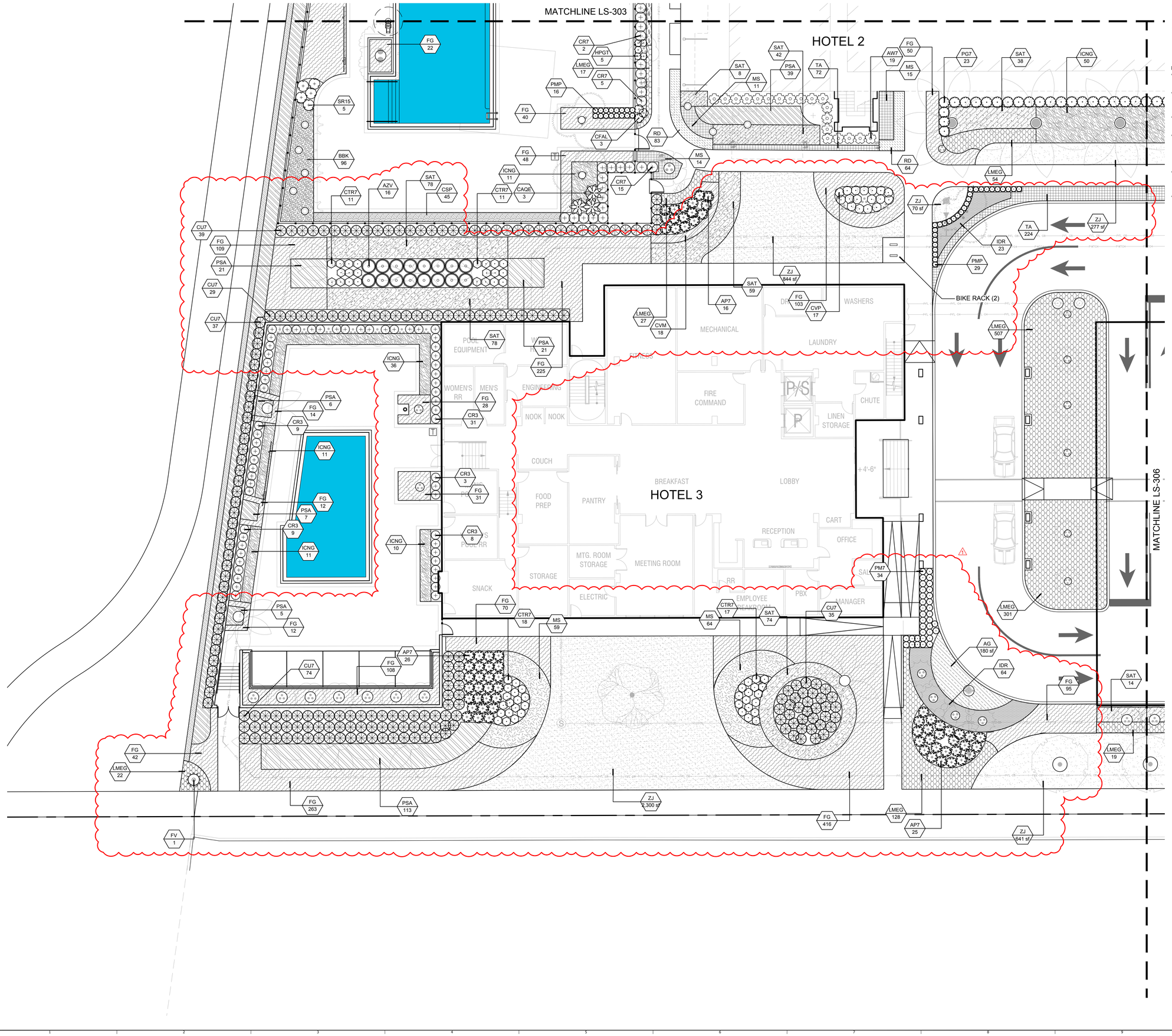

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SHEET NO.:

LS-305

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MATCHLINE LS-304

HOTEL 2

ICNG 26
PG7 9
SAT 20
PG7 8
FG 48
FG 99
AW7 19
MS 31
ICNG 18
FG 90
BIKE RACK (2)
ZJ 205 sf
LMEG 36
TA 51
TA 135
FG 43
PG7 12
ZJ 195 sf
AZV 6
FG 48
ZJ 149 sf
SAT 3
SAT 34
FRONTAGE AMENITIES (2 BENCHES, 1 TRASH RECEPTACLE) PER LDC SEC. 39.10.(b)(5).
CU7 34
HPGT 40
LMEG 146
ICNG 62
AW7 39
TDN 57
DDCVA
RPZ
ASPHALT
PG7 26
LMEG 13
IDR 36
LMEG 163
SAT 79
ZJ 175 sf
ZJ 5,492 sf
SR 699 / GULF BLVD.
TDN 40
HPGT 20
SAT 39
FG 35
LMEG 95
ICNG 32
SAT 59
CU7 37
PROPOSED PEDESTRIAN LIGHT FIXTURE LAYOUT (APPROXIMATELY 30' O.C.) PER LDC SEC. 39.10.(b)(6).
AW7 39
SR15 3
TDN 42
ICNG 19
FG 116

9 REGULAR SPACES
8 ADA SPACES
4.2% SLOPE

HOTEL 3

LOADING

MATCHLINE LS-305

10.0% SLOPE
UP TO 2
NO THIS RAMP

NOTE THAT THERE WILL BE PLANTER BOXES ALONG PARKING GARAGE LEVELS 2 THRU 9. REFER TO ARCHITECTURAL RENDERINGS FOR CLARIFICATION.

+12'-0"

PG7 5
LMEG 49
ICNG 71
AP7 21
SAT 141
SAT 14
LMEG 204

G GM

SHRUB PLANTING LEGEND & NOTES

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DESIGNED BY:	DP/DS
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DATE	SUBMISSION
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DATE: _____

SHEET NO.:
LS-306

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TREE & PALM PLANT SCHEDULE

TREES	QTY	BOTANICAL / COMMON NAME	CONT	CAL	SIZE	REMARKS
AM	18	ADONIDIA MERRILLII / CHRISTMAS PALM	F.G.	DOUBLE TRUNK	MIN. 12` HT. EACH TRUNK	DOUBLE TRUNKS, DENSE ROUNDED FORM EACH HEAD, MATCHED APPEARANCE AND SIZE EACH TRUNK
AM2	3	ADONIDIA MERRILLII / CHRISTMAS PALM	F.G.	TRIPLE TRUNK	MIN. 12` HT. EACH TRUNK	TRIPLE TRUNKS, DENSE ROUNDED FORM EACH HEAD. MATCHED APPEARANCE AND SIZE EACH TRUNK
AW	1	ACOELORRHAPHE WRIGHTII / PAUROTIS PALM	F.G.		MIN 14`-16` O.A. HT, EACH TRUNK	FULL DENSE FOLIAGE TO BASE, FLORIDA FANCY, MIN. 15 TRUNKS, HEAVY FOLIAGE AT BASE, SPECIMEN QUALITY
BG	42	BAMBUSA TEXTILIS GRACILIS / WEAVER`S BAMBOO	65 GAL		18`-20` HT., 20 CANES PER POT	FULL DENSE VIGOROUS SPECIMEN, FULL FOLIAGE TO 4` OFF GROUND
BN	1	BISMARCKIA NOBILIS / BISMARCK PALM	F.G.		22` HT. OA, MIN 10` CT.	FLORIDA FANCY, FULL ROUNDED FORM, SPECIMEN QUALITY
CAH	2	CALLIANDRA HAEMATOCEPHALA / POWDERPUFF TREE	B & B	3-3.5" CAL.	MIN. 10-12` HT., 5-6` SPR.	SYMMETRICAL CANOPY STRUCTURE. MATCHED APPEARANCE. MIN. 4` CT
CGM	53	COCOS NUCIFERA `GREEN MALAYAN` / COCONUT PALM	F.G.	HEAVY MATCHED CALIPERS	C.T. AS SHOWN	DENSE VIGOROUS SPECIMEN; FULL HEAD; NO SCARRED TRUNKS; REFER TO PLAN FOR C.T.
CGMC	3	COCOS NUCIFERA 'GREEN MALAYAN' / COCONUT PALM	F.G.	HEAVY MATCHED CALIPERS	C.T. AS SHOWN	CURVED TRUNK; DENSE VIGOROUS SPECIMEN; NO SCARRED TRUNKS; REFER TO PLAN FOR C.T.
CH	2	CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM	F.G.		5`-6` HT. EACH TRUNK	FULL DENSE FOLIAGE, MATCHED SYMMETRICAL APPEARANCE, TRIPLE TRUNK
CI	9	CALOPHYLLUM INOPHYLLUM / KAMANI	100 GAL	3" CAL	16`-18` HT. O.A.	FULL DENSE FOLIAGE, SYMMETRICAL MATCHED APPEARANCE, STRONG UPRIGHT FORM
CS	10	CORDIA SEBESTENA / ORANGE GEIGER TREE	F.G.	2.5" CAL	12` HT. X 5` SPD.	STRONG CENTRAL LEADER, UPRIGHT FORM, FLORIDA FANCY, MATCHED APPEARANCE
CU	3	COCCOLOBA UVIFERA / SEA GRAPE	30 GAL		12` HT. X 8` SPD.	FULL DENSE FOLIAGE, SYMMETRICAL MATCHED UPRIGHT APPEARANCE, MULT-TRUNK, 5' CT
DR	5	DELONIX REGIA / ROYAL POINCIANA	F.G.	MIN 8" CAL.	22` HT. X 14` SPD.	SPECIMEN QUALITY; SYMMETRICAL ROUNDED BRANCHING STRUCTURE; FULL DENSE FOLIAGE; MIN. 8` C.T., NO SCARRED TRUNKS, FIELD COLLECTED IF NECESSARY. FLORIDA FANCY, ALL FIELD TAGGED BY LANDSCAPE ARCHITECT.
FD	3	FILICIUM DECIPIENS / JAPANESE FERN TREE	45 GAL	2" CAL	8` HT. X 8` SPD.	STRONG CENTRAL LEADER, UPRIGHT FROM, FLORIDA FANCY, MATCHED APPEARANCE
LIJ	14	LIGUSTRUM JAPONICUM / JAPANESE PRIVET STANDARD	30 GAL	MULTI TRUNK, MIN 5 HEAVY TRUNKS	TREE FORM, 5` CT., 10` HT. X 10` SPD.	FULL DENSE SYMMETRICAL SPECIMEN, MIN 5 TRUNKS, MATCHED FORM AND APPEARANCE. REMOVE SMALL SECONDARY TRUNKS
PDM	5	PHOENIX DACTYLIFERA `MEDJOOL` / DATE PALM	F.G.	HEAVY MATCHED CALIPERS	10` C.T.	FLORIDA FANCY, NO SCARRED TRUNKS, DIAMOND CUT, MATCHED APPEARANCE, LA TO FIELD VERIFY
PR	19	PHOENIX ROEBELENII / PYGMY DATE PALM TRIPLE-TRUNK	F.G.	ALL TRUNKS TO HAVE MATCHED CALIPER	5`-7` C.T. EACH TRUNK	DENSE VIGOROUS SPECIMEN, FULL ROUNDED HEADS, MIN 8`-10` EACH HEAD
PR3	3	PHOENIX RECLINATA / SENEGAL DATE PALM	F.G.	MIN. 15 HEAVY MATCHED HEADS	22` O.A.	FLORIDA FANCY SPECIMEN QUALITY, MIN. 15 TRUNKS, MIN. 22`-24 OA HT, SYMMETRICAL ROUNDED FORM, FULL DENSE HEADS, MATCHED CALIPERS, FULL FOLIAGE AT BASE, BASE TO BE CLEANED UP ONCE INSTALLED. WIDE SPREAD APPEARANCE, EQUALLY MATCHED HEADS
REX	9	RHAPIS EXCELSA / LADY PALM	10 GAL		MIN. 4` HT, 4` SPR	MULTIPLE STEMS. FULL FOLIAGE. SPECIMEN QUALITY
RR	4	ROYSTONEA REGIA / ROYAL PALM	B & B	HEAVY TRUNK	G.W. AS SHOWN	FULL ROUNDED FORM HEADS, MATCHED HEIGHTS AND APPEARANCE, SPECIMEN QUALITY, NO SCARRED TRUNKS, HEAVY MATCHED TRUNKS, FLORIDA FANCY, MININUM 14` GW
SP12	4	SABAL PALMETTO / CABBAGE PALMETTO	F.G.	ALL TRUNKS TO HAVE MATCHED CALIPER	12` O.A.	BOOTED, FULL HEADS UNLESS OTHERWISE APPROVED. MIN. 9 FRONDS
TR	21	THRINAX RADIATA / FLORIDA THATCH PALM	F.G.		12` O.A.	FULL DENSE FOLIAGE, MATCHED APPEARANCE, SYMMETRICAL HEADS, SINGLE TRUNK, MIN 8` CT
VM2	18	VEITCHIA MONTGOMERYANA / MONTGOMERY PALM	F.G.	DOUBLE TRUNK	14` HT. EACH TRUNK	FULL DENSE FOLIAGE, MATCHED APPEARANCE, LA TO FIELD VERIFY
VM3	13	VEITCHIA MONTGOMERYANA / MONTGOMERY PALM	F.G.	MIN. 3 MAIN TRUNKS	14` HT. EACH TRUNK	FULL DENSE FOLIAGE, MATCHED APPEARANCE, LA TO FIELD VERIFY
WB	7	WODYETIA BIFURCATA / FOXTAIL PALM	F.G.		16` O.A.	SPECIMEN QUALITY, 12` MIN GW, MATCHED TRUNKS, NO SCARRING

SHRUB & GROUNDCOVER PLANT SCHEDULE

SHRUBS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE		REMARKS
AI15	4	ALCANTAREA IMPERIALIS / IMPERIAL BROMELIAD	15 GAL	24" HT. X 36" SPD.		DENSE, FULL SYMMETRICAL FORM
AP7	146	ALPINIA PURPURATA / RED GINGER	7 GAL	36" OA, MIN 5 PPP		FULL, DENSE FOLIAGE, SYMMETRICAL APPEARANCE
AW7	260	ACALYPHA WILKESIANA / WILKES` ACALYPHA COPPER PLANT	7 GAL	36" HT. X 24" SPD.		DENSE VIGOROUS SPECIMEN
AWV7	17	ACALYPHA WILKESIANA 'VARIEGATA' / VARIEGATED WILKES' COPPERLEAF	7 GAL	36" HT. X 24" SPD.		DENSE VIGORUS SPECIMEN
AZV	77	ALPINIA ZERUMBET `VARIEGATA` / VARIEGATED SHELL GINGER	7 GAL	24" O.A.		MIN. 3 P.P.P., FULL DENSE SYMMETRICAL SPECIMEN
BNR	8	BOUGAINVILLEA X 'NEW RIVER' / BOUGAINVILLEA PURPLE	25 GAL	MIN 8` HT. TRELLIS GROWN		FULL DENSE FOLIAGE, THORNLESS VARIETY, MATCHED APPEARANCE, 8` FASTENED TO COLUMNTO PROMOTE GROWTH. PROVIDE PHOTO FOR APPROVAL.
CA45	6	CRINUM ASIATICUM / CRINUM LILY	45 GAL	36" O.A.		FULL DENSE FOLIAGE, SPECIMEN QUALITY, MATCHED APPEARANCE
CAQE	6	CRINUM AUGUSTUM `QUEEN EMMA` / `QUEEN EMMA` CRINUM	15 GAL	36" O.A.		DENSE VIGOROUS SPECIMEN, SPECIMEN QUALITY, FULL ROUNDED FORM
CFAL	134	CORDYLINE FRUTICOSA `AUNTIE LOU` / AUNTIE LOU TI PLANT	7 GAL	36" HT. X 24" SPD.		FULL DENSE FOLIAGE, MATCHED APPEARANCE
CO	9	CORDYLINE FRUTICOSA 'HARLEQUIN' / HARLEQUIN TI PLANT	7 GAL			
CR3	222	CLUSIA ROSEA / PITCH APPLE	3 GAL	18" HT. X 12" SPD.		FULL DENSE FOLIAGE; SHRUB FORM
CR7	326	CLUSIA ROSEA / PITCH APPLE	7 GAL	30" O.A.		FULL DENSE FOLIAGE; SHRUB FORM
CTR7	57	CORDYLINE TERMINALIS `RED SISTER` / RED SISTER TI PLANT	7 GAL	30" HT., 3 P.P.P.		FULL DENSE SPECIMEN, MATCHED APPEARANCE
CU7	795	COCCOLOBA UVIFERA / SEA GRAPE	7 GAL	36" HT. X 24" SPD.		FULL DENSE FOLIAGE
CVP	67	CODIAEUM VARIEGATUM `PETRA` / BRAVO CROTON	7 GAL	20" HT. X 18" SPD.		FULL, DENSE FOLIAGE, STRONG COLOR, SUN GROWN
FV	48	FURCRAEA GIGANTEA `VARIEGATA` / FALSE AGAVE	30 GAL	36" O.A.		SPECIMEN QUALITY, FULL DENSE SYMMETRICAL FORM, MATCHED APPEARANCE
HPGT	106	HELICONIA PSITTACORUM 'GOLDEN TORCH' / GOLDEN TORCH PARROT HELICONIA	3 GAL	24" HT. X 18" SPD.		FULL DENSE FOLIAGE, MATCHED SYMMETRICAL APPEARANCE
HRSP	33	HIBISCUS ROSA-SINENSIS `SEMINOLE PINK` / SEMINOLE PINK HIBISCUS	3 GAL	36" HT. X 24" SPD.		
NH	20	NEOREGELIA X 'HAWAII' / HAWAII BROMELIAD	1 GAL	8" O.A.		FULL TO EDGE OF POT
NM	41	NEOREGELIA X 'MARIA' / MARIA BROMELIAD	1 GAL	8" O.A.		FULL TO EDGE OF POT
PBV	6	PANDANUS BAPTISTII `VARIEGATED` / VARIEGATED PANDANUS	3 GAL	18" O.A.		FULL DENSE FOLIAGE
PG7	83	PODOCARPUS GRACILIOR / FERN PINE	30 GAL	6` HT., 3` SPD.		FULL, DENSE, SYMMETRICAL
PM10	11	PODOCARPUS MACROPHYLLUS 'MAKI' / MAKI YEW PODOCARPUS	10 GAL	42" HT. X 18" SPD.		
PM15	20	PODOCARPUS MACROPHYLLUS 'MAKI' / MAKI YEW PODOCARPUS	15 GAL	48" HT. X 24" SPD.		FULL DENSE SPECIMEN, STRONG UPRIGHT FORM
PM30	33	PODOCARPUS MACROPHYLLUS 'MAKI' / MAKI YEW PODOCARPUS	30 GAL	72" HT. X 30" SPD.		FULL DENSE SPECIMEN, STRONG UPRIGHT FORM
PM7	60	PODOCARPUS MACROPHYLLUS `MAKI` / SHRUBBY YEW	7 GAL	36" HT. X 12" SPD.		FULL DENSE SPECIMEN
PMP	258	PODOCARPUS MACROPHYLLUS `PRINGLES` / PRINGLES PODOCARPUS	3 GAL	15" HT. X 12" SPD.		DENSE ROUNDED HEDGE FORM, FULL DENSE FOLIAGE
SR15	60	STRELITZIA REGINAE / ORANGE BIRD OF PARADISE	15 GAL	36" O.A.		SPECIMEN QUALITY, DENSE, MATURE FOLIAGE, FULL TO EDGE OF POT, FULL ROUNDED FORM

SHRUB AREAS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	REMARKS
AD3	91	AGAPANTHUS AFRICANUS `PETER PAN` / DWARF BLUE LILY OF THE NILE	1 GAL	12" HT., 12" SPD.	18" o.c.	FULL, DENSE FOILAGE, FULL TO EDGE OF POT
ADM	89	ASPARAGUS DENSIFLORUS `MEYERS` / FOXTAIL FERN	3 GAL	12" O.A.	18" o.c.	FULL, DENSE FOLIAGE. MINIMUM 3 PLANTS PER POT
BBK	508	BOUGAINVILLEA SPP. / BOUGAINVILLEA `BARBARA KARST'	3 GAL	12" O.A.	18" o.c.	FULL, DENSE, SYMMETRICAL, FLOWERING AT INSTALL
CR	56	CHRYSOBALANUS ICACO 'RED TIP' / RED TIP COCO PLUM	7 GAL	36" HT. X 24" SPD.	30" o.c.	FULL DENSE FOLIAGE
CSP	63	CODIAEUM VARIEGATUM `SLOPPY PAINTER` / SLOPPY PAINTER CROTON	3 GAL	24" HT X 24" SPRD	24" o.c.	FULL DENSE FOLIAGE, MATCHED APPEARANCE
CVM	129	CODIAEUM VARIEGATUM `MAMMEY` / MAMMEY CROTON	3 GAL	20" HT. X 18" SPD.	24" o.c.	FULL, DENSE FOLIAGE, STRONG COLOR, SUN GROWN
HD	510	HELIANTHUS DEBILIS / DUNE SUNFLOWER	1 GAL	18" O.A.	15" o.c.	FULL DENSE FOLIAGE, MATCHED APPEARANCE
ICNG	1,057	IXORA COCCINEA `NORA GRANT` / RED IXORA	3 GAL	15" O.A.	30" o.c.	DENSE FOLIAGE, MIN 5 HEAVY PRIMARY BRANCHES
IDR	158	IXORA X `DWARF RED` / DWARF RED IXORA	3 GAL	15" O.A.	24" o.c.	FULL DENSE FOLIAGE
IPP	357	IXORA X `PETITE PINK` / DWARF PINK IXORA	3 GAL	12" O.A.	18" o.c.	FULL DENSE FOLIAGE, FLOWERING AT INSTALL
LEG	21	LIRIOPE MUSCARI `EVERGREEN GIANT` / EVERGREEN GIANT BORDER GRASS	1 GAL	18" O.A.	18" o.c.	FULL, DENSE FOLIAGE, FULL TO EDGE OF POT
LMEG	4,075	LIRIOPE MUSCARI `EMERALD GODDESS` / EMERALD GODDESS LIRIOPE	1 GAL	12" O.A.	18" o.c.	DENSE, VIGOROUS SPECIMEN, FULL TO EDGE OF POT
MS	591	MICROSORUM SCOLOPENDRIUM / WART FERN	3 GAL	12" O.A.	24" o.c.	FULL, DENSE FOLIAGE, FULL TO EDGE OF POT
PAIB	57	PLUMBAGO AURICULATA `IMPERIAL BLUE` / PLUMBAGO	3 GAL	18" O.A.	30" o.c.	FULL, DENSE FOLIAGE, FLOWERING AT INSTALLATION
PSA	674	PENNISETUM SETACEUM `ALBA` / WHITE FOUNTAIN GRASS	3 GAL	24" O.A.	24" o.c.	FULL DENSE FOLIAGE, SYMMETRICAL MATCHED APPEARANCE
PSR	43	PENNISETUM SETACEUM `RUBRUM` / RED FOUNTAIN GRASS	3 GAL	24" HT. X 18" SPD.	36" o.c.	
SAT	2,296	SCHEFFLERA ARBORICOLA `TRINETTE` / VARIEGATED SCHEFFLERA	3 GAL	18" O.A.	24" o.c.	DENSE VIGOROUS SPECIMEN
TDN	218	TRIPSACUM DACTYLOIDES NANA / DWARF FAKAHATCHEE GRASS	3 GAL	24" HT. X 18" SPD.	24" o.c.	DENSE VIGEROUS SPECIMEN
TF	10	TRIPSACUM DACTYLOIDES / FAKAHATCHEE GRASS	3 GAL	36" O.A.	36" o.c.	FULL DENSE FOLIAGE
TV	119	TULBAGHIA VIOLACEA / SOCIETY GARLIC	1 GAL	15" O.A.	15" o.c.	FULL DENSE FOLIAGE

GROUND COVERS	QTY	BOTANICAL / COMMON NAME	CONT	SIZE	SPACING	REMARKS
AG	450 SF	ARACHIS GLABRATA / PERENNIAL PEANUT	SOD	SOLID PANELS		PEST AND DISEASE FREE, SOD TO BE SOURCED FROM GARDEN'S EDGE GROWERS, JACKSONVILLE, FL. CONTACT: JERRY, 904-386-3219. PLUGS OR POTS WILL NOT BE ACCEPTED.
ANN	248	ANNUALS - - / ANNUALS	6"POT		12" o.c.	CORD WITH LA FOR SEASONAL SELECTION
FG	6,032	FICUS MICROCARPA `GREEN ISLAND` / GREEN ISLAND FICUS	3 GAL	12" O.A.	18" o.c.	FULL DENSE FOLIAGE, MIN 3 PPP
JV	769	JASMINUM VOLUBILE / WAX JASMINE	3 GAL	FULL TO EDGE OF POT	12" o.c.	FULL TO EDGE OF POT, DENSE SPECIMEN
RD	147	RHOEO DISCOLOR / OYSTER PLANT	1 GAL	12" O.A.	12" o.c.	FULL TO EDGE OF POT
TA	1,011	TRACHELOSPERMUM ASIATICUM / ASIATIC JASMINE	1 GAL	MIN. 3-5 RUNNERS	12" o.c.	FULL DENSE VIGOROUS GROWTH, MIN. 10" RUNNERS. INSTALL PULVERIZED MULCH IN ALL TA BEDS
TJ	71	TRACHELOSPERMUM JASMINOIDES / STAR JASMINE	3 GAL	18" O.A.	24" o.c.	FULL DENSE FOLIAGE, MIN. 5 RUNNERS, TRELLIS GROWN
TJV	243	TRACHELOSPERMUM JASMINOIDES 'VARIEGATUM' / VARIEGATED CONFEDERATE JASMINE	1 GAL	FULL TO EDGE OF POT	18" o.c.	FULL DENSE FOLIAGE
ZJ	28,398 SF	ZOYSIA JAPONICA `EMPIRE` / EMPIRE ZOYSIA	SOD	SOLID PANELS, SAND GROWN		SOLID PANELS, FREE OF WEEDS & DISEASE, NO BURNED PANELS, LAID TIGHT WITH NO GAPS

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PROJECT NAME:
SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BLVD.
ST. PETE BEACH, FL 33706

CITY OF ST. PETE BEACH, FLORIDA

SHEET TITLE:
PLANTING SCHEDULES

SCALE IN FEET: N/A

CONSULTANT:

JOB NO.:	1214.22
DESIGNED BY:	DP/DS
DRAWN BY:	DS/JM
CHECKED BY:	DS
APPROVED BY:	DP

DATE	SUBMISSION
06/09/23	CONDITIONAL USE PERMIT

REV	DATE	REVISION
1	08/22/23	CUP COMMENTS

SEAL:

DAVID A. PERRY / RLA
L.A. NO. 0001538

DATE: _____

SHEET NO.:
LS-401

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Traffic Impact Analysis
Prepared for City of St. Pete Beach, Florida

Sirata Beach Resort Redevelopment

City of St. Pete Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Tampa, Florida

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November 2023

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Prepared for City of St. Pete Beach, Florida

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Prepared by:

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Tampa, Florida

Rebecca Bond

Digitally signed by Rebecca Bond
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Date: 2023.11.09 17:35:25-05'00'

Rebecca (Becca) Bond, P.E.
FL PE #93870

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November 2023

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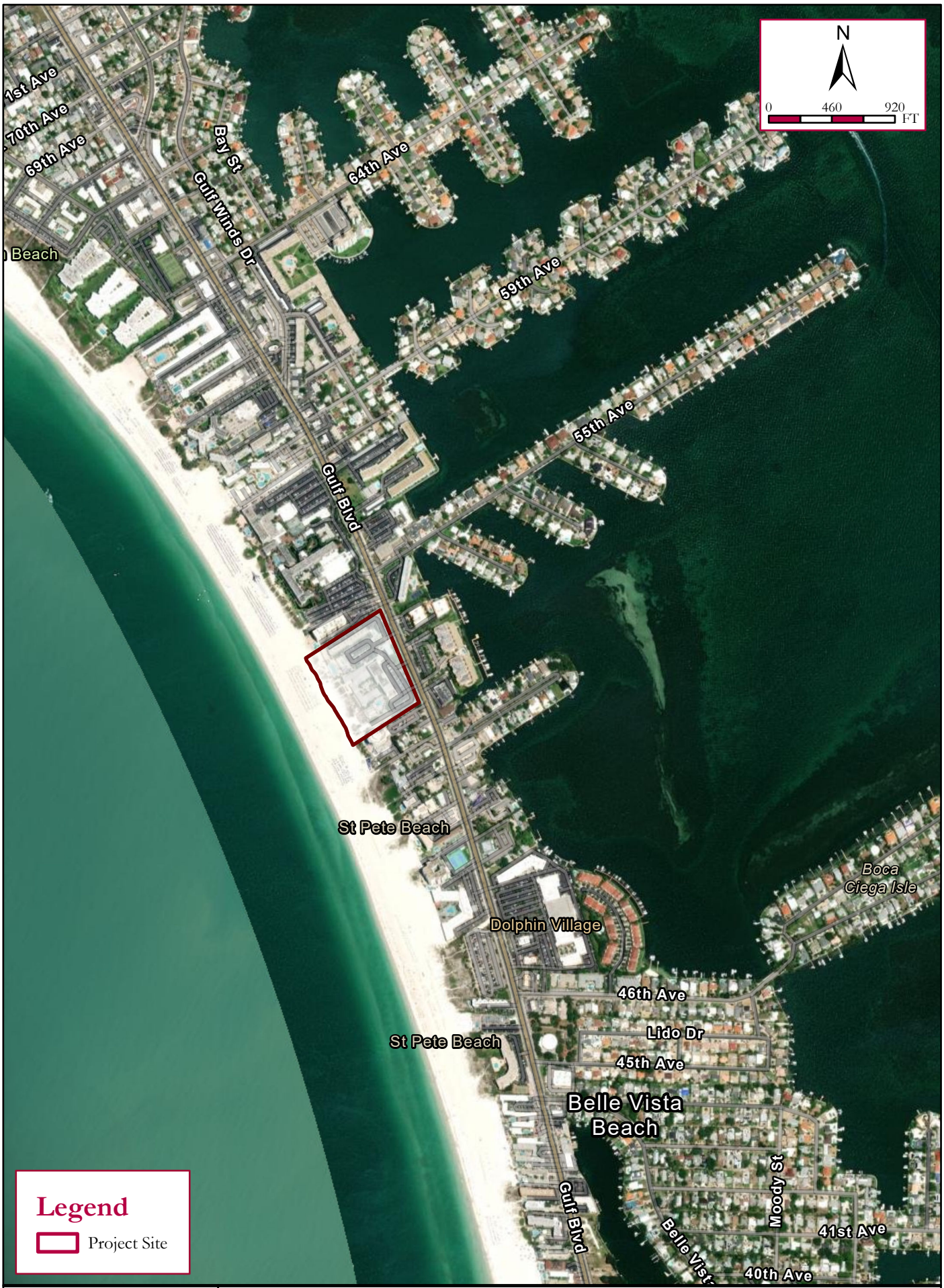
INTRODUCTION

This Traffic Impact Analysis (TIA) is provided for the proposed Sirata Beach Resort redevelopment located along the west side of Gulf Boulevard between 55th Avenue and Punta Vista Drive at 5300 Gulf Boulevard in the City of St. Pete Beach, Florida. To properly address the transportation impacts related to the proposed redevelopment in accordance with Section 4.4(a)(2), 4.4(a)(3), and 4.12(a)(2) of the City's Land Development Code (LDC), Kimley-Horn conducted an analysis to follow the updated TIA methodology letter submitted to the City of St. Pete Beach on November 1, 2023. The updated methodology letter is provided in Appendix A.

The 15.36-acre project site is currently a resort hotel with 382 rooms and is proposed to include up to 226 resort hotel rooms, 290 hotel rooms, and 130 suite rooms upon final buildout of the site. Access to the site is provided through three (3) existing full-access connections along Gulf Boulevard, as illustrated in the project location map in Figure 1. The conceptual site plan is included in Appendix B.

The project is proposed to be redeveloped in three (3) distinct phases; For the purposes of this traffic analysis, the analysis is provided for the cumulative project redevelopment upon the estimated buildout in year 2025 for all three (3) phases. Phase One of the redevelopment will demolish 21 existing hotel rooms and relocate/renovate existing amenities on-site. Phase Two of the redevelopment will demolish 135 existing hotel rooms which would decrease the total number of resort hotel rooms to 226 rooms. As part of Phase Two, the proposed JW Marriott (with 290 hotel rooms) will be constructed. Phase Three is proposed to construct a limited-service Hampton Inn Hotel and consist of 130 hotel rooms.



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Project Location Map

SIRATA BEACH RESORT REDEVELOPMENT
ST. PETE BEACH, FLORIDA

Project No: 145423000	Scale: As Noted	July 2023	Figure 1

A methodology letter was prepared by Kimley-Horn and submitted to the City of St. Pete Beach on March 3, 2023. In response to comments from City of St. Pete Beach staff, the methodology was revised and resubmitted on November 1, 2023. In general, the following procedural steps were undertaken in this Traffic Impact Analysis:

- Traffic volumes anticipated to be generated by the proposed redevelopment were estimated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition
- Project traffic was distributed and assigned to the public roadway network based upon the distribution reflected from the results of a select zone analysis using the Florida Standard Urban Transportation Model Structure (FSUTMS) District Seven Tampa Bay Regional Planning Model (TBRPM), supplemented with current travel patterns
- Existing p.m. peak-hour traffic volumes in the study area were collected and adjusted to reflect peak season volumes using the Florida Department of Transportation's (FDOT's) peak season conversion factor (PSCF)
- Work Programs of Pinellas County and the FDOT were reviewed to identify scheduled roadway improvements in the area
- Initial background (non-project) traffic volumes consist of existing traffic grown by an annual growth rate of 2.0% and traffic from future vested developments within the City of St. Pete Beach
- Intersection and roadway segment operational analyses within the study area for existing, future background, and future total scenarios were completed using the *Synchro* Version 11, software package and the Pinellas County *2023 Annual Level of Service Report*
- An analysis for the Saturday peak-hour was requested by the City of St. Pete Beach staff and is provided as an addendum to this report in Appendix J

PROJECT TRAFFIC

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

Project Location

The project site is located along the west side of Gulf Boulevard between 55th Avenue and Punta Vista Drive at 5300 Gulf Boulevard in the City of St. Pete Beach, Florida. As shown in the conceptual site plan in Appendix B, access to the site is provided through three (3) existing full-access connections along Gulf Boulevard.

Proposed Land Use

The existing Sirata Beach Resort is proposed to be redeveloped in the following three (3) phases:

Phase 1:
Renovate and relocate the existing central pool and restaurant located on the main building of the existing Sirata Beach Resort. As part of this initial phase, 21 existing hotel rooms will be demolished to make space for the proposed restaurant relocation.

Phase 2:
Demolish 45 existing hotel rooms and 90 existing hotel rooms in the central building and the northern building, respectively, of the Sirata Beach Resort. This would decrease the total number of resort hotel rooms to 226 rooms. Additionally, construct the proposed JW Marriott that will consist of up to 290 hotel rooms on the northern portion of the site.

Phase 3:
Construct the proposed limited-service Hampton Inn Hotel to consist of up to 130 hotel rooms at the southern side of the property.

At buildout of the site, the redevelopment will consist of the following land uses:

- 226 existing resort hotel rooms
  - 156 resort hotel rooms are proposed to be demolished of the 382 existing resort hotel rooms
- Up to 290 hotel rooms from the proposed JW Marriott
- Up to 130 suite hotel rooms from the proposed Hampton Inn

Trip Generation

Trip generation for the proposed redevelopment was calculated based upon the information provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The various restaurants, offices, meeting spaces, and ballrooms are all considered ancillary uses to the primary use of each hotel type. The following intensities and land use codes (LUC) were utilized to estimate project trip generation:

- 226 rooms of LUC 330 (Resort Hotel) – Sirata Beach Resort
- 290 rooms of LUC 310 (Hotel) – JW Marriott
- 130 rooms of LUC 311 (All-Suites Hotel) – Hampton Inn

The proposed redevelopment is anticipated to generate 118 net new A.M. peak-hour trips (55 entering/63 exiting) and 152 net new P.M. peak-hour trips (84 entering/68 exiting). The a.m. and p.m. peak-hour trip generation are identified in Table 1 and Table 2, respectively.

As documented in the study area section of this report and the updated methodology letter submitted to the City of St. Pete Beach on November 1, 2023, this analysis is provided for the p.m. peak-hour because the trip generation for the p.m. peak-hour is greater than the trip generation for the a.m. peak-hour. Additionally, per the request of the City of St. Pete Beach staff, a Saturday peak-hour analysis was provided as an addendum to this report in Appendix J.

Trip Distribution and Assignment

The distribution and assignment of project traffic was performed using the FSUTMS transportation planning model output. The FDOT District Seven TBRPM was used to estimate distribution of project trips. Based on the initial output, approximately 70 percent of project trips are expected to travel to/from areas north of the project site on Gulf Boulevard and approximately 30 percent of project trips are expected to travel to/from areas south of the project site along Gulf Boulevard. Minor adjustments were made to the model output, provided in Appendix C, based upon local knowledge of the roadway network. Assignment of project traffic at the proposed project driveways was based upon the internal circulation plan designed for the site. The existing driveway counts collected at the Sirata Beach Resort were reassigned for future total conditions using the proposed site plan layout.

The resulting percentages were applied to the trip generation estimates shown in Table 1 and Table 2 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. The p.m. peak-hour project traffic is shown in Figure 3.

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

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing Development								
Resort Hotel	382	ROOM	330	72%	28%	84	33	117
Final Buildout Development								
Resort Hotel	226	ROOM	330	72%	28%	41	16	57
Hotel	290	ROOM	310	56%	44%	77	61	138
All-Suites Hotel	130	ROOM	311	53%	47%	21	19	40
Total Proposed:						139	96	235
Net New (Final Buildout - Existing):						**55**	**63**	**118**

Table 2: P.M. Peak-Hour Project Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing Development								
Resort Hotel	382	ROOM	330	43%	57%	61	82	143
Final Buildout Development								
Resort Hotel	226	ROOM	330	43%	57%	27	35	62
Hotel	290	ROOM	310	51%	49%	95	92	187
All-Suites Hotel	130	ROOM	311	49%	51%	23	23	46
Total Proposed:						145	150	295
Net New (Final Buildout - Existing):						**84**	**68**	**152**

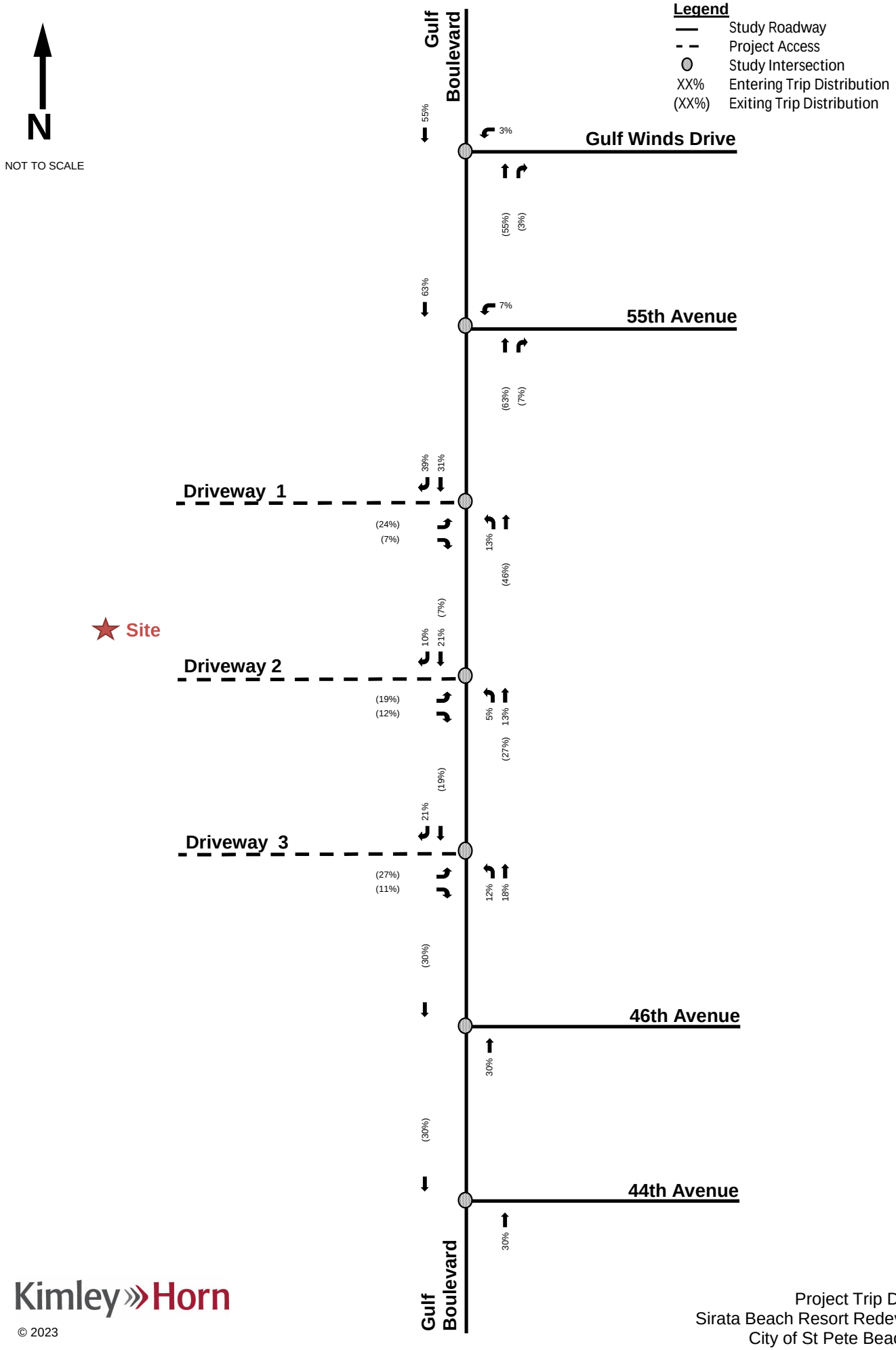

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Figure 2
Project Trip Distribution
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

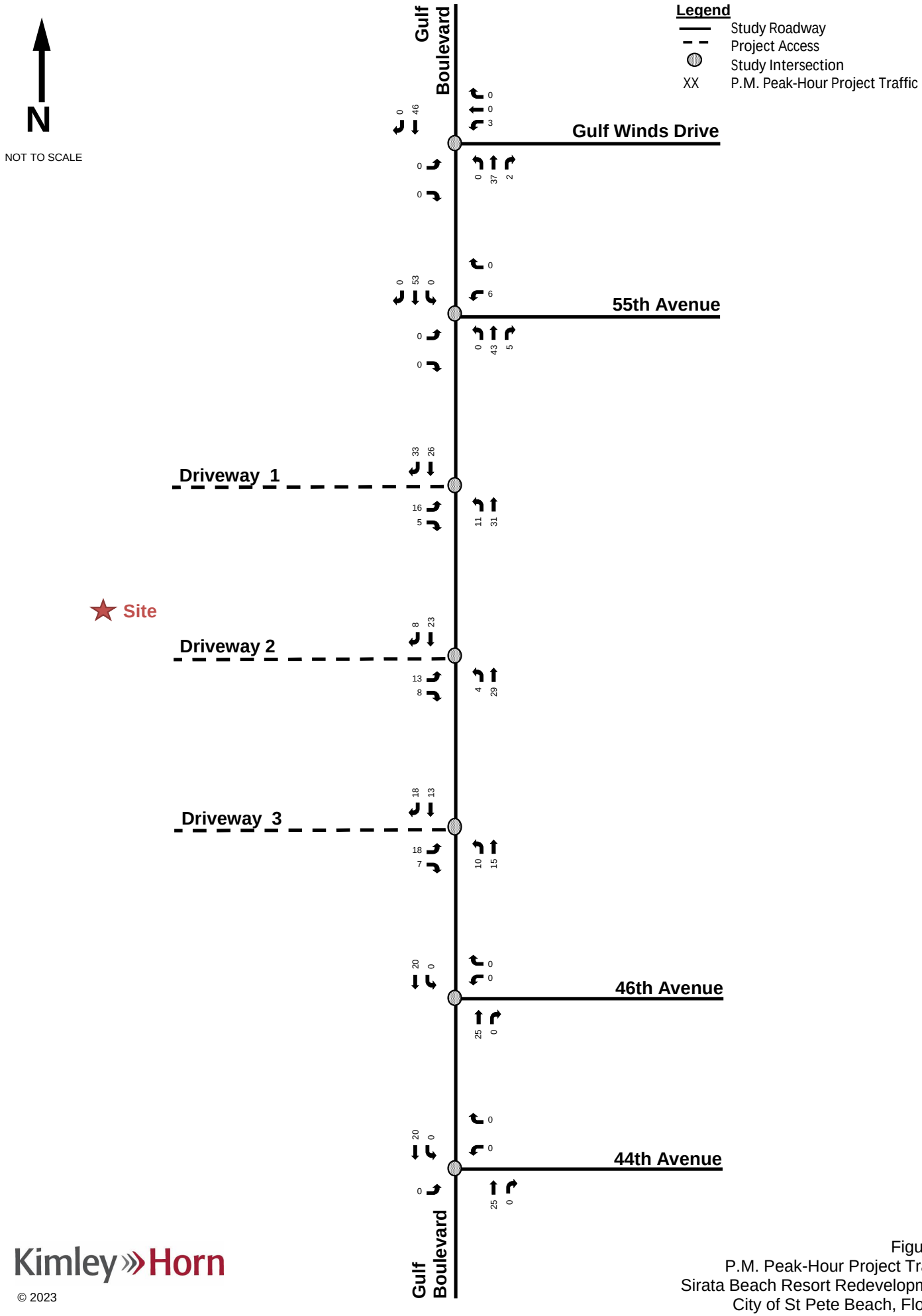

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Figure 3
P.M. Peak-Hour Project Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

SCHEDULED IMPROVEMENTS

The Pinellas County Public Works Capital Improvement Program, FDOT District 7 Work Program, 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 for existing and future traffic conditions.

STUDY AREA NETWORK DETERMINATION

Per the Forward Pinellas MPO *Traffic Impact Study Methodology*, study area roadway segments are defined as the roadway segments where project traffic represents 1.0% or greater of the available roadway capacity up to a maximum radius of two (2) miles from the project site.

As identified in Table 3, the following study area roadway segments were included in the analysis:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South;
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

Please note that project traffic is not anticipated to represent 1.0% or greater of the available roadway capacity along Blind Pass Road and Gulf Winds Drive/Boca Ciega Drive. However, these roadways were included as study area roadway segments due to the request of residents within the City of St. Pete Beach.

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 documented in the updated methodology letter submitted to the City of St. Pete Beach on November 1, 2023, the following intersections were included in this analysis:

- Gulf Boulevard & Gulf Winds Drive
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Project Driveway 1 (North Driveway)
- Gulf Boulevard & Project Driveway 2 (Center Driveway)
- Gulf Boulevard & Project Driveway 3 (South Driveway)
- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue

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 analysis. The study area roadway segments were analyzed for the adopted level of service (LOS) performance standard, LOS D, pursuant to the Pinellas County *2023 Annual Level of Service Report*.

The intersection and roadway analyses were completed for the existing, future background, and future total conditions during the p.m. peak-hour, pursuant to the updated methodology letter submitted to the City of St. Pete Beach on November 1, 2023. Additionally, a weekend analysis that evaluated the anticipated transportation impacts of the proposed development for the Saturday peak-hour is provided as an addendum to this report in Appendix J.

Table 3: Study Area Determination

LINK NO.	ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT TRAFFIC			PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?[2]
				EXISTING LANEAGE	LOS D SERVICE VOLUME PEAK-HOUR DIRECTIONAL VOLUME	DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME		
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	4	1,630	Eastbound	49%	33	2.02%	Yes
						Westbound	49%	41	2.52%	
		Blind Pass Road	Shore Drive South	4	1,630	Eastbound	43%	29	1.78%	Yes
						Westbound	43%	36	2.21%	
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	3,020	Eastbound	40%	27	0.89%	Yes
						Westbound	40%	34	1.13%	
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	4	1,630	Northbound	48%	33	2.02%	Yes
						Southbound	48%	40	2.45%	
		Blind Pass Road	64th Avenue	4	1,630	Northbound	54%	37	2.27%	Yes
						Southbound	54%	45	2.76%	
		64th Avenue	Gulf Winds Drive	4	1,630	Northbound	55%	37	2.27%	Yes
						Southbound	55%	46	2.82%	
		Gulf Winds Drive	59th Avenue	4	1,630	Northbound	58%	39	2.39%	Yes
						Southbound	58%	49	3.01%	
		59th Avenue	Project Access	4	1,630	Northbound	63%	43	2.64%	Yes
						Southbound	63%	53	3.25%	
		Project Access	Pinellas Bayway	4	1,630	Northbound	29%	24	1.47%	Yes
						Southbound	29%	20	1.23%	
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	4	1,630	Eastbound	25%	17	1.04%	Yes
						Westbound	25%	21	1.29%	
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	4	1,630	Northbound	10%	7	0.43%	Yes[3]
						Southbound	10%	8	0.49%	
--		75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	Northbound	6%	4	0.56%	Yes[3]
						Southbound	6%	5	0.70%	
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	Northbound	3%	2	0.28%	Yes[3]
						Southbound	3%	3	0.42%	

1. Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)
2. Roadway segments up to a maximum radius of two miles from the project site were considered in the study area determination.
3. Included within the study area even though project traffic does represent 1.0% of the service volume

EXISTING TRAFFIC VOLUMES

Existing traffic conditions were evaluated within the study network for the p.m. peak-hour. A determination of the impact of the existing traffic on the roadway network was made, including operating conditions for the intersections and roadway segments within the study area. The procedures used in this analysis are discussed below.

Gulf Boulevard is currently a 4-lane divided roadway that runs north-south adjacent to the site with a posted speed limit of 35 miles per hour (mph). 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 Thursday, February 9, 2023, to quantify existing peak-hour conditions within the study area. The raw turning movement counts are provided in Appendix D.

The vehicle counts at the study intersections were adjusted to reflect peak-season conditions. This modification was performed using the FDOT peak-season conversion factor (PSCF), which corresponds to the data collection date for Pinellas County. These factors are provided in Appendix D and the existing seasonally adjusted traffic volumes are provided in Figure 4. Please note that Driveway 3 (South Driveway) at the project site is currently closed.

Figure 4: P.M. Peak-Hour Peak Season Existing (2023) Traffic

FUTURE TRAFFIC VOLUMES

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 2025 would be the buildout year of the redevelopment, thus, 2025 conditions were evaluated as the "future" year scenario.

A growth rate of -2.34% was calculated by using FDOT historical Annual Average Daily Traffic (AADT) information for three nearby roadway segments of Gulf Boulevard (North of Pinellas Bayway), Gulf Boulevard (South of Blind Pass Road), and Gulf Winds Drive (North of Gulf Boulevard). Based upon these results and to provide a conservative analysis, a growth rate of 2.0% was used to adjust existing volumes to the buildout year of 2025. Additionally, vested project traffic from the committed Miramar Beach Resort development and Corey Landings development were included in the calculations of background traffic.

Growth rate calculations and vested traffic documentation are provided in Appendix E.

The p.m. peak-hour background volumes are identified in Figure 5. The net, new project traffic volumes identified in Figure 3 were then added to the background volumes to develop p.m. peak-hour total volumes identified in Figure 6.

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

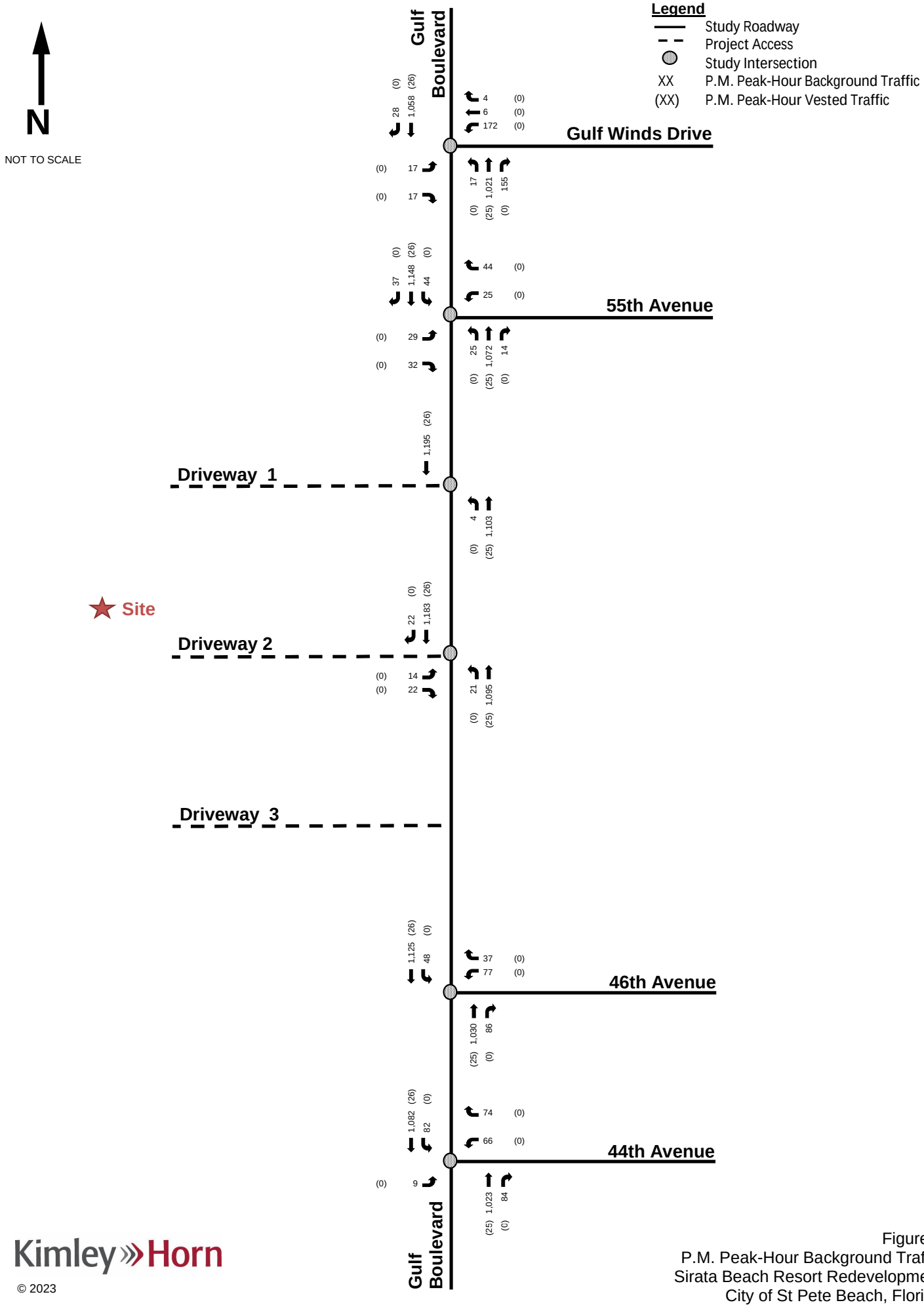

Figure 5
P.M. Peak-Hour Background Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

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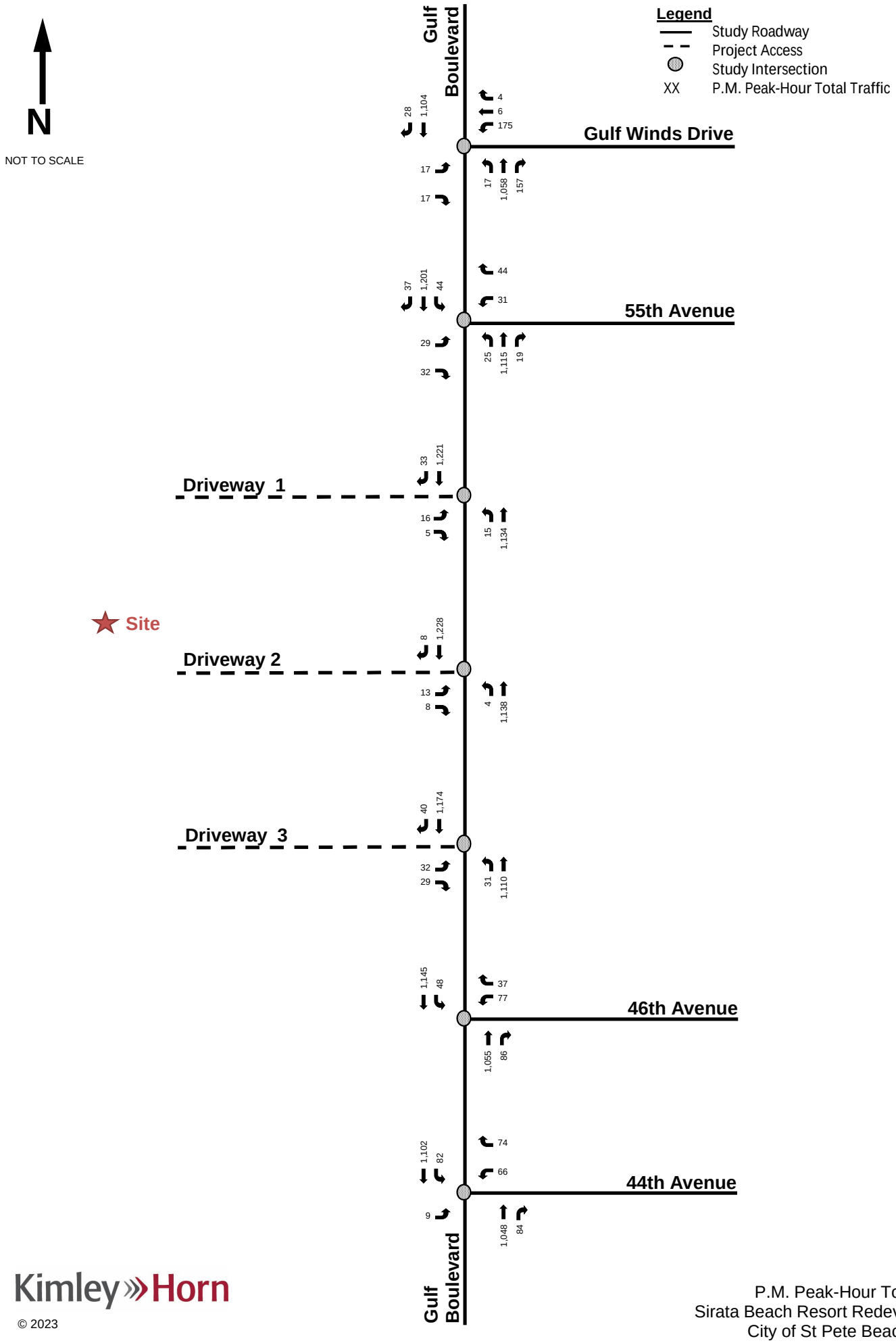

Kimley»Horn

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Figure 6
P.M. Peak-Hour Total Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

ROADWAY CAPACITY ANALYSIS

A roadway capacity analysis was conducted for the study area roadway segments based upon the service volumes included in the Pinellas County *2023 Annual Level of Service Report.* The previously identified study area roadway segments were evaluated for existing, future background, and future total volumes during the p.m. peak-hour. The following roadway segments were analyzed:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

The LOS D service volumes and peak-hour roadway volumes included in the Pinellas County *2023 Annual Level of Service Report* were utilized in the analysis. Since the peak-hour roadway volumes from this document were collected in 2022, the peak-hour roadway volumes were grown by a 2.0% growth rate for three (3) years to determine future 2025 background volumes, with the addition of vested project traffic from the proposed Miramar Beach Resort development and Corey Landings development. Total roadway volumes for the roadway analysis were calculated by adding project traffic to the future 2025 background roadway volumes.

As indicated in Table 4, the roadway capacity analysis was conducted for the existing, future background, and future total scenarios. The results of the analysis are summarized in Table 4 and indicate that the study area roadway segments are anticipated to have sufficient capacity at buildout of the proposed redevelopment based upon the peak-hour directional capacity volume in the Pinellas County *2023 Annual Level of Service Report*. Thus, the study area roadway segments are anticipated to operate at acceptable LOS conditions during the p.m. peak hour.

Supporting documentation for the study area roadway analysis is provided in Appendix G.

Table 4: P.M. Peak-Hour Roadway Segment Capacity Analysis

LINK NO.	ROADWAY	FROM	TO	SERVICE VOLUMES		DIRECTIONAL EXISTING (2022) VOLUMES	DIRECTIONAL EXISTING (2023) VOLUMES	DIRECTIONAL BACKGROUND (2025) VOLUMES	DIRECTIONAL VESTED TRAFFIC (MIRAMAR AND COREY LANDINGS DEVELOPMENTS)	PROJECT TRAFFIC			DIRECTIONAL FUTURE TOTAL (2025) VOLUME	EXCEED SERVICE VOLUME?
				EXISTING LANEAGE	LOS D SERVICE VOLUME / PEAK-HOUR DIRECTIONAL VOLUME					DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME		
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	4	1,630	1,128	1,151	1,198	16	Eastbound	49%	33	1,247	No
										Westbound	49%	41	1,255	No
		Blind Pass Road	Shore Drive South	4	1,630	1,128	1,151	1,198	68	Eastbound	43%	29	1,295	No
										Westbound	43%	36	1,302	No
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	3,020	1,571	1,602	1,667	60	Eastbound	40%	27	1,754	No
										Westbound	40%	34	1,761	No
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	4	1,630	1,215	1,239	1,289	20	Northbound	48%	33	1,342	No
										Southbound	48%	40	1,349	No
		Blind Pass Road	64th Avenue	4	1,630	1,215	1,239	1,289	30	Northbound	54%	37	1,356	No
										Southbound	54%	45	1,364	No
		64th Avenue	Gulf Winds Drive	4	1,630	1,215	1,239	1,289	28	Northbound	55%	37	1,354	No
										Southbound	55%	46	1,363	No
		Gulf Winds Drive	59th Avenue	4	1,630	1,215	1,239	1,289	26	Northbound	58%	39	1,354	No
										Southbound	58%	49	1,364	No
		59th Avenue	Project Access	4	1,630	1,215	1,239	1,289	30	Northbound	63%	43	1,362	No
										Southbound	63%	53	1,372	No
		Project Access	Pinellas Bayway	4	1,630	1,215	1,239	1,289	30	Northbound	29%	24	1,343	No
										Southbound	29%	20	1,339	No
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	4	1,630	1,126	1,149	1,195	18	Eastbound	25%	17	1,230	No
										Westbound	25%	21	1,234	No
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	4	1,630	813	829	862	17	Northbound	10%	7	886	No
										Southbound	10%	8	887	No
--		75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	--[2]	73	76	17	Northbound	6%	4	97	No
							55	57	11	Southbound	6%	5	73	No
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	--[2]	159	165	17	Northbound	3%	2	184	No
							187	195	26	Southbound	3%	3	224	No

1. Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)
2. The p.m. peak-hour turning movement counts collected at the study area intersections were utilized for this segment

INTERSECTION ANALYSIS

An intersection analysis was conducted during the p.m. peak-hour for the existing, future background, and future total conditions. The intersection analysis was conducted in *Synchro*, Version 11, software, which utilizes the methodologies provided in the *Highway Capacity Manual (HCM), 6th Edition.* The study intersections were analyzed for a maximum 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. Current signal timing information was provided by the Pinellas County and is included in Appendix H. As documented in the study area section of this report, the following intersections were included in the analysis:

- Gulf Boulevard & Gulf Winds Drive
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Project Driveway 1 (North Driveway)
- Gulf Boulevard & Project Driveway 2 (Center Driveway)
- Gulf Boulevard & Project Driveway 3 (South Driveway)
- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue

During the p.m. peak-hour, the study area intersections are anticipated to operate with a v/c ratio of less than 1.0 for each lane approach for existing, future background, and future total intersection conditions. A summary of maximum v/c ratios by approach are provided in Table 5.

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

Table 5: P.M. Peak-Hour Intersection Operational Analysis

Intersection	Control Type	Existing Conditions (2023) v/c Ratio (Background Conditions (2025) v/c Ratio) [Total Conditions (2025) v/c Ratio]												Overall LOS
		Eastbound			Westbound			Northbound			Southbound			
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Gulf Boulevard & Gulf Winds Drive	Signalized	0.39			0.71			0.04	0.43		--	0.39		B
		(0.41)			(0.72)			(0.05)	(0.46)		--	(0.41)		B
		[0.41]			[0.72]			[0.05]	[0.47]		--	[0.43]		B
Gulf Boulevard & 55th Avenue	Signalized	0.38			0.52			0.06	0.38		0.10	0.41		A
		(0.39)			(0.54)			(0.07)	(0.41)		(0.11)	(0.44)		A
		[0.37]			[0.55]			[0.07]	[0.43]		[0.11]	[0.46]		A
Gulf Boulevard & Driveway 1	TWSC	--			--			0.01	--		--			--
		--			--			(0.01)	--		--			
		[0.13]			--			[0.03]	--		--			
Gulf Boulevard & Driveway 2	TWSC	0.14			--			0.04	--		--			--
		(0.15)			--			(0.04)	--		--			
		[0.11]			--			[0.01]	--		--			
Gulf Boulevard & Driveway 3	TWSC	--			--			--			--			--
		--			--			--			--			
		[0.29]			--			[0.06]	--		--			
Gulf Boulevard & 46th Avenue	TWSC	--			0.50			--			0.08	--		--
		--			(0.57)			--			(0.09)	--		
		--			[0.58]			--			[0.09]	--		
Gulf Boulevard & 44th Avenue	Signalized	0.05			0.29	0.29		--	0.51		0.21	0.41		A
		(0.06)			(0.30)	(0.31)		--	(0.55)		(0.23)	(0.44)		A
		[0.06]			[0.30]	[0.31]		--	[0.56]		[0.23]	[0.45]		A

TURN LANE EVALUATION

Turn lane warrant thresholds were reviewed to determine the need for exclusive turn lanes at the existing project driveways. Guidelines for determining the need for a right-turn lane were utilized based upon the FDOT *Access Management Guidebook* which recommends an exclusive right-turn lane when the right-turning movements are 80 vehicles per hour for a multilane roadway with a posted speed limit below 45 mph.

As documented previously, access to the site is provided through the following existing access connections:

- Project Driveway 1: Full-access connection along Gulf Boulevard (North Driveway)
  - Project Driveway 1 is intended for primary use by the patrons of the proposed JW Marriot on the northern portion of the site
- Project Driveway 2: Full-access connection along Gulf Boulevard (Center Driveway)
  - Project Driveway 2 is intended for primary use by service and utility vehicles and secondary use by any patrons entering/exiting the site
- Project Driveway 3: Full-access connection along Gulf Boulevard (South Driveway)
  - Project Driveway 3 is intended for primary use by patrons of the Sirata Beach Resort and proposed Hampton Inn

For any existing turn lanes, the existing total turn lane length was analyzed based upon the deceleration distance required by the FDOT Florida Design Manual (FDM) *Exhibit* 212-1 and the calculated queue length from the methodologies of the *Highway Capacity Manual (HCM), 6th Edition*.

Project Driveway 1: Full-access connection along Gulf Boulevard (North Driveway)

As identified in Figure 6, there are anticipated to be 33 southbound right-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 15 northbound left-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 1 based upon the results of the intersection analysis.

Project Driveway 2: Full-access connection along Gulf Boulevard (Center Driveway)

As identified in Figure 6, there are anticipated to be 8 southbound right-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 4 northbound left-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 2 based upon the results of the intersection analysis.

Project Driveway 3: Full-access connection along Gulf Boulevard (South Driveway)

As identified in Figure 6, there are anticipated to be 40 southbound right-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 31 northbound left-turns per hour during the p.m. peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 3 based upon the results of the intersection analysis.

MULTIMODAL REVIEW

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

Pedestrians

The existing 6-foot sidewalk along Gulf Boulevard, adjacent to the project site, is proposed to be reconstructed into a 10-foot sidewalk. Internal sidewalks are provided within the project site to allow for safe, unobstructed, and efficient pedestrian flow.

Bicyclists

Exclusive bike paths currently exist on both sides of Gulf Boulevard.

Transit

Transit service along Gulf Boulevard is provided by the Pinellas Suncoast Transit Authority (PSTA). The following PSTA bus routes are identified in the near vicinity of the site:

- Route 90 Commuter Service along Gulf Boulevard
- Suncoast Beach Trolley along Gulf Boulevard
- Central Avenue Trolley (CAT) along Gulf Boulevard
- SunRunner along Gulf Boulevard

TRANSPORTATION MANAGEMENT PLAN

According to the City of St. Pete Beach Comprehensive Plan, all new development, excluding single-family and duplex residential, shall be required to prepare and submit a Transportation Management Plan (TMP) to the City that includes one or more strategies to reduce external trip generation, improve traffic flow, reduce Greenhouse gas emissions, and/or emphasizes safe and comfortable pedestrian, bicycle, and mass transit mobility. The following strategies listed below are proposed for the Sirata Beach Resort redevelopment:

- Patrons at the Sirata Beach Resort are anticipated to be fully serviced within the resort's site due to the amenities provided on-site, which include, but are not limited to, full-service restaurants, pools, fitness & sporting facilities, gift shops, and recreational activities.
    - This is intended to reduce the number of external trips generated by the proposed redevelopment since Patrons are anticipated to use the on-site rather amenities than off-site amenities.
- A 15-foot-wide multi-use path is proposed to provide public beach access from Gulf Boulevard, as illustrated on the conceptual site plan in Appendix B.
    - The 15-foot-wide multi-use path promotes a pedestrian-friendly environment with an internal sidewalk/path network that connects Gulf Boulevard to the beach.
- Along Gulf Boulevard, adjacent to the project site, the existing 6-foot sidewalk is proposed to be reconstructed into a 10-foot sidewalk to support pedestrian mobility and a comfortable experience for pedestrians.
- The proposed on-site parking facilities will be open for public use, thus, increasing the parking capacity within the City of St. Pete Beach.
- On-site secured bicycle storage will be provided.
- Bicycle rental services will be provided to Patrons to encourage multi-modal travel as opposed to exclusively vehicular travel.
- A shuttle service will be provided to Patrons of the Sirata Beach Resort to facilitate travel within the City of St. Pete Beach.
- PSTA bus tickets will be subsidized for employees to encourage using public transit to travel to/from the resort.

CONCLUSION

This TIA provides an evaluation of the transportation impacts of the proposed Sirata Beach Resort redevelopment in accordance with the updated TIA methodology letter submitted to the City of St. Pete Beach on November 1, 2023. The proposed redevelopment is located along the west side of Gulf Boulevard between 55th Avenue and Punta Vista Drive at 5300 Gulf Boulevard in the City of St. Pete Beach, Florida. The 15.36-acre project site is currently a resort hotel with 382 rooms and is proposed to include up to 226 resort hotel rooms, 290 hotel rooms, and 130 hotel rooms (limited service) upon final buildout of the site. Access to the site is provided through three (3) existing full-access connections along Gulf Boulevard.

Based upon the results of the roadway segment analysis conducted for the existing, future background, and future total roadway conditions, the study area roadway segments are anticipated to operate at an acceptable level of service through buildout of the proposed redevelopment in year 2025. Based upon the intersection analysis, the study area intersections are anticipated to operate acceptably with a v/c ratio of less than 1.0 for each lane approach at buildout of the proposed redevelopment. Based on the turn lane analysis, exclusive southbound right-turn lanes are not anticipated to be warranted at the project driveways.

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 90, Suncoast Beach Trolley, Central Avenue Trolley, and Sun Runner) on the intersection of Gulf Boulevard & 55th Avenue.

Appendix A

Updated Traffic Impact Analysis Methodology Letter

Kimley»Horn

November 1, 2023

Ms. Michelle Gonzalez, AICP
C/O Brandon Berry
Community Development Director
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

RE: ***Sirata Beach Resort Redevelopment***
Traffic Impact Analysis Methodology
City of St Pete Beach, Florida

Dear Ms. Gonzalez,

This updated letter summarizes the proposed Traffic Impact Analysis (TIA) study methodology for the proposed Sirata Beach Resort redevelopment located at 5300 Gulf Boulevard in St. Pete Beach, Florida. The letter was updated in response to comments from City of St. Pete Beach. To properly address the transportation impacts related to the proposed redevelopment in accordance with Section 4.4(a)(2), 4.4(a)(3), and 4.12(a)(2) of the City's Land Development Code (LDC), Kimley-Horn will conduct an analysis that follows the study methodology detailed below.

The project redevelopment site is 15.36 acres and will be redeveloped in three distinct phases but for the purposes of this traffic study the overall estimated buildout year is 2025 for all three phases. A location map and conceptual site plan for the overall redevelopment are attached for reference. Phase One of the redevelopment will renovate and relocate the existing central pool and restaurant located on the main building of the existing Sirata Beach Resort. As part of this initial phase, twenty-one (21) existing hotel rooms will be demolished to make space for the proposed restaurant kitchen relocation. At the beginning of Phase Two, an additional forty-four (45) hotel rooms will be demolished on the northern face of the central building of the existing Sirata Beach Resort and the entire northern building at the north of the site will be demolished removing an additional ninety (90) existing hotel rooms. This will allow redevelopment of the northern area of the property with a new JW Marriott with three (290) hotel rooms and associated restaurants, meeting space and ball rooms.

Following the above Phase One and Two redevelopment areas, Phase Three will be completed at the southern side of the property and the property owner proposes to develop a limited-service Hampton Inn Hotel with one hundred and fifty (130) hotel rooms associated amenities. As illustrated in the attached conceptual site plan, access to the site is proposed to be provided through the following access connections to Gulf Boulevard:

- Three (3) full-access connections along Gulf Boulevard

The existing and proposed development will consist of the following land uses and densities:

- Existing 382 hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 21 existing hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 45 existing hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 90 existing hotel rooms (ITE 11th Edition LUC 330)
- Construct 290 hotel rooms – JW Marriott (ITE 11th Edition LUC 310)
- Construct 130 hotel rooms – Hampton Inn (ITE 11th Edition LUC 311)

In final buildout condition, the redevelopment will contain the following:

- 226 existing hotel room (ITE 11th Edition LUC 330)
- 290 proposed hotel rooms – JW Marriott (ITE 11th Edition LUC 310)
- 130 proposed hotel rooms – Marriott Courtyard (ITE 11th Edition LUC 311)

TRIP GENERATION

Trip Generation for the proposed development was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for the land uses identified above. For the above land use codes, the various restaurants, offices, meeting space and ballrooms are all considered ancillary uses to the primary use of each hotel type.

The proposed development is anticipated to generate 118 net new A.M. peak-hour trips (55 entering/63 exiting) and 152 net new P.M. peak-hour trips (84 entering/68 exiting). **Table 1** and **Table 2** identify the A.M. and P.M. peak-hour trip generation.

Table 1: A.M. Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing								
Resort Hotel	382	ROOM	330	72%	28%	84	33	117
Final Buildout Condition								
Resort Hotel	226	ROOM	330	72%	28%	41	16	57
Hotel	290	ROOM	310	56%	44%	77	61	138
All-Suites Hotel	130	ROOM	311	53%	47%	21	19	40
					Total Proposed:	139	96	235
					Net New (Final Buildout – Existing):	**55**	**63**	**118**

Table 2: P.M. Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing								
Resort Hotel	382	ROOM	330	43%	57%	61	82	143
Final Buildout Condition								
Resort Hotel	226	ROOM	330	43%	57%	27	35	62
Hotel	290	ROOM	310	51%	49%	95	92	187
All-Suites Hotel	130	ROOM	311	49%	51%	23	23	46
					Total Proposed:	145	150	295
					Net New (Final Buildout – Existing):	**84**	**68**	**152**

TRIP DISTRIBUTION

The distribution and assignment of project traffic will be performed using the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation planning model outputs. The latest FDOT District Seven Regional Planning Model will be used to generate model distribution of project trips.

STUDY AREA

The study area is proposed to consist of the project access driveways along Gulf Boulevard along with the directly adjacent intersections:

- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Gulf Winds Drive

In addition, the following study area roadway segments will be analyzed as well:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South;
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

BACKGROUND GROWTH RATE

A growth rate was determined by using FDOT historical Annual Average Daily Traffic (AADT) information for three nearby roadway segments of Gulf Boulevard (North of Pinellas Bayway), Gulf Boulevard (South of Blind Pass Road), and Gulf Winds Drive (North of Gulf Boulevard) was initially calculated as -2.34%, however a 2% growth rate will be used to provide a conservative analysis. Growth rate calculations are attached for reference. Additionally, vested project traffic from the committed Miramar Beach Resort development and Corey Landings development were included in the calculations of background traffic.

TRAFFIC ANALYSIS

The study area roadway segments will be analyzed relative to the service volumes found in the Pinellas County 2023 Annual Level of Service Report (2022 data). The roadway analysis will evaluate study roadway segments for the existing, background, and future total (year 2025 traffic conditions for the P.M. peak-hour.) The study intersections will be analyzed for future buildout conditions during the P.M. peak-hour.

TURN LANE ANALYSIS

Potential future left-turn and right-turn lane requirements will be evaluated (including needed sufficient storage length) with the addition of project traffic.

MULTI-MODAL ANALYSIS

A multi-modal analysis will be included in the report and will consider bicycle connectivity, transit routes, and pedestrian mobility. The analysis will demonstrate how the project will be connected to any existing pedestrian and bicycle facilities. A multi-modal map will be provided showing the existing sidewalks as well as any proposed sidewalks for this development.

DOCUMENTATION

The results of the traffic analysis will be summarized in a Traffic Impact Analysis (TIA) report. The report will contain supporting documents including turn lane warrants and intersection analyses software outputs. The report will also include text and graphics necessary to summarize the analysis and any assumptions made.

We will follow-up to see if you have any questions regarding this methodology.

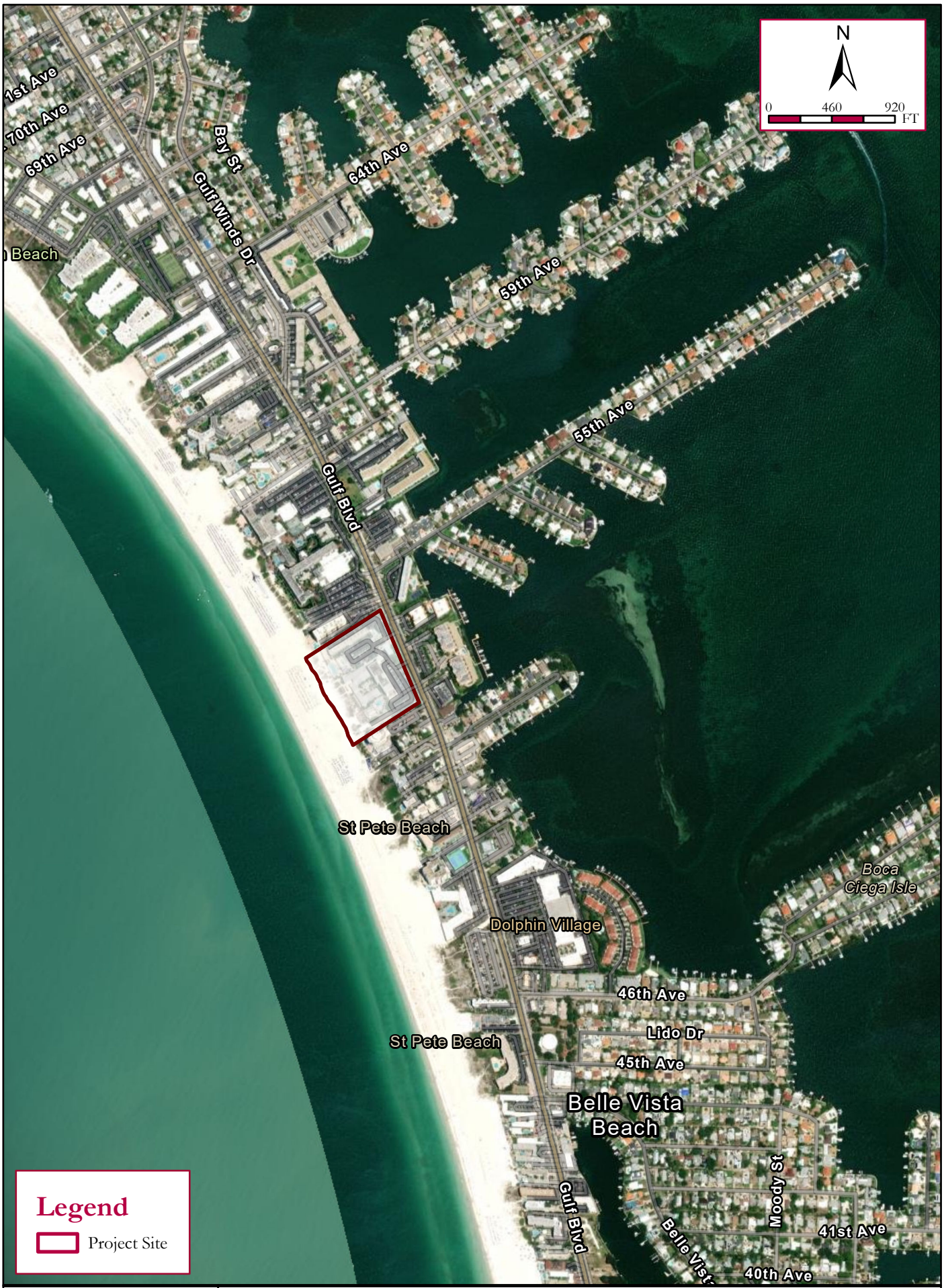
Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Becca Bond, P.E.
Transportation Engineer

Tarek Elfallah, E.I.
Transportation Analyst

Attachments: Project Location Map
Conceptual Site Plan
Growth Rate Calculations



Kimley»Horn

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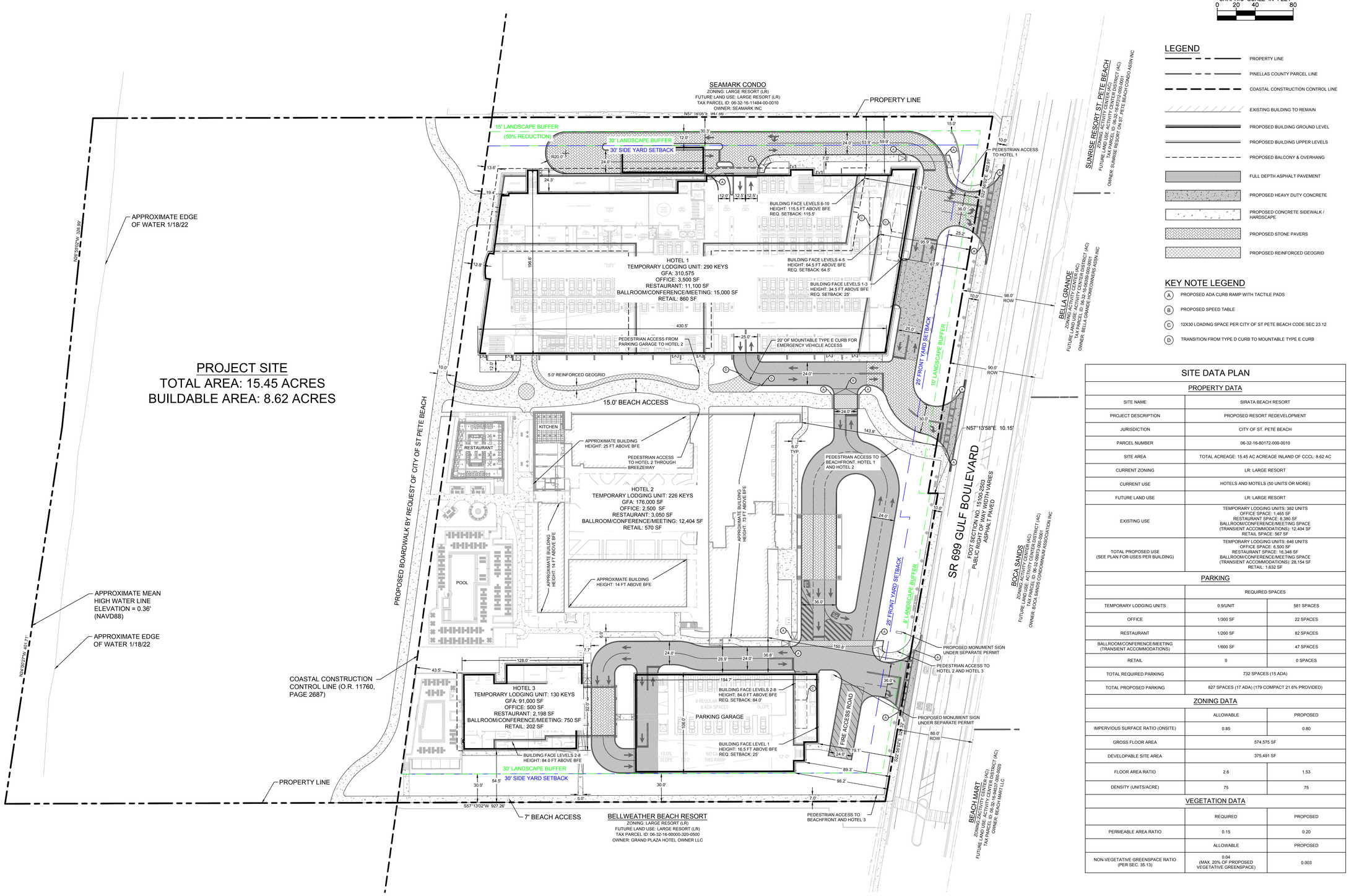
201 North Franklin St, Suite 1400, Tampa, FL 33602
Phone: (813) 620 1460
www.kimley-horn.com

Project Location Map

SIRATA BEACH RESORT REDEVELOPMENT
ST. PETE BEACH, FLORIDA

Project No: 145423000	Scale: As Noted	July 2023	Figure 1



LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING GROUND LEVEL
- PROPOSED BUILDING UPPER LEVELS
- PROPOSED BALCONY & OVERHANG
- FULL DEPTH ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- PROPOSED STONE PAVERS
- PROPOSED REINFORCED GEOGRID

KEY NOTE LEGEND

- (A) PROPOSED ADA CURB RAMP WITH TACTILE PADS
- (B) PROPOSED SPEED TABLE
- (C) 12X30 LOADING SPACE PER CITY OF ST PETE BEACH CODE SEC 23.12
- (D) TRANSITION FROM TYPE D CURB TO MOUNTABLE TYPE E CURB

SITE DATA PLAN

PROPERTY DATA

SITE NAME	SIRATA BEACH RESORT
PROJECT DESCRIPTION	PROPOSED RESORT REDEVELOPMENT
JURISDICTION	CITY OF ST. PETE BEACH
PARCEL NUMBER	06-32-16-80172-000-0010
SITE AREA	TOTAL ACREAGE: 15.45 AC ACREAGE INLAND OF CCCL: 8.62 AC
CURRENT ZONING	LR: LARGE RESORT
CURRENT USE	HOTELS AND MOTELS (50 UNITS OR MORE)
FUTURE LAND USE	LR: LARGE RESORT
EXISTING USE	TEMPORARY LODGING UNITS: 382 UNITS OFFICE SPACE: 1,465 SF RESTAURANT SPACE: 8,380 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 12,404 SF RETAIL SPACE: 567 SF
TOTAL PROPOSED USE (SEE PLAN FOR USES PER BUILDING)	TEMPORARY LODGING UNITS: 646 UNITS OFFICE SPACE: 6,500 SF RESTAURANT SPACE: 16,348 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 28,154 SF RETAIL: 1,632 SF

PARKING

	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA) (179 COMPACT 21.6% PROVIDED)	

ZONING DATA

	ALLOWABLE	PROPOSED
IMPERVIOUS SURFACE RATIO (ONSITE)	0.85	0.80
GROSS FLOOR AREA	574,575 SF	
DEVELOPABLE SITE AREA	375,491 SF	
FLOOR AREA RATIO	2.6	1.53
DENSITY (UNITS/ACRE)	75	75

VEGETATION DATA

	REQUIRED	PROPOSED
PERMEABLE AREA RATIO	0.15	0.20
	ALLOWABLE	PROPOSED
NON-VEGETATIVE GREENSPACE RATIO (PER SEC. 35.13)	0.04 (MAX. 20% OF PROPOSED VEGETATIVE GREENSPACE)	0.003

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG
CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE: 04/06/2023
PROJECT NO.: 145423000

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER

CUP-01

Plotted By: Girard, Claudia Sheet Set: Kha Layout: C200 — MASTER SITE PLAN August 22, 2023 06:06:59pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD Work\PlanSheets\CUP Plans\CUP-01 — CUP SITE PLAN.dwg
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Project: Sirata Beach Resort
Location: City of St. Pete Beach, FL
Notes: FDOT Historical AADT

Volume Source #1: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLA
Volume Source #2: 5149 - SR 699/GULF BLVD, S OF BLIND PASS RD &
Volume Source #3: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2017	23000	29500	3100			18533.33333
2		2018	23000	28500	3100			18200
3		2019	23500	27000	3100			17866.66667
4		2020	21500	25000	1600			16033.33333
5		2021	23000	28000	1600			17533.33333
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2017	18533.33333
2		2018	18200
3		2019	17866.66667
4		2020	16033.33333
5		2021	17533.33333
6			
7			
8			
9			
10			

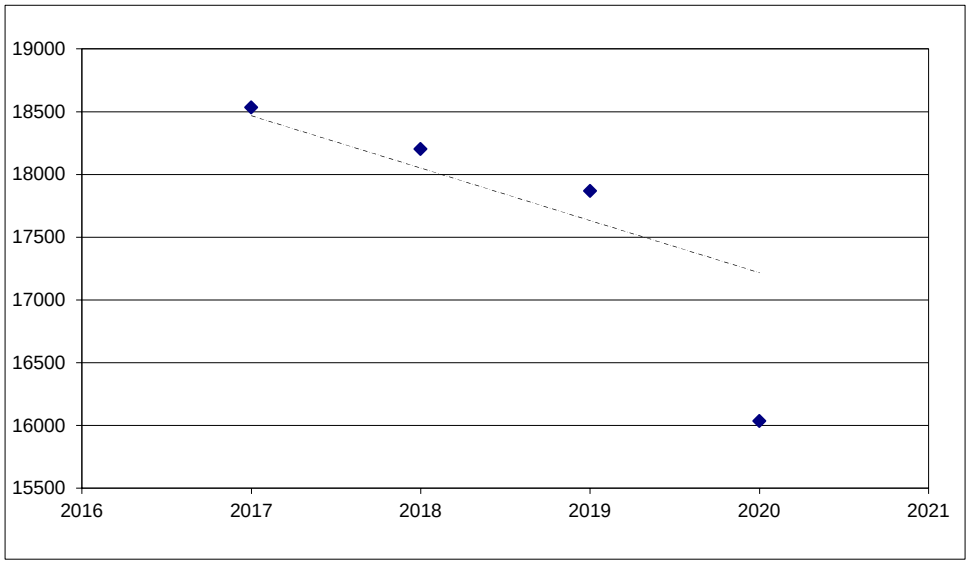
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2017	18466.66667
2		2018	18050
3		2019	17633.33333
4		2020	17216.66667
5		2021	16800
6			
7			
8			
9			
10			

Slope: -416.6666667
Intercept: 858883.3333
R^2: 0.462278107
Standard Error: 820.4560611

Exponential
Growth Rate: -2.34%
Future = Existing (1+Growth)^N

Linear
Growth Rate: -2.26%
Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLAS BAYWAY S

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	23000 C	N 12000	S 11000	9.00	53.00	3.30
2020	21500 C	N 11500	S 10000	9.00	55.30	2.70
2019	23500 C	N 12500	S 11000	9.00	55.70	2.50
2018	23000 C	N 12000	S 11000	9.00	55.50	2.80
2017	23000 F	N 12000	S 11000	9.00	54.50	2.70
2016	23000 C	N 12000	S 11000	9.00	55.90	2.70
2015	22000 C	N 11000	S 11000	9.00	55.00	2.20
2014	22000 C	N 11500	S 10500	9.00	55.40	2.40
2013	22500 C	N 12000	S 10500	9.00	55.20	2.50
2012	24000 F	N 12500	S 11500	9.00	55.00	2.30
2011	24000 C	N 12500	S 11500	9.00	56.50	2.30
2010	24500 C	N 12500	S 12000	10.52	55.26	2.00
2009	25000 C	N 13000	S 12000	10.53	55.79	2.00
2008	23000 C	N 12000	S 11000	10.29	58.46	3.20
2007	26500 C	N 14000	S 12500	10.31	56.79	1.80
2006	25500 C	N 13000	S 12500	9.88	58.53	4.80

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
2021 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
2021	28000 C	N 14500	S 13500	9.00	53.00	3.10
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
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

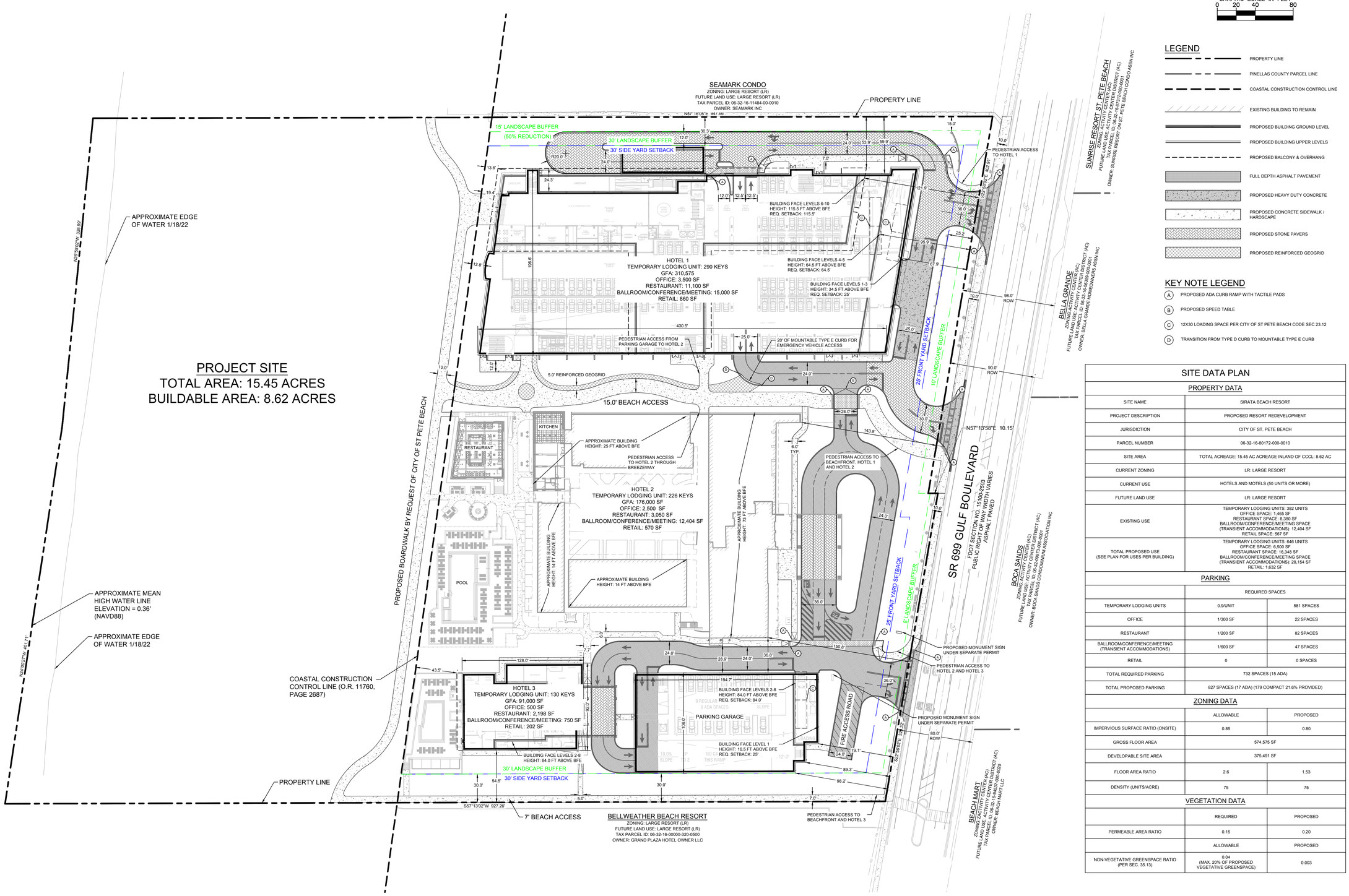
SITE: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	1600 F	N	850	S	750	9.00	53.00	3.90
2020	1600 C	N	850	S	750	9.00	55.30	3.90
2019	3100 X		0		0	9.00	55.70	3.50
2018	3100 X		0		0	9.00	55.50	2.60
2017	3100 X		0		0	9.00	54.50	5.40
2016	3000 E		0		0	9.00	55.90	2.50
2015	2900 E					9.00	55.00	3.40
2014	2800 S	N	1600	S	1200	9.00	55.40	1.00
2013	2800 F	N	1600	S	1200	9.00	55.20	1.00
2012	2800 C	N	1600	S	1200	9.00	55.00	1.00
2011	1700 S	N	900	S	800	9.00	56.50	1.90
2010	1700 F	N	900	S	800	10.52	55.26	1.90
2009	1700 C	N	900	S	800	10.53	55.79	1.90
2008	1800 C	N	950	S	850	10.29	58.46	13.40

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

Appendix B

Conceptual Site Plan



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING GROUND LEVEL
- PROPOSED BUILDING UPPER LEVELS
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KEY NOTE LEGEND

- (A) PROPOSED ADA CURB RAMP WITH TACTILE PADS
- (B) PROPOSED SPEED TABLE
- (C) 12X30 LOADING SPACE PER CITY OF ST PETE BEACH CODE SEC 23.12
- (D) TRANSITION FROM TYPE D CURB TO MOUNTABLE TYPE E CURB

SITE DATA PLAN

PROPERTY DATA

SITE NAME	SIRATA BEACH RESORT
PROJECT DESCRIPTION	PROPOSED RESORT REDEVELOPMENT
JURISDICTION	CITY OF ST. PETE BEACH
PARCEL NUMBER	06-32-16-80172-000-0010
SITE AREA	TOTAL ACREAGE: 15.45 AC ACREAGE INLAND OF CCCL: 8.62 AC
CURRENT ZONING	LR: LARGE RESORT
CURRENT USE	HOTELS AND MOTELS (50 UNITS OR MORE)
FUTURE LAND USE	LR: LARGE RESORT
EXISTING USE	TEMPORARY LODGING UNITS: 382 UNITS OFFICE SPACE: 1,465 SF RESTAURANT SPACE: 8,380 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 12,404 SF RETAIL SPACE: 567 SF
TOTAL PROPOSED USE (SEE PLAN FOR USES PER BUILDING)	TEMPORARY LODGING UNITS: 646 UNITS OFFICE SPACE: 6,500 SF RESTAURANT SPACE: 16,348 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 28,154 SF RETAIL: 1,632 SF

PARKING

	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA) (179 COMPACT 21.6% PROVIDED)	

ZONING DATA

	ALLOWABLE	PROPOSED
IMPERVIOUS SURFACE RATIO (ONSITE)	0.85	0.80
GROSS FLOOR AREA	574,575 SF	
DEVELOPABLE SITE AREA	375,491 SF	
FLOOR AREA RATIO	2.6	1.53
DENSITY (UNITS/ACRE)	75	75

VEGETATION DATA

	REQUIRED	PROPOSED
PERMEABLE AREA RATIO	0.15	0.20
	ALLOWABLE	PROPOSED
NON-VEGETATIVE GREENSPACE RATIO (PER SEC. 35.13)	0.04 (MAX. 20% OF PROPOSED VEGETATIVE GREENSPACE)	0.003

Know what's below. Call before you dig.

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG

CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE: 04/06/2023
PROJECT NO.: 145423000

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER

CUP-01

Plotted By: Girard, Claudia Sheet Set: Kha Layout: C200 — MASTER SITE PLAN August 22, 2023 06:06:59pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD Work\PlanSheets\CUP Plans\CUP-01 — CUP SITE PLAN.dwg
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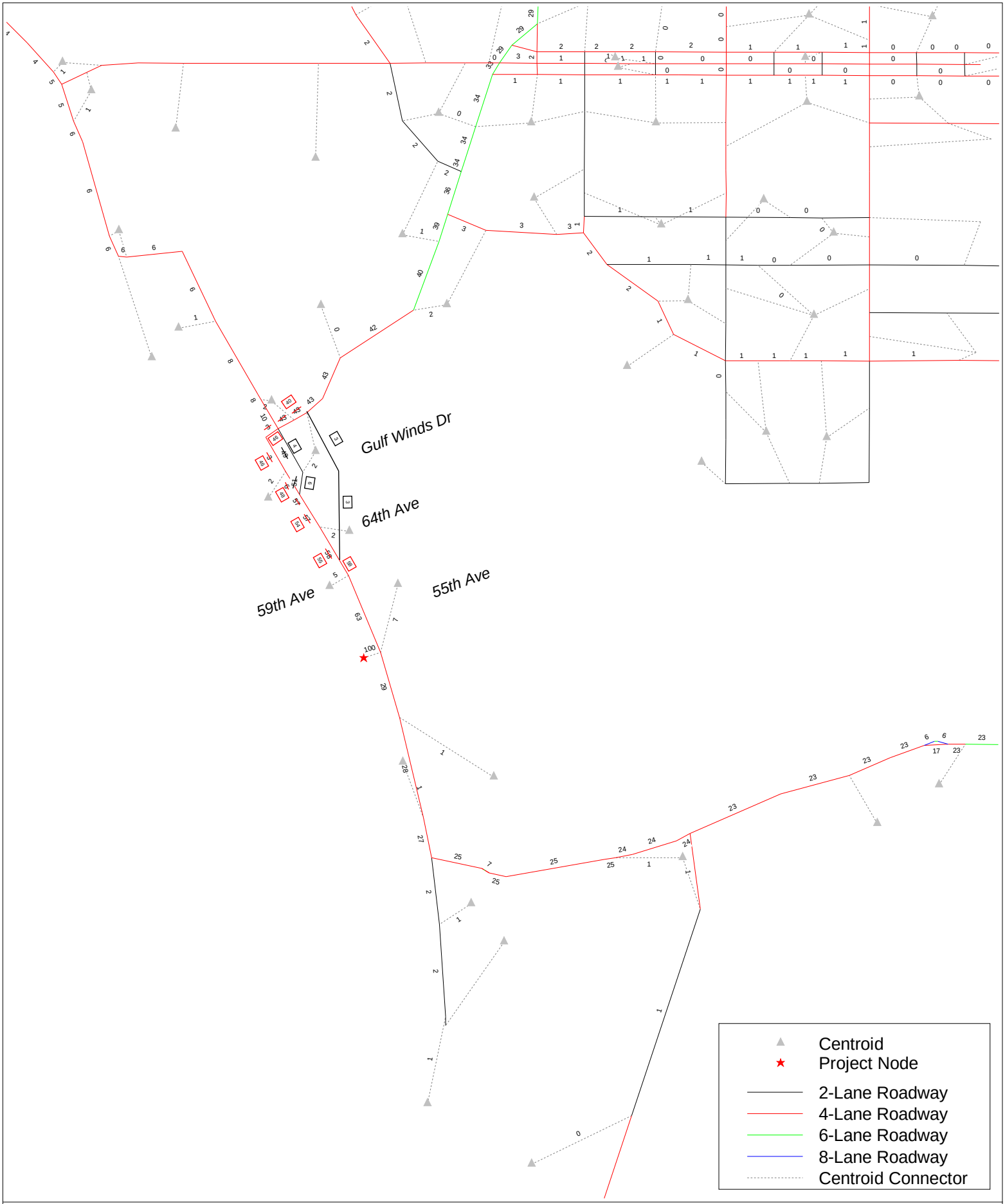
Appendix C

Project Traffic Distribution Model Output



DISTRICT 7 TAMPA BAY REGIONAL PLANNING MODEL - 2024 EXISTING PLUS COMMITTED NETWORD WITH 2045 SE DATA
SELECT ZONE ANALYSIS - SIRATA BEACH RESORT
MARCH 2023
C:\FSUTMS\D7\TBRPM_v9.2\BASE\Yr_2024_EC45\SirataBeach\OUTPUT\HWYLOAD_DAILY_A24.NET

cube
(Licensed to Kimley Horn and Associates Inc)

Appendix D

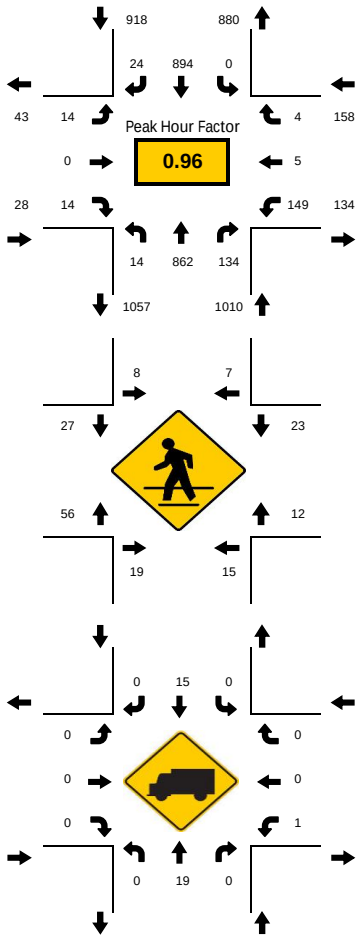
Raw Turning Movements Counts

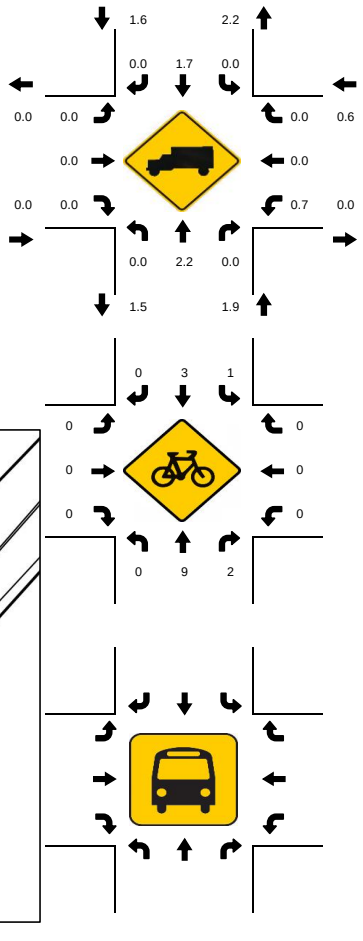
Peak Season Factor Category Report

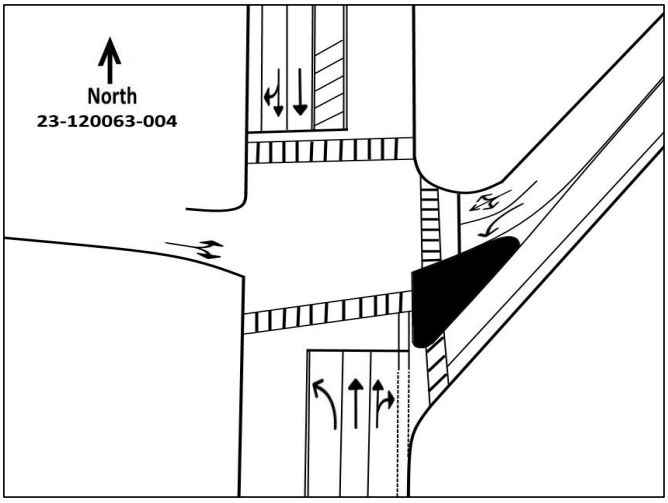
LOCATION: Gulf Blvd/SR 699 & Gulf Winds Dr
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120063-004
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:45 PM - 05:00 PM





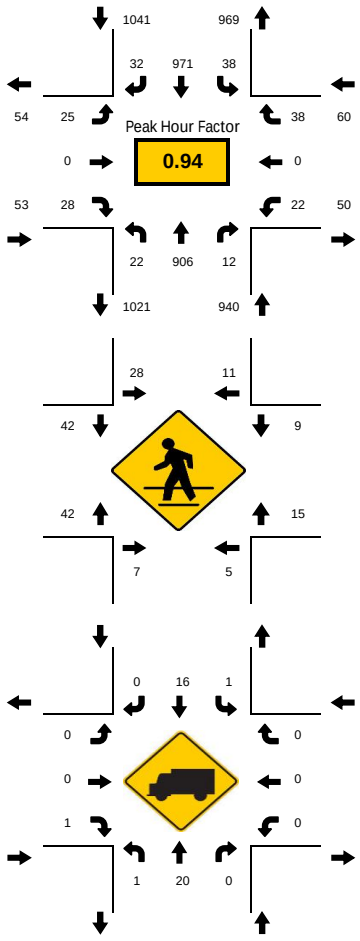


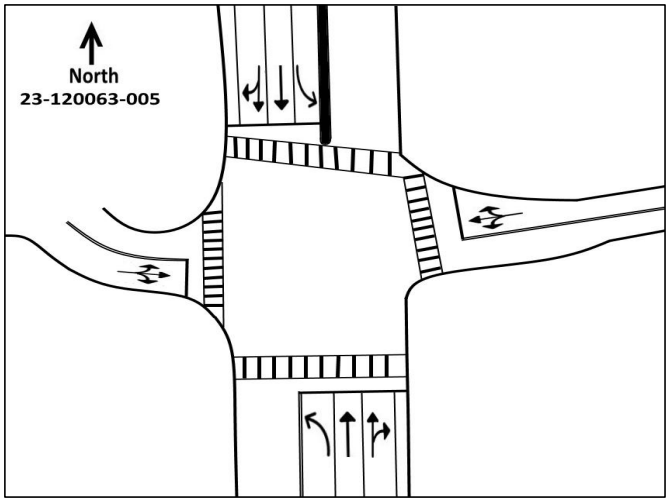
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Gulf Winds Dr Eastbound					Gulf Winds Dr Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
04:00 PM	6	206	37	0		0	219	2	0		3	0	6	0		34	2	4	0		519	2111
04:15 PM	1	208	37	0		0	198	4	0		5	0	5	0		32	1	1	0		492	2114
04:30 PM	5	231	27	0		0	231	5	0		0	0	3	0		45	0	0	0		547	2113
04:45 PM	4	217	36	0		0	243	8	0		4	0	3	0		36	1	1	0		553	2029
05:00 PM	4	206	34	0		0	222	7	0		5	0	3	0		36	3	2	0		522	1981
05:15 PM	3	209	32	0		0	202	5	1		3	0	1	0		32	0	3	0		491	1459
05:30 PM	9	169	30	0		0	222	3	0		1	0	2	0		22	4	1	0		463	968
05:45 PM	7	202	34	0		0	219	5	0		5	0	3	0		26	1	3	0		505	505
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	20	924	148	0		0	972	32	0		20	0	20	0		180	12	8	0		**2336**	
Heavy Trucks	0	28	0	0		0	24	0	0		0	0	0	0		4	0	0	0		**56**	
Pedestrians		56					28					112					64				**260**	
Bicycles	0	12	4	0		4	4	0	0		0	0	0	0		0	0	0	0		**24**	
Buses																						
Stopped Buses																						

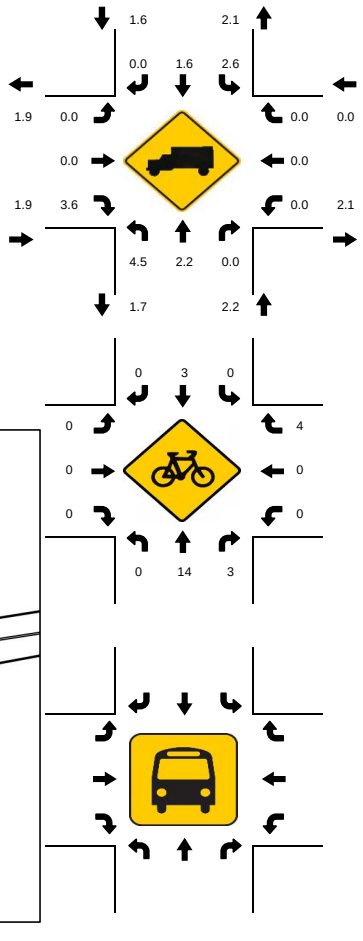
LOCATION: Gulf Blvd/SR 699 & 55th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120063-005
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM





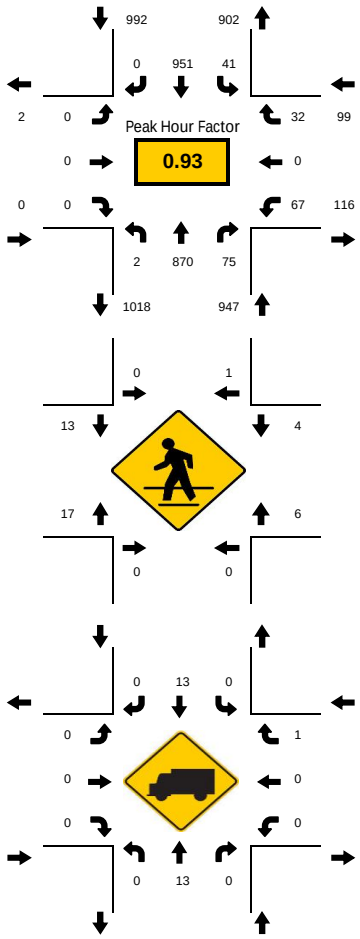


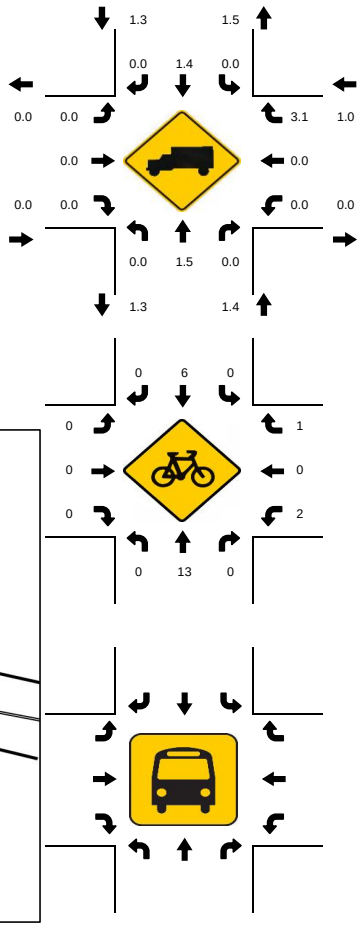
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					55th Ave Eastbound					55th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	8	216	2	0		8	229	9	0		11	0	7	0		3	0	10	0		503	2091
04:15 PM	7	231	1	0		4	224	7	0		8	0	5	0		2	0	4	0		493	2093
04:30 PM	6	227	7	0		6	270	8	1		8	0	10	0		5	0	7	0		555	2094
04:45 PM	6	235	2	0		7	253	7	0		5	0	6	0		6	0	13	0		540	2026
05:00 PM	6	219	0	0		17	229	8	1		4	0	6	0		6	0	9	0		505	1976
05:15 PM	4	225	3	0		6	219	9	0		8	0	6	0		5	0	9	0		494	1471
05:30 PM	1	195	5	0		7	247	10	0		13	1	0	0		4	0	4	0		487	977
05:45 PM	1	227	3	0		4	234	4	0		3	0	0	0		5	0	9	0		490	490
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	24	940	28	0		68	1080	36	4		32	0	40	0		24	0	52	0		**2328**	
Heavy Trucks	4	24	0	0		4	20	0	0		0	0	4	0		0	0	0	0		**56**	
Pedestrians		20					56					108					36				**220**	
Bicycles	0	16	8	0		0	8	0	0		0	0	0	0		0	0	8	0		**40**	
Buses																						
Stopped Buses																						

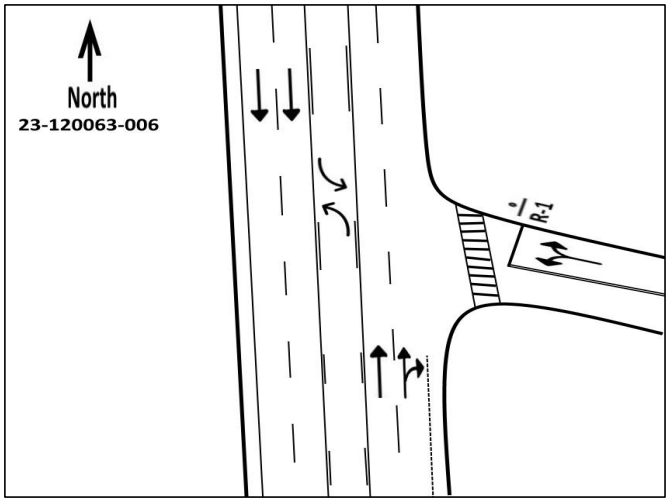
LOCATION: Gulf Blvd/SR 699 & 46th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120063-006
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM





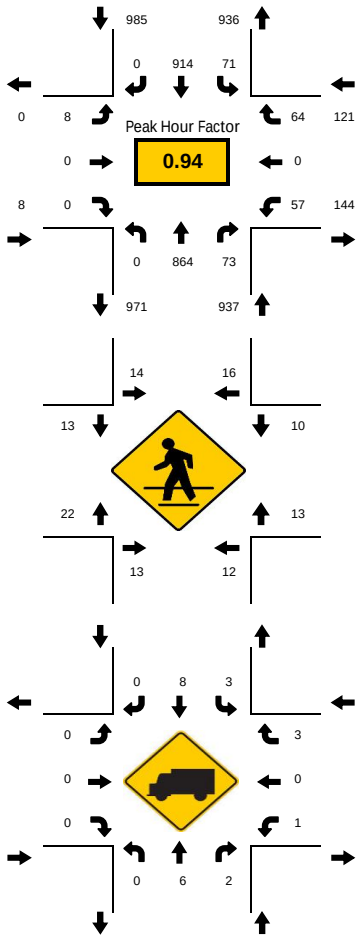


15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					46th Ave Eastbound					46th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	232	15	0		8	233	0	2		0	0	0	0		14	0	9	0		513	2038
04:15 PM	0	210	22	0		11	219	0	0		0	0	0	0		18	0	9	0		489	2004
04:30 PM	0	231	20	1		12	253	0	0		0	0	0	0		19	0	9	0		545	2007
04:45 PM	0	197	18	1		8	246	0	0		0	0	0	0		16	0	5	0		491	1991
05:00 PM	0	208	14	0		10	215	0	0		0	0	0	0		22	0	10	0		479	1956
05:15 PM	0	216	28	0		5	228	0	0		0	0	0	0		10	0	5	0		492	1477
05:30 PM	0	234	30	0		7	238	0	0		0	0	0	0		8	0	12	0		529	985
05:45 PM	0	172	11	0		6	236	0	0		0	0	0	0		18	0	13	0		456	456
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	928	88	4		48	1012	0	8		0	0	0	0		76	0	36	0		**2200**	
Heavy Trucks	0	24	0	0		0	24	0	0		0	0	0	0		0	0	4	0		**52**	
Pedestrians		0					4					56					24				**84**	
Bicycles	0	20	0	0		0	16	0	0		0	0	0	0		8	0	4	0		**48**	
Buses																						
Stopped Buses																						

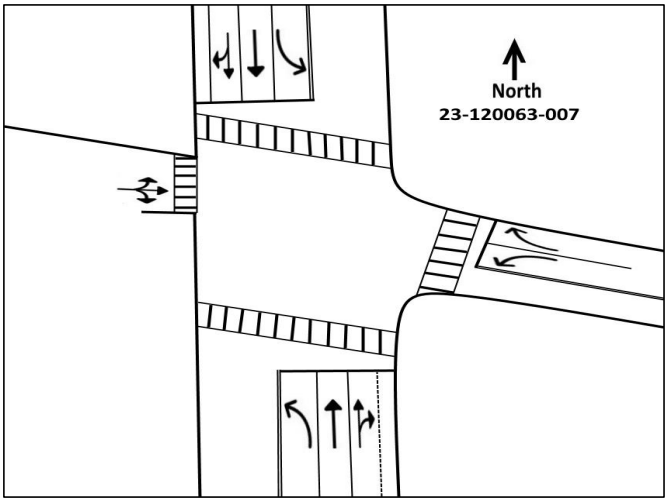
LOCATION: Gulf Blvd/SR 699 & 44th Ave
CITY/STATE: St Pete Beach, FL

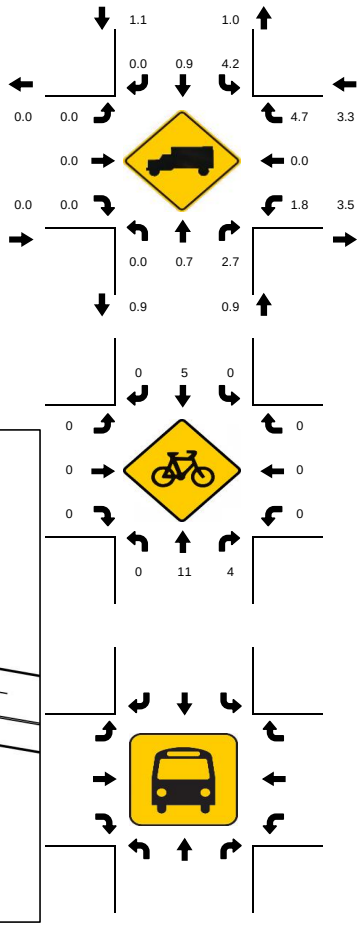
PROJECT ID: 23-120063-007
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					44th Ave Eastbound					44th 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	222	12	0		14	217	0	0		1	0	0	0		14	0	18	0		498	2019
04:15 PM	0	198	21	0		27	214	0	0		3	0	1	0		14	0	21	0		499	2011
04:30 PM	0	229	16	0		24	248	0	0		1	0	0	0		15	0	14	0		547	2051
04:45 PM	0	183	14	0		21	221	0	0		4	0	0	0		17	0	15	0		475	2001
05:00 PM	0	199	21	0		14	229	0	0		1	0	0	0		13	0	13	0		490	2015
05:15 PM	0	253	22	0		12	216	0	0		2	0	0	0		12	0	22	0		539	1525
05:30 PM	0	203	10	0		25	225	2	0		1	0	0	0		12	1	18	0		497	986
05:45 PM	0	185	21	0		20	230	0	0		0	0	0	0		24	0	9	0		489	489
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	0	1012	88	0		96	992	0	0		16	0	0	0		68	0	88	0		**2360**	
Heavy Trucks	0	12	4	0		4	16	0	0		0	0	0	0		4	0	4	0		**44**	
Pedestrians		52					48					56					52				**208**	
Bicycles	0	24	8	0		0	8	0	0		0	0	0	0		0	0	0	0		**40**	
Buses																						
Stopped Buses																						

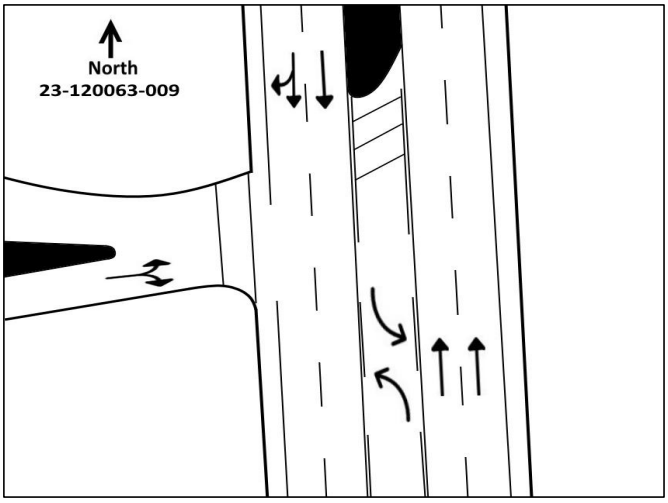
LOCATION: Gulf Blvd/SR 699 & Sirata Beach Resort South Dwy
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120063-009
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM

Peak Hour Factor: 0.94

National Data & Surveying Services

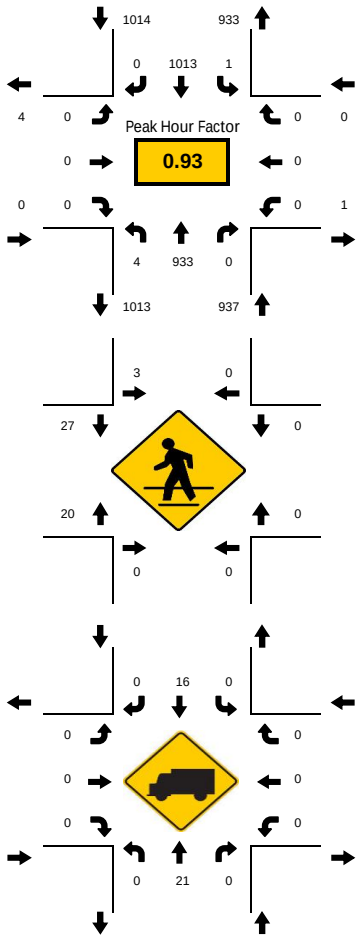


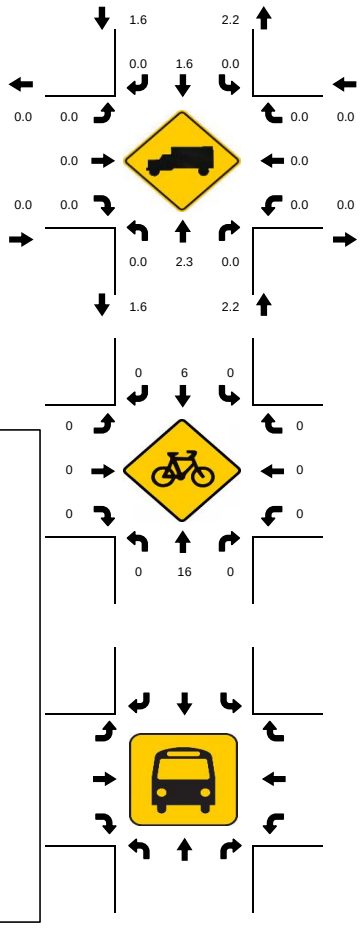
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Sirata Beach Resort South Dwy Eastbound					Sirata Beach Resort South Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	4	244	0	0		0	237	8	0		0	0	4	0		0	0	0	0		497	2000
04:15 PM	6	210	0	0		0	228	5	0		4	0	7	0		0	0	0	0		460	1966
04:30 PM	1	235	0	0		0	283	5	0		5	0	5	0		0	0	0	0		534	1967
04:45 PM	8	237	0	0		0	254	2	0		4	0	4	0		0	0	0	0		509	1900
05:00 PM	3	214	0	1		0	234	2	0		8	0	1	0		0	0	0	0		463	1872
05:15 PM	3	223	0	0		0	225	3	0		3	0	4	0		0	0	0	0		461	1409
05:30 PM	4	209	0	0		0	238	3	0		4	0	9	0		0	0	0	0		467	948
05:45 PM	5	226	0	0		0	237	4	0		6	0	3	0		0	0	0	0		481	481
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**						
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Total**	
All Vehicles	32	976	0	0		0	1132	32	0		20	0	28	0		0	0	0	0		**2220**	
Heavy Trucks	0	32	0	0		0	20	4	0		0	0	4	0		0	0	0	0		**60**	
Pedestrians		12					0					80					0				**92**	
Bicycles	0	20	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**28**	
Buses																						
Stopped Buses																						

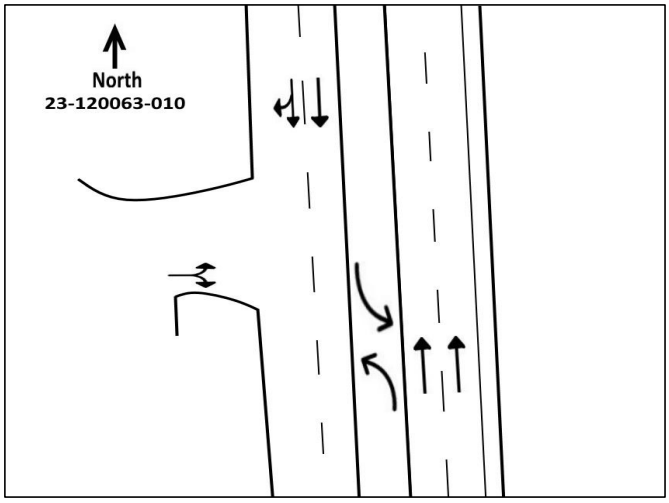
LOCATION: Gulf Blvd/SR 699 & Sirata Beach Resort North Dwy
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120063-010
DATE: Thu, Feb 09, 2023

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:30 PM - 04:45 PM







15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Sirata Beach Resort North Dwy Eastbound					Sirata Beach Resort North Dwy 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	229	0	2		0	238	0	1		0	0	0	0		0	0	0	0		470	1951
04:15 PM	0	234	0	1		0	235	0	0		0	0	0	0		0	0	0	0		470	1945
04:30 PM	0	237	0	0		0	286	0	0		0	0	0	0		0	0	0	0		523	1931
04:45 PM	0	233	0	1		0	254	0	0		0	0	0	0		0	0	0	0		488	1854
05:00 PM	0	229	0	0		0	235	0	0		0	0	0	0		0	0	0	0		464	1832
05:15 PM	0	227	0	0		0	229	0	0		0	0	0	0		0	0	0	0		456	1368
05:30 PM	0	205	0	0		0	241	0	0		0	0	0	0		0	0	0	0		446	912
05:45 PM	0	226	0	0		0	240	0	0		0	0	0	0		0	0	0	0		466	466
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	0	948	0	8		0	1144	0	4		0	0	0	0		0	0	0	0		**2104**	
Heavy Trucks	0	32	0	0		0	28	0	0		0	0	0	0		0	0	0	0		**60**	
Pedestrians		0					8					76					0				**84**	
Bicycles	0	20	0	0		0	8	0	0		0	0	0	0		0	0	0	0		**28**	
Buses																						
Stopped Buses																						

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.03
2	01/03/2021 - 01/09/2021	1.07	1.11
3	01/10/2021 - 01/16/2021	1.15	1.20
4	01/17/2021 - 01/23/2021	1.13	1.18
5	01/24/2021 - 01/30/2021	1.11	1.16
6	01/31/2021 - 02/06/2021	1.09	1.14
7	02/07/2021 - 02/13/2021	1.07	1.11
8	02/14/2021 - 02/20/2021	1.05	1.09
9	02/21/2021 - 02/27/2021	1.03	1.07
10	02/28/2021 - 03/06/2021	1.01	1.05
11	03/07/2021 - 03/13/2021	0.99	1.03
12	03/14/2021 - 03/20/2021	0.97	1.01
13	03/21/2021 - 03/27/2021	0.97	1.01
*14	03/28/2021 - 04/03/2021	0.97	1.01
*15	04/04/2021 - 04/10/2021	0.97	1.01
*16	04/11/2021 - 04/17/2021	0.97	1.01
*17	04/18/2021 - 04/24/2021	0.96	1.00
*18	04/25/2021 - 05/01/2021	0.96	1.00
*19	05/02/2021 - 05/08/2021	0.95	0.99
*20	05/09/2021 - 05/15/2021	0.95	0.99
*21	05/16/2021 - 05/22/2021	0.95	0.99
*22	05/23/2021 - 05/29/2021	0.95	0.99
*23	05/30/2021 - 06/05/2021	0.95	0.99
*24	06/06/2021 - 06/12/2021	0.95	0.99
*25	06/13/2021 - 06/19/2021	0.96	1.00
*26	06/20/2021 - 06/26/2021	0.97	1.01
27	06/27/2021 - 07/03/2021	0.98	1.02
28	07/04/2021 - 07/10/2021	0.99	1.03
29	07/11/2021 - 07/17/2021	1.00	1.04
30	07/18/2021 - 07/24/2021	1.01	1.05
31	07/25/2021 - 07/31/2021	1.02	1.06
32	08/01/2021 - 08/07/2021	1.03	1.07
33	08/08/2021 - 08/14/2021	1.04	1.08
34	08/15/2021 - 08/21/2021	1.04	1.08
35	08/22/2021 - 08/28/2021	1.04	1.08
36	08/29/2021 - 09/04/2021	1.04	1.08
37	09/05/2021 - 09/11/2021	1.04	1.08
38	09/12/2021 - 09/18/2021	1.04	1.08
39	09/19/2021 - 09/25/2021	1.02	1.06
40	09/26/2021 - 10/02/2021	1.01	1.05
41	10/03/2021 - 10/09/2021	1.00	1.04
42	10/10/2021 - 10/16/2021	0.98	1.02
43	10/17/2021 - 10/23/2021	0.99	1.03
44	10/24/2021 - 10/30/2021	0.99	1.03
45	10/31/2021 - 11/06/2021	0.99	1.03
46	11/07/2021 - 11/13/2021	1.00	1.04
47	11/14/2021 - 11/20/2021	1.00	1.04
48	11/21/2021 - 11/27/2021	1.00	1.04
49	11/28/2021 - 12/04/2021	1.00	1.04
50	12/05/2021 - 12/11/2021	1.00	1.04
51	12/12/2021 - 12/18/2021	0.99	1.03
52	12/19/2021 - 12/25/2021	1.07	1.11
53	12/26/2021 - 12/31/2021	1.15	1.20

* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 7_1500_PKSEASON.TXT

Appendix E

Growth Rate Calculations

Future Vested Traffic Documentation

Project: Sirata Beach Resort
Location: City of St. Pete Beach, FL
Notes: FDOT Historical AADT

Volume Source #1: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLA
Volume Source #2: 5149 - SR 699/GULF BLVD, S OF BLIND PASS RD &
Volume Source #3: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2017	23000	29500	3100			18533.33333
2		2018	23000	28500	3100			18200
3		2019	23500	27000	3100			17866.66667
4		2020	21500	25000	1600			16033.33333
5		2021	23000	28000	1600			17533.33333
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2017	18533.33333
2		2018	18200
3		2019	17866.66667
4		2020	16033.33333
5		2021	17533.33333
6			
7			
8			
9			
10			

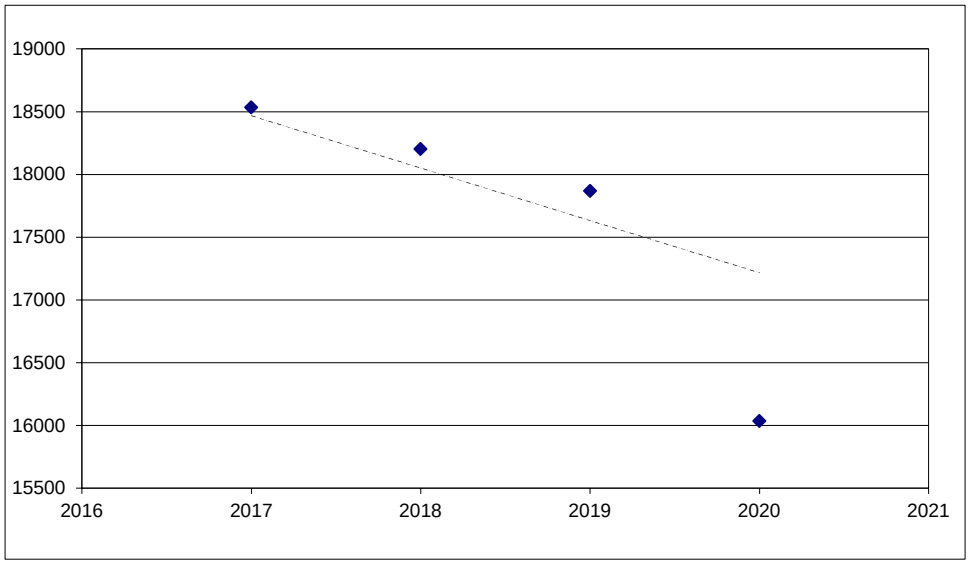
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2017	18466.66667
2		2018	18050
3		2019	17633.33333
4		2020	17216.66667
5		2021	16800
6			
7			
8			
9			
10			

Slope: -416.6666667
Intercept: 858883.3333
R^2: 0.462278107
Standard Error: 820.4560611

Exponential
Growth Rate: -2.34%
Future = Existing (1+Growth)^N

Linear
Growth Rate: -2.26%
Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLAS BAYWAY S

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	23000 C	N 12000	S 11000	9.00	53.00	3.30
2020	21500 C	N 11500	S 10000	9.00	55.30	2.70
2019	23500 C	N 12500	S 11000	9.00	55.70	2.50
2018	23000 C	N 12000	S 11000	9.00	55.50	2.80
2017	23000 F	N 12000	S 11000	9.00	54.50	2.70
2016	23000 C	N 12000	S 11000	9.00	55.90	2.70
2015	22000 C	N 11000	S 11000	9.00	55.00	2.20
2014	22000 C	N 11500	S 10500	9.00	55.40	2.40
2013	22500 C	N 12000	S 10500	9.00	55.20	2.50
2012	24000 F	N 12500	S 11500	9.00	55.00	2.30
2011	24000 C	N 12500	S 11500	9.00	56.50	2.30
2010	24500 C	N 12500	S 12000	10.52	55.26	2.00
2009	25000 C	N 13000	S 12000	10.53	55.79	2.00
2008	23000 C	N 12000	S 11000	10.29	58.46	3.20
2007	26500 C	N 14000	S 12500	10.31	56.79	1.80
2006	25500 C	N 13000	S 12500	9.88	58.53	4.80

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
2021 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
2021	28000 C	N 14500	S 13500	9.00	53.00	3.10
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

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
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	1600 F	N	850	S	750	9.00	53.00	3.90
2020	1600 C	N	850	S	750	9.00	55.30	3.90
2019	3100 X		0		0	9.00	55.70	3.50
2018	3100 X		0		0	9.00	55.50	2.60
2017	3100 X		0		0	9.00	54.50	5.40
2016	3000 E		0		0	9.00	55.90	2.50
2015	2900 E					9.00	55.00	3.40
2014	2800 S	N	1600	S	1200	9.00	55.40	1.00
2013	2800 F	N	1600	S	1200	9.00	55.20	1.00
2012	2800 C	N	1600	S	1200	9.00	55.00	1.00
2011	1700 S	N	900	S	800	9.00	56.50	1.90
2010	1700 F	N	900	S	800	10.52	55.26	1.90
2009	1700 C	N	900	S	800	10.53	55.79	1.90
2008	1800 C	N	950	S	850	10.29	58.46	13.40

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

Miramar Development – Vested Traffic

Vested traffic from Miramar was based upon the Traffic Assessment dated December 21, 2020. The project trips were distributed to the roadway network based on the FSUTMS output for Sirata.

LINK NO.	ROADWAY	FROM	TO	VESTED PROJECT TRAFFIC FOR MIRAMAR REDEVELOPMENT		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	49%	11
				Westbound	49%	14
		Blind Pass Road	Shore Drive South	Eastbound	43%	9
				Westbound	43%	12
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	40%	9
				Westbound	40%	11
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	63%	14
				Southbound	63%	18
		Blind Pass Road	64th Avenue	Northbound	70%	15
				Southbound	70%	20
		64th Avenue	Gulf Winds Drive	Northbound	70%	15
				Southbound	70%	20
		Gulf Winds Drive	55th Avenue	Northbound	70%	15
				Southbound	70%	20
		55th Avenue	Pinellas Bayway	Northbound	70%	20
				Southbound	70%	15
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	30%	7
				Westbound	30%	8
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	10%	2
				Southbound	10%	3
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	7%	2
				Southbound	7%	2
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	0%	0
				Southbound	0%	0

Corey Landings Development – Vested Traffic

Vested traffic from Corey Landings was based upon the Transportation Operational Analysis dated September 2021.

LINK NO.	ROADWAY	FROM	TO	VESTED PROJECT TRAFFIC FOR COREY LANDINGS		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	4%	4
				Westbound	4%	2
		Blind Pass Road	Shore Drive South	Eastbound	58%	35
				Westbound	58%	56
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	51%	31
				Westbound	51%	49
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	4%	4
				Southbound	4%	2
		Blind Pass Road	64th Avenue	Northbound	15%	15
				Southbound	15%	9
		64th Avenue	Gulf Winds Drive	Northbound	13%	13
				Southbound	13%	8
		Gulf Winds Drive	59th Avenue	Northbound	10%	10
				Southbound	10%	6
		59th Avenue	Pinellas Bayway	Northbound	10%	10
				Southbound	10%	6
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	10%	6
				Westbound	10%	10
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	15%	15
				Southbound	15%	9
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	15%	15
				Southbound	15%	9
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	28%	17
				Southbound	27%	26

Total Vested Traffic

LINK NO.	ROADWAY	FROM	TO	TOTAL VESTED TRAFFIC		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	4%	15
				Westbound	4%	16
		Blind Pass Road	Shore Drive South	Eastbound	58%	44
				Westbound	58%	68
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	51%	40
				Westbound	51%	60
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	4%	18
				Southbound	4%	20
		Blind Pass Road	64th Avenue	Northbound	15%	30
				Southbound	15%	29
		64th Avenue	Gulf Winds Drive	Northbound	13%	28
				Southbound	13%	28
		Gulf Winds Drive	59th Avenue	Northbound	10%	25
				Southbound	10%	26
		59th Avenue	Pinellas Bayway	Northbound	10%	30
				Southbound	10%	21
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	10%	13
				Westbound	10%	18
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	15%	17
				Southbound	15%	12
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	15%	17
				Southbound	15%	11
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	28%	17
				Southbound	27%	26

Appendix F

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 1
COUNT DATE:	February 9, 2023
TIME PERIOD:	4:00 p.m. - 5:00 p.m.
PEAK HOUR FACTOR:	0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements										4	933			1	1,013	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS										4	1,036			1	1,124	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC										0	25			0	26	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH										0	42			0	45	
NON-PROJECT TRAFFIC										4	1,103			1	1,195	

"PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		19		5						11	36				26	33
TOTAL PROJECT TRAFFIC			19		5						11	36			0	26	33
TOTAL TRAFFIC			19		5						15	1,139			1	1,221	33

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 2
COUNT DATE:	February 9, 2023
TIME PERIOD:	4:00 p.m. - 5:00 p.m.
PEAK HOUR FACTOR:	0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		13		20						19	926				1,002	20
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		14		22						21	1,028				1,112	22

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC		0		0						0	25				26	0
Years To Buildout	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	0
Yearly Growth Rate	2.0%	0.0%	2.0%	0.0%	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						0	42				45	0
NON-PROJECT TRAFFIC		14		22						21	1,095				1,183	22

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		13		8						4	29				25	8
TOTAL PROJECT TRAFFIC			13		8						4	29				25	8
REASSIGNED EXISTING TRIPS			-14		-22						-21	14				22	-22
TOTAL TRAFFIC			13		8						4	1,138				1,230	8

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 3
COUNT DATE:	February 9, 2023
TIME PERIOD:	4:00 p.m. - 5:00 p.m.
PEAK HOUR FACTOR:	0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements											945				1,002	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS											1,049				1,112	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC											25				26	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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											42				45	
NON-PROJECT TRAFFIC											1,116				1,183	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		18		7						10	15				13	18
TOTAL PROJECT TRAFFIC			18		7						10	15				13	18
REASSIGNED EXISTING TRIPS			14		22						21	-21				-22	22
TOTAL TRAFFIC			32		29						31	1,110				1,174	40

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & 46th Avenue
COUNT DATE:	February 9, 2023
TIME PERIOD:	4:00 p.m. - 5:00 p.m.
PEAK HOUR FACTOR:	0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements						67		32		2	870	75		41	951	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS						74		36		2	966	83		46	1,056	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC						0		0		0	25	0		0	26	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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						3		1		0	39	3		2	43	
NON-PROJECT TRAFFIC						77		37		2	1,030	86		48	1,125	

"PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New											25				20	
TOTAL PROJECT TRAFFIC							0		0		0	25	0		0	20	
TOTAL TRAFFIC							77		37		2	1,055	86		48	1,145	

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & 44th Avenue
COUNT DATE:	February 9, 2023
TIME PERIOD:	4:30 p.m. - 5:30 p.m.
PEAK HOUR FACTOR:	0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		8				57		64			864	73		71	914	
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		9				63		71			959	81		79	1,015	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC		0				0		0			25	0		0	26	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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				3		3			39	3		3	41	
NON-PROJECT TRAFFIC		9				66		74			1,023	84		82	1,082	

"PROJECT TRAFFIC"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New											25				20	
TOTAL PROJECT TRAFFIC			0				0		0			25	0		0	20	
TOTAL TRAFFIC			9				66		74			1,048	84		82	1,102	

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION: Gulf Boulevard & 55th Avenue
COUNT DATE: February 9, 2023
TIME PERIOD: 4:30 p.m. - 5:30 p.m.
PEAK HOUR FACTOR: 0.94

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		25		28		22		38		22	906	12		38	971	32
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		28		31		24		42		24	1,006	13		42	1,078	36

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC		0		0		0		0		0	25	0		0	26	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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		1		1		1		2		1	41	1		2	44	1
NON-PROJECT TRAFFIC		29		32		25		44		25	1,072	14		44	1,148	37

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New						6					50	5			59	
TOTAL PROJECT TRAFFIC			0		0		6		0		0	50	5		0	59	0
TOTAL TRAFFIC			29		32		31		44		25	1,122	19		44	1,207	37

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION: Gulf Boulevard & Gulf Winds Drive
COUNT DATE: February 9, 2023
TIME PERIOD: 4:15 p.m. - 5:15 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		14		14		149	5	4		14	862	134			894	24
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		16		16		165	6	4		16	957	149			992	27

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											25				26	
TOTAL "VESTED" TRAFFIC		0		0		0	0	0		0	25	0			26	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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		1		1		7	0	0		1	39	6			40	1
NON-PROJECT TRAFFIC		17		17		172	6	4		17	1,021	155			1,058	28

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New						3					37	2			46	
TOTAL PROJECT TRAFFIC			0		0		3	0	0		0	37	2			46	0
TOTAL TRAFFIC			17		17		175	6	4		17	1,058	157			1,104	28

Appendix G

Roadway Analysis Documentation

FACILITY	FACILITY_TYPE	LOS CountSeason	Road_Type	JURIS	LOS_STANDARD	LENGTH_MILES	SIGNALS_PER_MILE	LOS_METHOD	AADT	VOLUME	PHYSICAL_CAPACITY	VOL_CAP_RATIO	DEF_FLAG	FACILITY_LOS
445 - ALT US 19 | SEMINOLE BLVD: (BAY PINES BLVD -to- PARK BLVD)	SA	2022	6D	SR	D	1.651	2.96	T	36751	1920	3020	0.636	0	C
446 - ALT US 19 | SEMINOLE BLVD: (PARK BLVD -to- 102ND AVE N)	SA	2022	6D	SR	D	1.766	2.934	T	37061	1803	3020	0.597	0	C
447 - ALT US 19 | SEMINOLE BLVD: (102ND AVE N -to- ULMERTON RD)	SA	2022	6D	SR	D	2.027	2.777	T	35045	1776	3020	0.588	0	C
448 - ALT US 19 | SEMINOLE BLVD: (ULMERTON RD -to- E BAY DR)	SA	2022	6D	SR	D	1.517	1.323	T	33019	1680	3020	0.556	0	C
449 - ALT US 19 | TYRONE BLVD: (5TH AVE N -to- 9TH AVE N)	SA	2022	4D	SR	D	0.253	3.96	T	20405	1066	2000	0.533	0	C
450 - ALT US 19 | TYRONE BLVD: (9TH AVE N -to- 66TH ST N)	SA	2022	4D	SR	D	1.18	4.564	T	32144	1679	2000	0.84	0	C
451 - ALT US 19 | TYRONE BLVD: (66TH ST N -to- 38TH AVE N)	SA	2022	4D	SR	D	1.586	1.63	T	32262	1685	2000	0.843	0	C
452 - ALT US 19 | TYRONE BLVD: (38TH AVE N -to- PARK ST)	SA	2022	6D	SR	D	0.36	2.776	T	39381	2057	3020	0.681	0	C
453 - ANCLOTE BLVD: (ANCLOTE RD -to- ALT US 19)	SMC	2022	2U	CR	D	2.051	0.354	T	8049	420	790	0.532	0	C
454 - ANCLOTE RD: (ALT US 19 -to- ANCLOTE BLVD)	NC	2022	2U	CR	D	1.897	0	T	3667	191	680	0.281	0	C
470 - BAYSHORE BLVD: (SR 60 -to- MAIN ST)	NMC	2022	2U	CL	D	2.345	0	T	7206	376	680	0.553	0	D
476 - BAYSIDE BRIDGE: (SR 686 | ROOSEVELT BLVD -to- GULF-TO-BAY BLVD)	NA	2022	6D	CR	D	3.564	0	T	59349	3101	2720	1.14	2	F
487 - BECKETT WAY: (US 19 -to- OLD DIXIE HWY)	SC	2022	2U	CR	D	0.501	1.998	T	4112	214	680	0.315	0	C
489 - BELCHER RD: (BRYAN DAIRY RD -to- PARK BLVD)	SA	2022	6D	CR	D	1.516	2.477	T	24500	1280	2720	0.471	0	C
490 - BELCHER RD: (BRYAN DAIRY RD -to- ULMERTON RD)	SA	2022	6D	CR	D	2.434	1.597	T	24500	1280	2720	0.471	0	C
491 - BELCHER RD: (ULMERTON RD -to- EAST BAY DR)	SA	2022	6D	CR	D	1.526	1.474	T	21300	1112	2720	0.409	0	C
492 - BELCHER RD: (EAST BAY DR -to- BELLEAIR RD)	SA	2022	4D	CR	D	1.522	1.469	T	21651	1131	1800	0.628	0	C
493 - BELCHER RD: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	SA	2022	4D	CR	D	1.516	4.886	T	21651	1131	1470	0.769	0	D
494 - BELCHER RD: (GULF-TO-BAY BLVD -to- NE COACHMAN RD)	SA	2022	4U	CR	D	0.805	4.018	T	20554	1073	1470	0.73	0	D
495 - BELCHER RD: (NE COACHMAN RD -to- SUNSET POINT RD)	SA	2022	4D	CR	D	1.222	1.034	T	24277	1073	1800	0.596	0	C
496 - BELCHER RD: (SUNSET POINT RD -to- COUNTRYSIDE BLVD)	SA	2022	6D	CR	D	1.349	2.463	T	28000	1463	2720	0.538	0	C
497 - BELCHER RD: (COUNTRYSIDE BLVD -to- CURLEW RD)	SA	2022	4D	CR	D	2.946	1.452	T	21565	983	1800	0.546	0	C
498 - BELCHER RD: (CURLEW RD -to- TAMPA RD)	SA	2022	4D	CR	D	1.291	0.645	T	18661	975	1800	0.542	0	C
499 - BELCHER RD: (TAMPA RD -to- ALDERMAN RD)	SA	2022	4D	CR	D	1.805	1.121	T	26000	1358	1800	0.754	0	C
500 - BELCHER RD: (ALDERMAN RD -to- KLOSTERMAN RD)	SA	2022	4D	CR	D	2.135	0.455	T	18914	988	1800	0.549	0	C
501 - BELLEAIR BEACH CSWY: (INDIAN ROCKS RD -to- GULF BLVD)	SA	2022	2D	CR	D	1.675	0.597	T	16435	858	680	1.262	2	F
502 - BELLEAIR RD: (CLEARWATER LARGO RD -to- MISSOURI AVE)	SMC	2022	2U	CR	D	0.626	2.63	T	9847	514	680	0.756	0	D
503 - BELLEAIR RD: (MISSOURI AVE -to- KEENE RD)	SMC	2022	2U	CR	D	1.523	2.402	T	9847	514	680	0.756	0	D
504 - BELLEAIR RD: (US 19 -to- KEENE RD)	SA	2022	2U	CR	D	1.969	1.016	T	16293	851	680	1.251	2	F
505 - BELLEVIEW BLVD: (CLWTR-LARGO RD -to- INDIAN ROCKS RD)	NMC	2022	2U	BL	D	0.249	0	T	8000	418	680	0.615	0	D
506 - BELTREES ST: (EDGEWATER DR -to- PATRICIA AVE)	SC	2022	2U	DN	D	1.027	3.193	T	2056	107	680	0.157	0	C
507 - BELTREES ST | SCOTSDALE ST: (KEENE RD -to- PATRICIA AVE)	SC	2022	2U	DN	D	0.858	1.166	T	875	45	680	0.066	0	C
511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL)	SA	2022	4D	SR	D	1.392	1.705	T	16137	813	1630	0.499	0	D
517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	SA	2022	6D	CR	D	1.026	4.566	T	48345	2526	2720	0.929	1	C
518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	SA	2022	6D	CR	D	0.964	2.163	T	40500	2116	2720	0.778	0	C
519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	SA	2022	4D	CR	D	0.755	1.325	T	40500	2116	1800	1.176	2	F
520 - BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N)	SA	2022	4D	CR	D	0.5	4.005	T	29000	1515	1800	0.842	0	C
521 - BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD)	SA	2022	6D	CR	D	2.15	0.43	T	43625	1515	2720	0.557	0	C
522 - BRYAN DAIRY RD | 118TH AVE N: (34TH ST N -to- 40TH ST N)	NA	2022	4D	CR	D	0.499	0	T	29000	1515	1800	0.842	0	C
523 - BRYAN DAIRY RD | 118TH AVE N: (40TH ST N -to- 49TH ST N)	SA	2022	6D	CR	D	0.764	1.139	T	40798	2131	2720	0.783	0	C
526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N)	SA	2022	4D	CR	D	2.009	2.669	T	11732	613	1800	0.341	0	C
527 - CENTRAL AVE: (58TH ST N -to- PARK ST)	SA	2022	4D	CR	D	1.763	3.148	T	14358	613	1800	0.341	0	C
528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SA	2022	4D	SP	D	0.252	8.41	T	9300	485	1470	0.33	0	C
529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SA	2022	2U	SP	D	2.341	5.087	T	6660	313	680	0.46	0	C
533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SA	2022	2O	SR	D	0.205	9.785	T	19923	1892	1630	1.161	2	F
534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SA	2022	4O	SR	D	0.252	3.97	T	19923	1892	3390	0.558	0	D
538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	SA	2022	4D	LA	D	1.556	2.857	T	19317	566	1470	0.385	0	C
539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	SA	2022	6D	CR	D	1.529	2.076	T	22143	1156	2270	0.509	0	D
542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE)	SA	2022	2D	CL	D	0.505	3.962	T	4503	235	680	0.346	0	C
543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD)	SA	2022	4D	CL	D	0.465	2.151	T	1719	89	1470	0.061	0	C
549 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	NMC	2022	2U	OLD	D	0.182	0	T	4800	250	680	0.368	0	C
555 - COREY CSWY/75TH AVE: (GULF BLVD -to- SHORE DR)	SA	2022	4D	SR	D	1.043	6.095	T	24841	1128	1630	0.692	0	D
556 - CORONADO DR: (ROUNDABOUT -to- HAMDEN DR)	SA	2022	2D	CL	D	0.647	11.36	T	5765	301	680	0.443	0	C
558 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	SA	2022	4D	CL	D	0.526	4.616	T	15000	783	1800	0.435	0	C
559 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	SA	2022	6D	CL	D	0.785	3.082	T	15000	783	2720	0.288	0	C
560 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	NA	2022	4D	CL	D	1.387	0	T	9687	506	1470	0.344	0	C
561 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	SA	2022	2U	CL	D	0.875	1.142	T	9687	506	680	0.744	0	D
562 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	SC	2022	2U	CR	D	0.354	2.823	T	5200	271	790	0.343	0	C
564 - COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SA	2022	4D	SR	D	0.755	2.982	T	40660	2124	2000	1.062	2	F
565 - COURT ST: (FT HARRISON AVE -to- OAK AVE)	SA	2022	3O	SR	D	0.105	9.533	T	17634	1675	2520	0.665	0	D
566 - COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	NA	2022	2O	SR	D	0.041	0	T	17634	1675	1630	1.028	2	E
568 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SA	2022	4D	SR	D	3.554	1.313	T	59500	3108	2000	1.554	2	F
569 - CR 1: (SR 580 -to- CURLEW RD)	SA	2022	4D	CR	D	2.032	2.145	T	21500	1123	1470	0.764	0	D
570 - CR 1 | OMAHA ST: (CURLEW RD -to- TAMPA RD)	SA	2022	4D	CR	D	1.397	0.6	T	12121	633	1470	0.431	0	C
571 - CR 1 | OMAHA ST: (TAMPA RD -to- NEBRASKA AVE)	SA	2022	2D	CR	D	0.751	1.002	T	9706	380	680	0.559	0	D
572 - CR 1 | OMAHA ST: (NEBRASKA AVE -to- ALDERMAN RD)	SA	2022	2D	CR	D	1.005	2.334	T	7291	380	680	0.559	0	D
574 - CR 296 CONNECTOR: (GATEWAY EXPRESS -to- I-275)	NA	2022	4G	SR	D	0.985	0	T	45012	2351	2000	1.176	2	F
580 - CR 611 BYPASS: (SOUTH SPLIT -to- NORTH SPLIT)	NA	2022	4D	CR	D	0.888	0	T	37957	1983	1800	1.102	2	F
589 - CURLEW RD: (SR 584 | TAMPA RD -to- MCMULLEN BOOTH RD)	SA	2022	6D	SR	D	0.939	4.112	T	18009	940	3020	0.311	0	C
590 - CURLEW RD: (MCMULLEN BOOTH RD -to- US 19)	SA	2022	6D	SR	D	1.805	2.678	T	37735	1937	3020	0.641	0	C
591 - CURLEW RD: (US 19 -to- CR 1 | OMAHA ST)	SA	2022	4D	SR	D	1.283	1.612	T	30475	1387	2000	0.694	0	C
592 - CURLEW RD: (CR 1 | OMAHA ST -to- ALT 19)	SA	2022	2D	SR	D	1.282	0.78	T	13539	707	750	0.943	1	D
602 - DIXIE HWY: (ALT US 19 -to- BECKETT WAY)	NC	2022	2U	CR	D	0.561	0	T	4112	214	680	0.315	0	C
603 - DIXIE HWY: (BECKETT WAY -to- PASCO CO LINE)	NC	2022	2U	CR	D	0.398	0	T	4112	214	680	0.315	0	C
607 - DOUGLAS AVE: (STEVENSONS CREEK -to- SUNSET POINT RD)	SMC	2022	4U	CL	D	0.482	4.673	T	2801	146	1470	0.099	0	C
608 - DOUGLAS AVE: (SUNSET POINT RD -to- UNION ST)	NMC	2022	4U	CR	D	0.509	0	T	2801	146	1470	0.099	0	C
609 - DOUGLAS AVE: (UNION ST -to- BELTREES ST)	SMC	2022	2D	DN	D	0.506	1.861	T	2801	146	680	0.215	0	C
610 - DOUGLAS AVE: (BELTREES ST -to- MAIN ST)	SMC	2022	2U	DN	D	0.478	2.09	T	3224	168	680	0.247	0	C
611 - DOUGLAS AVE: (MAIN ST -to- SKINNER BLVD)	NMC	2022	2U	DN	D	0.282	0	T	3224	168	680	0.247	0	C
613 - DOUGLAS RD: (COMMERCE BLVD -to- RACE TRACK RD)	SMC	2022	2U	OLD	D	0.962	1.04	T	4800	250	680	0.368	0	C
614 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- CENTRAL AVE)	SA	2022	4O	SP	D	0.69	13.833	T	12000	1140	3050	0.374	0	C
615 - DR MARTIN LUTHER KING JR ST N: (9TH AVE N -to- 22ND AVE N)	SA	2022	3D	SP	D	0.753	0.727	T	15750	627	1470	0.427	0	C
616 - DR MARTIN LUTHER KING JR ST N: (I-275 -to- GANDY BLVD)	SA	2022	4D	CR	D	2.108	2.518	T	14027	598	1800	0.332	0	C
617 - DR MARTIN LUTHER KING JR ST N: (22ND AVE N -to- 38TH AVE N)	SA	2022	3D	SP	D	1.022	3.231	T	15846	827	1470	0.563	0	D
618 - DR MARTIN LUTHER KING JR ST N: (GANDY BLVD -to- 62ND AVE N)	SA	2022	4D	SP	D	2.312	3.564	T	16607	867	1800	0.482	0	C
619 - DR MARTIN LUTHER KING JR ST N: (62ND AVE N -to- 38TH AVE N)	SA	2022	4D	SP	D	1.482	1.51	T	16227	827	1470	0.563	0	D
621 - DR MLK JR ST S: (CENTRAL AVE -to- 8TH ST S)	SA	2022	4O	SP	D	0.656	12.259	T	13428	1140	3050	0.374	0	C
622 - DR MARTIN LUTHER KING JR ST S: (8TH ST S -to- 26TH AVE S)	SA	2022	4D	SP	D	1.153	3.311	T	17000	888	1470	0.604	0	D

FACILITY	FACILITY_TYPE	LOS CountSeason	Road_Type	JURIS	LOS_STANDARD	LENGTH_MILES	SIGNALS_PER_MILE	LOS_METHOD	AADT	VOLUME	PHYSICAL_CAPACITY	VOL_CAP_RATIO	DEF_FLAG	FACILITY_LOS
623 - DR MARTIN LUTHER KING JR ST S: (26TH AVE S -to- 45TH AVE S)	NA	2022	4D	SP	D	1.283	0	T	15000	679	1800	0.377	0	C
624 - DR MARTIN LUTHER KING JR ST S: (45TH AVE S -to- 62ND AVE S)	SA	2022	4U	SP	D	1.02	4.615	T	13000	679	1800	0.377	0	C
627 - DREW ST: (MCMULLEN BOOTH RD -to- US 19)	SA	2022	4D	CL	D	1.283	3.221	T	22000	1149	1470	0.782	0	D
628 - DREW ST: (FT HARRISON AVE -to- MISSOURI AVE)	SA	2022	4U	CL	D	0.754	3.981	T	9563	188	1470	0.128	0	C
629 - DREW ST: (US 19 -to- NE COACHMAN RD)	SA	2022	4D	CR	D	1.405	2.589	T	28833	1175	1800	0.653	0	C
630 - DREW ST: (MISSOURI AVE -to- HIGHLAND AVE)	SA	2022	4U	SR	D	0.756	3.014	T	17960	938	2000	0.469	0	C
631 - DREW ST: (HIGHLAND AVE -to- N SATURN AVE)	SA	2022	4U	SR	D	0.634	1.306	T	26227	1370	2000	0.685	0	C
632 - DREW ST: (N SATURN AVE -to- NE COACHMAN RD)	SA	2022	4D	SR	D	0.738	7.156	T	24984	1175	2000	0.588	0	C
636 - DRUID RD: (US 19 -to- BELCHER RD)	SMC	2022	2D	CL	D	1.009	0.991	T	6739	352	790	0.446	0	C
637 - DRUID RD: (BELCHER RD -to- KEENE RD)	SMC	2022	2U	CL	D	1.007	1.987	T	6739	352	680	0.518	0	D
638 - DRUID RD: (KEENE RD -to- HIGHLAND AVE ')	SMC	2022	2U	CL	D	0.774	2.938	T	6739	352	680	0.518	0	D
641 - DUHME RD | 113TH ST: (WELCH CSWY -to- PARK BLVD)	SA	2022	6D	CR	D	2.219	2.908	T	16689	699	2720	0.257	0	C
642 - DUHME RD | 113TH ST: (PARK BLVD -to- 86TH AVE N)	SA	2022	6D	CR	D	0.614	6.001	T	20000	1045	2720	0.384	0	C
643 - DUHME RD | 113TH ST: (86TH AVE N -to- 102ND AVE N)	SA	2022	4D	CR	D	1.016	1.986	T	18910	988	1800	0.549	0	C
645 - DUNEDIN CSWY BLVD: (DRAWBRIDGE -to- ALT US 19)	SA	2022	4D	CR	D	0.861	1.162	T	15000	783	1470	0.533	0	D
646 - EAST LAKE RD: (NORTH SPLIT -to- WOODLANDS BLVD)	SA	2022	6D	CR	D	0.657	1.523	T	61500	3213	2720	1.181	2	F
647 - EAST LAKE RD: (WOODLANDS BLVD -to- TARPON WOODS BLVD)	SA	2022	4D	CR	D	0.892	1.121	T	61500	3213	1800	1.785	2	F
648 - EAST LAKE RD: (TARPON WOODS BLVD -to- LANSBROOK PKWY)	SA	2022	4D	CR	D	1.813	2.015	T	61500	3213	1800	1.785	2	F
649 - EAST LAKE RD: (LANSBROOK PKWY -to- KEYSTONE RD)	SA	2022	4D	CR	D	2.354	1.276	T	44000	2299	1800	1.277	2	F
650 - EAST LAKE RD: (KEYSTONE RD -to- TRINITY BLVD)	SA	2022	4D	CR	D	1.197	0.835	T	32500	1698	1800	0.943	1	C
651 - EAST LAKE RD: (TRINITY BLVD -to- PASCO CO LINE)	NA	2022	4D	CR	D	0.516	0	T	32500	1698	1800	0.943	1	C
652 - EAST LAKE RD EAST SERVICE RD: (TAMPA RD -to- NORTH SPLIT)	SA	2022	4D	CR	D	0.629	3.203	T	24646	1287	1470	0.876	0	D
660 - ENTERPRISE RD: (US 19 -to- MCMULLEN BOOTH RD)	SA	2022	4D	CL	D	1.416	4.356	T	11312	591	1800	0.328	0	C
661 - ENTERPRISE RD: (MCMULLEN BOOTH RD -to- PHILIPPE PKWY)	SMC	2022	2U	CR	D	1.515	0.491	T	8564	447	680	0.657	0	D
666 - FAIRMONT ST: (MLK JR AVE -to- STEVENSONS CREEK)	NMC	2022	2D	CL	D	0.225	0	T	2801	146	680	0.215	0	C
679 - FOREST LAKES BLVD: (TAMPA RD -to- PINE AVE)	SA	2022	4D	CR	D	0.841	2.441	T	23608	1233	1800	0.685	0	C
680 - FOREST LAKES BLVD: (TAMPA RD -to- SR 580)	SA	2022	2D	CR	D	0.47	2.13	T	18500	966	680	1.421	2	F
681 - FOREST LAKES BLVD: (PINE AVE -to- HILLSBOROUGH COUNTY LINE)	SA	2022	2D	CR	D	1.305	2.474	T	23608	1233	790	1.561	2	F
682 - FT HARRISON AVE: (BELLEAIR RD -to- CHESTNUT ST)	SA	2022	2D	CL	D	1.538	5.657	T	10839	566	680	0.832	0	D
684 - FT HARRISON AVE: (CHESTNUT ST -to- DREW ST)	SA	2022	2D	CL	D	0.499	8.416	T	10839	566	680	0.832	0	D
689 - GANDY BLVD: (PINELLAS SHORELINE -to- SAN MARTIN BLVD)	NA	2022	4D	SR	D	2.55	0	T	41239	2154	2000	1.077	2	F
690 - GANDY BLVD: (SAN MARTIN BLVD -to- BRIGHTON BLVD)	SA	2022	4D	SR	D	0.329	3.036	T	45500	2377	2000	1.189	2	F
691 - GANDY BLVD: (BRIGHTON BLVD -to- 4TH ST N)	SA	2022	4D	SR	D	0.74	0	T	45500	2377	2000	1.189	2	F
692 - GANDY BLVD: (4TH ST N -to- DR ML KING JR ST N)	SA	2022	4D	SR	D	0.54	0	T	34151	1784	2000	0.892	0	C
693 - GANDY BLVD: (DR ML KING JR ST N -to- I-275 EAST RAMPS)	SA	2022	6D	SR	D	0.997	2.436	T	56885	2972	3020	0.984	1	D
694 - GANDY BLVD: (I-275 EAST RAMPS -to- GRAND AVE/GANDY ACCESS)	SA	2022	6D	SR	D	1.137	0.911	T	60442	2972	3020	0.984	1	D
695 - GANDY BLVD: (GRAND AVE/ GANDY ACCESS -to- US 19)	NA	2022	4D	SR	D	0.619	0	T	64000	3344	2000	1.672	2	F
705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -to- 49TH ST N)	SA	2022	6D	CR	D	0.717	1.395	T	29000	1515	2720	0.557	0	C
706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP)	SA	2022	4D	SR	D	1.255	1.703	T	35000	1828	2000	0.914	1	C
711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD)	SA	2022	4D	CR	D	0.147	6.789	T	20500	1071	1470	0.729	0	D
715 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	SMC	2022	2U	CR	D	0.653	1.531	T	9800	512	680	0.753	0	D
718 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SA	2022	4U	SR	D	0.959	3.678	T	17281	902	1630	0.553	0	D
719 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SA	2022	4D	SR	D	2.35	1.758	T	23320	1071	1630	0.657	0	D
720 - GULD BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SA	2022	4D	SR	D	3.847	2.261	T	18782	904	1630	0.555	0	D
721 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SA	2022	2U	SR	D	2.89	0.791	T	10606	554	750	0.739	0	D
722 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	SA	2022	2D	CR	D	2.36	0.424	T	18000	940	680	1.382	2	F
723 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	NA	2022	2D	CR	D	2.861	0	T	18000	940	680	1.382	2	F
724 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	NA	2022	2D	CL	D	0.751	0	T	18000	940	680	1.382	2	F
725 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SA	2022	4D	SR	D	2.403	5.079	T	25124	1215	1630	0.745	0	D
728 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	SA	2022	4D	CR	D	1.753	3.068	T	16500	862	1470	0.586	0	D
729 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	SA	2022	4U	CL	D	0.446	10.832	T	4856	253	1470	0.172	0	C
730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SA	2022	6D	SR	D	0.756	3.968	T	47965	2389	3020	0.791	0	C
731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SA	2022	6D	SR	D	1.51	5.431	T	51500	2690	3020	0.891	0	C
732 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SA	2022	6D	SR	D	1.026	3.242	T	49000	2560	3020	0.848	0	C
733 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SA	2022	6D	SR	D	0.988	2.705	T	49000	2560	3020	0.848	0	C
734 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	NA	2022	3U	CL	D	0.427	0	T	5765	301	680	0.443	0	C
737 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	SMC	2022	2U	CR	D	1.851	2.159	T	9500	496	680	0.729	0	D
738 - HAINES RD: (54TH AVE N -to- US 19)	SMC	2022	2U	CR	D	1.197	2.776	T	9500	496	680	0.729	0	D
744 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	SA	2022	4U	CL	D	0.509	4.365	T	5067	264	1470	0.18	0	C
745 - HERCULES AVE: (DREW ST -to- RR TRACKS)	NA	2022	4D	CR	D	0.917	0	T	9038	472	1800	0.262	0	C
746 - HERCULES AVE: (RR TRACKS -to- CALUMET ST)	SA	2022	3U	CR	D	0.266	3.758	T	9038	472	790	0.597	0	C
747 - HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD)	SA	2022	4U	CR	D	0.331	3.024	T	9038	472	1800	0.262	0	C
748 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	SA	2022	2D	CR	D	1.01	1.974	T	9292	472	680	0.694	0	D
750 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	SA	2022	2U	CR	D	1.527	2.591	T	11000	574	680	0.844	0	D
751 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	SA	2022	2U	CR	D	1.255	1.991	T	10500	548	680	0.806	0	D
752 - HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD)	SA	2022	4U	CR	D	0.253	3.956	T	10500	548	1470	0.373	0	C
753 - HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST)	SA	2022	2D	CL	D	0.506	4.364	T	12500	653	680	0.96	1	D
754 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	SA	2022	2D	CL	D	1.512	2.431	T	12500	653	680	0.96	1	D
755 - HIGHLAND AVE: (SUNSET POINT RD -to- UNION ST)	SA	2022	2U	CL	D	0.504	1.984	T	7588	396	680	0.582	0	D
758 - HIGHLAND ST N: (9TH AVE N -to- DR ML KING JR ST N)	NMC	2022	2O	SP	D	0.089	0	T	12000	1140	1470	0.776	0	D
761 - HIGHLANDS BLVD: (US 19 -to- ALDERMAN RD)	NMC	2022	2U	CR	D	2.335	0	T	11200	585	680	0.86	0	D
766 - I-175: (I-275 -to- 4TH ST S)	F	2022	4F	SR	D	1.303	0	T	31550	956	3660	0.261	0	B
767 - I-275: (I-175 -to- 22ND AVE S)	F	2022	6F	SR	D	1.932	0	T	105500	5294	5500	0.963	1	D
768 - I-275: (38TH AVE N -to- 22ND AVE N)	F	2022	6F	SR	D	1.017	0	T	158000	8081	5500	1.469	2	F
769 - I-275: (SR 686/ROOSEVELT BLVD -to- GANDY BLVD)	F	2022	6F	SR	D	1.851	0	T	122500	6265	5500	1.139	2	F
770 - I-275: (22ND AVE N -to- I-375)	F	2022	8F	SR	D	1.314	0	T	158500	8107	7320	1.108	2	E
771 - I-275: (I-375 -to- I-175)	F	2022	6F	SR	D	0.441	0	T	125500	6419	5500	1.167	2	F
772 - I-275: (PINELLAS SHORELINE -to- 4TH ST N)	F	2022	8F	SR	D	2.203	0	T	152000	7774	7320	1.062	2	E
773 - I-275: (4TH ST N -to- SR 686 | ROOSEVELT BLVD)	F	2022	8F	SR	D	2.038	0	T	133094	5933	7320	0.811	0	C
774 - I-275: (GANDY BLVD -to- 54TH AVE N)	F	2022	6F	SR	D	2.184	0	T	145500	7442	5500	1.353	2	F
775 - I-275: (54TH AVE N -to- 38TH AVE N)	F	2022	8F	SR	D	1.001	0	T	155500	7953	7320	1.086	2	E
776 - I-275: (22ND AVE S -to- 54TH AVE S)	F	2022	6F	SR	D	2.013	0	T	93500	4782	5500	0.869	0	D
777 - I-275: (54TH AVE S -to- PINELLAS SHORELINE)	F	2022	4F	SR	D	5.41	0	T	65215	3335	3660	0.911	1	D
780 - I-375: (I-275 -to- 7TH ST N)	F	2022	6F	SR	D	1.093	0	T	34000	1739	5500	0.316	0	B
781 - INDIAN ROCKS RD: (BELLEVIEW BLVD -to- MEHLENBACHER RD)	SA	2022	2U	BL	D	1.514	0.574	T	15000	783	680	1.151	2	F
782 - INDIAN ROCKS RD: (MEHLENBACHER RD -to- SUNSET BLVD)	NA	2022	2D	CR	D	0.431	0	T	15000	783	680	1.151	2	F
783 - INDIAN ROCKS RD: (SUNSET BLVD -to- W BAY DR)	SA	2022	4D	CR	D	0.142	7.042	T	14568	761	1470	0.518	0	D
784 - INDIAN ROCKS RD: (W BAY DR -to- WALSINGHAM RD)	SA	2022	2U	CR	D	2.766	1.758	T	14568	761	680	1.119	2	F

FACILITY	FACILITY_TYPE	LOS CountSeason	Road_Type	JURIS	LOS_STANDARD	LENGTH_MILES	SIGNALS_PER_MILE	LOS_METHOD	AADT	VOLUME	PHYSICAL_CAPACITY	VOL_CAP_RATIO	DEF_FLAG	FACILITY_LOS
797 - KEENE RD: (E BAY DR -to- BELLEAIR DR)	SA	2022	4D	CR	D	1.526	1.312	T	28591	1493	1800	0.829	0	C
798 - KEENE RD: (BELLEAIR RD -to- DRUID RD)	SA	2022	4D	CR	D	1.256	2.659	T	28591	1493	1800	0.829	0	C
799 - KEENE RD: (DRUID RD -to- GULF-TO-BAY BLVD)	SA	2022	6D	CR	D	0.251	3.986	T	28591	1493	2720	0.549	0	C
800 - KEENE RD: (GULF-TO-BAY BLVD -to- DREW ST)	SA	2022	6D	CR	D	0.511	4.317	T	28591	1493	2720	0.549	0	C
801 - KEENE RD: (DREW ST -to- SUNSET POINT RD)	SA	2022	4D	CR	D	1.517	0.759	T	20917	1092	1800	0.607	0	C
802 - KEENE RD: (SUNSET POINT RD -to- SR 580)	SA	2022	4D	CR	D	2.031	1.97	T	18729	940	1800	0.522	0	C
803 - KEYSTONE RD: (US 19 -to- EAST LAKE RD)	SA	2022	4D	CR	D	2.898	1.2	T	27433	1090	1800	0.606	0	C
804 - KEYSTONE RD: (HILLSBOROUGH CL -to- WOODFIELD BLVD)	NA	2022	2U	CR	D	2.296	0	T	15773	655	790	0.829	0	C
805 - KEYSTONE RD: (WOODFIELD BLVD -to- EAST LAKE RD)	SA	2022	2U	CR	D	0.542	1.844	T	19000	992	790	1.256	2	F
808 - KLOSTERMAN RD: (ALT US 19 -to- US 19)	SA	2022	4D	CR	D	1.275	1.652	T	18895	987	1800	0.548	0	C
809 - KLOSTERMAN RD: (ALT US 19 -to- CARLTON RD)	NA	2022	2U	CR	D	0.745	0	T	11500	600	680	0.882	0	D
813 - LAKE AVE: (EAST BAY DR -to- BELLEAIR RD)	SC	2022	2U	CR	D	1.528	0.432	T	2954	154	680	0.226	0	C
814 - LAKE AVE: (BELLEAIR RD -to- GULF-TO-BAY BLVD)	SC	2022	2U	CR	D	1.508	1.988	T	2954	154	680	0.226	0	C
819 - LAKE ST GEORGE DR: (HIGHLANDS BLVD -to- TAMPA RD)	NMC	2022	2U	CR	D	0.371	0	T	5200	271	680	0.399	0	C
820 - LAKE ST GEORGE DR: (TAMPA RD -to- COUNTRYSIDE BLVD)	SMC	2022	2U	CR	D	1.135	0.881	T	5200	271	680	0.399	0	C
825 - LAKEVIEW RD: (MISSOURI AVE -to- KEENE RD)	SA	2022	2U	CR	D	1.532	2.391	T	7392	386	680	0.568	0	D
839 - LIVE OAK ST: (ALT 19 -to- US 19)	SC	2022	2D	CR	D	1.048	1.287	T	3209	167	680	0.246	0	C
848 - MAIN ST: (BROADWAY AVE -to- SKINNER BLVD)	SC	2022	2U	DN	D	0.594	5.415	T	3392	177	680	0.26	0	C
849 - MAIN ST: (MCMULLEN BOOTH RD -to- BAYSHORE DR)	NA	2022	2U	CR	D	1.274	0	T	6826	356	680	0.524	0	D
861 - MCMULLEN BOOTH RD: (GULF-TO-BAY BLVD -to- SUNSET PT RD/MAIN ST)	SA	2022	6D	CR	D	2.075	1.995	T	60772	3101	2720	1.14	2	F
862 - MCMULLEN BOOTH RD: (SUNSET PT RD | MAIN ST -to- SR 580)	SA	2022	6D	CR	D	2.233	2.505	T	55500	2899	2720	1.066	2	F
863 - MCMULLEN BOOTH RD: (SR 580 -to- CURLEW RD)	SA	2022	6D	CR	D	1.768	2.994	T	45500	2377	2720	0.874	0	C
864 - MCMULLEN BOOTH RD: (CURLEW RD -to- SOUTH SPLIT)	NA	2022	6D	CR	D	0.541	0	T	41728	1983	2720	0.729	0	C
869 - MEHLENBACHER/8TH AVE NW: (CLEARWATER-LARGO RD -to- INDIAN ROCKS RD)	SC	2022	2U	CR	D	1.008	0.992	T	5500	287	680	0.422	0	C
870 - MEMORIAL CSWY: (CLEARWATER BEACH ROUNDABOUT -to- ISLAND WAY)	SA	2022	4D	CL	D	0.565	0.97	T	37053	1936	1800	1.076	2	F
871 - MEMORIAL CSWY: (CHESTNUT ST CONNECTION -to- MEMORIAL CSWY | WB/EB SPLIT)	NA	2022	2O	SR	D	0.163	0	T	17634	1675	2000	0.838	0	C
872 - MEMORIAL CSWY: (ISLAND WAY -to- MEMORIAL CSWY | WB/EB SPLIT)	NA	2022	4D	SR	D	1.156	0	T	37053	1936	2000	0.968	1	D
873 - MEMORIAL CSWY: (MEMORIAL CSWY | WB/EB SPLIT -to- COURT ST CONNECTION)	NA	2022	2O	SR	D	0.167	0	T	19923	1892	2000	0.946	1	C
875 - MERES BLVD: (ALT 19 -to- FLORIDA AVE)	NMC	2022	2U	CR	D	1.594	0	T	8400	438	680	0.644	0	D
877 - MICHIGAN BLVD: (CR 1 -to- ALT 19)	SMC	2022	2U	DN	D	1.535	1.303	T	4445	172	680	0.253	0	C
879 - MILWAUKEE AVE: (VIRGINIA ST -to- UNION ST)	SMC	2022	2U	DN	D	1.02	3.28	T	4728	247	680	0.363	0	C
881 - MISSOURI AVE: (COURT ST -to- CLEVELAND ST)	SA	2022	4D	CL	D	0.328	3.051	T	12500	653	1470	0.444	0	C
885 - MLK JR AVE: (BELLEAIR RD -to- DREW ST)	SC	2022	2U	CL	D	2.014	4.357	T	5148	224	680	0.329	0	C
886 - MLK JR AVE: (DREW ST -to- FAIRMONT ST)	SC	2022	2U	CL	D	1.004	1.993	T	4300	224	680	0.329	0	C
894 - N GANDY BLVD/FRONTAGE RD: (28TH ST N -to- GRAND AVE)	NA	2022	2U	CR	D	0.45	0	T	3700	193	680	0.284	0	C
898 - NE COACHMAN RD: (DREW ST -to- US 19)	SA	2022	2U	SR	D	1.738	1.744	T	11406	596	880	0.677	0	C
899 - NE COACHMAN RD: (US 19 -to- MCMULLEN BOOTH RD)	SA	2022	2U	SR	D	1.266	2.126	T	13600	710	880	0.807	0	C
900 - NEBRASKA AVE: (ALT 19 -to- BELCHER RD)	SA	2022	2U	CR	D	1.207	4.065	T	7706	402	680	0.591	0	D
901 - NEBRASKA AVE: (BELCHER RD -to- US 19)	SA	2022	4D	CR	D	0.511	1.95	T	16000	836	1470	0.569	0	D
907 - NURSERY RD: (US 19 -to- BELCHER RD)	SMC	2022	2U	CR	D	0.961	1.041	T	4457	232	680	0.341	0	C
908 - NURSERY RD: (BELCHER RD -to- KEENE RD)	SMC	2022	2U	CR	D	1.008	0.809	T	4668	232	680	0.341	0	C
909 - NURSERY RD: (KEENE RD -to- HIGHLAND AVE)	NMC	2022	2U	CR	D	0.772	0	T	4879	254	680	0.374	0	C
916 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM)	SA	2022	2U	CR	D	2.618	2.456	T	9000	470	680	0.691	0	D
940 - PARK BLVD: (US 19 -to- 49TH ST N)	SA	2022	6D	SR	D	0.983	3.412	T	58796	3068	3020	1.016	2	F
942 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SA	2022	6D	SR	D	1.748	1.705	T	51109	2576	3020	0.853	0	C
944 - PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD)	SA	2022	6D	CR	D	0.502	1.993	T	49306	2576	2720	0.947	1	C
945 - PARK BLVD: (71ST ST N | BELCHER RD -to- STARKEY RD)	SA	2022	6D	CR	D	1.557	1.461	T	47000	2455	2720	0.903	1	C
946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	SA	2022	6D	CR	D	1.525	2.427	T	47000	2455	2720	0.903	1	C
947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	SA	2022	4D	CR	D	0.548	4.694	T	32499	1698	1470	1.155	2	F
948 - PARK BLVD: (113TH ST N -to- 131ST ST N)	SA	2022	4D	CR	D	1.532	2.313	T	27833	966	1470	0.657	0	D
949 - PARK BLVD: (131ST ST N -to- GULF BLVD)	SA	2022	4D	CR	D	1.282	2.536	T	18500	966	1800	0.537	0	C
951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	SA	2022	4D	CR	D	1.177	0.85	T	21500	1123	1800	0.624	0	C
952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD)	SA	2022	4D	CR	D	2.325	3.346	T	25655	1340	1800	0.744	0	C
953 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	SA	2022	4U	CR	D	1.681	0.957	T	13793	720	1470	0.49	0	D
954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SA	2022	2D	SP	D	0.718	0.828	T	6354	332	680	0.488	0	D
955 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SA	2022	6D	SR	D	1.669	6.227	T	31319	1571	3020	0.52	0	C
957 - PATRICIA AVE: (UNION ST -to- MAIN ST)	SA	2022	2D	DN	D	1.47	2.471	T	7819	396	680	0.582	0	D
961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102	SA	2022	2D	SH	D	1.526	0.56	T	9440	493	680	0.725	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SA	2022	2U	SR	D	1.228	0.814	T	9837	514	880	0.584	0	C
967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580	SC	2022	2U	DN	D	1.258	2.482	T	5944	212	680	0.312	0	C
968 - PINELLAS BAYWAY | SR 679: (PINELLAS BAYWAY | SR 682 -to- BAHIA DEL MAR BLVD)	NA	2022	4U	SR	D	0.412	0	T	13800	721	2000	0.361	0	C
969 - PINELLAS BAYWAY | SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	NA	2022	2U	CR	D	2.847	0	T	4802	250	790	0.316	0	C
970 - PINELLAS BAYWAY | SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	NA	2022	2U	SR	D	1.152	0	T	9301	250	880	0.284	0	C
971 - PINELLAS BAYWAY | SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	NA	2022	4D	SR	D	2.019	0	T	4802	250	2000	0.125	0	C
972 - PINELLAS BAYWAY | SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY | SR 679)	SA	2022	4D	SR	D	1.544	1.327	T	29000	1515	2000	0.758	0	C
973 - PINELLAS BAYWAY | SR 682: (PINELLAS BAYWAY | SR 679 -to- SR 699 | GULF BLVD)	SA	2022	4D	SR	D	1.419	0.835	T	21567	1126	1630	0.691	0	D
974 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SA	2022	6D	SR	D	0.476	2.102	T	40498	2116	3020	0.701	0	C
975 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN CAY)	NA	2022	6D	SR	D	0.244	0	T	40498	2116	3020	0.701	0	C
976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SA	2022	4D	SP	D	0.249	4.01	T	12500	653	1470	0.444	0	C
977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	NMC	2022	2U	SP	D	0.366	0	T	6000	313	680	0.46	0	C
999 - ROSERY RD / PONSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	SA	2022	2U	LA	D	1.036	2.559	T	11500	600	680	0.882	0	D
1000 - ROSERY RD/PONSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	SA	2022	2U	LA	D	0.513	1.95	T	11500	600	680	0.882	0	D
1005 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	NMC	2022	2U	DN	D	1.103	0	T	3758	196	680	0.288	0	C
1006 - SAN CHRISTOPHER DR: (PINEHURST RD -to- CR 1)	SMC	2022	2U	DN	D	0.501	1.996	T	5306	277	680	0.407	0	C
1009 - SAN MARTIN BLVD/83RD AVE NE: (GANDY BLVD -to- 4TH ST N)	SC	2022	2U	CR	D	2.073	2.42	T	5900	308	680	0.453	0	C
1021 - SOLON AVE: (CR 1 -to- BELCHER RD)	SC	2022	2U	DN	D	0.929	1.076	T	2841	148	680	0.218	0	C
1024 - SR 580: (US 19 -to- MCMULLEN BOOTH RD)	SA	2022	6D	SR	D	1.857	3.048	T	37750	1828	3020	0.605	0	C
1025 - SR 580: (MCMULLEN BOOTH RD -to- KENDALE DR)	NA	2022	6D	SR	D	0.757	0	T	37422	1955	3020	0.647	0	C
1026 - SR 580: (KENDALE DR -to- FOREST LAKES BLVD)	SA	2022	4D	SR	D	1.338	3.12	T	38596	1955	2000	0.978	1	D
1027 - SR 580 | MAIN ST: (SKINNER BLVD -to- PINEHURST RD)	SA	2022	4D	SR	D	0.676	3.177	T	21490	890	2000	0.445	0	C
1028 - SR 580 | MAIN ST: (US 19 -to- BELCHER RD)	SA	2022	6D	SR	D	0.538	1.393	T	43000	2246	3020	0.744	0	C
1029 - SR 580 | MAIN ST: (PINEHURST RD -to- CR 1)	SA	2022	6D	SR	D	0.499	5.095	T	30500	1593	3020	0.527	0	C
1030 - SR 580 | MAIN ST: (CR 1 -to- BELCHER RD)	SA	2022	6D	SR	D	1.019	4.06	T	45349	2369	3020	0.784	0	C
1031 - SR 580 | NEW 580: (FOREST LAKES BLVD -to- SR 584 | TAMPA RD)	SA	2022	4D	SR	D	1.119	1.946	T	20608	1076	2000	0.538	0	C
1032 - SR 580 | SKINNER BLVD: (MAIN ST -to- ALT US 19 | BROADWAY)	SA	2022	4D	SR	D	0.48	4.436	T	10309	538	2000	0.269	0	C
1033 - SR 584 | TAMPA RD: (HILLSBOROUGH COUNTY LINE -to- NEW SR 580)	SA	2022	8D	SR	D	0.856	2.446	T	56030	2795	4040	0.692	0	C
1034 - SR 584 | TAMPA RD: (NEW SR 580 -to- CURLEW RD)	SA	2022	6D	SR	D	2.105	2.548	T	55500	2899	3020	0.96	1	C
1035 - SR 666 | MADEIRA BEACH CSWY: (SEMINOLE BLVD -to- DUHME RD)	SA	2022	6D	SR	D	0.531	1.883	T	28000	1463	3020	0.484	0	C

Appendix H

Signal Timing Information

Intersection **982**

Report Date: **03/29/2023**
Run Time: 01:40 PM

Main Street: GULF BLVD
Side Street: GULF WINDS
Jurisdiction: STATE/ST PETE BEACH
Section #: 77 MIST
Comm. Addrs: IP: 10.198.100.99 Gateway: 10.198.100.254 Subnet: 255.255.255.0
Pre-empt:

Phase #	Street Name	Direction		Left Turn Type
1				
2	GULF BLVD.	SB		
3				
4	GULF WINDS	WB	LAG	
5				
6	GULF BLVD.	NB		
7				
8	RESORT EXIT	EB	LEAD	

Timing Plan 1 (MM,2,1)

PHASE	1	2	3	4	5	6	7	8
Min. Green		24		9		24		9
Walk		7		7		7		7
Ped Clr		11		16		11		16
Veh Ext		5		5		5		5
Yellow Clr		4.0		3.4		4.0		3.4
Red Clr		3.0		3.0		3.0		3.0
Max 1		60		20		60		20
Max 2								
Max 3								
Walk 2								
Ped Clr 2								
Lock Det								
Veh Recall		X				X		
Ped Recall								
Max Recall								
CNA 1								
Phase In Use		X		X		X		X
Flash		Y		R		Y		R
Delay Det.				6				

Last Timing Change Date: **10/20/2021**	**Database Modified:** **06/15/2022**
Technician Initials:	**Control Room Pers. Initials:**

COORD PATTERNS (CYCLE / OFFSET) (MM,3,2)

Cycle	Sec.
1	130
2	140
3	150
4	122

Offset	Sec. / %
1	72
2	52
3	50
4	50

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		65		34		65		31
PATTERN 2		74		35		74		31
PATTERN 3		84		35		84		31
PATTERN 4		56		35		56		31
PATTERN 6								
PATTERN 7								
PATTERN 8								

DAY PLANS (MM,5,3)

	Event	Action Plan #	Time	Action	On/Off
DAY PLAN1					
	1	1	**0630**		
	2	2	**0930**		
	3	3	**1330**		
	4	4	**1900**		
	5	100	**2130**	FREE	ON
DAY PLAN2					
	1	4	**0730**		
	2	2	**0900**		
	3	3	**1200**		
	4	4	**1930**		
	5	100	**2130**	FREE	ON

WEEK PLAN

	S	M	T	W	T	F	S
1	2	1	1	1	1	1	2

Notes:

********RUNS EOS SOFTWARE********

TRANSIT PRIORITY PLANS

PHASE 4 CURB LANE HAS 6 SECOND DELAY

PLAN 1= 130 AM
PLAN 2= 140 AM PEAK
PLAN 3= 150 DAY TIME
PLAN 4= 122 EVENING (WEEKEND AM)

LPI 2, 4, 6, 8 FOR 3 SECONDS (2 AND 6 PEDS CALL EACH OTHER)

Intersection **983**

Report Date: **03/29/2023**
Run Time: 01:42 PM

Main Street: GULF BLVD
Side Street: 55TH AVE N/TRADEWINDS
Jurisdiction: STATE/ST PETE BEACH
Section #: 77 MIST
Comm. Addrs: IP: 10.198.100.100 Gateway: 10.198100.254 Subnet: 255.255.255.0
Pre-empt:

Phase #	Street Name	Direction		Left Turn Type
1	GULF BLVD.	NB	LT	Protected/Permitted
2	GULF BLVD.	SB		
3				
4	55TH AVE	WB		
5	GULF BLVD.	SB	LT	Protected/Permitted
6	GULF BLVD.	NB		
7				
8	TRADEWINDS RESORT	EB		

Timing Plan 1 (MM,2,1)

PHASE	1	2	3	4	5	6	7	8
Min. Green	5	15		7	5	15		7
Walk		7		7		7		7
Ped Clr		13		19		13		19
Veh Ext	2	4		2	2	4		2
Yellow Clr	4.1	4.1		3.7	4.1	4.1		3.7
Red Clr	2.0	2.4		2.8	2.0	2.4		2.8
Max 1	15	30		22	15	30		22
Max 2								
Max 3								
Walk 2								
Ped Clr 2								
Lock Det								
Veh Recall								
Ped Recall								
Max Recall		X				X		
CNA 1		X				X		
Phase In Use	X	X		X	X	X		X
Flash		Y		R		Y		
Delay Det.								

Last Timing Change Date: **03/29/2022**	**Database Modified:** **06/15/2022**
Technician Initials:	**Control Room Pers. Initials:**

COORD PATTERNS (CYCLE / OFFSET) (MM,3,2)

Cycle	Sec.
1	70
2	70
3	130
4	140
5	75
6	150
7	122
8	160

Offset	Sec. / %
1	68
2	55
3	60
4	40
5	45
6	40
7	60
8	40

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	13	40		17	13	40		17
PATTERN 2	13	40		17	13	40		17
PATTERN 3	20	75		35	20	75		35
PATTERN 4	20	85		35	20	85		35
PATTERN 5	13	45		17	13	45		17
PATTERN 6	20	95		35	20	95		35
PATTERN 7	15	72		35	15	72		35
PATTERN 8	20	105		35	20	105		35

DAY PLANS (MM,5,3)

	Event	Action Plan #	Time	Action	On/Off
DAY PLAN1					
	1	3	**0630**		
	2	4	**0930**		
	3	6	**1330**		
	4	7	**1900**		
	5	100	**2130**	FREE	ON
DAY PLAN2					
	1	7	**0730**		
	2	3	**0900**		
	3	6	**1200**		
	4	7	**1900**		
	5	100	**2130**	FREE	ON

WEEK PLAN

	S	M	T	W	T	F	S
1	2	1	1	1	1	1	2

Notes: *******EOS CONTROLLER SOFTWARE********

SEE NEXT PAGE

TRANSIT PRIORITY PLANS

PLAN 1= 70 AM PEAK
PLAN 2= 70 PM OFF PEAK
PLAN 3= 130 AM
PLAN 4= 140 PM PEAK
PLAN 5= 75 ALL DAY PEAK
PLAN 6= 150 SPRING BREAK
PLAN 7= 122 EVENINGS (WEEKEND AM)
PLAN 8= 160 SPRING BREAK HEAVY

Intersection **986**

Report Date: **03/29/2023**
Run Time: 01:43 PM

Main Street: GULF BLVD
Side Street: 44TH AVE N
Jurisdiction: STATE/ST PETE BEACH
Section #: 77 MIST
Comm. Addrs: IP: 10.198.100.102 Gateway: 10.198.100.254 Subnet: 255.255.255.0
Pre-empt:

Phase #	Street Name	Direction		Left Turn Type
1				
2	GULF BLVD.	SB		
3				
4	44TH AVE.	WB		
5	GULF BLVD.	SB	LT	Protected/Permitted
6	GULF BLVD.	NB		
7				
8	44TH AVE.	EB		

Timing Plan 1 (MM,2,1)

PHASE	1	2	3	4	5	6	7	8
Min. Green		15		7	5	15		7
Walk		7		7		7		7
Ped Clr		10		18		10		18
Veh Ext		5		3	3	5		3
Yellow Clr		4.1		3.8	4.1	4.1		3.8
Red Clr		2.5		3.5	2.3	2.5		3.5
Max 1		35		20	20	35		20
Max 2								
Max 3								
Walk 2								
Ped Clr 2								
Lock Det								
Veh Recall		X				X		
Ped Recall								
Max Recall								
CNA 1		X				X		
Phase In Use		X		X	X	X		X
Flash		Y		R		Y		R
Delay Det.								

Last Timing Change Date: **06/04/2015**	**Database Modified:** **10/14/2021**
Technician Initials:	**Control Room Pers. Initials:**

COORD PATTERNS (CYCLE / OFFSET) (MM,3,2)

Cycle	Sec.
1	70
2	70
3	140
4	140
5	75
6	150
7	80
8	160

Offset	Sec. / %
1	0
2	0
3	0
4	30
5	30
6	0
7	0
8	0

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		43		27	12	31		27
PATTERN 2		43		27	12	31		27
PATTERN 3		105		35	20	85		35
PATTERN 4		105		35	20	85		35
PATTERN 5		48		27	12	36		27
PATTERN 6		115		35	20	95		35
PATTERN 7		53		27	12	41		27
PATTERN 8		125		35	20	105		35

DAY PLANS (MM,5,3)

	Event	Action Plan #	Time	Action	On/Off
DAY PLAN1					
	1	1	0630		
	2	7	0930		
	3	7	1530		
	4	1	1830		
	5	100	2300	FREE	ON
DAY PLAN2					
	1	1	0600		
	2	7	1100		
	3	7	1700		
	4	1	1830		
	5	100	2300	FREE	ON

WEEK PLAN

	S	M	T	W	T	F	S
1	2	1	1	1	1	1	2

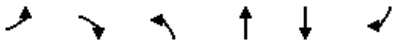
Notes:

PLAN 1= 70 AM PEAK
PLAN 2= 70 PM OFF PEAK
PLAN 3= 140 SPRING BREAK AM
PLAN 4= 140 SPRING BREAK PM PEAK
PLAN 5= 75 ALL DAY PEAK
PLAN 6= 150 SPRING BREAK
PLAN 7= 80 SPRING BREAK
PLAN 8= 160 SPRING BREAK HEAVY

Appendix I

Synchro Intersection Output Worksheets

Existing Conditions



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	4	1036	1124	0
Future Volume (vph)	0	0	4	1036	1124	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	604			212	513	
Travel Time (s)	16.5			4.1	10.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	1036	1124	0
Future Vol, veh/h	0	0	4	1036	1124	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	4	1114	1209	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1774	605	1209	0	-	0
Stage 1	1209	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	76	446	584	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	446	584	-	-	-
Mov Cap-2 Maneuver	183	-	-	-	-	-
Stage 1	247	-	-	-	-	-
Stage 2	538	-	-	-	-	-

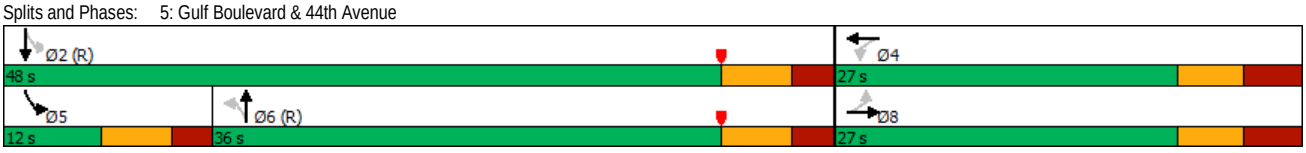
Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

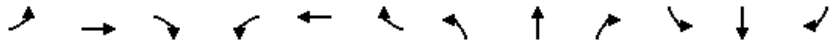
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	584	-	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	11.2	-	0	-	-
HCM Lane LOS	B	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	0	63	0	71	0	959	81	79	1015	0
Future Volume (vph)	9	0	0	63	0	71	0	959	81	79	1015	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	5%	0%	1%	3%	4%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		36.0	36.0		12.0	48.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		48.0%	48.0%		16.0%	64.0%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 30 (40%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue





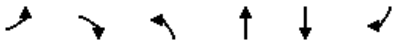
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	0	63	0	71	0	959	81	79	1015	0
Future Volume (veh/h)	9	0	0	63	0	71	0	959	81	79	1015	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1870	1900	1826	1900	1885	1856	1841	1885	1900
Adj Flow Rate, veh/h	10	0	0	67	0	40	0	1020	75	84	1080	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	5	0	1	3	4	1	0
Cap, veh/h	182	0	0	228	0	137	96	1993	146	401	2613	0
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.09	0.00	0.59	0.59	0.06	0.73	0.00
Sat Flow, veh/h	1009	0	0	1418	0	1610	531	3383	249	1753	3676	0
Grp Volume(v), veh/h	10	0	0	67	0	40	0	540	555	84	1080	0
Grp Sat Flow(s),veh/h/ln	1009	0	0	1418	0	1610	531	1791	1840	1753	1791	0
Q Serve(g_s), s	0.5	0.0	0.0	0.5	0.0	1.7	0.0	13.3	13.3	1.2	8.8	0.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.8	0.0	1.7	0.0	13.3	13.3	1.2	8.8	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.14	1.00		0.00
Lane Grp Cap(c), veh/h	182	0	0	228	0	137	96	1055	1084	401	2613	0
V/C Ratio(X)	0.05	0.00	0.00	0.29	0.00	0.29	0.00	0.51	0.51	0.21	0.41	0.00
Avail Cap(c_a), veh/h	428	0	0	479	0	423	96	1055	1084	436	2613	0
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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.2	0.0	0.0	32.6	0.0	32.2	0.0	9.1	9.1	6.1	3.9	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	1.2	0.0	1.8	1.7	0.3	0.5	0.0
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(95%),veh/ln	0.3	0.0	0.0	2.1	0.0	1.3	0.0	8.3	8.5	0.6	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	0.0	33.3	0.0	33.3	0.0	10.8	10.8	6.4	4.4	0.0
LnGrp LOS	C	A	A	C	A	C	A	B	B	A	A	A
Approach Vol, veh/h		10			107			1095			1164	
Approach Delay, s/veh		33.4			33.3			10.8			4.6	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.3		13.7	10.5	50.8		13.7				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		41.4		* 20	* 5.6	29.4		* 20				
Max Q Clear Time (g_c+I1), s		10.8		4.8	3.2	15.3		4.3				
Green Ext Time (p_c), s		16.1		0.3	0.0	9.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			8.9									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	22	21	1028	1112	22
Future Volume (vph)	14	22	21	1028	1112	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	5%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

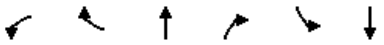
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	22	21	1028	1112	22
Future Vol, veh/h	14	22	21	1028	1112	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	5	0	2	2	5
Mvmt Flow	15	23	22	1094	1183	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1786	603	1206	0	-	0
Stage 1	1195	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.8	7	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	74	435	586	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	435	586	-	-	-
Mov Cap-2 Maneuver	179	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	522	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.9	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	586	-	280	-	-
HCM Lane V/C Ratio	0.038	-	0.137	-	-
HCM Control Delay (s)	11.4	-	19.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	36	966	83	46	1056
Future Volume (vph)	74	36	966	83	46	1056
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	36	966	83	46	1056
Future Vol, veh/h	74	36	966	83	46	1056
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	1
Mvmt Flow	80	39	1039	89	49	1135

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1750	564	0	0	1128	0
Stage 1	1084	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy	6.8	6.96	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	-	-	2.2	-
Pot Cap-1 Maneuver	~ 79	466	-	-	627	-
Stage 1	290	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 73	466	-	-	627	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.4	0	0.5
HCM LOS	D		

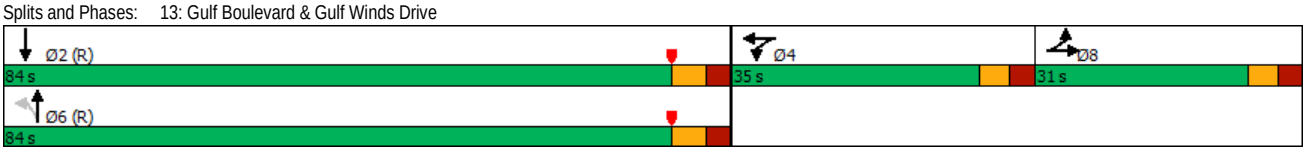
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	237	627	-
HCM Lane V/C Ratio	-	-	0.499	0.079	-
HCM Control Delay (s)	-	-	34.4	11.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.6	0.3	-

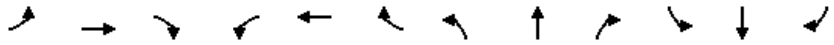
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	0	16	165	6	4	16	957	149	0	992	27
Future Volume (vph)	16	0	16	165	6	4	16	957	149	0	992	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	2%	0%
Shared Lane Traffic (%)				47%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	16	165	6	4	16	957	149	0	992	27
Future Volume (veh/h)	16	0	16	165	6	4	16	957	149	0	992	27
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	1900	1900	1885	1900	1900	1900	1870	1900	0	1870	1900
Adj Flow Rate, veh/h	17	0	11	179	0	0	17	997	155	0	1033	27
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	2	0	0	2	0
Cap, veh/h	43	0	28	251	133	0	403	2332	362	0	2677	70
Arrive On Green	0.04	0.00	0.04	0.07	0.00	0.00	0.76	0.76	0.76	0.00	0.76	0.76
Sat Flow, veh/h	1048	0	678	3591	1900	0	541	3082	479	0	3632	92
Grp Volume(v), veh/h	28	0	0	179	0	0	17	574	578	0	519	541
Grp Sat Flow(s),veh/h/ln	1726	0	0	1795	1900	0	541	1777	1784	0	1777	1854
Q Serve(g_s), s	2.4	0.0	0.0	7.3	0.0	0.0	1.7	17.4	17.5	0.0	15.1	15.1
Cycle Q Clear(g_c), s	2.4	0.0	0.0	7.3	0.0	0.0	16.7	17.4	17.5	0.0	15.1	15.1
Prop In Lane	0.61		0.39	1.00		0.00	1.00		0.27	0.00		0.05
Lane Grp Cap(c), veh/h	71	0	0	251	133	0	403	1344	1350	0	1344	1403
V/C Ratio(X)	0.39	0.00	0.00	0.71	0.00	0.00	0.04	0.43	0.43	0.00	0.39	0.39
Avail Cap(c_a), veh/h	283	0	0	685	362	0	403	1344	1350	0	1344	1403
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	0.00	0.00	1.00	0.00	0.00	0.93	0.93	0.93	0.00	1.00	1.00
Uniform Delay (d), s/veh	70.1	0.0	0.0	68.3	0.0	0.0	9.1	6.6	6.6	0.0	6.3	6.3
Incr Delay (d2), s/veh	7.4	0.0	0.0	7.7	0.0	0.0	0.2	0.9	0.9	0.0	0.8	0.8
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(95%),veh/ln	2.2	0.0	0.0	6.6	0.0	0.0	0.4	10.3	10.3	0.0	9.3	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	0.0	0.0	76.0	0.0	0.0	9.3	7.5	7.5	0.0	7.1	7.1
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		28			179			1169			1060	
Approach Delay, s/veh		77.4			76.0			7.5			7.1	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		120.5		16.9		120.5		12.6				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		17.1		9.3		19.5		4.4				
Green Ext Time (p_c), s		19.7		1.2		23.2		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			B									

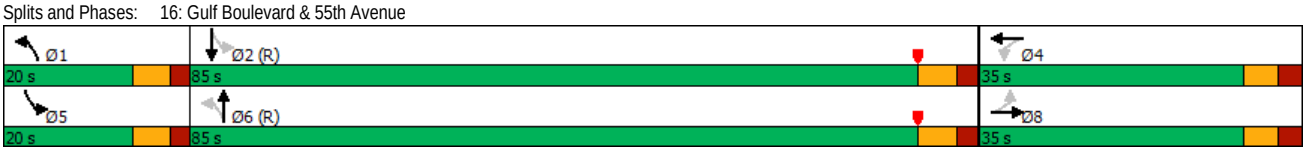
Notes

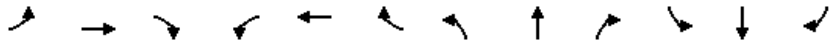
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	0	31	24	0	42	24	1006	13	42	1078	36
Future Volume (vph)	28	0	31	24	0	42	24	1006	13	42	1078	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	5%	2%	0%	3%	2%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	85.0		20.0	85.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		14.3%	60.7%		14.3%	60.7%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 16: Gulf Boulevard & 55th Avenue



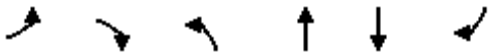


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	0	31	24	0	42	24	1006	13	42	1078	36
Future Volume (veh/h)	28	0	31	24	0	42	24	1006	13	42	1078	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1841	1900	1900	1900	1826	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	30	0	18	26	0	38	26	1070	14	45	1147	37
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	0	0	0	5	2	0	3	2	0
Cap, veh/h	89	6	32	66	5	51	409	2812	37	460	2775	89
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.02	0.78	0.78	0.03	0.79	0.79
Sat Flow, veh/h	923	120	626	585	98	998	1739	3592	47	1767	3513	113
Grp Volume(v), veh/h	48	0	0	64	0	0	26	529	555	45	580	604
Grp Sat Flow(s),veh/h/ln	1670	0	0	1681	0	0	1739	1777	1862	1767	1777	1850
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.4	12.9	12.9	0.7	14.3	14.3
Cycle Q Clear(g_c), s	3.7	0.0	0.0	5.1	0.0	0.0	0.4	12.9	12.9	0.7	14.3	14.3
Prop In Lane	0.62		0.37	0.41		0.59	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	127	0	0	122	0	0	409	1391	1458	460	1403	1461
V/C Ratio(X)	0.38	0.00	0.00	0.52	0.00	0.00	0.06	0.38	0.38	0.10	0.41	0.41
Avail Cap(c_a), veh/h	351	0	0	355	0	0	542	1391	1458	584	1403	1461
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	64.8	0.0	0.0	65.4	0.0	0.0	3.4	4.7	4.7	3.2	4.6	4.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	0.0	0.8	0.8	0.0	0.8	0.8
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(95%),veh/ln	3.1	0.0	0.0	4.2	0.0	0.0	0.2	7.7	8.0	0.3	8.1	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.5	0.0	0.0	66.7	0.0	0.0	3.4	5.5	5.5	3.2	5.4	5.4
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		48			64			1110			1229	
Approach Delay, s/veh		65.5			66.7			5.4			5.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	117.1		13.6	10.2	116.1		13.6				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	78.5		28.5	13.9	78.5		28.5				
Max Q Clear Time (g_c+I1), s	2.4	16.3		7.1	2.7	14.9		5.7				
Green Ext Time (p_c), s	0.0	16.6		0.2	0.0	14.3		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	8.1
HCM 6th LOS	A

Background Conditions



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	4	1103	1195	0
Future Volume (vph)	0	0	4	1103	1195	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	604			212	513	
Travel Time (s)	16.5			4.1	10.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

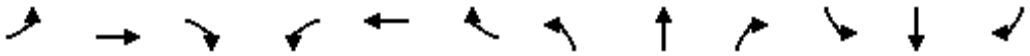
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	4	1103	1195	0
Future Vol, veh/h	0	0	4	1103	1195	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	0	0	4	1186	1285	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1886	643	1285	0	-	0
Stage 1	1285	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	64	421	547	-	-	-
Stage 1	227	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	421	547	-	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

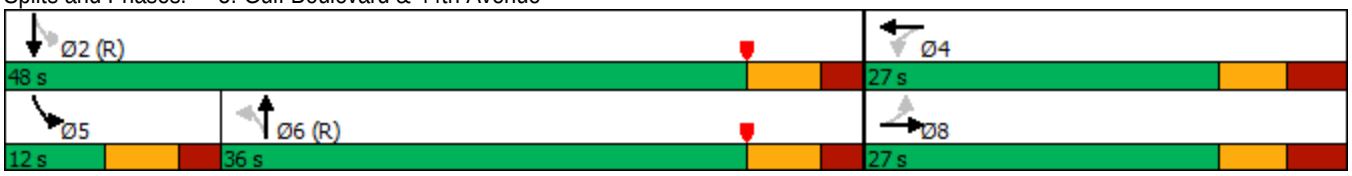
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	547	-	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-
HCM Control Delay (s)	11.6	-	0	-	-
HCM Lane LOS	B	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	0	66	0	74	0	1023	84	82	1082	0
Future Volume (vph)	9	0	0	66	0	74	0	1023	84	82	1082	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	5%	0%	1%	3%	4%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		36.0	36.0		12.0	48.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		48.0%	48.0%		16.0%	64.0%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 30 (40%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue



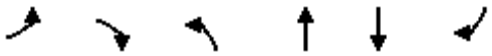
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	0	66	0	74	0	1023	84	82	1082	0
Future Volume (veh/h)	9	0	0	66	0	74	0	1023	84	82	1082	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1870	1900	1826	1900	1885	1856	1841	1885	1900
Adj Flow Rate, veh/h	10	0	0	70	0	43	0	1088	78	87	1151	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	5	0	1	3	4	1	0
Cap, veh/h	181	0	0	230	0	139	96	1991	143	380	2609	0
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.09	0.00	0.59	0.59	0.06	0.73	0.00
Sat Flow, veh/h	982	0	0	1418	0	1610	496	3390	243	1753	3676	0
Grp Volume(v), veh/h	10	0	0	70	0	43	0	575	591	87	1151	0
Grp Sat Flow(s),veh/h/ln	982	0	0	1418	0	1610	496	1791	1841	1753	1791	0
Q Serve(g_s), s	0.5	0.0	0.0	0.5	0.0	1.9	0.0	14.6	14.6	1.3	9.6	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.9	0.0	1.9	0.0	14.6	14.6	1.3	9.6	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	181	0	0	230	0	139	96	1052	1082	380	2609	0
V/C Ratio(X)	0.06	0.00	0.00	0.30	0.00	0.31	0.00	0.55	0.55	0.23	0.44	0.00
Avail Cap(c_a), veh/h	425	0	0	480	0	423	96	1052	1082	413	2609	0
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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	32.6	0.0	32.2	0.0	9.4	9.4	6.6	4.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	1.3	0.0	2.0	2.0	0.3	0.5	0.0
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(95%),veh/ln	0.3	0.0	0.0	2.2	0.0	1.4	0.0	9.0	9.2	0.7	4.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	0.0	33.3	0.0	33.4	0.0	11.4	11.4	6.9	4.6	0.0
LnGrp LOS	C	A	A	C	A	C	A	B	B	A	A	A
Approach Vol, veh/h		10			113			1166			1238	
Approach Delay, s/veh		33.4			33.4			11.4			4.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.2		13.8	10.6	50.7		13.8				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		41.4		* 20	* 5.6	29.4		* 20				
Max Q Clear Time (g_c+I1), s		11.6		4.9	3.3	16.6		4.4				
Green Ext Time (p_c), s		17.0		0.3	0.0	9.1		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.2									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	22	21	1095	1183	22
Future Volume (vph)	14	22	21	1095	1183	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	5%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	22	21	1095	1183	22
Future Vol, veh/h	14	22	21	1095	1183	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	5	0	2	2	5
Mvmt Flow	15	23	22	1165	1259	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1898	641	1282	0	-	0
Stage 1	1271	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Critical Hdwy	6.8	7	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	63	410	548	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	410	548	-	-	-
Mov Cap-2 Maneuver	163	-	-	-	-	-
Stage 1	222	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	548	-	258	-	-
HCM Lane V/C Ratio	0.041	-	0.148	-	-
HCM Control Delay (s)	11.8	-	21.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	37	1030	86	48	1125
Future Volume (vph)	77	37	1030	86	48	1125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.2

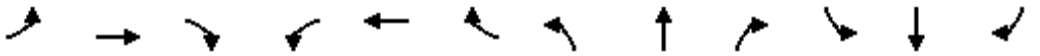
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	37	1030	86	48	1125
Future Vol, veh/h	77	37	1030	86	48	1125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	1
Mvmt Flow	83	40	1108	92	52	1210

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1863	600	0	0	1200	0
Stage 1	1154	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Critical Hdwy	6.8	6.96	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	-	-	2.2	-
Pot Cap-1 Maneuver	~ 66	442	-	-	589	-
Stage 1	267	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 60	442	-	-	589	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	414	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	41.2	0	0.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	217	589	-
HCM Lane V/C Ratio	-	-	0.565	0.088	-
HCM Control Delay (s)	-	-	41.2	11.7	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	3.1	0.3	-

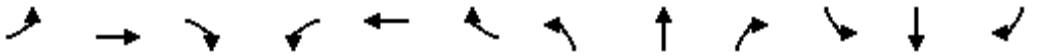
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	17	172	6	4	17	1021	155	0	1058	28
Future Volume (vph)	17	0	17	172	6	4	17	1021	155	0	1058	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	5%	2%	0%	3%	2%	0%
Shared Lane Traffic (%)				47%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	17	172	6	4	17	1021	155	0	1058	28
Future Volume (veh/h)	17	0	17	172	6	4	17	1021	155	0	1058	28
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	1900	1841	1900	1900	1900	1826	1870	1900	0	1870	1900
Adj Flow Rate, veh/h	18	0	12	186	0	0	18	1064	161	0	1102	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	4	0	0	0	5	2	0	0	2	0
Cap, veh/h	44	0	30	260	136	0	360	2332	352	0	2668	68
Arrive On Green	0.04	0.00	0.04	0.07	0.00	0.00	0.75	0.75	0.75	0.00	0.75	0.75
Sat Flow, veh/h	1034	0	690	3619	1900	0	486	3095	468	0	3635	90
Grp Volume(v), veh/h	30	0	0	186	0	0	18	610	615	0	553	577
Grp Sat Flow(s),veh/h/ln	1724	0	0	1810	1900	0	486	1777	1786	0	1777	1854
Q Serve(g_s), s	2.5	0.0	0.0	7.5	0.0	0.0	2.1	19.3	19.4	0.0	16.7	16.7
Cycle Q Clear(g_c), s	2.5	0.0	0.0	7.5	0.0	0.0	18.8	19.3	19.4	0.0	16.7	16.7
Prop In Lane	0.60		0.40	1.00		0.00	1.00		0.26	0.00		0.05
Lane Grp Cap(c), veh/h	74	0	0	260	136	0	360	1339	1346	0	1339	1397
V/C Ratio(X)	0.41	0.00	0.00	0.72	0.00	0.00	0.05	0.46	0.46	0.00	0.41	0.41
Avail Cap(c_a), veh/h	283	0	0	690	362	0	360	1339	1346	0	1339	1397
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	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	0.0	68.1	0.0	0.0	10.0	6.9	7.0	0.0	6.6	6.6
Incr Delay (d2), s/veh	7.5	0.0	0.0	7.6	0.0	0.0	0.2	1.0	1.0	0.0	0.9	0.9
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(95%),veh/ln	2.3	0.0	0.0	6.9	0.0	0.0	0.4	11.2	11.3	0.0	10.1	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	0.0	0.0	75.7	0.0	0.0	10.2	8.0	8.0	0.0	7.6	7.5
LnGrp LOS	E	A	A	E	A	A	B	A	A	A	A	A
Approach Vol, veh/h		30			186			1243			1130	
Approach Delay, s/veh		77.4			75.7			8.0			7.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		120.0		17.2		120.0		12.8				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		18.7		9.5		21.4		4.5				
Green Ext Time (p_c), s		21.8		1.2		25.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.5									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	32	25	0	44	25	1072	14	44	1148	37
Future Volume (vph)	29	0	32	25	0	44	25	1072	14	44	1148	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	5%	2%	0%	3%	2%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	85.0		20.0	85.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		14.3%	60.7%		14.3%	60.7%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

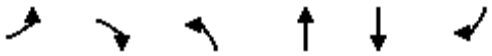
Splits and Phases: 16: Gulf Boulevard & 55th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	32	25	0	44	25	1072	14	44	1148	37
Future Volume (veh/h)	29	0	32	25	0	44	25	1072	14	44	1148	37
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	1900	1841	1900	1900	1900	1826	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	31	0	19	27	0	40	27	1140	15	47	1221	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	0	0	0	5	2	0	3	2	0
Cap, veh/h	89	6	33	67	5	53	382	2804	37	432	2770	86
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.02	0.78	0.78	0.03	0.79	0.79
Sat Flow, veh/h	902	121	627	581	98	1006	1739	3591	47	1767	3518	109
Grp Volume(v), veh/h	50	0	0	67	0	0	27	564	591	47	616	643
Grp Sat Flow(s),veh/h/ln	1651	0	0	1685	0	0	1739	1777	1862	1767	1777	1851
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	0.4	14.3	14.3	0.7	15.8	15.8
Cycle Q Clear(g_c), s	4.0	0.0	0.0	5.3	0.0	0.0	0.4	14.3	14.3	0.7	15.8	15.8
Prop In Lane	0.62		0.38	0.40		0.60	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	129	0	0	125	0	0	382	1387	1454	432	1399	1457
V/C Ratio(X)	0.39	0.00	0.00	0.54	0.00	0.00	0.07	0.41	0.41	0.11	0.44	0.44
Avail Cap(c_a), veh/h	350	0	0	355	0	0	514	1387	1454	555	1399	1457
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	64.7	0.0	0.0	65.2	0.0	0.0	3.6	4.9	4.9	3.4	4.8	4.8
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.3	0.0	0.0	0.0	0.9	0.8	0.0	0.9	0.9
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(95%),veh/ln	3.2	0.0	0.0	4.4	0.0	0.0	0.2	8.4	8.7	0.4	8.7	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.4	0.0	0.0	66.6	0.0	0.0	3.6	5.8	5.8	3.4	5.7	5.7
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		50			67			1182			1306	
Approach Delay, s/veh		65.4			66.6			5.7			5.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	116.7		13.9	10.3	115.8		13.9				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	78.5		28.5	13.9	78.5		28.5				
Max Q Clear Time (g_c+I1), s	2.4	17.8		7.3	2.7	16.3		6.0				
Green Ext Time (p_c), s	0.0	18.5		0.2	0.0	15.9		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		8.4	
HCM 6th LOS		A	

Total Conditions



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	5	15	1134	1221	33
Future Volume (vph)	16	5	15	1134	1221	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	604			212	513	
Travel Time (s)	16.5			4.1	10.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

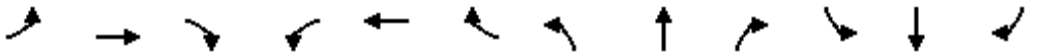
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	5	15	1134	1221	33
Future Vol, veh/h	16	5	15	1134	1221	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	17	5	16	1219	1313	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1973	674	1348	0	-	0
Stage 1	1331	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	56	402	517	-	-	-
Stage 1	215	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	402	517	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	208	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	0.2	0
HCM LOS	D		

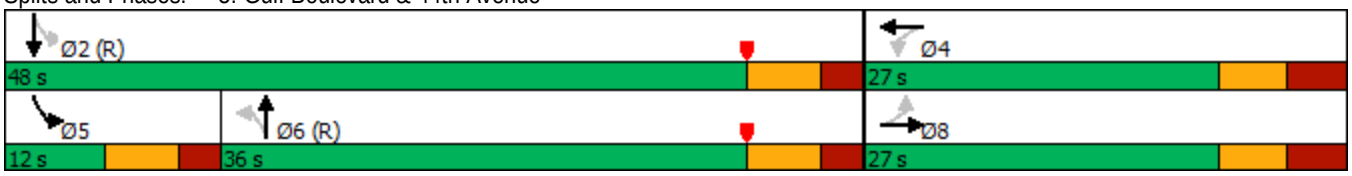
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	517	-	179	-	-
HCM Lane V/C Ratio	0.031	-	0.126	-	-
HCM Control Delay (s)	12.2	-	28	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

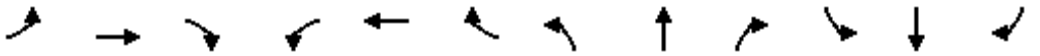


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	0	66	0	74	0	1048	84	82	1102	0
Future Volume (vph)	9	0	0	66	0	74	0	1048	84	82	1102	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	2%	0%	5%	0%	1%	3%	4%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		36.0	36.0		12.0	48.0	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		48.0%	48.0%		16.0%	64.0%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 75	
Actuated Cycle Length: 75	
Offset: 30 (40%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue





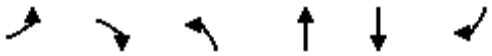
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	0	66	0	74	0	1048	84	82	1102	0
Future Volume (veh/h)	9	0	0	66	0	74	0	1048	84	82	1102	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1870	1900	1826	1900	1885	1856	1841	1885	1900
Adj Flow Rate, veh/h	10	0	0	70	0	43	0	1115	78	87	1172	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	2	0	5	0	1	3	4	1	0
Cap, veh/h	181	0	0	230	0	139	96	1995	139	372	2609	0
Arrive On Green	0.09	0.00	0.00	0.09	0.00	0.09	0.00	0.59	0.59	0.06	0.73	0.00
Sat Flow, veh/h	982	0	0	1418	0	1610	486	3396	237	1753	3676	0
Grp Volume(v), veh/h	10	0	0	70	0	43	0	588	605	87	1172	0
Grp Sat Flow(s),veh/h/ln	982	0	0	1418	0	1610	486	1791	1842	1753	1791	0
Q Serve(g_s), s	0.5	0.0	0.0	0.5	0.0	1.9	0.0	15.1	15.1	1.3	9.9	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	2.9	0.0	1.9	0.0	15.1	15.1	1.3	9.9	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.13	1.00		0.00
Lane Grp Cap(c), veh/h	181	0	0	230	0	139	96	1052	1082	372	2609	0
V/C Ratio(X)	0.06	0.00	0.00	0.30	0.00	0.31	0.00	0.56	0.56	0.23	0.45	0.00
Avail Cap(c_a), veh/h	425	0	0	480	0	423	96	1052	1082	405	2609	0
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	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	32.6	0.0	32.2	0.0	9.5	9.5	6.7	4.1	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.7	0.0	1.3	0.0	2.1	2.1	0.3	0.6	0.0
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(95%),veh/ln	0.3	0.0	0.0	2.2	0.0	1.4	0.0	9.2	9.4	0.7	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	0.0	0.0	33.3	0.0	33.4	0.0	11.6	11.6	7.0	4.7	0.0
LnGrp LOS	C	A	A	C	A	C	A	B	B	A	A	A
Approach Vol, veh/h		10			113			1193			1259	
Approach Delay, s/veh		33.4			33.4			11.6			4.8	
Approach LOS		C			C			B			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		61.2		13.8	10.6	50.7		13.8				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		41.4		* 20	* 5.6	29.4		* 20				
Max Q Clear Time (g_c+I1), s		11.9		4.9	3.3	17.1		4.4				
Green Ext Time (p_c), s		17.2		0.3	0.0	8.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			9.3									
HCM 6th LOS			A									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	8	4	1138	1228	8
Future Volume (vph)	13	8	4	1138	1228	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	5%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	8	4	1138	1228	8
Future Vol, veh/h	13	8	4	1138	1228	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	5	0	2	2	5
Mvmt Flow	14	9	4	1211	1306	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1925	658	1315	0	-	0
Stage 1	1311	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.8	7	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	60	400	533	-	-	-
Stage 1	220	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	60	400	533	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	218	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	208	-	-
HCM Lane V/C Ratio	0.008	-	0.107	-	-
HCM Control Delay (s)	11.8	-	24.4	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	77	37	1055	86	48	1145
Future Volume (vph)	77	37	1055	86	48	1145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	2%	0%	0%	1%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.3

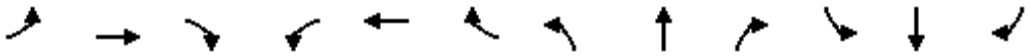
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	77	37	1055	86	48	1145
Future Vol, veh/h	77	37	1055	86	48	1145
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	3	2	0	0	1
Mvmt Flow	83	40	1134	92	52	1231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1900	613	0	0	1226	0
Stage 1	1180	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Critical Hdwy	6.8	6.96	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.33	-	-	2.2	-
Pot Cap-1 Maneuver	~ 62	433	-	-	576	-
Stage 1	258	-	-	-	-	-
Stage 2	448	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 56	433	-	-	576	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	43.7	0	0.5
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	576	-
HCM Lane V/C Ratio	-	-	0.584	0.09	-
HCM Control Delay (s)	-	-	43.7	11.9	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	3.2	0.3	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	0	17	175	6	4	17	1058	157	0	1104	28
Future Volume (vph)	17	0	17	175	6	4	17	1058	157	0	1104	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	0%	0%	2%	0%
Shared Lane Traffic (%)				47%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	17	175	6	4	17	1058	157	0	1104	28
Future Volume (veh/h)	17	0	17	175	6	4	17	1058	157	0	1104	28
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	1900	1900	1885	1900	1900	1900	1870	1900	0	1870	1900
Adj Flow Rate, veh/h	18	0	12	189	0	0	18	1102	164	0	1150	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	0	0	2	0	0	2	0
Cap, veh/h	44	0	30	263	139	0	354	2334	347	0	2666	65
Arrive On Green	0.04	0.00	0.04	0.07	0.00	0.00	0.75	0.75	0.75	0.00	0.75	0.75
Sat Flow, veh/h	1034	0	690	3591	1900	0	484	3103	461	0	3639	86
Grp Volume(v), veh/h	30	0	0	189	0	0	18	630	636	0	576	602
Grp Sat Flow(s),veh/h/ln	1724	0	0	1795	1900	0	484	1777	1787	0	1777	1855
Q Serve(g_s), s	2.5	0.0	0.0	7.7	0.0	0.0	2.1	20.4	20.6	0.0	17.9	17.9
Cycle Q Clear(g_c), s	2.5	0.0	0.0	7.7	0.0	0.0	20.0	20.4	20.6	0.0	17.9	17.9
Prop In Lane	0.60		0.40	1.00		0.00	1.00		0.26	0.00		0.05
Lane Grp Cap(c), veh/h	74	0	0	263	139	0	354	1336	1344	0	1336	1395
V/C Ratio(X)	0.41	0.00	0.00	0.72	0.00	0.00	0.05	0.47	0.47	0.00	0.43	0.43
Avail Cap(c_a), veh/h	283	0	0	685	362	0	354	1336	1344	0	1336	1395
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	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.9	0.0	0.0	68.0	0.0	0.0	10.5	7.1	7.2	0.0	6.8	6.8
Incr Delay (d2), s/veh	7.5	0.0	0.0	7.7	0.0	0.0	0.2	1.1	1.1	0.0	1.0	1.0
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(95%),veh/ln	2.3	0.0	0.0	7.0	0.0	0.0	0.5	11.7	11.8	0.0	10.7	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	0.0	0.0	75.7	0.0	0.0	10.7	8.2	8.2	0.0	7.8	7.8
LnGrp LOS	E	A	A	E	A	A	B	A	A	A	A	A
Approach Vol, veh/h		30			189			1284			1178	
Approach Delay, s/veh		77.4			75.7			8.3			7.8	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		119.8		17.4		119.8		12.8				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		19.9		9.7		22.6		4.5				
Green Ext Time (p_c), s		23.1		1.3		26.4		0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.6									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	0	32	31	0	44	25	1115	19	44	1201	37
Future Volume (vph)	29	0	32	31	0	44	25	1115	19	44	1201	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	5%	2%	0%	3%	2%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	85.0		20.0	85.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		14.3%	60.7%		14.3%	60.7%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

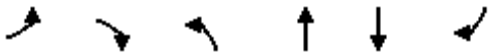
Intersection Summary	
Area Type:	Other
Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 40 (29%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 16: Gulf Boulevard & 55th Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	32	31	0	44	25	1115	19	44	1201	37
Future Volume (veh/h)	29	0	32	31	0	44	25	1115	19	44	1201	37
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	1900	1841	1900	1900	1900	1826	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	31	0	19	33	0	40	27	1186	20	47	1278	38
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	4	0	0	0	5	2	0	3	2	0
Cap, veh/h	91	8	35	75	5	52	361	2778	47	411	2761	82
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.02	0.78	0.78	0.03	0.78	0.78
Sat Flow, veh/h	869	142	620	667	89	917	1739	3576	60	1767	3524	105
Grp Volume(v), veh/h	50	0	0	73	0	0	27	589	617	47	644	672
Grp Sat Flow(s),veh/h/ln	1631	0	0	1673	0	0	1739	1777	1860	1767	1777	1852
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.0	0.4	15.5	15.5	0.7	17.2	17.3
Cycle Q Clear(g_c), s	4.0	0.0	0.0	5.8	0.0	0.0	0.4	15.5	15.5	0.7	17.2	17.3
Prop In Lane	0.62		0.38	0.45		0.55	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	134	0	0	132	0	0	361	1380	1444	411	1392	1451
V/C Ratio(X)	0.37	0.00	0.00	0.55	0.00	0.00	0.07	0.43	0.43	0.11	0.46	0.46
Avail Cap(c_a), veh/h	349	0	0	355	0	0	493	1380	1444	533	1392	1451
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	64.1	0.0	0.0	64.9	0.0	0.0	3.9	5.2	5.2	3.6	5.1	5.2
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.3	0.0	0.0	0.0	1.0	0.9	0.0	1.0	0.9
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(95%),veh/ln	3.2	0.0	0.0	4.8	0.0	0.0	0.2	9.0	9.4	0.4	9.5	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.8	0.0	0.0	66.2	0.0	0.0	3.9	6.2	6.1	3.7	6.1	6.1
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		50			73			1233			1363	
Approach Delay, s/veh		64.8			66.2			6.1			6.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	116.2		14.5	10.3	115.2		14.5				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	78.5		28.5	13.9	78.5		28.5				
Max Q Clear Time (g_c+I1), s	2.4	19.3		7.8	2.7	17.5		6.0				
Green Ext Time (p_c), s	0.0	19.9		0.2	0.0	17.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	32	29	31	1110	1174	40
Future Volume (vph)	32	29	31	1110	1174	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	155			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	471			2353	196	
Travel Time (s)	10.7			45.8	3.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	5%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	29	31	1110	1174	40
Future Vol, veh/h	32	29	31	1110	1174	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	5	0	2	2	5
Mvmt Flow	34	31	33	1181	1249	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1928	646	1292	0	-	0
Stage 1	1271	-	-	-	-	-
Stage 2	657	-	-	-	-	-
Critical Hdwy	6.8	7	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	60	407	543	-	-	-
Stage 1	231	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	56	407	543	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	217	-	-	-	-	-
Stage 2	483	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	223	-	-
HCM Lane V/C Ratio	0.061	-	0.291	-	-
HCM Control Delay (s)	12.1	-	27.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Appendix J

Saturday Traffic Impact Analysis

November 9, 2023

Ms. Michelle Gonzalez, AICP
C/O Brandon Berry
Community Development Director
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

RE: *Sirata Beach Resort*
Saturday Traffic Impact Analysis (TIA)
City of St. Pete Beach, Florida

Dear Ms. Gonzalez,

Per the request of the City of St. Pete Beach staff, Kimley-Horn has conducted a Saturday peak-hour traffic analysis for the proposed Sirata Beach Resort redevelopment located along the west side of Gulf Boulevard between 55th Avenue and Punta Vista Drive at 5300 Gulf Boulevard in the City of St. Pete Beach, Florida. This Saturday peak-hour traffic analysis was prepared as an addendum to the *Sirata Beach Resort TIA*.

The 15.36-acre project site is currently a resort hotel with 382 rooms and is proposed to include up to 226 resort hotel rooms, 290 hotel rooms, and 130 suite rooms upon final buildout of the site (646 proposed rooms in total). Access to the site is provided through three (3) existing full-access connections along Gulf Boulevard.

The project is proposed to be redeveloped in three (3) distinct phases; For the purposes of this traffic analysis, the analysis is provided for the cumulative project redevelopment upon the estimated buildout in year 2025 for all three (3) phases. Phase One of the redevelopment will demolish 21 existing hotel rooms and relocate/renovate existing amenities on-site. Phase Two of the redevelopment will demolish 135 existing hotel rooms which would decrease the total number of resort hotel rooms to 226 rooms. As part of Phase Two, the proposed JW Marriott (with 290 hotel rooms) will be constructed. Phase Three is proposed to construct a limited-service Hampton Inn Hotel and consist of 130 hotel rooms.

The methodology and procedures of this analysis are consistent with those in the *Sirata Beach Resort TIA*. Specifically, this analysis includes a Saturday peak-hour evaluation at the study area intersections and roadways previously identified in the *Sirata Beach Resort TIA*.

Trip Generation

Trip generation for the proposed redevelopment was calculated based upon the information provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, *11th Edition*. The various restaurants, offices, meeting spaces, and ballrooms are all considered ancillary uses to the primary

use of each hotel type. The following intensities and land use codes (LUC) were utilized to estimate project trip generation for the Saturday peak-hour:

- Existing Development: 382 rooms of LUC 310 (Hotel)
- Proposed Development: 646 rooms of LUC 310 (Hotel)

Please note that LUC 310 (Hotel) is the only hotel land use published within the ITE *Trip Generation Manual*, 11th Edition that contains Saturday peak-hour data; therefore, LUC 310 (Hotel) was utilized for all existing and proposed hotel rooms for Saturday peak-hour trip generation purposes.

As indicated in Table 1, the proposed redevelopment is anticipated to generate 182 net, new Saturday peak-hour trips (102 entering, 80 exiting). Internal capture and pass-by rates were not considered in this analysis.

Table 1: Saturday Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing Development								
Hotel	382	ROOM	310	56%	44%	151	119	270
Final Buildout Development								
Hotel	646	ROOM	310	56%	44%	253	199	452
Net New (Final Buildout - Existing):						**102**	**80**	**182**

Project Trip Distribution and Assignment

The distribution and assignment of project traffic was performed using the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation planning model output. The FDOT District Seven Tampa Bay Regional Planning Model (TBRPM) was used to estimate distribution of project trips. Based on the initial output, approximately 70 percent of project trips are expected to travel to/from areas north of the project site on Gulf Boulevard and approximately 30 percent of project trips are expected to travel to/from areas south of the project site along Gulf Boulevard. Minor adjustments were made to the model output based upon local knowledge of the roadway network. Assignment of project traffic at the proposed project driveways was based upon the internal circulation plan designed for the site. The existing driveway counts collected at the Sirata Beach Resort were reassigned for future total conditions using the proposed site plan layout.

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 1. The Saturday peak-hour project traffic is shown in Figure 2.

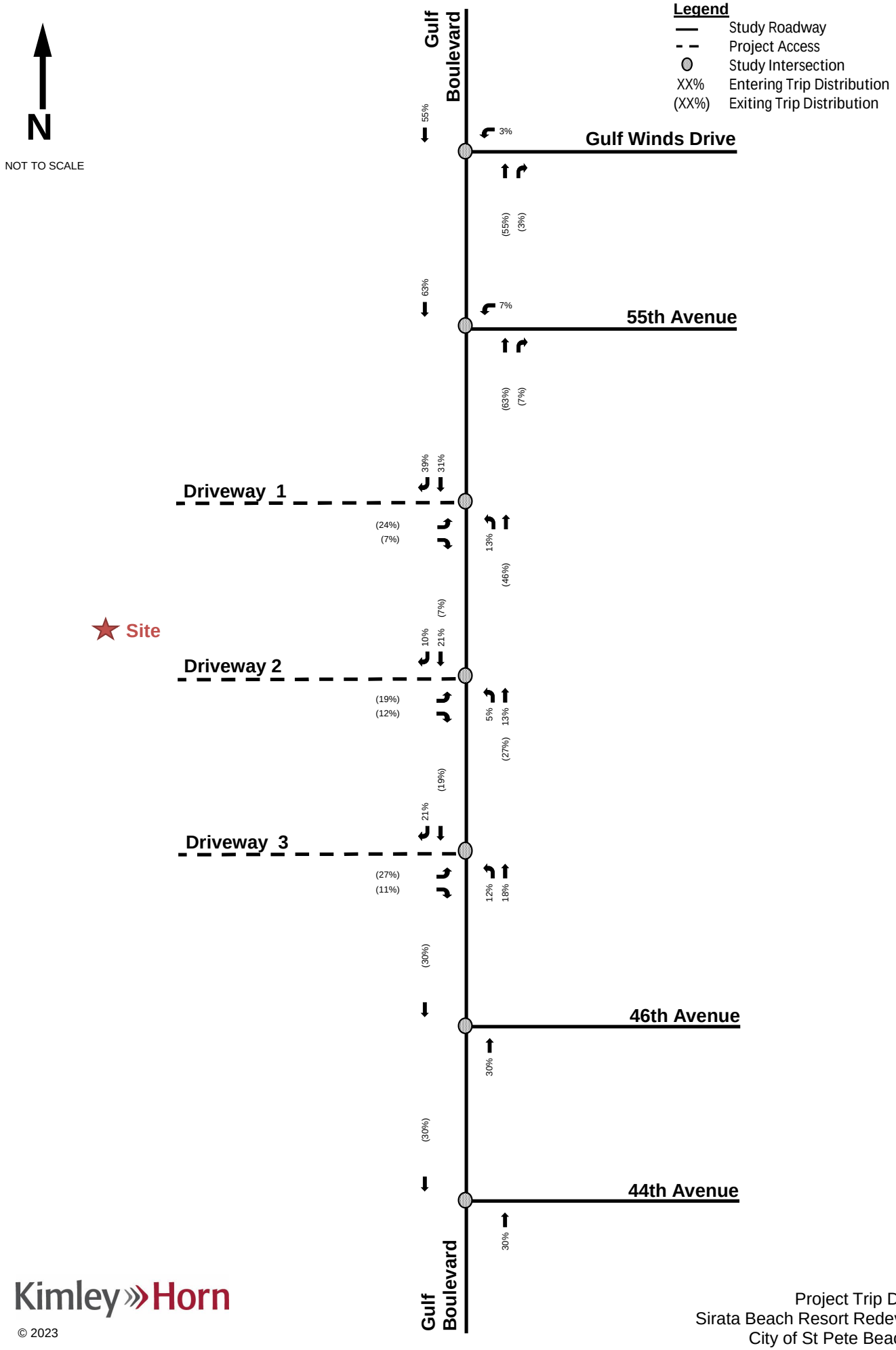


Figure 1
Project Trip Distribution
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

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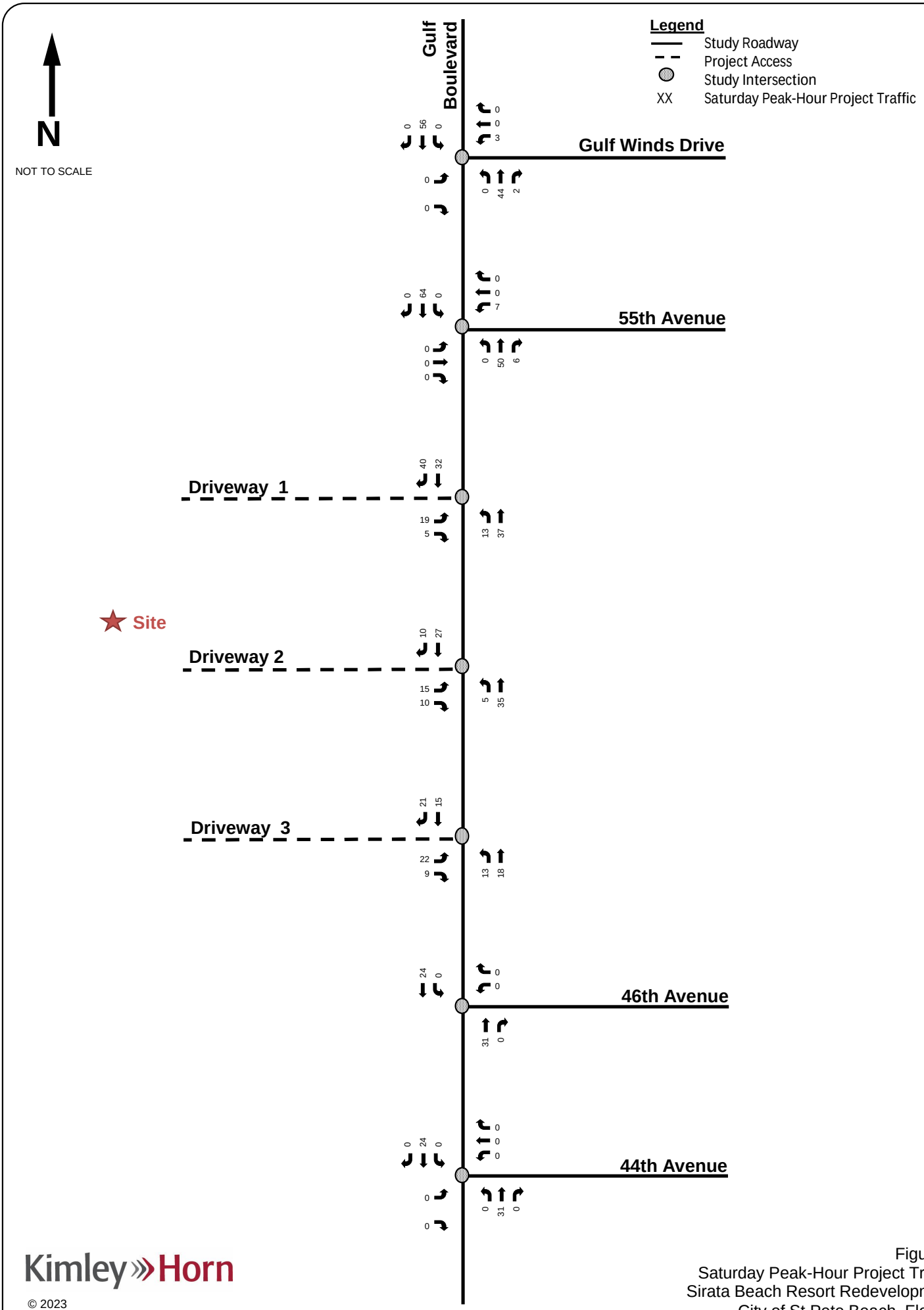

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Figure 2
Saturday Peak-Hour Project Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

Study Area

The study area evaluated in this analysis was consistent with the *Sirata Beach Resort TIA* and based upon the Forward Pinellas *MPO Traffic Impact Study Methodology*. The following roadway segments were included in the analysis as study area roadway segments:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South;
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

The following intersections were included in the analysis as study area intersections:

- Gulf Boulevard & Gulf Winds Drive
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Project Driveway 1 (North Driveway)
- Gulf Boulevard & Project Driveway 2 (Center Driveway)
- Gulf Boulevard & Project Driveway 3 (South Driveway)
- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue

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 analysis. The study area roadway segments were analyzed for the adopted level of service (LOS) performance standard, LOS D, pursuant to the Pinellas County *2023 Annual Level of Service Report*. The study area determination table is provided in the *Sirata Beach Resort TIA*.

Existing Conditions Traffic Volumes

Vehicle turning movement volume counts were collected at the study area intersections for 24 hours on Saturday, August 5, 2023. The turning movement volumes were adjusted to reflect peak season conditions using the peak season conversion factor (PSCF) published by FDOT for Pinellas County. The raw turning movement counts and peak season factor report are attached.

Based upon the turning movement counts, the Saturday peak-hour was identified to be from 2:45 p.m. to 3:45 p.m.

The seasonally adjusted Saturday peak-hour existing volumes are identified in Figure 3 at the study area intersections.

Future Conditions Traffic Volumes

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 2025 would be the buildout year of the redevelopment, thus, 2025 conditions were evaluated as the "future" year scenario.

A growth rate of -2.34% was calculated by using FDOT historical Annual Average Daily Traffic (AADT) information for three nearby roadway segments of Gulf Boulevard (North of Pinellas Bayway), Gulf Boulevard (South of Blind Pass Road), and Gulf Winds Drive (North of Gulf Boulevard). Based upon these results and to provide a conservative analysis, a growth rate of 2.0% was used to adjust existing volumes to the buildout year of 2025. Additionally, vested Saturday peak-hour project traffic from the committed Miramar Beach Resort development and Corey Landings development were included in the calculations of background traffic. Vested traffic information for the Saturday peak-hour is attached. Growth rate calculations are provided in the *Sirata Beach Resort TIA*.

The Saturday peak-hour background volumes are identified in Figure 4. The net, new project traffic volumes identified in Figure 2 were then added to the background volumes to develop Saturday peak-hour total volumes identified in Figure 5.

Volume development worksheets for the Saturday peak-hour are attached.

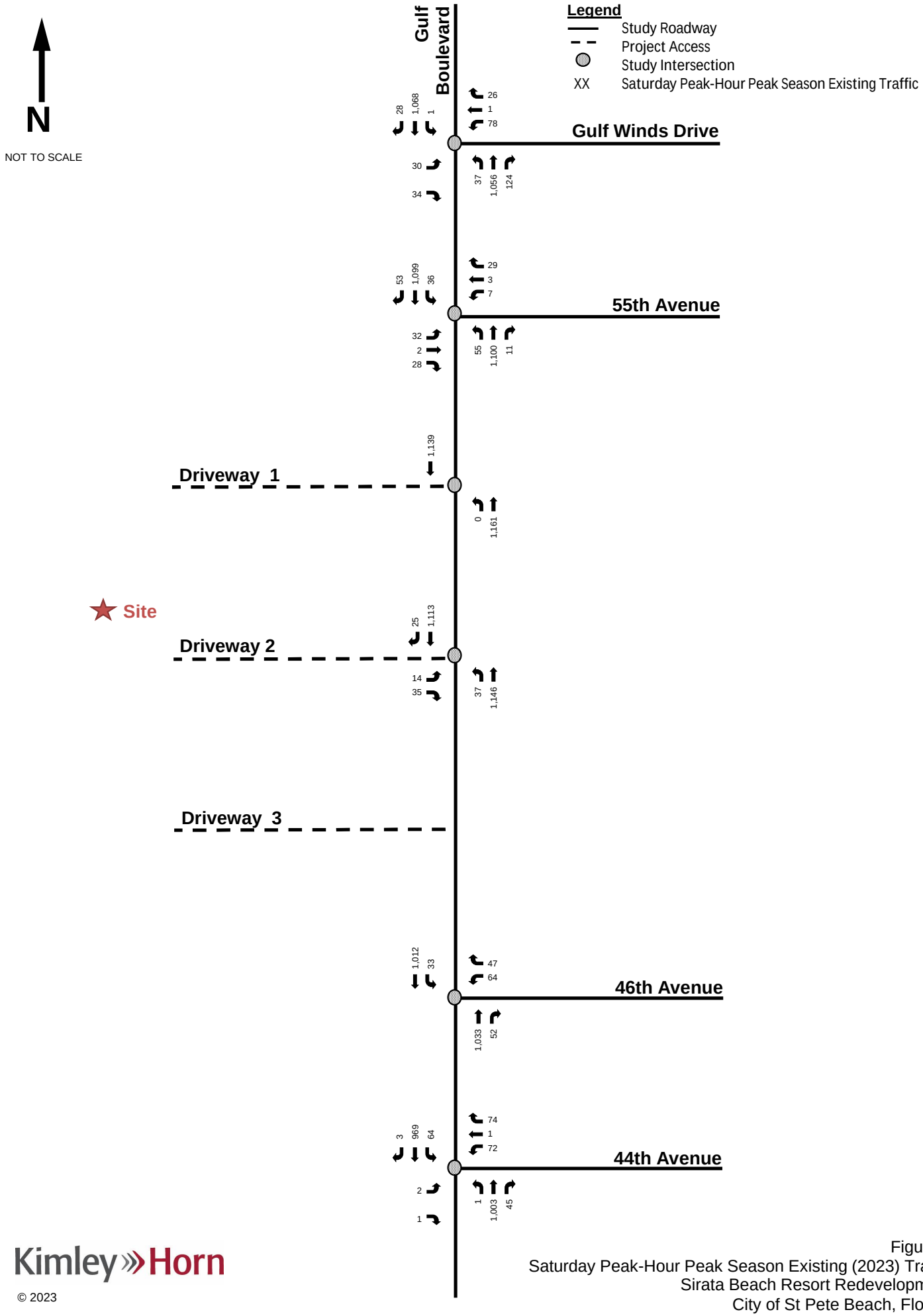

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Figure 3
Saturday Peak-Hour Peak Season Existing (2023) Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

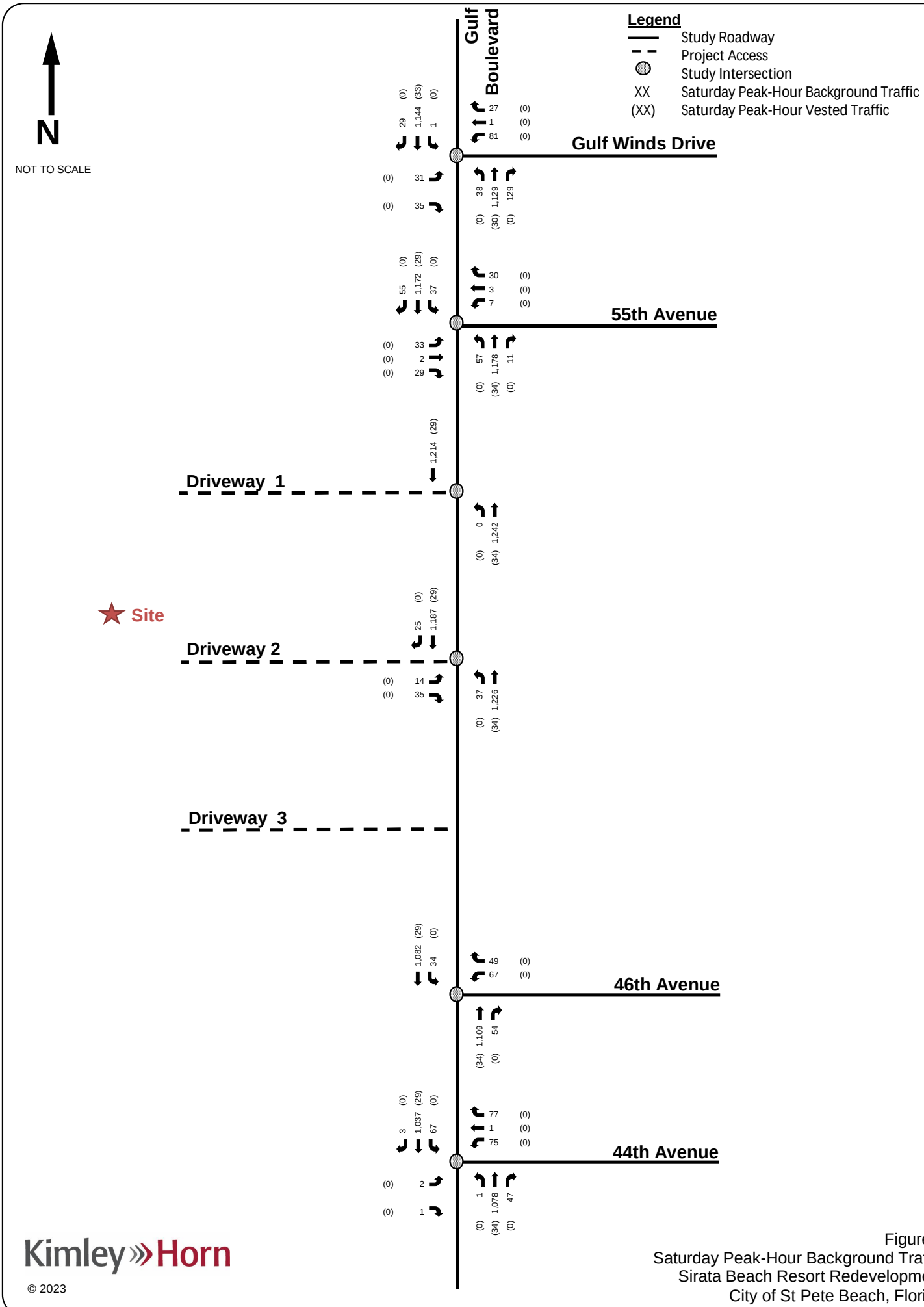

Figure 4
Saturday Peak-Hour Background Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

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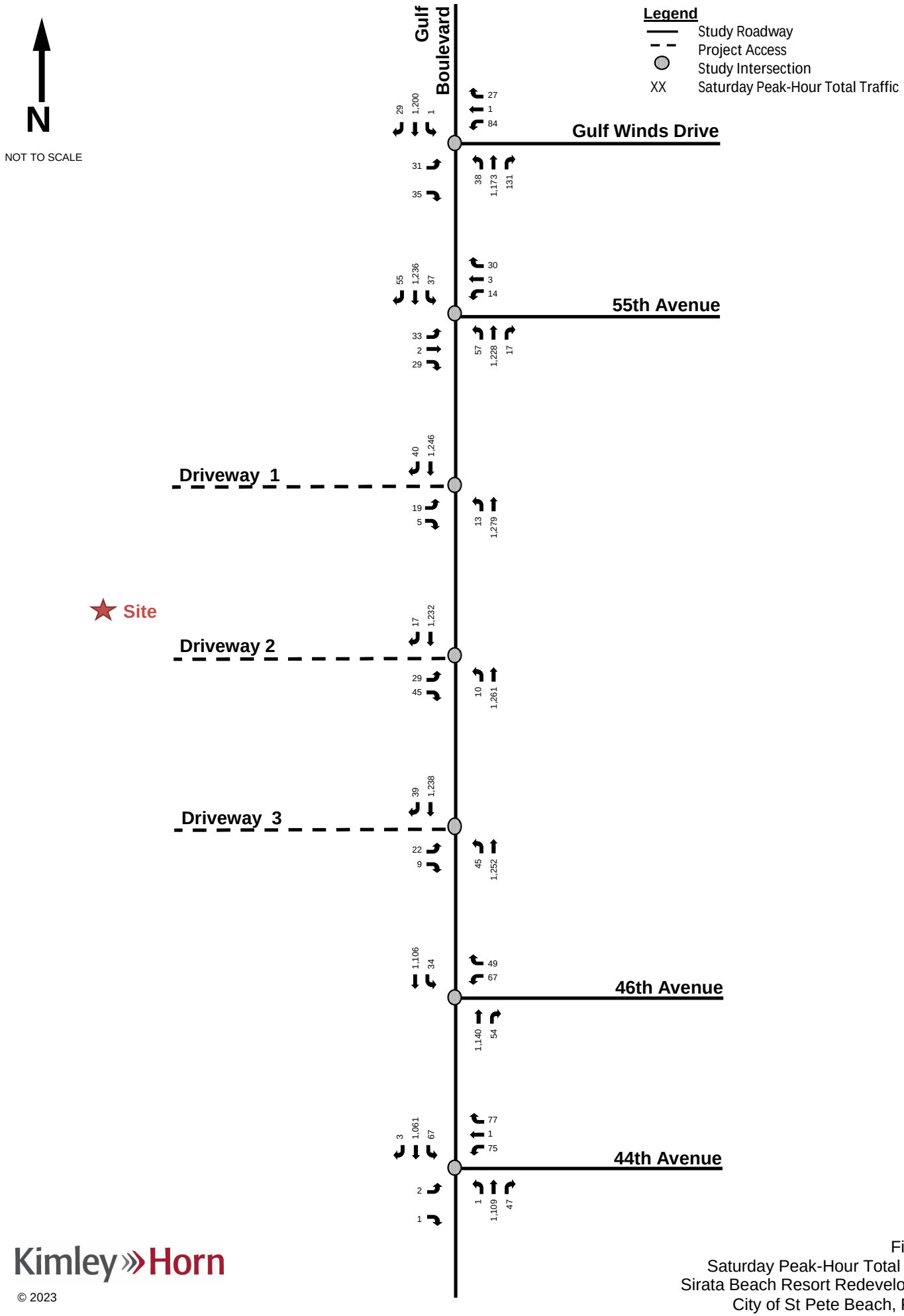

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Figure 5
Saturday Peak-Hour Total Traffic
Sirata Beach Resort Redevelopment
City of St Pete Beach, Florida

Roadway Capacity Analysis

A roadway capacity analysis was conducted for the study area roadway segments based upon the service volumes included in the Pinellas County 2023 Annual Level of Service Report. The previously identified study area roadway segments were evaluated for existing, future background, and future total volumes during the Saturday peak-hour. The following roadway segments were analyzed:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

The LOS D service volumes and peak-hour roadway volumes included in the Pinellas County *2023 Annual Level of Service Report* were utilized in the analysis. When compared to the turning movement counts collected along Gulf Boulevard on Saturday August 5, 2023, the peak-hour volumes from the Pinellas County *2023 Annual Level of Service Report* along Gulf Boulevard were greater than the Saturday counts, and, thus, utilized in this analysis. Since the peak-hour roadway volumes from this document were collected in 2022, the peak-hour roadway volumes were grown by a 2.0% growth rate for three (3) years to determine future 2025 background volumes, with the addition of Saturday peak-hour vested project traffic from the proposed Miramar Beach Resort development and Corey Landings development. Total roadway volumes for the roadway analysis were calculated by adding project traffic to the future 2025 background roadway volumes.

The results of the analysis are summarized in Table 4 and indicate that the study area roadway segments are anticipated to have sufficient capacity at buildout of the proposed redevelopment based upon the peak-hour directional capacity volumes in the Pinellas County 2023 *Annual Level of Service Report*. Thus, the study area roadway segments are anticipated to operate at acceptable LOS conditions during the Saturday peak hour.

Table 2: Saturday Roadway Segment Capacity Analysis

LINK NO.	ROADWAY	FROM	TO	SERVICE VOLUMES		DIRECTIONAL EXISTING (2022) VOLUMES	DIRECTIONAL EXISTING (2023) VOLUMES	DIRECTIONAL BACKGROUND (2025) VOLUMES	DIRECTIONAL VESTED TRAFFIC (MIRAMAR AND COREY LANDINGS DEVELOPMENTS)	PROJECT TRAFFIC			DIRECTIONAL FUTURE TOTAL (2025) VOLUME	EXCEED SERVICE VOLUME?
				EXISTING LANEAGE	LOS D SERVICE VOLUME PEAK-HOUR DIRECTIONAL VOLUME					DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME		
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	4	1,630	1,128	1,151	1,198	21	Eastbound	49%	39	1,258	No
										Westbound	49%	50	1,269	No
		Blind Pass Road	Shore Drive South	4	1,630	1,128	1,151	1,198	71	Eastbound	43%	34	1,303	No
										Westbound	43%	44	1,313	No
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	6	3,020	1,571	1,602	1,667	63	Eastbound	40%	32	1,762	No
										Westbound	40%	41	1,771	No
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	4	1,630	1,215	1,239	1,289	25	Northbound	48%	38	1,352	No
										Southbound	48%	49	1,363	No
		Blind Pass Road	64th Avenue	4	1,630	1,215	1,239	1,289	38	Northbound	54%	43	1,370	No
										Southbound	54%	55	1,382	No
		64th Avenue	Gulf Winds Drive	4	1,630	1,215	1,239	1,289	36	Northbound	55%	44	1,369	No
										Southbound	55%	56	1,381	No
		Gulf Winds Drive	59th Avenue	4	1,630	1,215	1,239	1,289	33	Northbound	58%	46	1,368	No
										Southbound	58%	59	1,381	No
		59th Avenue	Project Access	4	1,630	1,215	1,239	1,289	34	Northbound	63%	50	1,373	No
										Southbound	63%	64	1,387	No
		Project Access	Pinellas Bayway	4	1,630	1,215	1,239	1,289	34	Northbound	29%	30	1,353	No
										Southbound	29%	23	1,346	No
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	4	1,630	1,126	1,149	1,195	20	Eastbound	25%	20	1,235	No
										Westbound	25%	26	1,241	No
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	4	1,630	813	829	862	17	Northbound	10%	8	887	No
										Southbound	10%	10	889	No
--		75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	--	73[2]	76	16	Northbound	6%	5	97	No
							55[2]	57	16	Southbound	6%	6	79	No
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	2	718[1]	--	159[2]	165	25	Northbound	3%	2	192	No
							187[2]	195	26	Southbound	3%	3	224	No

1. Estimated utilizing Table 4 of FDOT's Generalized Level of Service Volume Tables (1330*0.90*0.60 = 718)
2. The p.m. peak-hour turning movement counts collected at the study area intersections were utilized for this segment because it was not included in the Pinellas County *2023 Annual Level of Service Report*.

Intersection Analysis

An intersection analysis was conducted during the Saturday peak-hour for the existing, future background, and future total conditions. The intersection analysis was conducted in *Synchro*, Version 11, software, which utilizes the methodologies provided in the *Highway Capacity Manual (HCM), 6th Edition.* The study intersections were analyzed for a maximum 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. Current signal timing information was provided by the Pinellas County and incorporated into the analysis. As documented in the study area section of this report, the following intersections were included in the analysis:

- Gulf Boulevard & Gulf Winds Drive
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Project Driveway 1 (North Driveway)
- Gulf Boulevard & Project Driveway 2 (Center Driveway)
- Gulf Boulevard & Project Driveway 3 (South Driveway)
- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue

During the Saturday peak-hour, the study area intersections are anticipated to operate with a v/c ratio of less than 1.0 for each lane approach for existing, future background, and future total intersection conditions. A summary of maximum v/c ratios by approach are provided in Table 3.

Synchro output worksheets for the Saturday peak-hour operational analysis are attached.

Table 3: Saturday Peak-Hour Intersection Operational Analysis

Intersection	Control Type	Existing Conditions (2023) v/c Ratio (Background Conditions (2025) v/c Ratio) [Total Conditions (2025) v/c Ratio]												Overall LOS
		Eastbound			Westbound			Northbound			Southbound			
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Gulf Boulevard & Gulf Winds Drive	Signalized	0.56			0.44			0.11	0.46		--	0.42		A
		(0.57)			(0.45)			(0.12)	(0.49)		--	(0.45)		A
		[0.57]			[0.47]			[0.13]	[0.50]		--	[0.47]		A
Gulf Boulevard & 55th Avenue	Signalized	0.48			0.20			0.12	0.39		0.09	0.41		A
		(0.49)			(0.21)			(0.13)	(0.42)		(0.09)	(0.44)		A
		[0.49]			[0.27]			[0.14]	[0.44]		[0.10]	[0.46]		A
Gulf Boulevard & Driveway 1	TWSC	--			--			--	--		--			--
		--			--			--	--		--			
		[0.16]			--			[0.03]	--		--			
Gulf Boulevard & Driveway 2	TWSC	0.16			--			0.06	--		--			--
		(0.17)			--			(0.07)	--		--			
		[0.30]			--			[0.02]	--		--			
Gulf Boulevard & Driveway 3	TWSC	--			--			--			--			--
		--			--			--			--			
		[0.20]			--			[0.09]	--		--			
Gulf Boulevard & 46th Avenue	TWSC	--			0.46			--			0.06	--		--
		--			(0.53)			--			(0.06)	--		
		--			[0.55]			--			[0.06]	--		
Gulf Boulevard & 44th Avenue	Signalized	0.01			0.35	0.33		--	0.48		0.16	0.37		A
		(0.01)			(0.36)	(0.35)		--	(0.52)		(0.18)	(0.40)		A
		[0.01]			[0.36]	[0.35]		--	[0.53]		[0.18]	[0.40]		A

Turn Lane Evaluation

Turn lane warrant thresholds were reviewed to determine the need for exclusive turn lanes at the existing project driveways. Guidelines for determining the need for a right-turn lane were utilized based upon the FDOT *Access Management Guidebook* which recommends an exclusive right-turn lane when the right-turning movements are 80 vehicles per hour for a multilane roadway with a posted speed limit below 45 mph.

As documented previously, access to the site is provided through the following existing access connections:

- Project Driveway 1: Full-access connection along Gulf Boulevard (North Driveway)
  - Project Driveway 1 is intended for primary use by the patrons of the proposed JW Marriot on the northern portion of the site
- Project Driveway 2: Full-access connection along Gulf Boulevard (Center Driveway)
  - Project Driveway 2 is intended for primary use by service and utility vehicles and secondary use by any patrons entering/exiting the site
- Project Driveway 3: Full-access connection along Gulf Boulevard (South Driveway)
  - Project Driveway 3 is intended for primary use by patrons of the Sirata Beach Resort and proposed Hampton Inn

For any existing turn lanes, the existing total turn lane length was analyzed based upon the deceleration distance required by the FDOT Florida Design Manual (FDM) *Exhibit* 212-1 and the calculated queue length from the methodologies of the *Highway Capacity Manual (HCM), 6th Edition*.

Project Driveway 1: Full-access connection along Gulf Boulevard (North Driveway)

As identified in Figure 5, there are anticipated to be 40 southbound right-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 13 northbound left-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 1 based upon the results of the intersection analysis.

Project Driveway 2: Full-access connection along Gulf Boulevard (Center Driveway)

As identified in Figure 5, there are anticipated to be 17 southbound right-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 10 northbound left-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 2 based upon the results of the intersection analysis.

Project Driveway 3: Full-access connection along Gulf Boulevard (South Driveway)

As identified in Figure 5, there are anticipated to be 39 southbound right-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Therefore, an exclusive southbound right-turn lane is not warranted based upon the FDOT *Access Management Guidebook*. Additionally, there are anticipated to be 45 northbound left-turns per hour during the Saturday peak-hour at buildout of the proposed redevelopment. Northbound left turning project traffic volumes are anticipated to utilize the existing two-way left-turn lane along Gulf Boulevard to enter the site. The 95th percentile northbound left-turn queue is anticipated to be less than one (1) vehicle at Project Driveway 3 based upon the results of the intersection analysis.

Conclusion

Per the request of the City of St. Pete Beach staff, this analysis provides an evaluation of the transportation impacts of the proposed Sirata Beach Resort redevelopment during the Saturday peak-hour. The proposed redevelopment is located along the west side of Gulf Boulevard between 55th Avenue and Punta Vista Drive at 5300 Gulf Boulevard in the City of St. Pete Beach, Florida.

The 15.36-acre project site is currently a resort hotel with 382 rooms and is proposed to include up to 226 resort hotel rooms, 290 hotel rooms, and 130 hotel rooms (limited service) upon final buildout of the site. Access to the site is provided through three (3) existing full-access connections along Gulf Boulevard.

Based upon the results of the roadway segment analysis conducted for the existing, future background, and future total roadway conditions, the study area roadway segments are anticipated to operate at an acceptable level of service through buildout of the proposed redevelopment in year 2025 for the Saturday peak-hour. Based upon the intersection analysis, the study area intersections are anticipated to operate acceptably with a v/c ratio of less than 1.0 for each lane approach at buildout of the proposed redevelopment for the Saturday peak-hour. Based on the turn lane analysis, exclusive southbound right-turn lanes are not anticipated to be warranted at the project driveways.

As documented in the *Sirata Beach Resort TIA*, the findings of this Saturday peak-hour analysis are consistent and similar to the findings for the p.m. peak-hour.

After your review of this analysis, please let us know if you have any questions or comments.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Becca (Rebecca) Bond, P.E.
Project Manager

Tarek Elfallah, E.I.
Transportation Analyst

Attachments:
Raw Turning Movement Counts
Peak Season Conversion Factor Report
Future Vested Traffic Documentation
Volume Development Worksheets
Synchro Output Worksheets

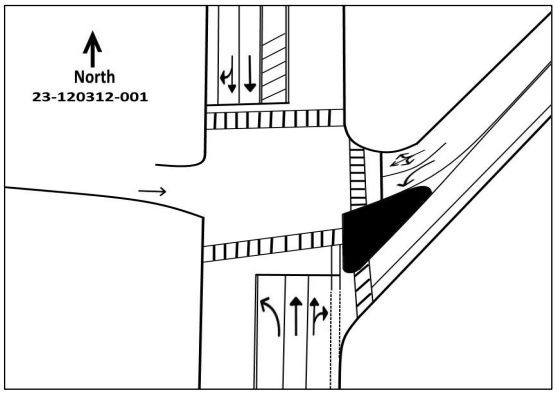
LOCATION: Gulf Blvd/SR 699 & Gulf Winds Dr
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-001
DATE: 08/05/2023

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor: 0.71

National Data & Surveying Services



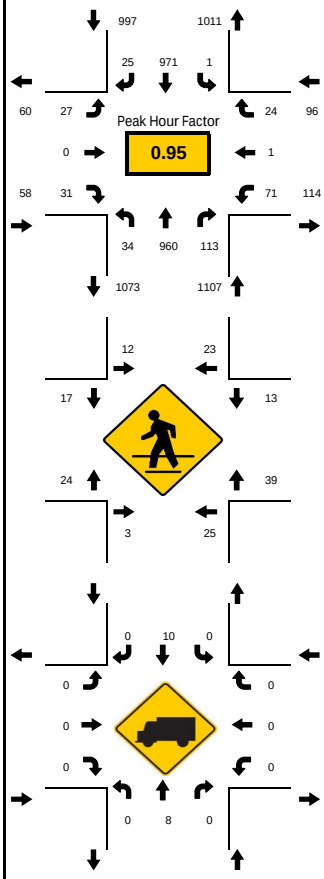
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Gulf Winds Dr Eastbound					Gulf Winds Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	2	47	3	0	0	1	28	0	0	0	2	0	1	0	0	1	0	1	0	0	86	327
12:15 AM	1	46	4	0	0	0	46	1	0	0	1	0	5	1	4	1	0	3	0	2	109	285
12:30 AM	1	34	2	0	0	0	32	0	0	0	0	0	0	0	0	2	0	1	0	1	72	222
12:45 AM	1	26	3	0	0	0	25	2	0	0	0	0	0	0	0	1	0	2	0	0	60	192
1:00 AM	3	21	2	0	0	0	17	0	0	0	0	0	0	0	0	0	0	1	0	0	44	170
1:15 AM	1	20	0	0	0	0	17	4	0	1	1	0	2	0	2	1	0	0	0	0	46	168
1:30 AM	0	19	0	0	0	0	18	1	0	0	3	0	0	0	0	1	0	0	0	0	42	150
1:45 AM	0	10	0	0	0	0	24	1	1	0	1	0	0	0	0	1	0	0	0	0	38	133
2:00 AM	1	19	0	0	0	0	21	0	0	0	1	0	0	0	0	0	0	0	0	0	42	133
2:15 AM	1	12	1	0	0	0	10	1	0	0	1	0	2	0	1	0	0	0	0	0	28	114
2:30 AM	0	8	2	0	0	0	12	0	1	0	0	0	0	0	0	1	0	1	0	1	25	106
2:45 AM	0	13	1	0	0	0	19	1	0	0	0	0	0	0	0	2	0	2	0	1	38	103
3:00 AM	2	8	0	0	0	0	10	0	0	0	1	0	0	0	0	2	0	0	0	0	23	79
3:15 AM	0	13	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	20	74
3:30 AM	0	7	0	0	0	0	10	1	0	0	2	0	2	0	1	0	0	0	0	0	22	73
3:45 AM	1	9	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	14	82
4:00 AM	0	7	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18	96
4:15 AM	3	6	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	1	0	1	19	99
4:30 AM	0	5	0	0	0	0	20	1	0	1	2	0	2	0	1	1	0	0	0	0	31	123
4:45 AM	1	10	0	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	28	129
5:00 AM	0	5	0	0	0	0	13	1	0	0	1	0	1	0	0	0	0	0	0	0	21	149
5:15 AM	0	16	0	0	0	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	43	174
5:30 AM	0	11	0	0	0	0	24	1	0	1	1	0	0	0	0	0	0	0	0	0	37	192
5:45 AM	0	8	1	0	0	0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	48	248
6:00 AM	0	17	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	46	331
6:15 AM	1	22	0	0	0	0	36	2	0	0	0	0	0	0	0	0	0	0	0	0	61	407
6:30 AM	0	35	2	0	0	0	49	3	0	0	0	0	0	0	0	2	1	1	0	1	93	489
6:45 AM	2	40	1	0	0	0	80	4	0	0	0	0	1	0	1	3	0	0	0	0	131	550
7:00 AM	0	47	2	0	0	0	61	2	0	0	2	0	2	0	1	5	0	1	0	0	122	646
7:15 AM	1	57	5	0	0	0	73	2	0	0	1	0	1	0	0	3	0	0	0	0	143	524
7:30 AM	1	62	4	0	0	0	79	2	0	0	1	0	2	0	2	3	0	0	0	0	154	381
7:45 AM	0	80	9	0	0	0	127	4	0	0	3	0	1	0	0	1	0	2	0	2	227	227

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	4	320	36	0	0	0	508	16	0	0	12	0	8	0	8	20	0	8	0	8	**932**
Heavy Trucks	0	24	0			0	16	4			0	0	0			0	0	0			**44**
Pedestrians		4					24					40					12				**80**
Bicycles	0	8	4			0	32	0			0	0	0			4	0	0			**48**
Railroad																					
Stopped Buses																					

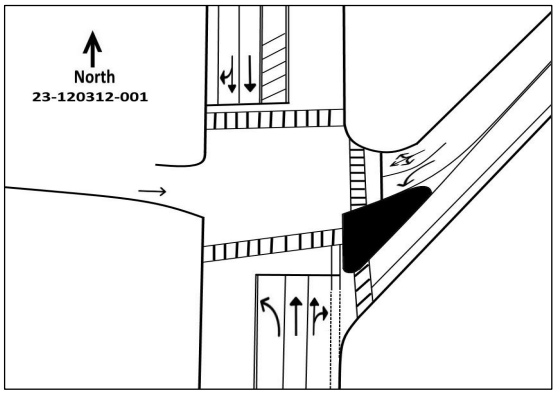
LOCATION: Gulf Blvd/SR 699 & Gulf Winds Dr
CITY/STATE: St Pete Beach, FL

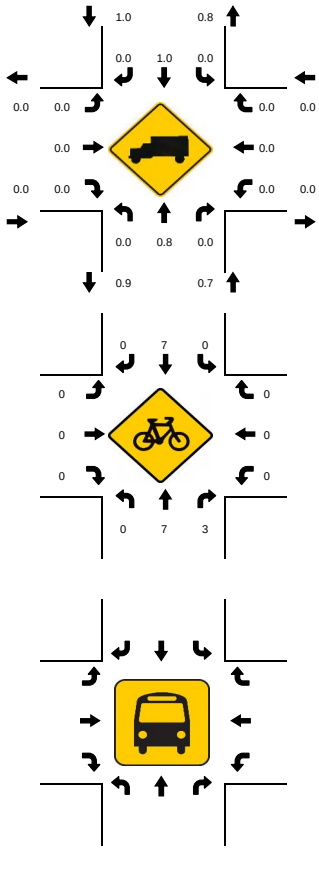
PROJECT ID: 23-120312-001
DATE: 08/05/2023

Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 03:15 PM - 03:30 PM



National Data & Surveying Services





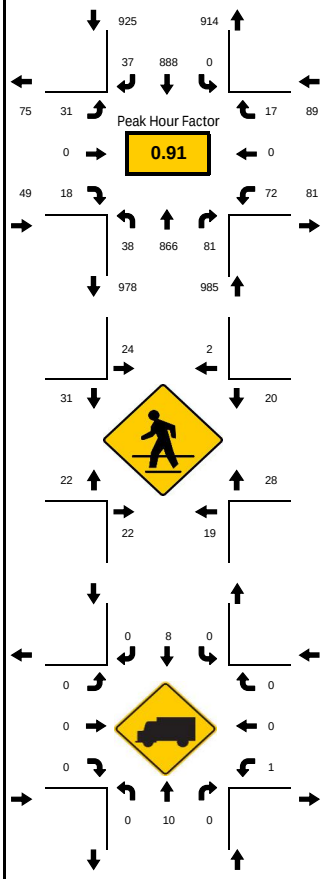
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Gulf Winds Dr Eastbound					Gulf Winds Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
8:00 AM	1	104	6	0	0	1	83	2	0	0	1	0	1	0	0	6	1	1	0	0	207	1132
8:15 AM	5	102	12	0	0	0	135	4	0	0	1	0	6	0	2	7	0	3	0	2	275	1259
8:30 AM	4	115	10	0	0	0	145	4	0	0	4	0	3	0	3	11	0	1	0	1	297	1374
8:45 AM	3	157	6	0	0	0	155	7	0	0	2	0	5	0	4	15	1	2	0	2	353	1430
9:00 AM	7	124	9	0	0	0	172	5	0	0	5	0	6	0	1	5	0	1	0	0	334	1537
9:15 AM	6	160	11	0	0	0	191	5	0	0	3	0	5	0	3	8	0	1	0	1	390	1603
9:30 AM	5	158	10	0	0	0	156	4	0	0	2	0	6	0	2	11	0	1	0	1	353	1620
9:45 AM	5	202	19	0	0	0	196	6	0	0	7	0	6	0	0	17	1	1	0	0	460	1748
10:00 AM	9	165	22	0	0	0	173	5	0	0	1	0	8	0	4	13	1	3	0	0	400	1741
10:15 AM	5	190	18	0	0	0	169	3	1	0	3	0	4	0	2	13	0	2	0	0	407	1785
10:30 AM	6	202	22	0	0	0	220	5	0	0	5	0	6	0	2	13	1	1	0	0	481	1883
10:45 AM	7	187	16	0	0	0	203	5	0	0	9	1	7	0	1	17	0	1	0	0	453	1866
11:00 AM	12	172	14	0	0	0	203	4	0	0	8	0	12	0	3	15	1	3	0	1	444	1894
11:15 AM	10	201	21	0	0	0	227	8	1	1	6	0	14	0	4	18	0	0	0	0	505	1976
11:30 AM	7	200	24	0	0	0	203	8	0	0	4	0	2	0	1	15	0	1	0	0	464	1952
11:45 AM	14	200	21	0	0	0	200	11	0	1	8	0	5	0	2	21	0	1	0	1	481	1972
12:00 PM	8	202	22	1	0	1	256	6	0	0	2	0	2	0	2	18	0	9	0	3	526	2057
12:15 PM	2	213	17	0	0	0	223	4	0	0	4	0	5	0	4	10	0	3	0	1	481	2027
12:30 PM	10	216	12	0	0	0	207	7	0	0	4	0	2	0	2	22	0	4	0	3	484	2071
12:45 PM	8	241	24	0	0	0	256	8	0	0	5	0	2	0	1	14	1	7	0	5	566	2067
1:00 PM	4	215	23	0	0	0	226	7	0	1	2	0	4	0	0	11	0	4	0	3	496	2035
1:15 PM	2	245	16	0	0	0	222	9	0	0	7	0	3	0	3	16	0	5	0	5	525	2047
1:30 PM	4	202	31	0	0	1	215	4	0	0	3	0	7	0	2	12	0	1	0	0	480	1991
1:45 PM	1	233	26	0	0	0	235	6	0	0	4	0	5	0	2	20	0	4	0	2	534	2007
2:00 PM	5	214	26	0	0	0	223	6	0	0	2	0	4	0	3	17	0	11	0	7	508	2042
2:15 PM	10	186	28	0	0	0	208	7	0	0	4	0	4	0	1	20	0	2	0	0	469	2068
2:30 PM	7	222	21	0	0	1	213	9	0	1	4	0	2	0	1	14	0	3	0	1	496	2195
2:45 PM	10	221	35	0	0	1	260	6	0	0	8	0	11	0	3	14	0	3	0	2	569	2258
3:00 PM	12	233	26	0	0	0	225	2	0	0	2	0	9	0	6	20	1	4	0	2	534	2207
3:15 PM	8	245	27	0	0	0	264	6	0	2	9	0	6	0	4	20	0	11	0	7	596	1673
3:30 PM	4	261	25	0	0	0	222	11	0	1	8	0	5	0	3	17	0	6	0	4	559	1077
3:45 PM	13	208	25	0	0	0	233	8	0	1	4	0	7	0	2	14	2	4	0	2	518	3062

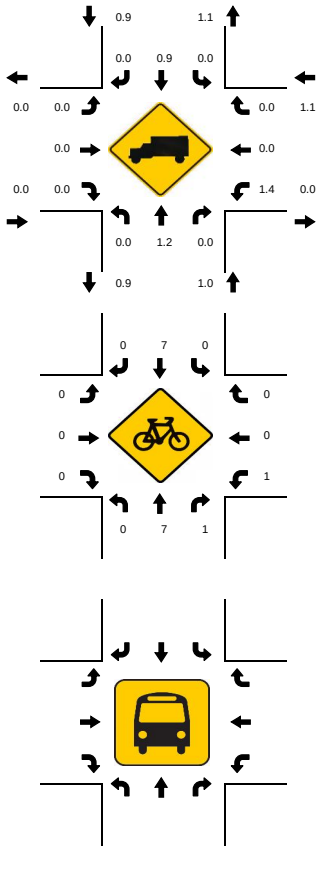
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	48	1044	140	0	0	4	1056	44	0	8	36	0	44	0	24	80	4	44	0	28	**2544**
Heavy Trucks	0	12	0			0	16	0			0	0	0			0	0	0			**28**
Pedestrians		80					60					68					116				**324**
Bicycles	0	12	4			0	12	0			0	0	0			0	0	0			**28**
Railroad																					
Stopped Buses																					

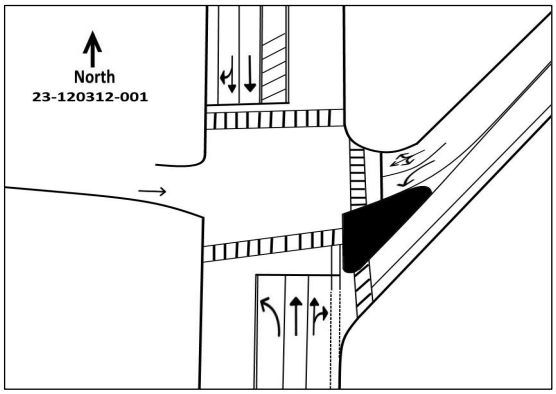
LOCATION: Gulf Blvd/SR 699 & Gulf Winds Dr
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-001
DATE: 08/05/2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







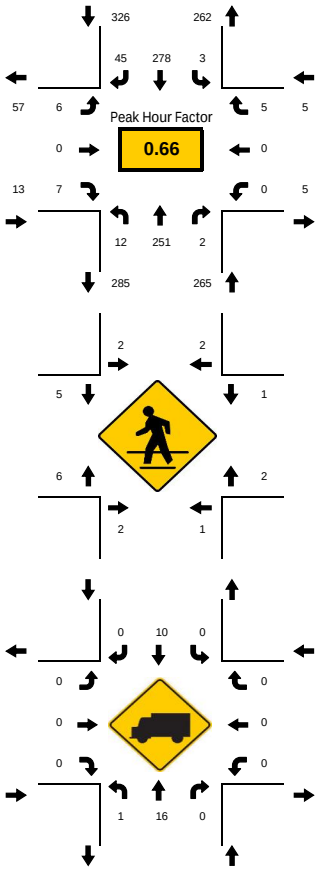
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Gulf Winds Dr Eastbound					Gulf Winds Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	11	226	31	0	0	0	243	7	0	3	4	0	6	0	3	15	1	3	0	0	547	2010
4:15 PM	6	205	21	0	0	0	216	8	1	1	8	0	7	0	4	12	0	6	0	4	490	2023
4:30 PM	3	218	19	0	0	0	205	1	0	0	3	0	11	0	4	9	0	1	0	1	470	2029
4:45 PM	8	209	14	0	0	0	235	8	0	0	3	0	5	0	3	19	0	2	0	1	503	2048
5:00 PM	11	241	26	0	0	0	236	9	0	0	11	0	4	0	1	16	0	6	0	6	560	2030
5:15 PM	8	194	17	0	0	0	227	14	0	0	8	0	4	0	1	19	0	5	0	4	496	1989
5:30 PM	11	222	24	0	0	0	190	6	0	0	9	0	5	0	3	18	0	4	0	2	489	1953
5:45 PM	10	216	17	0	0	0	191	13	2	2	5	0	12	0	6	13	0	6	0	2	485	1977
6:00 PM	7	225	22	0	0	1	220	7	0	0	10	0	10	0	6	12	1	4	0	3	519	2026
6:15 PM	8	203	16	0	0	0	193	6	0	0	7	0	12	0	4	11	0	4	0	2	460	1984
6:30 PM	7	210	11	0	0	0	238	9	0	0	7	0	13	0	4	14	0	4	0	4	513	1980
6:45 PM	9	231	21	0	0	0	232	8	0	2	12	0	9	0	5	11	0	1	0	1	534	1898
7:00 PM	6	200	19	0	0	0	208	11	0	1	14	0	9	0	4	8	1	1	0	1	477	1763
7:15 PM	7	182	8	0	0	0	220	5	0	0	9	0	7	0	3	13	1	4	0	4	456	1683
7:30 PM	7	167	18	0	0	0	209	6	0	0	3	0	8	0	1	10	1	2	0	2	431	1616
7:45 PM	5	163	15	0	0	0	183	6	0	3	5	0	3	0	1	14	0	5	0	3	399	1574
8:00 PM	4	177	7	0	0	0	176	9	0	0	3	0	6	0	2	12	0	3	0	0	397	1563
8:15 PM	3	150	14	0	0	0	190	7	0	0	5	0	7	0	4	10	1	2	0	2	389	1572
8:30 PM	7	199	14	1	0	0	148	3	0	0	4	0	9	0	3	2	0	2	0	1	389	1499
8:45 PM	8	198	16	0	0	0	136	4	1	0	3	0	8	0	4	12	0	2	0	1	388	1452
9:00 PM	5	204	30	0	0	0	138	10	1	0	6	0	4	0	1	5	0	3	0	1	406	1344
9:15 PM	3	153	11	0	0	0	123	5	0	1	7	0	4	0	1	6	0	4	0	4	316	1259
9:30 PM	3	180	7	0	0	0	122	5	0	0	1	0	7	0	5	14	0	3	0	3	342	1233
9:45 PM	2	116	18	0	0	0	120	3	0	0	8	0	2	0	2	6	0	5	0	3	280	1170
10:00 PM	4	147	9	0	0	0	131	12	0	0	3	0	11	0	5	3	0	1	0	0	321	1133
10:15 PM	7	131	4	0	0	0	108	19	1	0	9	0	8	0	3	3	0	0	0	0	290	1053
10:30 PM	4	142	8	0	0	1	105	3	0	0	6	0	4	0	2	5	1	0	0	0	279	957
10:45 PM	4	105	17	0	0	3	91	5	1	0	7	0	3	0	0	5	1	1	0	1	243	840
11:00 PM	4	114	5	0	0	0	90	8	0	0	8	0	7	0	3	2	0	3	0	1	241	728
11:15 PM	3	93	6	0	0	0	71	2	1	0	4	0	3	0	2	4	0	7	0	5	194	487
11:30 PM	0	84	7	0	0	2	57	4	0	0	3	0	2	0	1	2	0	1	0	0	162	293
11:45 PM	0	71	2	0	0	0	46	1	1	0	1	0	1	0	0	4	0	4	0	1	131	131

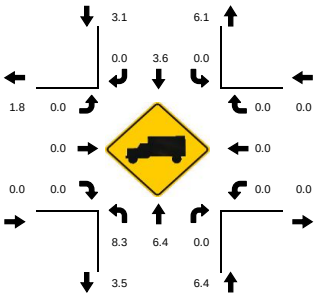
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	44	964	104	0	0	0	944	56	0	0	44	0	20	0	12	76	0	24	0	24	**2276**
Heavy Trucks	0	12	0			0	12	0			0	0	0			4	0	0			**28**
Pedestrians		56					80					68					116				**320**
Bicycles	0	12	4			0	16	0			0	0	0			4	0	0			**36**
Railroad																					
Stopped Buses																					

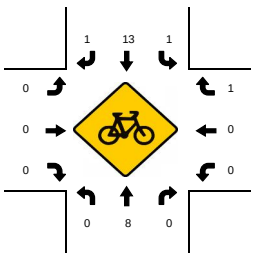
LOCATION: Gulf Blvd/SR 699 & 55th Ave
CITY/STATE: St Pete Beach, FL

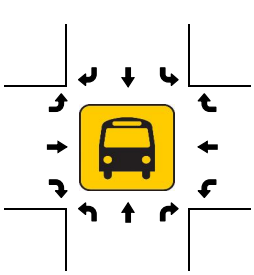
PROJECT ID: 23-120312-002
DATE: 08/05/2023

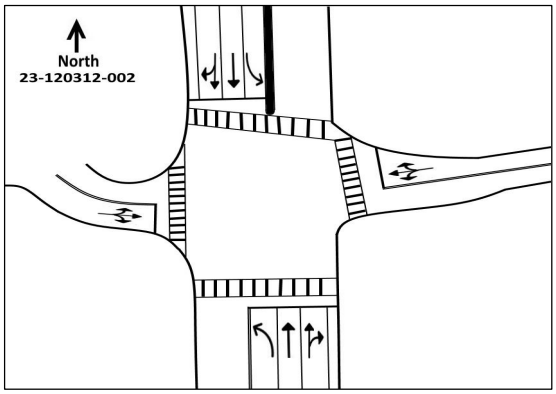
Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM











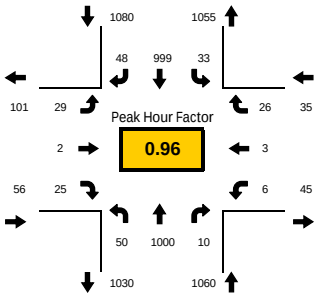
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					55th Ave Eastbound					55th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	0	49	0	0	0	1	30	4	0	0	0	0	1	0	0	1	0	0	0	0	86	308
12:15 AM	3	41	0	0	0	2	41	5	1	0	1	0	0	0	0	0	0	1	0	0	95	263
12:30 AM	0	31	0	0	0	1	30	2	0	0	2	1	1	0	1	0	0	0	0	0	68	211
12:45 AM	2	25	0	0	0	0	27	3	1	0	1	0	0	0	0	0	0	0	0	0	59	180
1:00 AM	1	18	0	1	0	1	17	1	1	0	0	0	0	0	0	0	0	1	0	0	41	156
1:15 AM	1	18	0	0	0	0	19	2	0	0	1	0	2	0	0	0	0	0	0	0	43	153
1:30 AM	1	16	0	0	0	0	14	3	0	0	1	0	2	0	0	0	0	0	0	0	37	133
1:45 AM	0	10	0	0	0	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	35	116
2:00 AM	0	18	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	38	108
2:15 AM	0	11	0	0	0	0	9	2	1	0	0	0	0	0	0	0	0	0	0	0	23	97
2:30 AM	0	10	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	20	93
2:45 AM	1	8	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	27	90
3:00 AM	1	9	0	0	0	1	14	1	0	0	0	0	1	0	0	0	0	0	0	0	27	78
3:15 AM	1	11	0	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0	19	73
3:30 AM	0	6	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	17	71
3:45 AM	0	11	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	15	81
4:00 AM	0	6	0	0	0	2	8	3	0	0	1	0	1	0	0	1	0	0	0	0	22	94
4:15 AM	0	6	0	0	0	0	7	2	0	0	1	0	0	0	0	1	0	0	0	0	17	94
4:30 AM	0	2	0	0	0	0	20	3	1	0	0	0	1	0	0	0	0	0	0	0	27	113
4:45 AM	1	8	0	0	0	0	12	4	0	0	2	0	0	0	0	0	0	1	0	0	28	123
5:00 AM	0	7	0	0	0	0	13	1	0	0	0	0	0	0	0	1	0	0	0	0	22	145
5:15 AM	0	8	0	0	0	0	24	1	0	0	2	0	0	0	0	0	0	1	0	0	36	176
5:30 AM	0	12	0	0	0	1	19	4	0	0	0	0	1	0	0	0	0	0	0	0	37	199
5:45 AM	2	8	0	0	0	1	33	4	0	0	0	0	0	0	0	1	0	1	0	0	50	250
6:00 AM	3	17	0	0	0	0	28	4	0	0	0	0	0	0	0	1	0	0	0	0	53	339
6:15 AM	2	18	0	0	0	1	31	5	0	0	2	0	0	0	0	0	0	0	0	0	59	400
6:30 AM	1	31	0	0	0	2	43	5	0	0	0	0	3	0	2	2	0	1	0	0	88	461
6:45 AM	7	45	0	0	0	0	78	6	0	0	2	0	1	0	0	0	0	0	0	0	139	519
7:00 AM	2	49	0	0	0	0	52	9	0	0	1	0	1	0	0	0	0	0	0	0	114	609
7:15 AM	2	51	0	0	0	0	54	9	0	1	1	0	1	0	0	0	0	2	0	2	120	495
7:30 AM	3	66	0	0	0	0	67	4	1	0	1	0	3	0	2	0	0	1	0	1	146	375
7:45 AM	5	85	2	0	0	2	105	23	0	1	3	0	2	0	2	0	0	2	0	2	229	229

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	340	8	0	0	8	420	92	4	4	12	0	12	0	8	0	0	8	0	8	**924**
Heavy Trucks	4	20	0			0	12	0			0	0	0			0		0	0		**36**
Pedestrians		4						8				32					8				**52**
Bicycles	0	12	0			4	28	4			0	0	0			0		0	4		**52**
Railroad																					
Stopped Buses																					

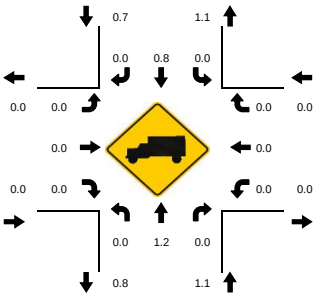
LOCATION: Gulf Blvd/SR 699 & 55th Ave
CITY/STATE: St Pete Beach, FL

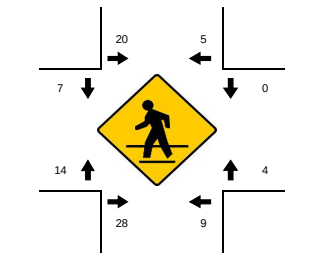
PROJECT ID: 23-120312-002
DATE: 08/05/2023

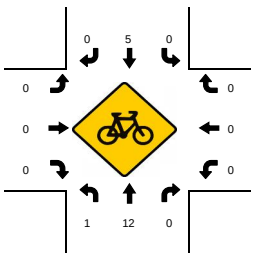
Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 02:45 PM - 03:00 PM

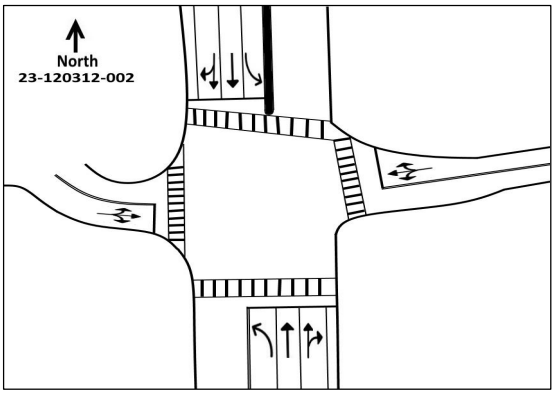


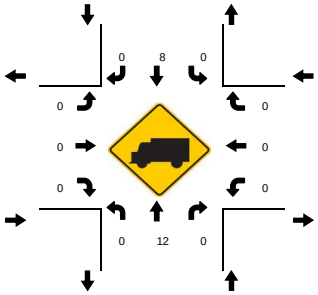
National Data & Surveying Services

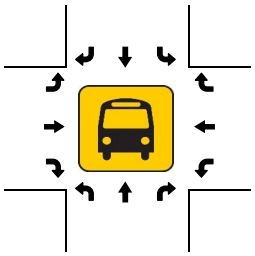












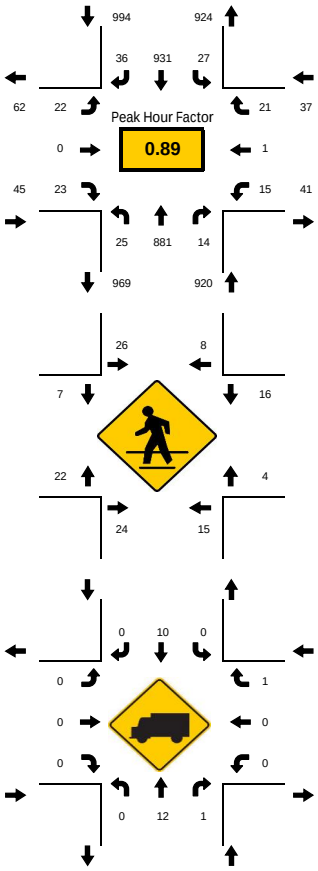
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					55th Ave Eastbound					55th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
8:00 AM	7	99	1	1	1	1	76	3	1	0	0	0	3	0	2	1	0	5	0	5	196	1123
8:15 AM	2	117	3	0	1	2	134	14	0	2	4	0	2	0	1	3	0	1	0	0	282	1273
8:30 AM	9	112	3	0	0	3	138	7	1	0	6	0	1	0	0	1	0	4	0	3	284	1402
8:45 AM	10	145	3	0	0	1	163	18	1	1	4	0	5	0	3	3	0	9	0	3	361	1512
9:00 AM	7	134	2	0	1	3	175	9	0	2	3	0	4	0	2	4	0	5	0	4	346	1592
9:15 AM	8	170	3	0	0	7	198	6	0	0	1	1	7	0	5	6	1	3	0	2	411	1701
9:30 AM	6	188	5	0	1	4	162	8	0	0	6	0	5	0	2	4	1	5	0	2	394	1732
9:45 AM	6	196	2	0	0	3	205	8	3	0	6	0	9	0	7	2	0	4	0	4	441	1829
10:00 AM	10	212	3	0	0	8	185	10	2	0	9	0	8	0	2	1	0	9	0	5	455	1870
10:15 AM	13	209	4	0	0	2	186	5	3	0	7	0	7	0	2	5	0	4	0	0	442	1863
10:30 AM	8	215	5	1	0	8	220	12	2	0	6	0	3	0	3	2	0	12	0	9	491	1949
10:45 AM	11	212	3	2	0	6	214	15	0	1	7	0	5	0	2	3	1	5	0	3	482	1912
11:00 AM	15	187	4	1	0	7	194	11	1	1	9	1	10	0	4	3	1	6	0	3	448	1921
11:15 AM	5	237	5	0	0	7	236	8	0	0	8	1	7	0	3	6	1	7	0	5	528	2012
11:30 AM	13	211	3	0	1	5	191	7	4	1	6	0	7	0	2	5	0	6	0	1	454	1944
11:45 AM	13	223	3	2	0	9	207	14	1	0	8	0	5	0	1	2	0	7	0	3	491	1980
12:00 PM	8	227	2	0	0	12	263	5	2	0	7	0	3	0	1	5	0	7	0	2	539	2017
12:15 PM	9	207	1	0	0	5	211	8	3	0	6	0	3	0	1	2	0	8	0	2	460	1928
12:30 PM	2	222	6	0	1	2	221	15	0	0	6	0	7	0	5	5	0	4	0	1	490	2022
12:45 PM	13	263	6	3	2	3	213	15	1	1	3	0	5	0	5	3	0	4	0	4	528	2004
1:00 PM	2	219	4	0	0	2	197	11	3	1	2	0	7	0	5	3	0	3	0	2	450	2003
1:15 PM	10	250	5	0	0	8	250	12	3	0	5	0	4	0	2	4	0	6	0	2	554	2062
1:30 PM	12	219	4	0	0	2	207	9	1	0	4	1	6	0	3	4	0	4	0	2	472	1982
1:45 PM	12	233	2	0	0	10	228	17	1	0	4	0	10	0	4	1	0	10	0	7	527	2004
2:00 PM	15	227	5	0	0	9	221	11	0	2	5	1	4	0	1	3	0	8	0	5	509	2052
2:15 PM	10	215	3	0	0	6	208	11	2	1	4	0	10	0	5	4	0	3	0	3	474	2058
2:30 PM	6	228	3	0	0	1	218	13	0	0	8	0	7	0	3	5	0	5	0	4	494	2160
2:45 PM	11	254	1	1	0	8	271	13	4	0	3	0	7	0	4	1	0	6	0	4	575	2220
3:00 PM	13	237	3	0	0	4	215	18	1	0	12	0	9	0	4	1	0	3	0	2	515	2142
3:15 PM	11	258	2	0	0	6	270	8	3	1	7	1	3	0	2	2	1	7	0	5	576	1627
3:30 PM	13	251	4	1	0	6	243	9	1	0	7	1	6	0	1	2	2	10	0	6	554	1051
3:45 PM	15	236	1	1	0	7	212	9	1	0	4	0	6	0	4	0	0	7	0	4	497	2929

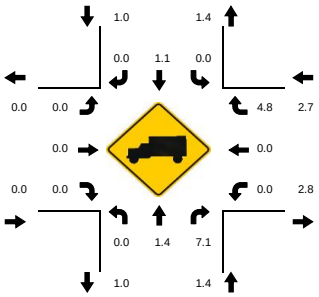
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	52	1032	16	4	0	32	1084	72	16	4	48	4	36	0	16	8	8	40	0	24	**2452**
Heavy Trucks	0	16	0			0	12	0			0	0	0			0		0	0		**28**
Pedestrians		52					40					44					8				**144**
Bicycles	4	24	0			0	8	0			0	0	0			0		0	0		**36**
Railroad																					
Stopped Buses																					

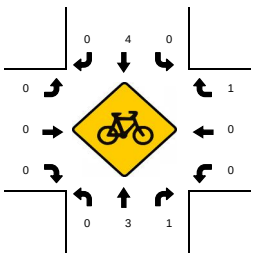
LOCATION: Gulf Blvd/SR 699 & 55th Ave
CITY/STATE: St Pete Beach, FL

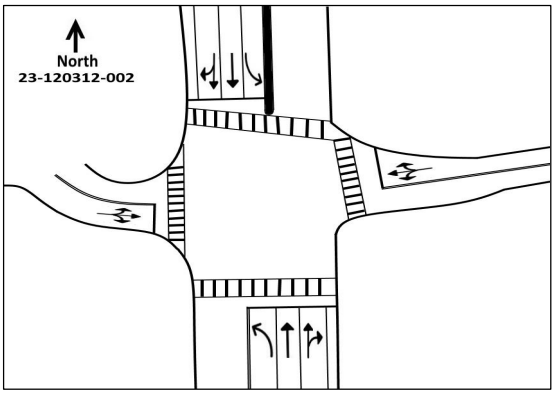
PROJECT ID: 23-120312-002
DATE: 08/05/2023

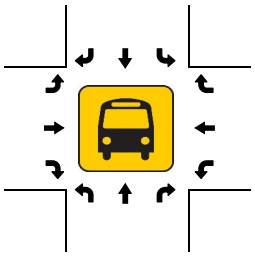
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM











National Data & Surveying Services

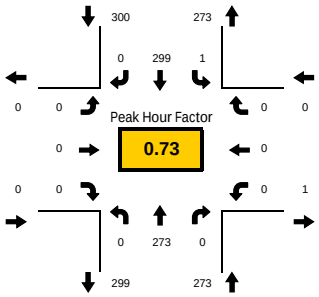
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					55th Ave Eastbound					55th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	11	233	5	0	0	3	249	15	0	0	8	2	7	0	3	3	2	9	0	7	547	1960
4:15 PM	8	197	4	0	0	4	203	14	1	0	5	0	7	0	4	1	0	3	0	2	447	1971
4:30 PM	3	224	3	0	0	6	221	12	2	1	5	0	5	0	5	4	1	5	0	5	491	1996
4:45 PM	9	220	5	0	0	4	212	7	1	0	6	0	4	0	3	1	0	6	0	5	475	1970
5:00 PM	9	237	3	0	0	5	266	12	1	1	6	0	7	1	2	4	0	7	0	6	558	1946
5:15 PM	4	200	3	0	0	7	232	5	1	0	4	0	7	0	4	6	0	3	0	2	472	1854
5:30 PM	9	242	4	0	0	2	177	7	1	0	5	0	4	0	4	5	0	9	0	4	465	1842
5:45 PM	11	199	2	2	0	2	205	9	3	0	8	0	7	0	7	1	0	2	0	0	451	1865
6:00 PM	6	209	3	0	0	2	225	7	0	0	5	0	3	0	1	3	1	2	0	2	466	1930
6:15 PM	4	209	0	0	0	5	205	7	0	0	5	0	13	0	4	4	0	8	0	7	460	1914
6:30 PM	5	210	2	0	0	4	227	18	1	1	6	0	11	0	5	3	0	1	0	1	488	1847
6:45 PM	13	245	2	0	0	4	221	16	1	0	5	0	4	0	1	2	0	3	0	3	516	1793
7:00 PM	4	197	2	0	0	9	210	7	4	0	8	0	1	0	0	1	0	7	0	6	450	1673
7:15 PM	6	177	1	0	0	2	178	12	0	2	5	0	5	0	2	4	0	3	0	2	393	1602
7:30 PM	4	183	3	0	0	3	222	8	0	2	4	0	3	0	3	2	0	2	0	1	434	1589
7:45 PM	3	166	1	0	0	4	198	9	1	1	4	0	6	0	2	1	0	3	0	2	396	1568
8:00 PM	8	154	1	0	0	1	184	10	1	3	8	0	7	0	3	2	0	3	0	1	379	1546
8:15 PM	8	164	1	0	0	8	182	6	1	0	0	0	4	0	2	2	0	4	0	2	380	1590
8:30 PM	9	215	0	0	0	8	147	12	2	0	2	0	6	0	4	4	0	8	0	4	413	1539
8:45 PM	4	206	0	1	0	2	150	3	1	1	2	0	3	0	3	1	0	1	0	1	374	1437
9:00 PM	16	226	2	0	0	6	148	4	2	0	4	1	8	0	7	1	1	4	0	3	423	1333
9:15 PM	5	161	1	0	0	5	134	3	3	0	5	0	6	0	5	0	0	6	0	5	329	1194
9:30 PM	6	144	2	0	1	2	137	6	2	0	5	0	3	0	0	1	0	3	0	2	311	1117
9:45 PM	4	121	2	0	0	5	119	10	0	0	5	0	2	0	0	0	0	2	0	2	270	1066
10:00 PM	5	132	2	0	0	0	119	14	0	1	3	0	6	0	2	1	0	2	0	1	284	1013
10:15 PM	2	115	1	0	0	3	106	14	3	0	2	0	1	0	1	0	0	5	0	3	252	940
10:30 PM	1	133	2	0	0	4	97	10	0	0	8	0	1	0	0	1	0	3	0	1	260	875
10:45 PM	7	106	0	0	0	2	92	2	0	0	2	0	2	0	0	3	0	1	0	1	217	750
11:00 PM	3	96	0	0	0	4	86	10	0	0	7	0	3	0	0	0	0	2	0	1	211	653
11:15 PM	6	89	1	1	0	3	73	5	0	0	4	0	2	0	1	1	1	1	0	0	187	442
11:30 PM	4	65	0	0	0	1	56	4	0	0	1	0	4	0	2	0	0	0	0	0	135	255
11:45 PM	4	61	2	0	0	0	46	2	0	0	3	0	1	0	0	1	0	0	0	0	120	120

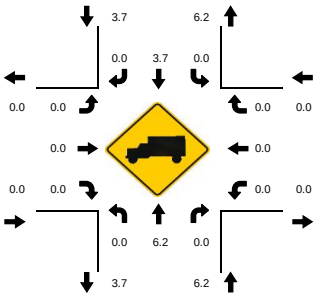
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	36	948	20	0	0	28	1064	48	8	4	24	0	28	4	20	24	4	28	0	24	**2264**
Heavy Trucks	0	20	4			0	16	0			0	0	0			0	0	4			**44**
Pedestrians		64					52					44					36				**196**
Bicycles	0	8	4			0	8	0			0	0	0			0	0	4			**24**
Railroad																					
Stopped Buses																					

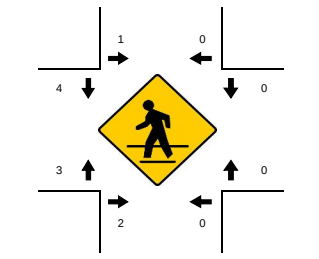
LOCATION: Gulf Blvd/SR 699 & Sirata Beach Resort Dwy
CITY/STATE: St Pete Beach, FL

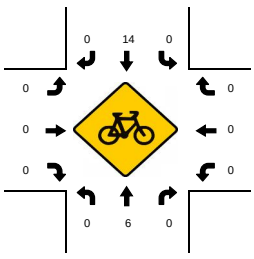
PROJECT ID: 23-120312-003
DATE: 08/05/2023

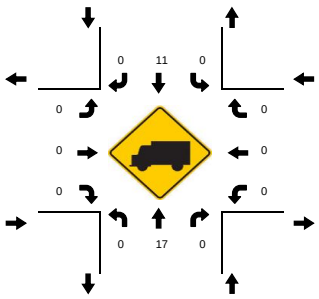
Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

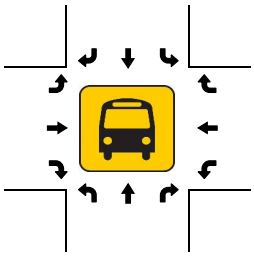


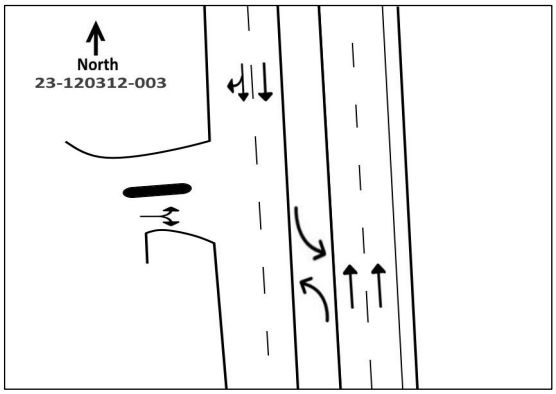












National Data & Surveying Services

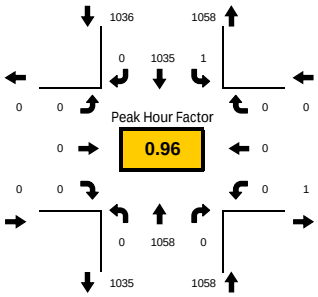
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Sirata Beach Resort Dwy Eastbound					Sirata Beach Resort Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	0	45	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	75	268
12:15 AM	0	41	0	0	0	0	41	0	0	0	0	0	0	0	0	0	0	0	0	0	82	230
12:30 AM	0	30	0	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	59	189
12:45 AM	0	25	0	0	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	0	52	161
1:00 AM	0	20	0	0	0	0	16	0	1	0	0	0	0	0	0	0	0	0	0	0	37	142
1:15 AM	0	21	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	41	144
1:30 AM	0	15	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	31	123
1:45 AM	0	10	0	0	0	0	22	0	1	0	0	0	0	0	0	0	0	0	0	0	33	111
2:00 AM	0	18	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	39	105
2:15 AM	0	11	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	20	91
2:30 AM	0	9	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	19	88
2:45 AM	0	9	0	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	27	82
3:00 AM	0	10	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	25	68
3:15 AM	0	12	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	17	59
3:30 AM	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13	55
3:45 AM	0	10	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	13	64
4:00 AM	0	3	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	16	72
4:15 AM	0	6	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13	77
4:30 AM	0	2	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	22	98
4:45 AM	0	8	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	21	106
5:00 AM	0	7	0	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21	128
5:15 AM	0	9	0	0	0	0	24	0	1	0	0	0	0	0	0	0	0	0	0	0	34	157
5:30 AM	0	10	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30	175
5:45 AM	0	10	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	0	0	43	224
6:00 AM	0	20	0	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	50	311
6:15 AM	0	20	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	52	370
6:30 AM	0	34	0	0	0	0	45	0	0	0	0	0	0	0	0	0	0	0	0	0	79	451
6:45 AM	0	48	0	0	0	0	82	0	0	0	0	0	0	0	0	0	0	0	0	0	130	508
7:00 AM	0	54	0	0	0	0	55	0	0	0	0	0	0	0	0	0	0	0	0	0	109	573
7:15 AM	0	63	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	133	464
7:30 AM	0	66	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	0	136	331
7:45 AM	0	90	0	0	0	0	104	0	1	0	0	0	0	0	0	0	0	0	0	0	195	195

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	0	360	0	0	0	0	416	0	4	0	0	0	0	0	0	0	0	0	0	0	**780**
Heavy Trucks	0	20	0			0	12	0			0	0	0			0	0	0			**32**
Pedestrians		8					4					12					0				**24**
Bicycles	0	8	0			0	28	0			0	0	0			0	0	0			**36**
Railroad																					
Stopped Buses																					

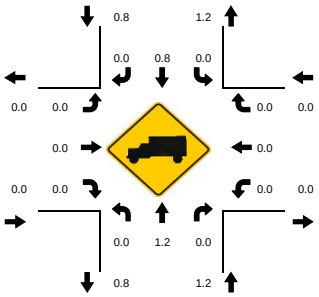
LOCATION: Gulf Blvd/SR 699 & Sirata Beach Resort Dwy
CITY/STATE: St Pete Beach, FL

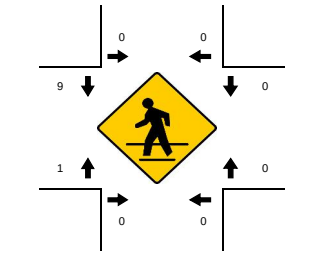
PROJECT ID: 23-120312-003
DATE: 08/05/2023

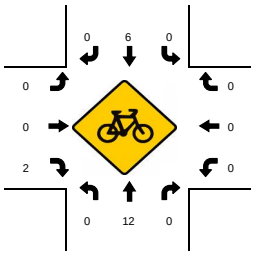
Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 02:45 PM - 03:00 PM

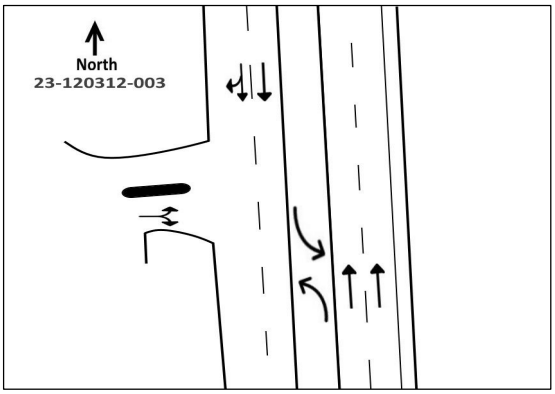


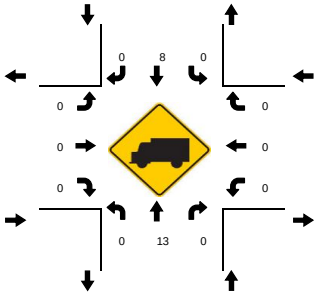
National Data & Surveying Services

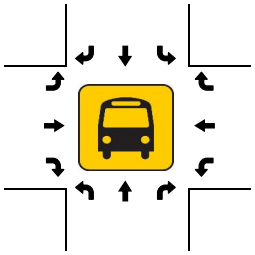












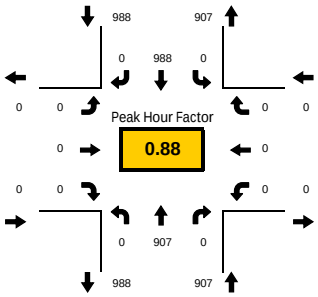
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Sirata Beach Resort Dwy Eastbound					Sirata Beach Resort Dwy Westbound						Hourly
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	Total
8:00 AM	0	108	0	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	0	193	1036
8:15 AM	0	117	0	0	0	0	140	0	0	0	0	0	0	0	0	0	0	0	0	0	257	1175
8:30 AM	0	121	0	0	0	0	134	0	0	0	0	0	0	0	0	0	0	0	0	0	255	1300
8:45 AM	0	159	0	0	0	0	172	0	0	0	0	0	0	0	0	0	0	0	0	0	331	1410
9:00 AM	0	144	0	0	0	0	188	0	0	0	0	0	0	0	0	0	0	0	0	0	332	1518
9:15 AM	0	171	0	1	0	0	211	0	2	0	0	0	0	0	0	0	0	0	0	0	382	1605
9:30 AM	0	192	0	0	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	365	1638
9:45 AM	0	211	0	1	0	0	228	0	1	0	0	0	0	0	0	0	0	0	0	0	439	1719
10:00 AM	0	223	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	0	0	419	1716
10:15 AM	0	210	0	0	0	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	415	1712
10:30 AM	0	221	0	0	0	0	225	0	0	0	0	0	0	0	0	0	0	0	0	0	446	1788
10:45 AM	0	215	0	0	0	0	221	0	0	0	0	0	0	0	0	0	0	0	0	0	436	1774
11:00 AM	0	201	0	0	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	415	1810
11:15 AM	0	235	0	0	0	0	256	0	0	0	0	0	0	0	0	0	0	0	0	0	491	1899
11:30 AM	0	228	0	0	0	0	204	0	0	0	0	0	0	0	0	0	0	0	0	0	432	1849
11:45 AM	0	242	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	0	0	472	1876
12:00 PM	0	232	0	1	0	0	272	0	0	0	0	0	0	0	0	0	0	0	0	0	504	1957
12:15 PM	0	227	0	0	0	0	214	0	0	0	0	0	0	0	0	0	0	0	0	0	441	1894
12:30 PM	0	225	0	0	0	0	234	0	0	0	0	0	0	0	0	0	0	0	0	0	459	1970
12:45 PM	0	293	0	0	0	0	260	0	0	0	0	0	0	0	0	0	0	0	0	0	553	1951
1:00 PM	0	236	0	0	0	0	205	0	0	0	0	0	0	0	0	0	0	0	0	0	441	1898
1:15 PM	0	250	0	0	0	0	267	0	0	0	0	0	0	0	0	0	0	0	0	0	517	1943
1:30 PM	0	230	0	0	0	0	210	0	0	0	0	0	0	0	0	0	0	0	0	0	440	1869
1:45 PM	0	255	0	1	0	0	245	0	0	0	0	0	0	0	0	0	0	0	0	0	500	1882
2:00 PM	0	252	0	0	0	0	234	0	1	0	0	0	0	0	0	0	0	0	0	0	486	1924
2:15 PM	0	226	0	0	0	0	217	0	0	0	0	0	0	0	0	0	0	0	0	0	443	1942
2:30 PM	0	226	0	0	0	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	453	2026
2:45 PM	0	260	0	0	0	0	282	0	1	0	0	0	0	0	0	0	0	0	0	0	542	2093
3:00 PM	0	270	0	0	0	0	234	0	0	0	0	0	0	0	0	0	0	0	0	0	504	2035
3:15 PM	0	258	0	0	0	0	269	0	0	0	0	0	0	0	0	0	0	0	0	0	527	1531
3:30 PM	0	270	0	0	0	0	250	0	0	0	0	0	0	0	0	0	0	0	0	0	520	1004
3:45 PM	0	249	0	0	0	0	235	0	0	0	0	0	0	0	0	0	0	0	0	0	484	2692

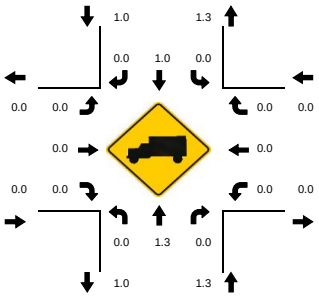
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	1080	0	0	0	0	1128	0	4	0	0	0	0	0	0	0	0	0	0	0	**2212**
Heavy Trucks	0	16	0			0	12	0			0	0	0			0		0	0		**28**
Pedestrians		0						0				20					0				**20**
Bicycles	0	24	0			0	8	0			0	0	8			0		0	0		**40**
Railroad																					
Stopped Buses																					

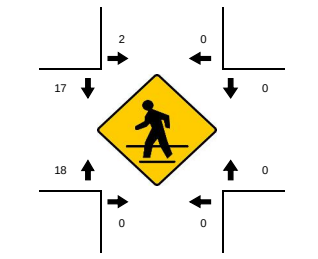
LOCATION: Gulf Blvd/SR 699 & Sirata Beach Resort Dwy
CITY/STATE: St Pete Beach, FL

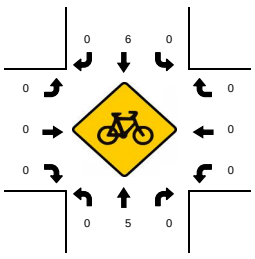
PROJECT ID: 23-120312-003
DATE: 08/05/2023

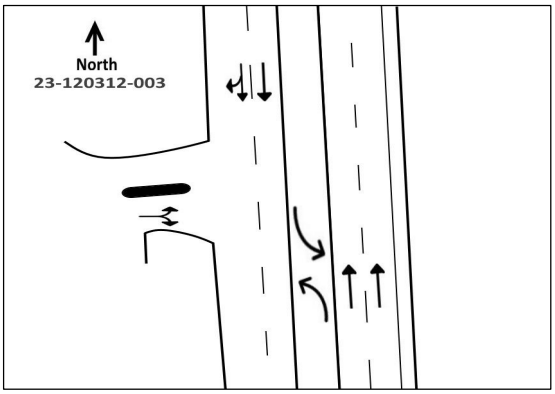
Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

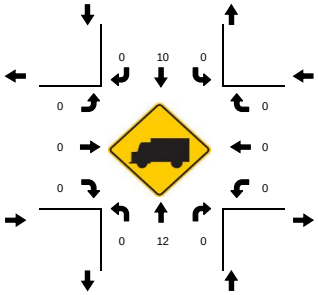


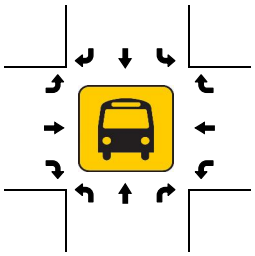












National Data & Surveying Services

15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Sirata Beach Resort Dwy Eastbound					Sirata Beach Resort Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	244	0	0	0	0	264	0	0	0	0	0	0	0	0	0	0	0	0	0	508	1847
4:15 PM	0	226	0	0	0	0	207	0	0	0	0	0	0	0	0	0	0	0	0	0	433	1878
4:30 PM	0	213	0	0	0	0	237	0	0	0	0	0	0	0	0	0	0	0	0	0	450	1895
4:45 PM	0	239	0	0	0	0	217	0	0	0	0	0	0	0	0	0	0	0	0	0	456	1876
5:00 PM	0	247	0	0	0	0	292	0	0	0	0	0	0	0	0	0	0	0	0	0	539	1868
5:15 PM	0	208	0	0	0	0	242	0	0	0	0	0	0	0	0	0	0	0	0	0	450	1770
5:30 PM	0	248	0	0	0	0	183	0	0	0	0	0	0	0	0	0	0	0	0	0	431	1763
5:45 PM	0	221	0	0	0	0	227	0	0	0	0	0	0	0	0	0	0	0	0	0	448	1809
6:00 PM	0	214	0	1	0	0	225	0	1	0	0	0	0	0	0	0	0	0	0	0	441	1852
6:15 PM	0	218	0	0	0	0	223	0	2	0	0	0	0	0	0	0	0	0	0	0	443	1829
6:30 PM	0	225	0	0	0	0	251	0	1	0	0	0	0	0	0	0	0	0	0	0	477	1764
6:45 PM	0	256	0	1	0	0	234	0	0	0	0	0	0	0	0	0	0	0	0	0	491	1717
7:00 PM	0	207	0	0	0	0	211	0	0	0	0	0	0	0	0	0	0	0	0	0	418	1597
7:15 PM	0	185	0	0	0	0	193	0	0	0	0	0	0	0	0	0	0	0	0	0	378	1534
7:30 PM	0	196	0	1	0	0	233	0	0	0	0	0	0	0	0	0	0	0	0	0	430	1521
7:45 PM	0	162	0	0	0	0	209	0	0	0	0	0	0	0	0	0	0	0	0	0	371	1480
8:00 PM	0	164	0	0	0	0	191	0	0	0	0	0	0	0	0	0	0	0	0	0	355	1486
8:15 PM	0	176	0	0	0	0	189	0	0	0	0	0	0	0	0	0	0	0	0	0	365	1527
8:30 PM	0	223	0	0	0	0	166	0	0	0	0	0	0	0	0	0	0	0	0	0	389	1470
8:45 PM	0	217	0	0	0	0	160	0	0	0	0	0	0	0	0	0	0	0	0	0	377	1374
9:00 PM	0	241	0	0	0	0	154	0	1	0	0	0	0	0	0	0	0	0	0	0	396	1247
9:15 PM	0	170	0	0	0	0	138	0	0	0	0	0	0	0	0	0	0	0	0	0	308	1113
9:30 PM	0	152	0	0	0	0	141	0	0	0	0	0	0	0	0	0	0	0	0	0	293	1032
9:45 PM	0	125	0	0	0	0	125	0	0	0	0	0	0	0	0	0	0	0	0	0	250	967
10:00 PM	0	139	0	0	0	0	123	0	0	0	0	0	0	0	0	0	0	0	0	0	262	926
10:15 PM	0	118	0	0	0	0	109	0	0	0	0	0	0	0	0	0	0	0	0	0	227	846
10:30 PM	0	129	0	0	0	0	99	0	0	0	0	0	0	0	0	0	0	0	0	0	228	791
10:45 PM	0	112	0	0	0	0	97	0	0	0	0	0	0	0	0	0	0	0	0	0	209	691
11:00 PM	0	94	0	0	0	0	88	0	0	0	0	0	0	0	0	0	0	0	0	0	182	600
11:15 PM	0	97	0	0	0	0	75	0	0	0	0	0	0	0	0	0	0	0	0	0	172	418
11:30 PM	0	68	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	128	246
11:45 PM	0	68	0	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	118	118

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	0	988	0	0	0	0	1168	0	0	0	0	0	0	0	0	0	0	0	0	0	**2156**
Heavy Trucks	0	16	0			0	16	0			0	0	0			0	0	0			**32**
Pedestrians		0					8					60					0				**68**
Bicycles	0	12	0			0	12	0			0	0	0			0	0	0			**24**
Railroad																					
Stopped Buses																					

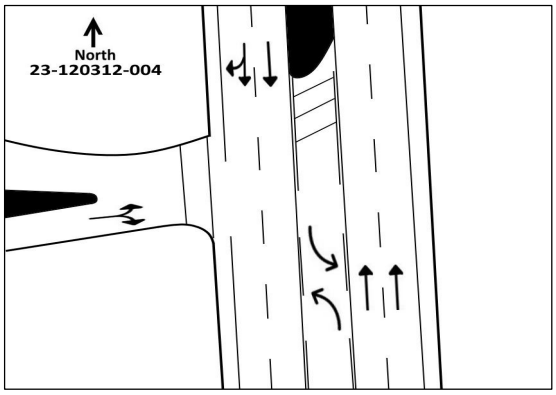
LOCATION: Gulf Blvd/SR 699 & Compass Grille Dwy
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-004
DATE: 08/05/2023

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor: 0.73

National Data & Surveying Services



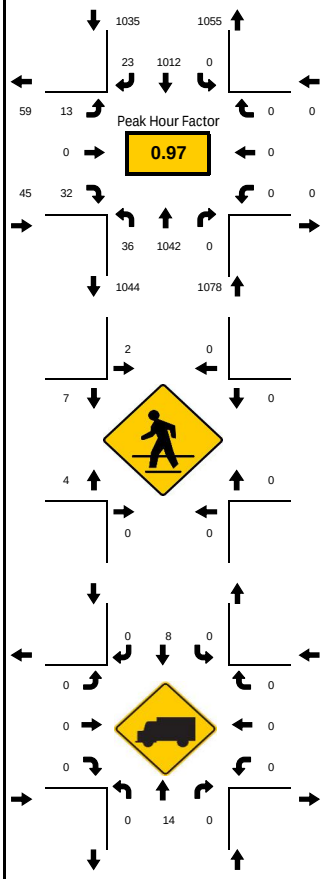
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Compass Grille Dwy Eastbound					Compass Grille Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	3	43	0	0	0	0	33	1	0	0	2	0	3	0	0	0	0	0	0	0	85	290
12:15 AM	2	40	0	0	0	0	38	2	0	0	3	0	2	0	0	0	0	0	0	0	87	243
12:30 AM	3	27	0	0	0	0	30	1	0	0	1	0	1	0	0	0	0	0	0	0	63	197
12:45 AM	1	25	0	0	0	0	25	3	0	0	1	0	0	0	0	0	0	0	0	0	55	166
1:00 AM	0	18	0	0	0	0	17	1	0	0	2	0	0	0	0	0	0	0	0	0	38	143
1:15 AM	0	20	0	0	0	0	19	0	0	0	1	0	1	0	0	0	0	0	0	0	41	150
1:30 AM	1	12	0	0	0	0	16	1	0	0	2	0	0	0	0	0	0	0	0	0	32	129
1:45 AM	0	10	0	0	0	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	32	119
2:00 AM	3	16	0	0	0	0	20	1	0	0	3	0	2	0	0	0	0	0	0	0	45	114
2:15 AM	1	9	0	0	0	0	9	0	0	0	1	0	0	0	0	0	0	0	0	0	20	96
2:30 AM	1	11	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	22	97
2:45 AM	0	9	0	0	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	27	88
3:00 AM	0	10	0	0	0	0	13	2	0	0	2	0	0	0	0	0	0	0	0	0	27	74
3:15 AM	2	12	0	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	21	64
3:30 AM	0	5	0	0	0	0	6	1	0	0	1	0	0	0	0	0	0	0	0	0	13	56
3:45 AM	0	9	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	13	65
4:00 AM	0	3	0	0	0	0	12	1	0	0	0	0	1	0	0	0	0	0	0	0	17	74
4:15 AM	0	5	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	13	80
4:30 AM	0	2	0	0	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	22	102
4:45 AM	0	9	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	22	111
5:00 AM	1	7	0	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	23	135
5:15 AM	1	7	0	0	0	0	23	1	0	0	2	0	1	0	0	0	0	0	0	0	35	166
5:30 AM	0	10	0	0	0	0	19	1	0	0	0	0	1	0	0	0	0	0	0	0	31	182
5:45 AM	1	9	0	0	0	0	31	1	0	0	1	0	3	0	0	0	0	0	0	0	46	234
6:00 AM	1	20	0	0	0	0	27	2	0	0	2	0	2	0	0	0	0	0	0	0	54	318
6:15 AM	0	20	0	0	0	0	30	1	0	0	0	0	0	0	0	0	0	0	0	0	51	379
6:30 AM	0	33	0	0	0	0	44	1	0	0	1	0	4	0	0	0	0	0	0	0	83	460
6:45 AM	1	46	0	1	0	0	78	0	0	0	2	0	2	0	0	0	0	0	0	0	130	521
7:00 AM	1	53	0	0	0	0	57	0	0	0	2	0	2	0	0	0	0	0	0	0	115	594
7:15 AM	0	59	0	0	0	0	65	3	0	0	3	0	2	0	0	0	0	0	0	0	132	479
7:30 AM	3	68	0	0	0	0	62	3	0	0	1	0	7	0	0	0	0	0	0	0	144	347
7:45 AM	4	83	0	0	0	0	100	8	0	0	5	0	3	0	0	0	0	0	0	0	203	203

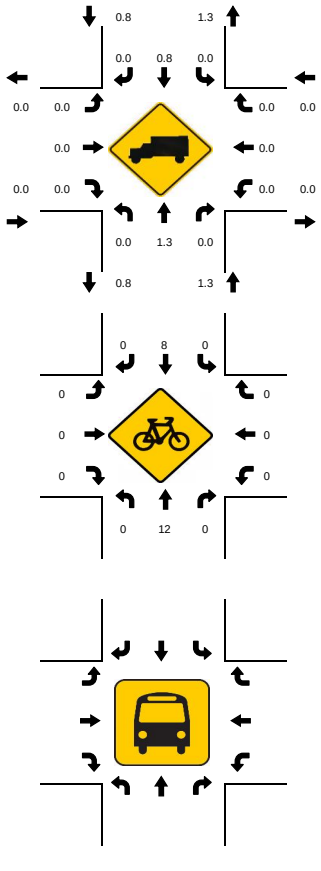
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	16	332	0	0	0	0	400	32	0	0	20	0	28	0	0	0	0	0	0	0	**828**
Heavy Trucks	0	24	0			0	16	0			0	0	0			0		0	0		**40**
Pedestrians		4						8				12					0				**24**
Bicycles	0	8	0			0	28	0			0	0	0			0		0	0		**36**
Railroad																					
Stopped Buses																					

LOCATION: Gulf Blvd/SR 699 & Compass Grille Dwy
CITY/STATE: St Pete Beach, FL

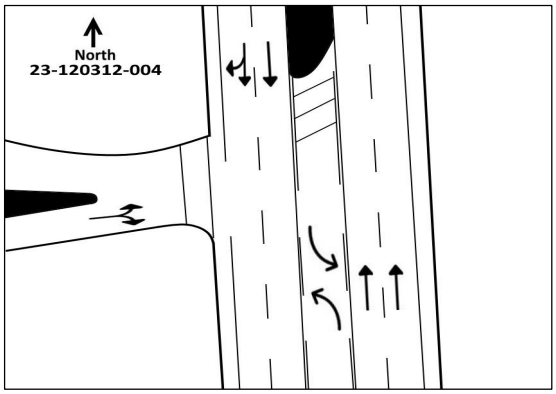
PROJECT ID: 23-120312-004
DATE: 08/05/2023

Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 02:45 PM - 03:00 PM





National Data & Surveying Services



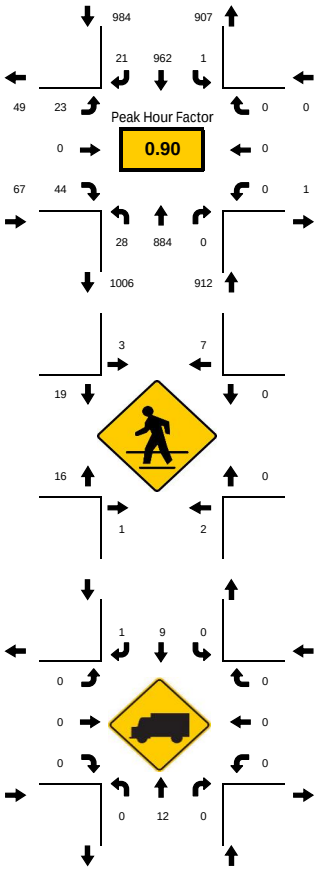
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Compass Grille Dwy Eastbound					Compass Grille Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
8:00 AM	4	99	0	0	0	0	84	1	0	0	9	0	4	0	0	0	0	0	0	0	201	1077
8:15 AM	5	112	0	0	0	0	132	8	0	0	4	0	6	0	0	0	0	0	0	0	267	1221
8:30 AM	0	111	0	0	0	0	126	4	0	0	10	0	13	0	0	0	0	0	0	0	264	1353
8:45 AM	2	152	0	0	0	0	166	8	0	0	7	0	10	0	0	0	0	0	0	0	345	1458
9:00 AM	5	137	0	0	0	0	183	8	0	0	6	0	6	0	0	0	0	0	0	0	345	1573
9:15 AM	2	168	0	0	0	0	202	9	0	0	7	0	11	0	0	0	0	0	0	0	399	1653
9:30 AM	5	182	0	1	0	0	162	8	0	0	8	0	4	0	0	0	0	0	0	0	369	1688
9:45 AM	11	202	0	1	0	0	224	7	0	0	9	0	7	0	0	0	0	0	0	0	460	1775
10:00 AM	2	218	0	1	0	0	188	5	0	0	6	0	6	0	0	0	0	0	0	0	425	1782
10:15 AM	6	201	0	0	0	0	200	8	0	0	8	0	11	0	0	0	0	0	0	0	434	1783
10:30 AM	7	212	0	0	0	0	215	8	0	0	8	0	6	0	0	0	0	0	0	0	456	1852
10:45 AM	14	206	0	0	0	0	217	6	0	0	10	0	14	0	0	0	0	0	0	0	467	1845
11:00 AM	7	187	0	0	0	0	210	4	0	0	12	0	6	0	0	0	0	0	0	0	426	1873
11:15 AM	6	227	0	0	0	0	248	4	0	0	11	0	7	0	0	0	0	0	0	0	503	1961
11:30 AM	5	221	0	0	0	0	204	4	0	0	5	0	10	0	0	0	0	0	0	0	449	1926
11:45 AM	10	245	0	0	0	0	222	8	0	0	0	0	10	0	0	0	0	0	0	0	495	1956
12:00 PM	6	223	0	0	0	0	264	6	0	0	7	0	8	0	0	0	0	0	0	0	514	2024
12:15 PM	12	220	0	1	0	0	210	7	0	0	10	0	9	1	0	0	0	0	0	0	468	1969
12:30 PM	7	223	0	1	0	0	222	11	0	0	4	0	12	0	0	0	0	0	0	0	479	2029
12:45 PM	11	281	0	1	0	0	247	12	0	0	6	0	6	0	0	0	0	0	0	0	563	2014
1:00 PM	6	238	0	2	0	0	202	5	0	0	2	0	6	0	0	0	0	0	0	0	459	1965
1:15 PM	8	247	0	2	0	0	261	8	0	0	0	0	4	0	0	0	0	0	0	0	528	2010
1:30 PM	14	228	0	0	0	0	200	9	0	0	4	0	9	0	0	0	0	0	0	0	464	1941
1:45 PM	5	247	0	2	0	0	238	9	0	0	6	0	9	0	0	0	0	0	0	0	514	1948
2:00 PM	10	253	0	0	0	0	229	3	0	0	3	0	6	0	0	0	0	0	0	0	504	1989
2:15 PM	8	221	0	2	0	0	211	8	0	0	1	0	10	0	0	0	0	0	0	0	459	2000
2:30 PM	6	228	0	0	0	0	226	2	0	0	2	0	7	0	0	0	0	0	0	0	471	2095
2:45 PM	11	250	0	0	0	0	274	6	0	0	8	0	6	0	0	0	0	0	0	0	555	2156
3:00 PM	8	268	0	1	0	0	227	5	0	0	0	0	7	0	0	0	0	0	0	0	515	2093
3:15 PM	8	257	0	0	0	0	263	8	0	0	4	0	14	0	0	0	0	0	0	0	554	1578
3:30 PM	7	267	0	1	0	0	248	4	0	0	1	0	5	0	0	0	0	0	0	0	532	1024
3:45 PM	4	246	0	0	0	0	228	5	0	0	4	0	5	0	0	0	0	0	0	0	492	2824

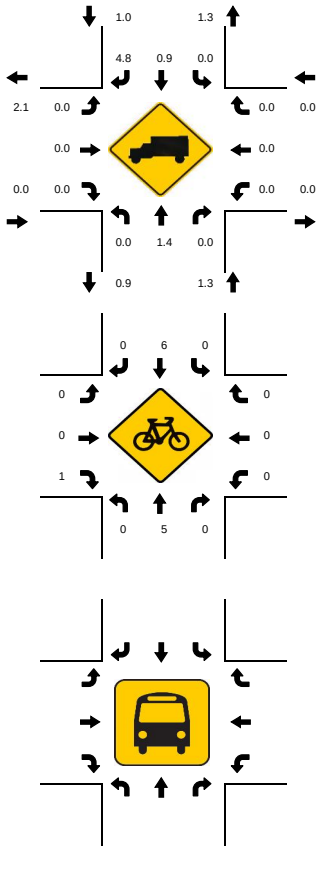
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	44	1072	0	4	0	0	1096	32	0	0	32	0	56	0	0	0	0	0	0	0	**2336**
Heavy Trucks	0	16	0			0	12	0			0	0	0			0		0	0		**28**
Pedestrians		0					8					16					0				**24**
Bicycles	0	24	0			0	12	0			0	0	0			0		0	0		**36**
Railroad																					
Stopped Buses																					

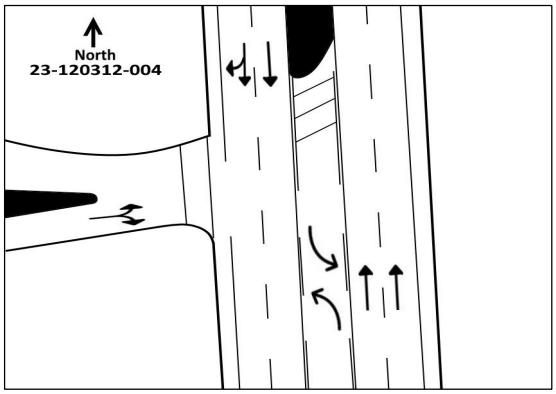
LOCATION: Gulf Blvd/SR 699 & Compass Grille Dwy
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-004
DATE: 08/05/2023

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







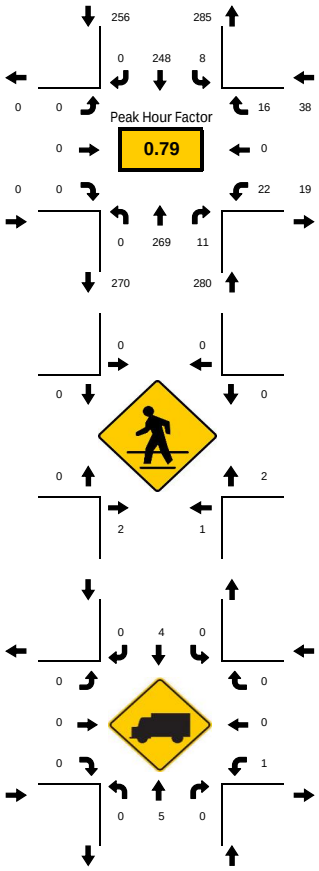
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					Compass Grille Dwy Eastbound					Compass Grille Dwy Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	9	235	0	0	0	0	257	8	1	0	8	0	2	0	0	0	0	0	0	0	520	1925
4:15 PM	14	221	0	0	0	0	201	6	0	0	4	0	11	0	0	0	0	0	0	0	457	1953
4:30 PM	4	203	0	0	0	0	227	8	0	0	10	0	16	0	0	0	0	0	0	0	468	1963
4:45 PM	11	238	0	1	0	0	212	7	0	0	4	0	7	0	0	0	0	0	0	0	480	1945
5:00 PM	5	238	0	0	0	0	287	2	0	0	6	0	10	0	0	0	0	0	0	0	548	1942
5:15 PM	7	205	0	0	0	0	236	4	1	0	3	0	11	0	0	0	0	0	0	0	467	1847
5:30 PM	6	239	0	1	0	0	176	9	0	0	8	0	11	0	0	0	0	0	0	0	450	1835
5:45 PM	8	221	0	1	0	0	225	4	0	0	5	0	13	0	0	0	0	0	0	0	477	1892
6:00 PM	6	203	0	0	0	0	221	4	0	0	7	0	12	0	0	0	0	0	0	0	453	1913
6:15 PM	6	213	0	1	0	0	215	7	0	0	5	0	8	0	0	0	0	0	0	0	455	1900
6:30 PM	11	221	0	0	0	0	249	4	0	0	5	0	17	0	0	0	0	0	0	0	507	1839
6:45 PM	9	249	0	0	0	0	229	4	0	0	7	0	0	0	0	0	0	0	0	0	498	1777
7:00 PM	11	198	0	1	0	0	209	4	0	0	9	0	8	0	0	0	0	0	0	0	440	1662
7:15 PM	8	178	0	0	0	0	183	7	0	0	8	0	10	0	0	0	0	0	0	0	394	1594
7:30 PM	6	190	0	0	0	0	230	7	0	0	6	0	6	0	0	0	0	0	0	0	445	1581
7:45 PM	6	157	0	1	0	0	206	3	0	0	6	0	4	0	0	0	0	0	0	0	383	1539
8:00 PM	6	161	0	1	0	0	180	11	0	0	2	0	11	0	0	0	0	0	0	0	372	1548
8:15 PM	8	171	0	0	0	0	179	9	1	0	5	0	8	0	0	0	0	0	0	0	381	1584
8:30 PM	7	213	0	1	0	0	159	4	0	0	9	0	10	0	0	0	0	0	0	0	403	1528
8:45 PM	7	212	0	1	0	0	159	4	0	0	5	0	4	0	0	0	0	0	0	0	392	1430
9:00 PM	11	230	0	0	0	0	146	5	1	0	11	0	4	0	0	0	0	0	0	0	408	1298
9:15 PM	6	166	0	0	0	0	130	10	0	0	3	0	10	0	0	0	0	0	0	0	325	1165
9:30 PM	9	143	0	0	0	0	124	16	0	0	9	0	4	0	0	0	0	0	0	0	305	1077
9:45 PM	5	118	0	0	0	0	120	6	0	0	9	0	2	0	0	0	0	0	0	0	260	1010
10:00 PM	5	133	0	1	0	0	114	7	0	0	4	0	11	0	0	0	0	0	0	0	275	974
10:15 PM	5	113	0	0	0	0	103	8	0	0	5	0	3	0	0	0	0	0	0	0	237	887
10:30 PM	7	128	0	0	0	0	96	2	0	0	2	0	3	0	0	0	0	0	0	0	238	827
10:45 PM	12	107	0	0	0	0	94	4	0	0	4	0	3	0	0	0	0	0	0	0	224	720
11:00 PM	2	95	0	0	0	0	85	2	0	0	1	0	3	0	0	0	0	0	0	0	188	621
11:15 PM	4	89	0	0	0	0	74	2	0	0	7	0	1	0	0	0	0	0	0	0	177	433
11:30 PM	2	63	0	0	0	0	58	2	0	0	4	0	2	0	0	0	0	0	0	0	131	256
11:45 PM	2	66	0	0	0	0	49	1	0	0	3	0	4	0	0	0	0	0	0	0	125	125

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	44	952	0	4	0	0	1148	32	4	0	40	0	64	0	0	0	0	0	0	0	**2288**
Heavy Trucks	0	16	0			0	16	4			0	0	0			0		0	0		**36**
Pedestrians		8					16					68					0				**92**
Bicycles	0	12	0			0	12	0			0	0	4			0		0	0		**28**
Railroad																					
Stopped Buses																					

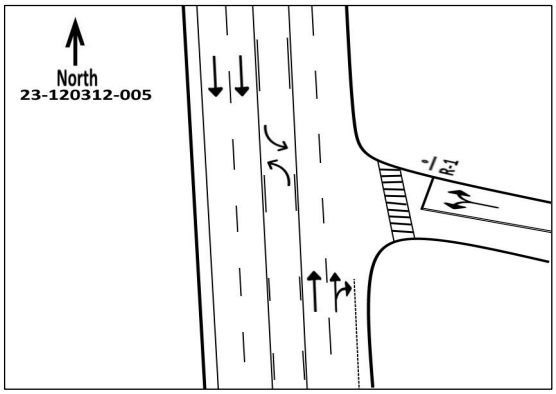
LOCATION: Gulf Blvd/SR 699 & 46th Ave
CITY/STATE: St Pete Beach, FL

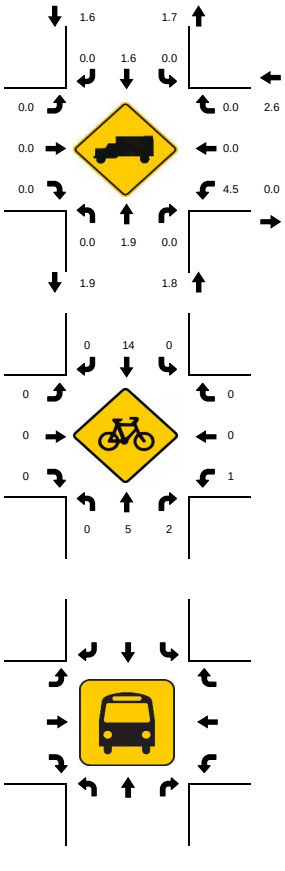
PROJECT ID: 23-120312-005
DATE: 08/05/2023

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services





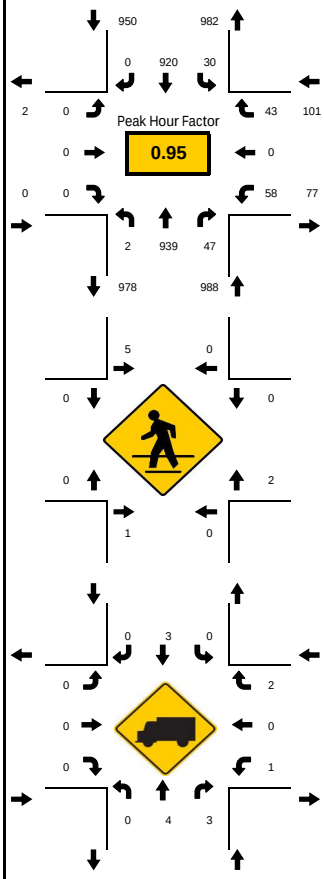
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					46th Ave Eastbound					46th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	0	34	3	1	0	1	37	0	0	0	0	0	0	0	0	1	0	2	0	0	79	255
12:15 AM	0	29	2	0	0	1	38	0	1	0	0	0	0	0	0	2	0	4	0	0	77	212
12:30 AM	0	24	3	0	0	0	26	0	0	0	0	0	0	0	0	0	0	1	0	0	54	168
12:45 AM	0	18	2	0	0	2	21	0	0	0	0	0	0	0	0	0	0	2	0	0	45	132
1:00 AM	0	15	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	1	0	0	36	111
1:15 AM	0	16	0	0	0	1	15	0	0	0	0	0	0	0	0	1	0	0	0	0	33	105
1:30 AM	0	6	2	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	18	94
1:45 AM	0	6	0	0	0	1	16	0	0	0	0	0	0	0	0	1	0	0	0	0	24	99
2:00 AM	0	13	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	30	93
2:15 AM	0	12	0	0	0	0	9	0	0	0	0	0	0	0	0	1	0	0	0	0	22	87
2:30 AM	0	13	1	0	0	1	7	0	0	0	0	0	0	0	0	1	0	0	0	0	23	83
2:45 AM	0	6	0	0	0	0	11	0	0	0	0	0	0	0	0	1	0	0	0	0	18	72
3:00 AM	0	8	1	0	0	1	14	0	0	0	0	0	0	0	0	0	0	0	0	0	24	64
3:15 AM	0	13	0	0	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	0	18	51
3:30 AM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12	45
3:45 AM	0	8	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10	55
4:00 AM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	65
4:15 AM	0	5	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	12	75
4:30 AM	0	5	0	0	0	1	16	0	0	0	0	0	0	0	0	0	0	0	0	0	22	94
4:45 AM	0	6	2	0	0	1	8	0	0	0	0	0	0	0	0	3	0	0	0	0	20	104
5:00 AM	0	9	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	21	123
5:15 AM	0	10	0	0	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	31	140
5:30 AM	0	11	1	0	0	1	18	0	0	0	0	0	0	0	0	1	0	0	0	0	32	159
5:45 AM	0	15	0	0	0	1	21	0	0	0	0	0	0	0	0	1	0	1	0	0	39	196
6:00 AM	0	16	1	0	0	2	19	0	0	0	0	0	0	0	0	0	0	0	0	0	38	272
6:15 AM	0	21	2	0	0	0	24	0	0	0	0	0	0	0	0	1	0	2	0	0	50	348
6:30 AM	0	33	1	0	0	0	32	0	0	0	0	0	0	0	0	2	0	1	0	0	69	428
6:45 AM	0	51	5	0	0	4	51	0	0	0	0	0	0	0	0	2	0	2	0	0	115	508
7:00 AM	0	57	3	0	0	3	42	0	0	0	0	0	0	0	0	7	0	2	0	0	114	574
7:15 AM	0	60	2	0	0	2	55	0	0	0	0	0	0	0	0	7	0	4	0	0	130	460
7:30 AM	0	75	3	0	0	2	62	0	1	0	0	0	0	0	0	2	0	4	0	0	149	330
7:45 AM	0	77	3	0	0	0	89	0	0	0	0	0	0	0	0	6	0	6	0	0	181	181

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	0	308	12	0	0	12	356	0	4	0	0	0	0	0	0	28	0	24	0	0	**744**
Heavy Trucks	0	8	0			0	8	0			0	0	0			4	0	0			**20**
Pedestrians		8					0					0					4				**12**
Bicycles	0	12	8			0	28	0			0	0	0			4	0	0			**52**
Railroad																					
Stopped Buses																					

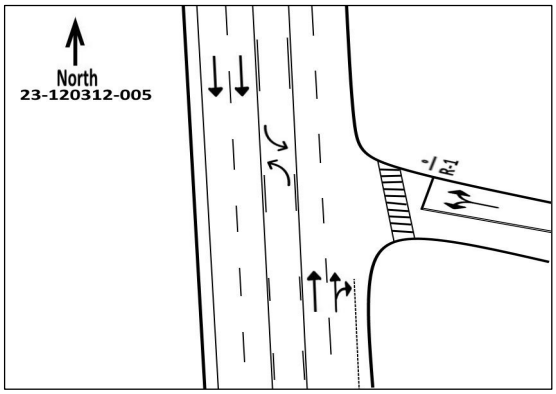
LOCATION: Gulf Blvd/SR 699 & 46th Ave
CITY/STATE: St Pete Beach, FL

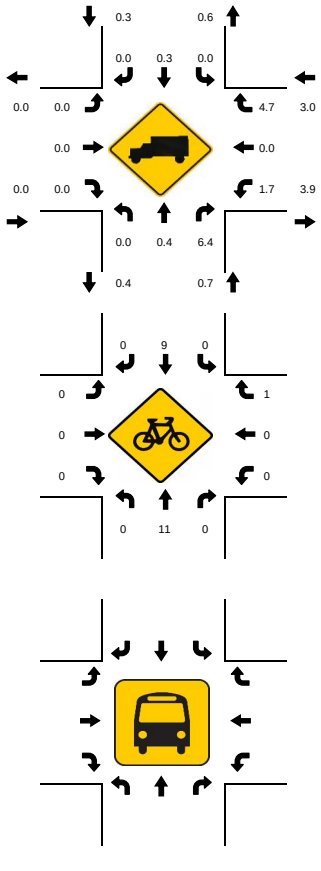
PROJECT ID: 23-120312-005
DATE: 08/05/2023

Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 03:15 PM - 03:30 PM



National Data & Surveying Services





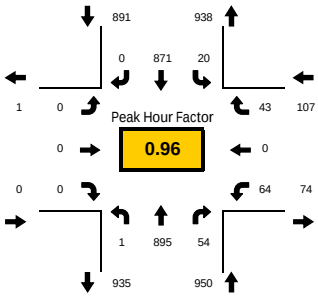
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					46th Ave Eastbound					46th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
8:00 AM	0	92	9	0	0	1	69	0	0	0	0	0	0	0	0	7	0	9	0	0	187	983
8:15 AM	0	103	4	0	0	2	92	0	0	0	0	0	0	0	0	10	0	7	0	0	218	1095
8:30 AM	0	119	4	0	0	5	118	0	0	0	0	0	0	0	0	6	0	5	0	0	257	1258
8:45 AM	0	161	7	0	0	8	131	0	0	0	0	0	0	0	0	8	0	6	0	0	321	1338
9:00 AM	0	143	8	0	0	8	127	0	0	0	0	0	0	0	0	8	0	5	0	0	299	1408
9:15 AM	0	181	6	0	0	1	173	0	0	0	0	0	0	0	0	15	0	5	0	0	381	1532
9:30 AM	0	166	7	0	0	3	135	0	0	0	0	0	0	0	0	13	0	13	0	0	337	1584
9:45 AM	0	210	12	1	0	3	152	0	0	0	0	0	0	0	0	6	0	8	0	0	391	1661
10:00 AM	0	214	13	0	0	7	159	0	0	0	0	0	0	0	0	18	0	12	0	0	423	1733
10:15 AM	0	218	14	0	0	7	158	0	0	0	0	0	0	0	0	22	0	14	0	0	433	1729
10:30 AM	0	198	8	0	0	8	170	0	0	0	0	0	0	0	0	12	0	18	0	0	414	1780
10:45 AM	0	219	16	0	0	8	189	0	0	0	0	0	0	0	0	15	0	16	0	0	463	1848
11:00 AM	0	180	9	0	0	12	187	0	1	0	0	0	0	0	0	14	0	17	0	0	419	1860
11:15 AM	0	229	9	0	0	10	212	0	0	0	0	0	0	0	0	15	0	9	0	0	484	1906
11:30 AM	0	228	11	0	0	4	209	0	0	0	0	0	0	0	0	14	0	16	0	0	482	1910
11:45 AM	0	235	14	0	0	15	192	0	0	0	0	0	0	0	0	10	0	9	0	0	475	1908
12:00 PM	0	222	16	0	0	11	199	0	0	0	0	0	0	0	0	9	0	8	0	0	465	1954
12:15 PM	0	207	19	0	0	11	221	0	1	0	0	0	0	0	0	15	0	15	0	0	488	1962
12:30 PM	0	222	16	0	0	8	207	0	1	0	0	0	0	0	0	18	0	9	0	0	480	1995
12:45 PM	0	259	13	0	0	11	206	0	0	0	0	0	0	0	0	13	0	19	0	0	521	1970
1:00 PM	0	231	16	0	0	9	189	0	0	0	0	0	0	0	0	17	0	11	0	0	473	1900
1:15 PM	0	242	13	0	0	6	237	0	0	0	0	0	0	0	0	16	0	7	0	0	521	1913
1:30 PM	0	235	9	0	0	7	176	0	0	0	0	0	0	0	0	15	0	13	0	0	455	1887
1:45 PM	0	214	14	0	0	10	193	0	0	0	0	0	0	0	0	12	0	8	0	0	451	1887
2:00 PM	0	251	15	0	0	7	191	0	0	0	0	0	0	0	0	12	0	10	0	0	486	1957
2:15 PM	0	226	12	0	0	6	229	0	0	0	0	0	0	0	0	12	0	10	0	0	495	1960
2:30 PM	0	214	8	0	0	7	198	0	0	0	0	0	0	0	0	15	0	13	0	0	455	2003
2:45 PM	0	212	15	1	0	8	258	0	0	0	0	0	0	0	0	14	0	14	0	0	521	2037
3:00 PM	0	247	10	0	0	6	200	0	0	0	0	0	0	0	0	19	0	7	0	0	489	2001
3:15 PM	0	253	17	1	0	9	233	0	0	0	0	0	0	0	0	13	0	13	0	0	538	1512
3:30 PM	0	227	5	0	0	7	229	0	0	0	0	0	0	0	0	12	0	9	0	0	489	974
3:45 PM	0	226	16	0	0	7	208	0	1	0	0	0	0	0	0	15	0	13	0	0	485	2765

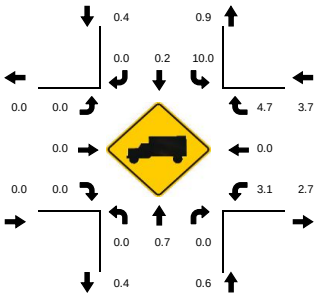
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	1012	68	4	0	36	1032	0	0	0	0	0	0	0	0	76	0	56	0	0	**2284**
Heavy Trucks	0	12	12			0	4	0			0	0	0			4	0	8			**40**
Pedestrians		4					12					0					8				**24**
Bicycles	0	16	0			0	12	0			0	0	0			0	0	4			**32**
Railroad																					
Stopped Buses																					

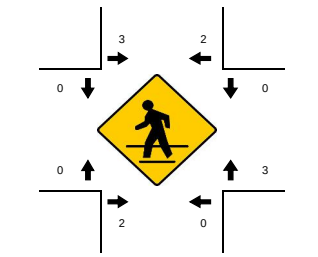
LOCATION: Gulf Blvd/SR 699 & 46th Ave
CITY/STATE: St Pete Beach, FL

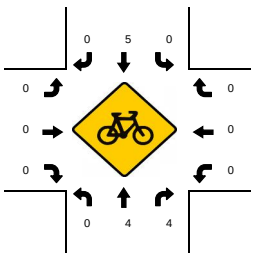
PROJECT ID: 23-120312-005
DATE: 08/05/2023

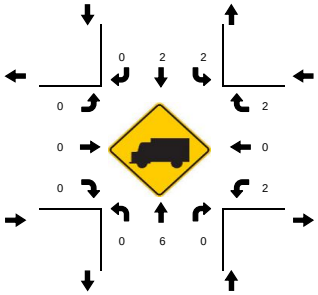
Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

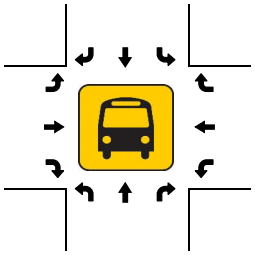


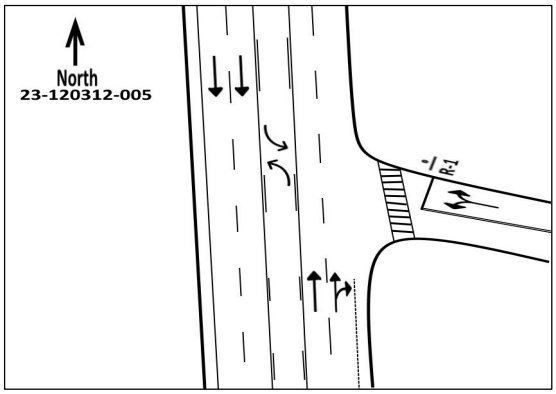












15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					46th Ave Eastbound					46th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	218	14	0	0	9	230	0	0	0	0	0	0	0	0	13	0	12	0	0	496	1938
4:15 PM	0	225	19	0	0	3	216	0	0	0	0	0	0	0	0	15	0	14	0	0	492	1948
4:30 PM	0	217	14	0	0	5	205	0	0	0	0	0	0	0	0	19	0	11	0	0	471	1925
4:45 PM	0	226	12	0	0	2	206	0	0	0	0	0	0	0	0	22	0	11	0	0	479	1924
5:00 PM	0	227	9	1	0	10	244	0	0	0	0	0	0	0	0	8	0	7	0	0	506	1868
5:15 PM	0	206	14	0	0	6	212	0	0	0	0	0	0	0	0	15	0	16	0	0	469	1805
5:30 PM	0	211	19	0	0	2	208	0	0	0	0	0	0	0	0	19	0	11	0	0	470	1778
5:45 PM	0	202	14	0	0	4	184	0	1	0	0	0	0	0	0	10	0	8	0	0	423	1767
6:00 PM	0	191	9	0	0	5	210	0	0	0	0	0	0	0	0	18	0	10	0	0	443	1828
6:15 PM	0	185	11	1	0	9	215	0	0	0	0	0	0	0	0	8	0	13	0	0	442	1789
6:30 PM	0	211	8	0	0	8	209	0	0	0	0	0	0	0	0	12	0	11	0	0	459	1765
6:45 PM	0	232	11	0	0	10	212	0	0	0	0	0	0	0	0	11	0	8	0	0	484	1726
7:00 PM	0	152	9	0	0	8	198	0	1	0	0	0	0	0	0	19	0	17	0	0	404	1621
7:15 PM	0	174	7	0	0	6	202	0	1	0	0	0	0	0	0	11	0	17	0	0	418	1597
7:30 PM	0	173	10	0	0	9	208	0	0	0	0	0	0	0	0	14	0	6	0	0	420	1555
7:45 PM	0	160	10	1	0	3	194	0	0	0	0	0	0	0	0	9	0	2	0	0	379	1519
8:00 PM	0	173	14	0	0	4	173	0	0	0	0	0	0	0	0	7	0	9	0	0	380	1532
8:15 PM	0	148	11	0	0	6	185	0	0	0	0	0	0	0	0	18	0	8	0	0	376	1519
8:30 PM	0	183	13	0	0	4	168	0	0	0	0	0	0	0	0	10	0	6	0	0	384	1469
8:45 PM	0	177	8	0	0	8	189	0	0	0	0	0	0	0	0	7	0	3	0	0	392	1338
9:00 PM	0	153	6	0	0	5	183	0	1	0	0	0	0	0	0	15	0	4	0	0	367	1183
9:15 PM	0	121	8	0	0	7	172	0	0	0	0	0	0	0	0	11	0	7	0	0	326	1055
9:30 PM	0	103	5	0	0	3	127	0	0	0	0	0	0	0	0	10	0	5	0	0	253	951
9:45 PM	0	99	4	0	0	7	110	0	1	0	0	0	0	0	0	8	0	8	0	0	237	912
10:00 PM	0	84	2	0	0	5	135	0	0	0	0	0	0	0	0	8	0	5	0	0	239	871
10:15 PM	0	101	4	0	0	3	101	0	0	0	0	0	0	0	0	7	0	6	0	0	222	804
10:30 PM	0	85	6	0	0	6	96	0	0	0	0	0	0	0	0	9	0	12	0	0	214	743
10:45 PM	0	88	2	0	0	11	78	0	0	0	0	0	0	0	0	11	0	6	0	0	196	652
11:00 PM	0	61	1	0	0	3	97	0	0	0	0	0	0	0	0	5	0	5	0	0	172	573
11:15 PM	0	63	1	1	0	2	81	0	1	0	0	0	0	0	0	9	0	3	0	0	161	401
11:30 PM	0	51	3	0	0	2	59	0	0	0	0	0	0	0	0	4	0	4	0	0	123	240
11:45 PM	0	51	2	0	0	3	49	0	1	0	0	0	0	0	0	3	0	8	0	0	117	117

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	0	908	76	4	0	40	976	0	0	0	0	0	0	0	0	88	0	56	0	0	**2148**
Heavy Trucks	0	12	0			4	4	0			0	0	0			8	0	4			**32**
Pedestrians		4					12					0					8				**24**
Bicycles	0	8	8			0	12	0			0	0	0			0	0	0			**28**
Railroad																					
Stopped Buses																					

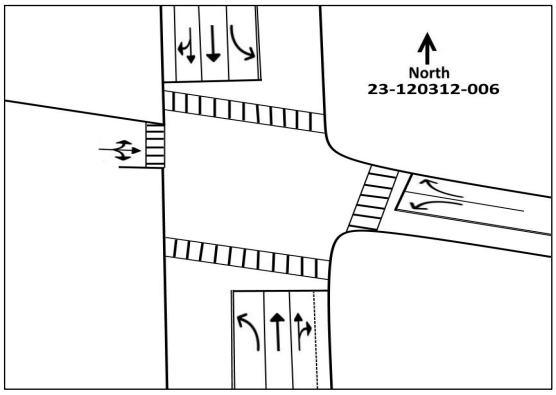
LOCATION: Gulf Blvd/SR 699 & 44th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-006
DATE: 08/05/2023

Peak-Hour: 07:00 AM - 08:00 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor: 0.80

National Data & Surveying Services



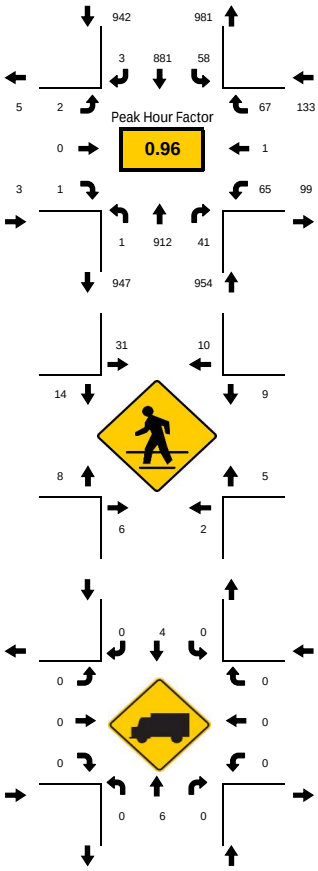
15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					44th Ave Eastbound					44th Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
12:00 AM	0	34	1	0	0	1	37	1	0	0	0	0	0	0	0	2	0	0	0	0	76	254
12:15 AM	0	30	3	0	1	1	35	0	0	0	0	0	0	0	0	0	0	3	1	2	73	214
12:30 AM	0	28	4	0	0	2	26	0	0	0	0	0	0	0	0	2	0	1	0	0	63	176
12:45 AM	0	17	2	0	0	1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	42	129
1:00 AM	0	13	1	0	0	1	18	0	0	0	0	0	0	0	0	1	0	2	0	1	36	110
1:15 AM	0	16	1	0	0	1	14	0	0	0	0	0	1	0	1	1	0	1	0	0	35	105
1:30 AM	0	8	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	16	92
1:45 AM	0	5	1	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	23	102
2:00 AM	0	13	0	0	0	0	17	0	0	0	0	0	0	0	0	1	0	0	0	0	31	98
2:15 AM	0	11	1	0	0	1	8	0	0	0	0	0	0	0	0	1	0	0	0	0	22	94
2:30 AM	0	13	1	0	0	2	8	0	0	0	0	0	0	0	0	1	0	1	0	0	26	91
2:45 AM	0	5	0	0	0	0	13	0	0	0	0	0	0	0	0	0	0	1	0	0	19	81
3:00 AM	0	11	1	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	27	74
3:15 AM	0	10	1	0	0	1	5	0	0	0	0	0	0	0	0	1	0	1	0	0	19	62
3:30 AM	0	6	0	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	0	16	56
3:45 AM	0	8	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	12	61
4:00 AM	0	1	1	0	0	0	12	0	0	0	0	0	0	0	0	1	0	0	0	0	15	69
4:15 AM	0	5	1	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	13	76
4:30 AM	0	4	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	1	0	1	21	93
4:45 AM	0	7	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	1	0	1	20	103
5:00 AM	0	9	1	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	22	122
5:15 AM	0	10	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	30	139
5:30 AM	0	12	0	0	0	0	18	0	0	0	0	0	0	0	0	1	0	0	0	0	31	160
5:45 AM	0	15	1	0	0	1	20	0	0	0	0	0	0	0	0	2	0	0	0	0	39	201
6:00 AM	0	16	0	0	0	1	20	0	0	0	0	0	0	0	0	1	0	1	0	0	39	274
6:15 AM	0	22	1	0	0	1	25	0	0	0	0	0	0	0	0	2	0	0	0	0	51	345
6:30 AM	0	32	0	0	0	1	32	0	0	0	0	0	0	0	0	4	0	3	0	0	72	431
6:45 AM	0	57	0	0	0	1	51	0	0	0	0	0	0	0	0	2	0	1	0	0	112	512
7:00 AM	0	56	0	0	0	1	47	0	1	0	0	0	0	0	0	3	0	2	0	0	110	583
7:15 AM	0	58	3	0	1	1	65	0	0	0	0	0	0	0	0	5	0	5	0	2	137	473
7:30 AM	0	68	5	0	0	4	63	0	0	0	0	0	0	0	0	3	0	10	0	3	153	336
7:45 AM	0	75	8	0	2	8	82	0	0	0	0	0	0	0	0	5	0	5	0	2	183	183

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	0	300	32	0	8	32	328	0	4	0	0	0	0	0	0	20	0	40	0	12	**756**
Heavy Trucks	0	12	4			0	12	0			0	0	0			0	0	0			**28**
Pedestrians		16					4					12					20				**52**
Bicycles	0	8	0			0	28	0			0	0	0			0	0	4			**40**
Railroad																					
Stopped Buses																					

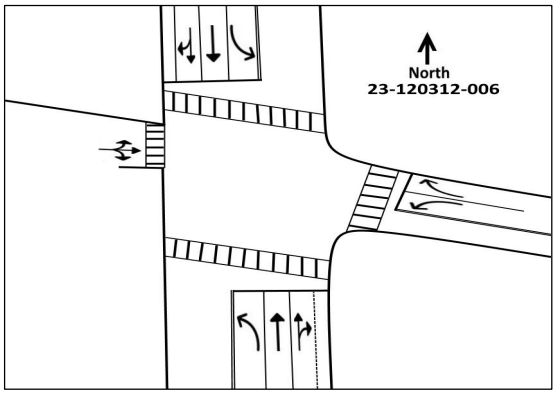
LOCATION: Gulf Blvd/SR 699 & 44th Ave
CITY/STATE: St Pete Beach, FL

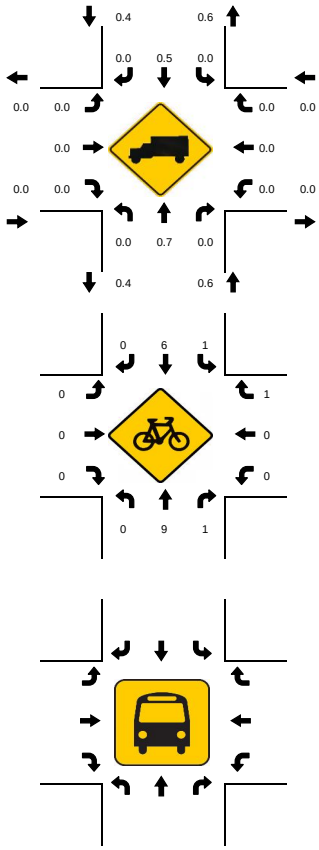
PROJECT ID: 23-120312-006
DATE: 08/05/2023

Peak-Hour: 02:45 PM - 03:45 PM
Peak 15-Minute: 03:15 PM - 03:30 PM



National Data & Surveying Services





15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					44th Ave Eastbound					44th 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*		
8:00 AM	0	91	5	0	0	3	74	0	0	0	0	0	0	0	0	7	0	11	0	4	191	981
8:15 AM	0	91	7	0	0	7	92	0	0	0	1	0	0	0	0	8	0	11	0	8	217	1086
8:30 AM	0	107	7	0	0	11	111	0	0	0	0	0	0	0	0	10	0	17	0	7	263	1229
8:45 AM	0	152	5	0	1	14	118	0	0	0	2	0	0	0	0	9	0	10	0	4	310	1287
9:00 AM	0	143	5	0	0	8	122	0	0	0	1	0	0	0	0	10	0	7	0	2	296	1369
9:15 AM	0	152	4	0	0	12	165	1	0	0	0	0	0	0	0	11	0	15	0	10	360	1490
9:30 AM	0	148	5	0	0	10	135	0	0	0	0	0	0	0	0	8	0	15	0	7	321	1567
9:45 AM	0	205	6	0	1	7	146	0	0	0	0	0	0	0	0	8	0	20	0	12	392	1646
10:00 AM	0	207	10	0	0	13	164	0	0	0	0	1	1	0	1	7	0	14	0	8	417	1701
10:15 AM	0	220	9	0	0	14	167	0	0	0	1	0	0	0	0	13	0	13	0	8	437	1677
10:30 AM	0	193	6	0	0	15	158	0	0	0	0	0	1	0	0	11	1	15	0	8	400	1733
10:45 AM	0	210	10	0	1	9	186	0	0	0	0	0	0	0	0	16	0	16	0	9	447	1780
11:00 AM	0	184	6	0	0	11	177	0	0	0	1	0	0	0	0	8	0	6	0	4	393	1801
11:15 AM	0	230	9	0	0	15	220	0	0	0	0	0	0	0	0	8	0	11	0	5	493	1877
11:30 AM	0	213	12	0	0	17	190	0	0	0	1	0	0	0	0	7	0	7	0	3	447	1853
11:45 AM	0	236	7	0	0	15	185	0	0	0	0	0	0	0	0	7	0	18	0	9	468	1888
12:00 PM	0	223	9	0	0	12	205	0	0	0	1	2	0	0	0	8	1	8	0	2	469	1909
12:15 PM	0	212	7	0	0	21	205	0	0	0	0	1	0	0	0	8	1	14	0	6	469	1917
12:30 PM	0	225	12	0	0	19	204	0	0	0	0	0	1	0	1	8	0	13	0	6	482	2000
12:45 PM	0	247	10	0	0	13	196	0	0	0	2	0	0	0	0	10	0	11	0	4	489	1969
1:00 PM	1	222	10	0	0	14	197	1	0	0	2	0	0	0	0	9	1	20	0	9	477	1942
1:15 PM	0	256	12	0	0	11	250	1	0	0	0	1	0	0	0	12	0	9	0	8	552	1956
1:30 PM	0	220	11	0	0	15	171	1	0	0	0	0	2	0	0	16	0	15	0	5	451	1912
1:45 PM	0	221	7	0	0	22	186	0	0	0	0	0	0	0	0	14	0	12	0	5	462	1907
2:00 PM	1	243	10	0	1	14	181	1	0	0	2	1	3	1	2	13	0	22	0	4	491	1968
2:15 PM	0	226	15	0	0	11	225	1	0	0	1	0	0	0	0	13	0	16	0	7	508	1971
2:30 PM	0	200	14	0	0	10	193	0	0	0	2	0	1	0	0	15	0	11	0	6	446	1992
2:45 PM	1	219	7	0	1	14	252	2	0	0	0	0	0	0	0	15	0	13	0	7	523	2032
3:00 PM	0	241	8	0	3	13	192	0	0	0	1	0	1	0	1	20	0	18	0	11	494	2019
3:15 PM	0	241	9	0	1	15	225	1	0	1	0	0	0	0	0	18	0	20	0	9	529	1525
3:30 PM	0	211	17	0	4	16	212	0	0	0	1	0	0	0	0	12	1	16	0	7	486	996
3:45 PM	1	239	10	0	1	19	210	0	0	0	1	0	1	0	0	15	0	14	0	6	510	2798

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	4	964	68	0	16	64	1008	8	0	4	4	0	4	0	4	80	4	80	0	44	**2288**
Heavy Trucks	0	20	0			0	8	0			0	0	0			0	0	0			**28**
Pedestrians		20					52					36					20				**128**
Bicycles	0	16	4			4	8	0			0	0	0			0	0	4			**36**
Railroad																					
Stopped Buses																					

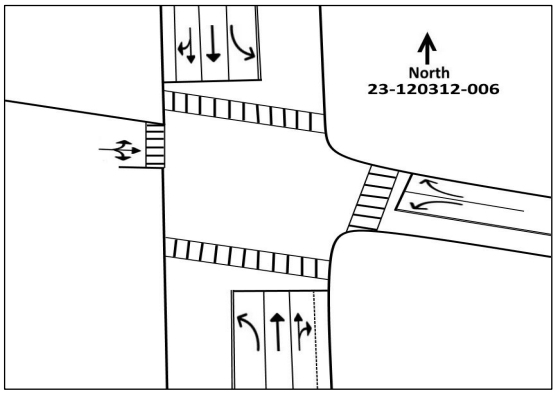
LOCATION: Gulf Blvd/SR 699 & 44th Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 23-120312-006
DATE: 08/05/2023

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor: 0.98

National Data & Surveying Services



15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					44th Ave Eastbound					44th 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*		
4:00 PM	0	225	7	0	1	20	210	0	0	0	1	0	0	0	0	3	0	6	0	4	472	1901
4:15 PM	0	225	10	0	1	10	205	0	0	0	1	1	0	0	0	7	1	12	0	6	472	1927
4:30 PM	0	217	11	0	3	23	200	0	0	0	2	0	2	0	1	8	0	13	0	10	476	1935
4:45 PM	0	208	16	0	4	14	203	0	0	0	2	0	0	0	0	16	0	22	0	9	481	1946
5:00 PM	0	214	11	0	0	13	238	0	0	0	2	0	0	0	0	7	0	13	0	7	498	1911
5:15 PM	0	211	11	0	0	14	212	0	0	0	0	0	0	0	0	16	0	16	0	6	480	1847
5:30 PM	0	223	12	0	0	14	212	0	0	0	1	0	0	0	0	9	0	16	0	7	487	1804
5:45 PM	0	197	22	0	3	7	189	0	0	0	1	0	0	0	0	15	0	15	0	6	446	1777
6:00 PM	0	181	12	0	1	14	202	0	0	0	1	0	1	0	1	7	0	16	0	8	434	1806
6:15 PM	0	172	8	0	0	11	219	0	0	0	2	0	0	0	0	11	0	14	0	8	437	1783
6:30 PM	0	208	8	0	0	8	209	0	0	0	0	0	0	0	0	9	1	17	0	9	460	1759
6:45 PM	1	214	8	0	0	15	209	0	0	0	2	0	2	0	2	13	0	11	0	7	475	1716
7:00 PM	0	149	14	0	2	12	203	0	0	0	0	0	0	0	0	17	0	16	0	8	411	1619
7:15 PM	0	175	10	0	0	8	191	0	0	0	1	0	1	0	0	15	0	12	0	5	413	1591
7:30 PM	0	160	11	0	0	13	209	0	1	0	0	1	0	0	0	10	0	12	0	5	417	1562
7:45 PM	0	152	10	0	2	18	174	0	0	0	0	0	0	0	0	13	0	11	0	5	378	1540
8:00 PM	0	164	8	0	1	6	177	0	0	0	0	0	0	0	0	12	0	16	0	7	383	1546
8:15 PM	0	153	11	0	0	14	190	0	0	0	0	0	1	0	0	6	0	9	0	3	384	1525
8:30 PM	0	181	11	0	0	8	169	0	0	0	0	2	2	0	1	10	0	12	0	4	395	1458
8:45 PM	0	167	8	0	0	11	179	0	0	0	0	0	0	0	0	8	0	11	0	6	384	1318
9:00 PM	0	153	2	0	0	11	179	0	0	0	0	0	0	0	0	10	0	6	1	3	362	1164
9:15 PM	0	119	6	0	0	10	170	0	0	0	1	0	2	0	1	7	0	2	0	0	317	1034
9:30 PM	0	99	4	0	0	7	125	0	0	0	3	0	0	0	0	9	0	8	0	3	255	936
9:45 PM	0	94	3	0	0	6	119	0	0	0	1	0	0	0	0	1	0	6	0	3	230	879
10:00 PM	0	76	6	0	1	4	135	0	0	0	0	0	0	0	0	6	0	5	0	4	232	826
10:15 PM	0	103	3	0	0	5	104	0	0	0	0	0	0	0	0	2	0	2	0	0	219	767
10:30 PM	0	88	5	0	0	6	95	0	0	0	0	0	0	0	0	2	0	2	0	2	198	702
10:45 PM	0	81	1	0	0	4	84	0	1	0	0	0	0	0	0	3	0	3	0	3	177	624
11:00 PM	0	54	2	0	0	2	103	0	0	0	3	0	0	0	0	4	0	5	0	3	173	546
11:15 PM	0	61	2	0	0	3	86	0	0	0	0	0	0	0	0	0	0	2	0	0	154	373
11:30 PM	0	52	3	0	1	6	57	0	0	0	0	0	0	0	0	0	0	2	0	1	120	219
11:45 PM	0	45	0	0	0	5	45	0	0	0	0	0	0	0	0	2	0	2	0	1	99	99

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	0	892	64	0	16	56	952	0	0	0	8	0	0	0	0	64	0	88	0	36	**2124**
Heavy Trucks	0	8	4			0	8	0			0	0	0			0	0	0			**20**
Pedestrians		24					40					52					32				**148**
Bicycles	0	12	0			8	8	0			4	0	0			0	0	8			**40**
Railroad																					
Stopped Buses																					

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	1.03	1.10
2	01/02/2022 - 01/08/2022	1.05	1.12
3	01/09/2022 - 01/15/2022	1.07	1.14
4	01/16/2022 - 01/22/2022	1.04	1.11
5	01/23/2022 - 01/29/2022	1.02	1.09
6	01/30/2022 - 02/05/2022	1.00	1.06
7	02/06/2022 - 02/12/2022	0.98	1.04
* 8	02/13/2022 - 02/19/2022	0.95	1.01
* 9	02/20/2022 - 02/26/2022	0.94	1.00
*10	02/27/2022 - 03/05/2022	0.94	1.00
*11	03/06/2022 - 03/12/2022	0.93	0.99
*12	03/13/2022 - 03/19/2022	0.92	0.98
*13	03/20/2022 - 03/26/2022	0.92	0.98
*14	03/27/2022 - 04/02/2022	0.93	0.99
*15	04/03/2022 - 04/09/2022	0.93	0.99
*16	04/10/2022 - 04/16/2022	0.93	0.99
*17	04/17/2022 - 04/23/2022	0.94	1.00
*18	04/24/2022 - 04/30/2022	0.95	1.01
*19	05/01/2022 - 05/07/2022	0.96	1.02
*20	05/08/2022 - 05/14/2022	0.97	1.03
21	05/15/2022 - 05/21/2022	0.98	1.04
22	05/22/2022 - 05/28/2022	0.98	1.04
23	05/29/2022 - 06/04/2022	0.99	1.05
24	06/05/2022 - 06/11/2022	1.00	1.06
25	06/12/2022 - 06/18/2022	1.01	1.07
26	06/19/2022 - 06/25/2022	1.01	1.07
27	06/26/2022 - 07/02/2022	1.01	1.07
28	07/03/2022 - 07/09/2022	1.02	1.09
29	07/10/2022 - 07/16/2022	1.02	1.09
30	07/17/2022 - 07/23/2022	1.02	1.09
31	07/24/2022 - 07/30/2022	1.02	1.09
32	07/31/2022 - 08/06/2022	1.03	1.10
33	08/07/2022 - 08/13/2022	1.03	1.10
34	08/14/2022 - 08/20/2022	1.03	1.10
35	08/21/2022 - 08/27/2022	1.05	1.12
36	08/28/2022 - 09/03/2022	1.07	1.14
37	09/04/2022 - 09/10/2022	1.09	1.16
38	09/11/2022 - 09/17/2022	1.11	1.18
39	09/18/2022 - 09/24/2022	1.08	1.15
40	09/25/2022 - 10/01/2022	1.05	1.12
41	10/02/2022 - 10/08/2022	1.02	1.09
42	10/09/2022 - 10/15/2022	0.99	1.05
43	10/16/2022 - 10/22/2022	1.00	1.06
44	10/23/2022 - 10/29/2022	1.02	1.09
45	10/30/2022 - 11/05/2022	1.03	1.10
46	11/06/2022 - 11/12/2022	1.04	1.11
47	11/13/2022 - 11/19/2022	1.05	1.12
48	11/20/2022 - 11/26/2022	1.05	1.12
49	11/27/2022 - 12/03/2022	1.04	1.11
50	12/04/2022 - 12/10/2022	1.04	1.11
51	12/11/2022 - 12/17/2022	1.03	1.10
52	12/18/2022 - 12/24/2022	1.05	1.12
53	12/25/2022 - 12/31/2022	1.07	1.14

* PEAK SEASON

23-FEB-2023 09:11:23 830UPD 7_1500_PKSEASON.TXT

Miramar Development – Vested Traffic

Vested traffic from Miramar was based upon the Saturday peak-hour trip generation, identified in the following table since the Traffic Assessment for Miramar, dated December 21, 2020, did not include trip information for the Saturday peak-hour. The project trips were distributed to the roadway network based on the FSUTMS output for Sirata.

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Hotel	54	ROOM	310	56%	44%	24	19	43
High-Turnover (Sit-Down) Restaurant	1.8	KSF	932	51%	49%	10	10	20
Net New (Final Buildout - Existing):						**34**	**29**	**63**

LINK NO.	ROADWAY	FROM	TO	VESTED PROJECT TRAFFIC FOR MIRAMAR REDEVELOPMENT		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	49%	14
				Westbound	49%	17
		Blind Pass Road	Shore Drive South	Eastbound	43%	12
				Westbound	43%	15
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	40%	12
				Westbound	40%	14
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	63%	18
				Southbound	63%	21
		Blind Pass Road	64th Avenue	Northbound	70%	20
				Southbound	70%	24
		64th Avenue	Gulf Winds Drive	Northbound	70%	20
				Southbound	70%	24
		Gulf Winds Drive	55th Avenue	Northbound	70%	20
				Southbound	70%	24
		55th Avenue	Pinellas Bayway	Northbound	70%	24
				Southbound	70%	20
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	30%	9
				Westbound	30%	10
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	10%	3
				Southbound	10%	3
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	7%	2
				Southbound	7%	2
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	0%	0
				Southbound	0%	0

Corey Landings Development – Vested Traffic

Vested traffic from Corey Landings was based upon the Saturday peak-hour trip generation, identified in the following table since the Transportation Operational Analysis for Corey Landings did not include trip information for the Saturday peak-hour. The project trips were distributed to the roadway network based on the FSUTMS output for the Corey Landing's Transportation Operational Analysis dated September 2021.

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Multifamily Housing Mid-Rise	243	DU	221	51%	49%	50	48	98
Strip Retail Plaza (<40k)	14	KSF	822	51%	49%	17	16	33
High-Turnover (Sit-Down) Restaurant	5	KSF	932	51%	49%	29	27	56
Net New (Final Buildout - Existing):						**96**	**91**	**187**

LINK NO.	ROADWAY	FROM	TO	VESTED PROJECT TRAFFIC FOR COREY LANDINGS		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	4%	4
				Westbound	4%	4
		Blind Pass Road	Shore Drive South	Eastbound	58%	53
				Westbound	58%	56
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	51%	46
				Westbound	51%	49
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	4%	4
				Southbound	4%	4
		Blind Pass Road	64th Avenue	Northbound	15%	14
				Southbound	15%	14
		64th Avenue	Gulf Winds Drive	Northbound	13%	12
				Southbound	13%	12
		Gulf Winds Drive	59th Avenue	Northbound	10%	10
				Southbound	10%	9
		59th Avenue	Pinellas Bayway	Northbound	10%	10
				Southbound	10%	9
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	10%	9
				Westbound	10%	10
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	15%	14
				Southbound	15%	14
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	15%	14
				Southbound	15%	14
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	28%	25
				Southbound	27%	26

Total Vested Traffic

LINK NO.	ROADWAY	FROM	TO	TOTAL VESTED TRAFFIC		
				DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME
555	75th Avenue/Corey Causeway	Gulf Boulevard	Blind Pass Road	Eastbound	4%	18
				Westbound	4%	21
		Blind Pass Road	Shore Drive South	Eastbound	58%	65
				Westbound	58%	71
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	Eastbound	51%	58
				Westbound	51%	63
725	Gulf Boulevard	75th Avenue/Corey Causeway	Blind Pass Road	Northbound	4%	22
				Southbound	4%	25
		Blind Pass Road	64th Avenue	Northbound	15%	34
				Southbound	15%	38
		64th Avenue	Gulf Winds Drive	Northbound	13%	32
				Southbound	13%	36
		Gulf Winds Drive	59th Avenue	Northbound	10%	30
				Southbound	10%	33
		59th Avenue	Pinellas Bayway	Northbound	10%	34
				Southbound	10%	29
973	Pinellas Bayway	Gulf Boulevard	Sun Boulevard	Eastbound	10%	18
				Westbound	10%	20
511	Blind Pass Road	87th Avenue	75th Avenue/Corey Causeway	Northbound	15%	17
				Southbound	15%	17
--		75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	15%	16
				Southbound	15%	16
--	Gulf Winds Drive/Boca Ciega Drive	75th Avenue/Corey Causeway	Gulf Boulevard	Northbound	28%	25
				Southbound	27%	26

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 1
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
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	1,055			0	1,035	
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS										0	1,161			0	1,139	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC										0	34			0	29	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Yearly Growth Rate	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	0.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
BACKGROUND TRAFFIC GROWTH										0	47			0	46	
NON-PROJECT TRAFFIC										0	1,242			0	1,214	

"PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		19		5						13	37				32	40
TOTAL PROJECT TRAFFIC			19		5						13	37			0	32	40
TOTAL TRAFFIC			19		5						13	1,279			0	1,246	40

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 2
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
PEAK HOUR FACTOR:	0.97

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		13		32						34	1,042				1,012	23
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS		14		35						37	1,146				1,113	25

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC		0		0						0	34				29	0
Years To Buildout	2	2	2	2	2	2	2	2	2	0	2	2	2	2	2	0
Yearly Growth Rate	2.0%	0.0%	2.0%	0.0%	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						0	46				45	0
NON-PROJECT TRAFFIC		14		35						37	1,226				1,187	25

"PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		15		10						5	35				27	10
TOTAL PROJECT TRAFFIC			15		10						5	35				27	10
REASSIGNED EXISTING TRIPS											-32					18	-18
TOTAL TRAFFIC			29		45						10	1,261				1,232	17

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Driveway 3
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
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											1,076				1,044	
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS											1,184				1,148	

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC											34				29	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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											48				46	
NON-PROJECT TRAFFIC											1,266				1,223	

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New		22		9						13	18				15	21
TOTAL PROJECT TRAFFIC			22		9						13	18				15	21
REASSIGNED EXISTING TRIPS											32	-32					18
TOTAL TRAFFIC			22		9						45	1,252				1,238	39

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & 46th Avenue
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
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						58		43			939	47		30	920	
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS						64		47			1,033	52		33	1,012	
"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC						0		0			34	0		0	29	
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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						3		2			42	2		1	41	
NON-PROJECT TRAFFIC						67		49			1,109	54		34	1,082	
"PROJECT TRAFFIC"																
LAND USE / TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips / Net New											31				24	
TOTAL PROJECT TRAFFIC						0		0			31	0		0	24	
TOTAL TRAFFIC						67		49			1,140	54		34	1,106	

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & 44th Avenue
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
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		2		1		65	1	67		1	912	41		58	881	3
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS		2		1		72	1	74		1	1,003	45		64	969	3

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC		0		0		0	0	0		0	34	0		0	29	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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		3	0	3		0	41	2		3	39	0
NON-PROJECT TRAFFIC		2		1		75	1	77		1	1,078	47		67	1,037	3

"PROJECT TRAFFIC"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New											31				24	
TOTAL PROJECT TRAFFIC			0		0		0	0	0		0	31	0		0	24	0
TOTAL TRAFFIC			2		1		75	1	77		1	1,109	47		67	1,061	3

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION: Gulf Boulevard & 55th Avenue
COUNT DATE: August 5, 2023
TIME PERIOD: 2:45 PM to 3:45 PM
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		29	2	25		6	3	26		50	1,000	10		33	999	48
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS		32	2	28		7	3	29		55	1,100	11		36	1,099	53

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											34				29	
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	34	0		0	29	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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		1	0	1		0	0	1		2	44	0		1	44	2
NON-PROJECT TRAFFIC		33	2	29		7	3	30		57	1,178	11		37	1,172	55

"PROJECT TRAFFIC" LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New						7					50	6			64	
TOTAL PROJECT TRAFFIC			0	0	0		7	0	0		0	50	6		0	64	0
TOTAL TRAFFIC			33	2	29		14	3	30		57	1,228	17		37	1,236	55

TRAFFIC VOLUMES
AT STUDY INTERSECTION

INTERSECTION:	Gulf Boulevard & Gulf Winds Drive
COUNT DATE:	August 5, 2023
TIME PERIOD:	2:45 PM to 3:45 PM
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		27		31		71	1	24		34	960	113		1	971	25
Peak Season Correction Factor	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100	1.100
EXISTING CONDITIONS		30		34		78	1	26		37	1,056	124		1	1,068	28

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Miramar and Corey Landings Developments											30				33	
TOTAL "VESTED" TRAFFIC		0		0		0	0	0		0	30	0		0	33	0
Years To Buildout	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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		1		1		3	0	1		1	43	5		0	43	1
NON-PROJECT TRAFFIC		31		35		81	1	27		38	1,129	129		1	1,144	29

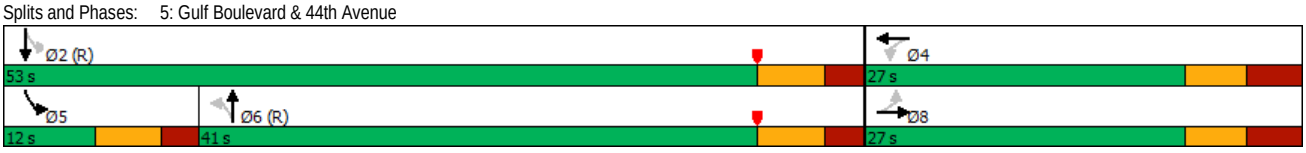
"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Trips	Net New						3					44	2			56	
TOTAL PROJECT TRAFFIC			0		0		3	0	0		0	44	2		0	56	0
TOTAL TRAFFIC			31		35		84	1	27		38	1,173	131		1	1,200	29

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	72	1	74	1	1003	45	64	969	3
Future Volume (vph)	2	0	1	72	1	74	1	1003	45	64	969	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		41.0	41.0		12.0	53.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		51.3%	51.3%		15.0%	66.3%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue

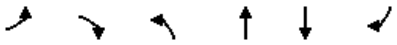


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	1	72	1	74	1	1003	45	64	969	3
Future Volume (veh/h)	2	0	1	72	1	74	1	1003	45	64	969	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	2	0	0	75	1	42	1	1045	38	67	1009	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	168	0	0	217	3	129	439	2173	79	418	2732	5
Arrive On Green	0.08	0.00	0.00	0.08	0.08	0.08	0.62	0.62	0.62	0.05	0.74	0.74
Sat Flow, veh/h	958	0	0	1440	38	1578	566	3525	128	1810	3668	7
Grp Volume(v), veh/h	2	0	0	75	0	43	1	531	552	67	493	518
Grp Sat Flow(s),veh/h/ln	958	0	0	1440	0	1616	566	1791	1862	1810	1791	1884
Q Serve(g_s), s	0.1	0.0	0.0	1.3	0.0	2.0	0.1	12.9	12.9	1.0	7.7	7.7
Cycle Q Clear(g_c), s	2.1	0.0	0.0	3.5	0.0	2.0	0.1	12.9	12.9	1.0	7.7	7.7
Prop In Lane	1.00		0.00	1.00		0.98	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	168	0	0	217	0	132	439	1104	1148	418	1334	1403
V/C Ratio(X)	0.01	0.00	0.00	0.35	0.00	0.33	0.00	0.48	0.48	0.16	0.37	0.37
Avail Cap(c_a), veh/h	396	0	0	454	0	398	439	1104	1148	457	1334	1403
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	0.0	35.3	0.0	34.7	5.9	8.4	8.4	5.6	3.6	3.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.9	0.0	1.4	0.0	1.5	1.4	0.2	0.8	0.7
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(95%),veh/ln	0.1	0.0	0.0	2.6	0.0	1.5	0.0	8.0	8.3	0.5	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.7	0.0	0.0	36.2	0.0	36.1	5.9	9.9	9.8	5.8	4.4	4.3
LnGrp LOS	D	A	A	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		2			118			1084			1078	
Approach Delay, s/veh		35.7			36.2			9.8			4.4	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.2		13.8	10.3	55.9		13.8				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		46.4		* 20	* 5.6	34.4		* 20				
Max Q Clear Time (g_c+I1), s		9.7		5.5	3.0	14.9		4.1				
Green Ext Time (p_c), s		15.4		0.3	0.0	11.7		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	8.7
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	35	37	1146	1113	25
Future Volume (vph)	14	35	37	1146	1113	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

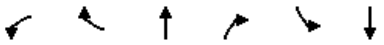
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	35	37	1146	1113	25
Future Vol, veh/h	14	35	37	1146	1113	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	14	36	38	1181	1147	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1827	587	1173	0	-	0
Stage 1	1160	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	70	458	603	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	66	458	603	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	248	-	-	-	-	-
Stage 2	477	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	603	-	313	-	-
HCM Lane V/C Ratio	0.063	-	0.161	-	-
HCM Control Delay (s)	11.4	-	18.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	64	47	1033	52	33	1012
Future Volume (vph)	64	47	1033	52	33	1012
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	5%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	64	47	1033	52	33	1012
Future Vol, veh/h	64	47	1033	52	33	1012
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	5	0	6	0	0
Mvmt Flow	67	49	1087	55	35	1065

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1718	571	0	0	1142	0
Stage 1	1115	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Critical Hdwy	6.84	7	-	-	4.1	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	-	-	2.2	-
Pot Cap-1 Maneuver	81	456	-	-	619	-
Stage 1	275	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	76	456	-	-	619	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	480	-	-	-	-	-

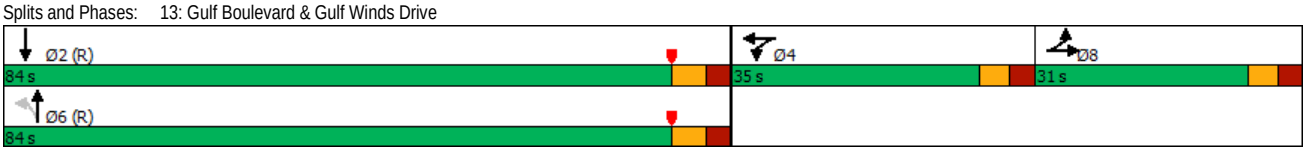
Approach	WB	NB	SB
HCM Control Delay, s	30.9	0	0.4
HCM LOS	D		

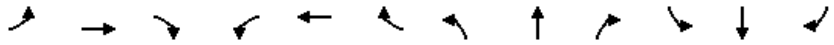
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	253	619	-
HCM Lane V/C Ratio	-	-	0.462	0.056	-
HCM Control Delay (s)	-	-	30.9	11.2	-
HCM Lane LOS	-	-	D	B	-
HCM 95th %tile Q(veh)	-	-	2.3	0.2	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	0	34	78	1	26	37	1056	124	0	1068	28
Future Volume (vph)	30	0	34	78	1	26	37	1056	124	0	1068	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
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%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				31%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	34	78	1	26	37	1056	124	0	1068	28
Future Volume (veh/h)	30	0	34	78	1	26	37	1056	124	0	1068	28
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	1900	1900	1900	1900	1900	1900	1885	1900	0	1885	1900
Adj Flow Rate, veh/h	32	0	19	93	0	0	39	1112	131	0	1124	26
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	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	57	0	34	213	112	0	368	2442	287	0	2707	63
Arrive On Green	0.05	0.00	0.05	0.06	0.00	0.00	1.00	1.00	1.00	0.00	0.76	0.76
Sat Flow, veh/h	1085	0	644	3619	1900	0	497	3228	380	0	3673	83
Grp Volume(v), veh/h	51	0	0	93	0	0	39	616	627	0	562	588
Grp Sat Flow(s),veh/h/ln	1730	0	0	1810	1900	0	497	1791	1817	0	1791	1870
Q Serve(g_s), s	4.3	0.0	0.0	3.7	0.0	0.0	1.9	0.0	0.0	0.0	16.7	16.7
Cycle Q Clear(g_c), s	4.3	0.0	0.0	3.7	0.0	0.0	18.7	0.0	0.0	0.0	16.7	16.7
Prop In Lane	0.63		0.37	1.00		0.00	1.00		0.21	0.00		0.04
Lane Grp Cap(c), veh/h	91	0	0	213	112	0	368	1355	1374	0	1355	1415
V/C Ratio(X)	0.56	0.00	0.00	0.44	0.00	0.00	0.11	0.45	0.46	0.00	0.42	0.42
Avail Cap(c_a), veh/h	284	0	0	690	362	0	368	1355	1374	0	1355	1415
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	0.0	68.2	0.0	0.0	1.4	0.0	0.0	0.0	6.5	6.5
Incr Delay (d2), s/veh	10.9	0.0	0.0	3.0	0.0	0.0	0.5	1.0	1.0	0.0	0.9	0.9
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(95%),veh/ln	4.0	0.0	0.0	3.3	0.0	0.0	0.3	0.7	0.7	0.0	10.2	10.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.2	0.0	0.0	71.2	0.0	0.0	1.9	1.0	1.0	0.0	7.4	7.4
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		51			93			1282			1150	
Approach Delay, s/veh		80.2			71.2			1.0			7.4	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		120.5		15.2		120.5		14.3				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		18.7		5.7		20.7		6.3				
Green Ext Time (p_c), s		22.4		0.6		26.8		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		8.0
HCM 6th LOS		A

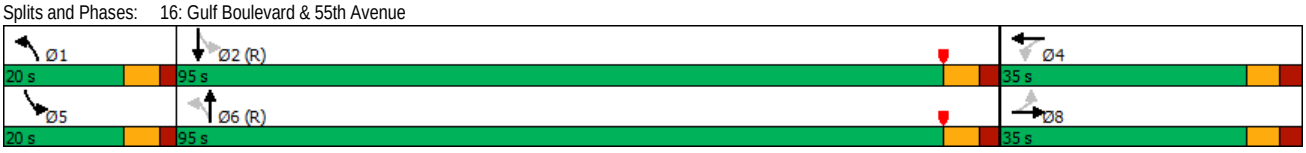
Notes

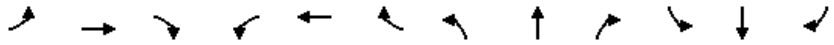
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	2	28	7	3	29	55	1100	11	36	1099	53
Future Volume (vph)	32	2	28	7	3	29	55	1100	11	36	1099	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	95.0		20.0	95.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		13.3%	63.3%		13.3%	63.3%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 16: Gulf Boulevard & 55th Avenue





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	2	28	7	3	29	55	1100	11	36	1099	53
Future Volume (veh/h)	32	2	28	7	3	29	55	1100	11	36	1099	53
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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	33	2	18	7	3	12	57	1146	11	38	1145	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	81	5	24	47	20	42	481	2914	28	446	2778	131
Arrive On Green	0.04	0.04	0.04	0.04	0.04	0.04	0.03	0.80	0.80	0.05	1.00	1.00
Sat Flow, veh/h	932	117	539	346	443	947	1810	3635	35	1810	3482	164
Grp Volume(v), veh/h	53	0	0	22	0	0	57	565	592	38	589	610
Grp Sat Flow(s),veh/h/ln	1588	0	0	1736	0	0	1810	1791	1879	1810	1791	1856
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	0.8	13.7	13.7	0.6	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	1.8	0.0	0.0	0.8	13.7	13.7	0.6	0.0	0.0
Prop In Lane	0.62		0.34	0.32		0.55	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	110	0	0	109	0	0	481	1436	1506	446	1429	1480
V/C Ratio(X)	0.48	0.00	0.00	0.20	0.00	0.00	0.12	0.39	0.39	0.09	0.41	0.41
Avail Cap(c_a), veh/h	327	0	0	338	0	0	594	1436	1506	566	1429	1480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	70.7	0.0	0.0	69.3	0.0	0.0	2.3	4.3	4.3	2.9	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	0.0	0.8	0.8	0.0	0.8	0.8
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(95%),veh/ln	3.7	0.0	0.0	1.5	0.0	0.0	0.4	8.1	8.4	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	0.0	0.0	69.7	0.0	0.0	2.3	5.1	5.1	2.9	0.8	0.8
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		53			22			1214			1237	
Approach Delay, s/veh		71.9			69.7			5.0			0.9	
Approach LOS		E			E			A			A	

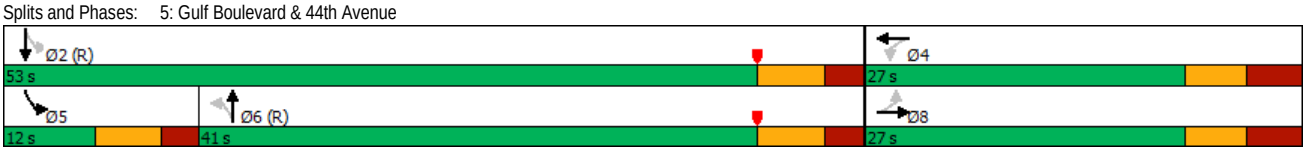
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	126.2		13.2	10.1	126.7		13.2				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	88.5		28.5	13.9	88.5		28.5				
Max Q Clear Time (g_c+I1), s	2.8	2.0		3.8	2.6	15.7		6.8				
Green Ext Time (p_c), s	0.0	17.8		0.0	0.0	16.2		0.1				

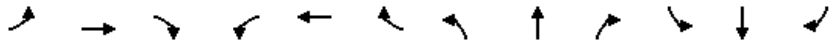
Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	75	1	77	1	1078	47	67	1037	3
Future Volume (vph)	2	0	1	75	1	77	1	1078	47	67	1037	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		41.0	41.0		12.0	53.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		51.3%	51.3%		15.0%	66.3%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue



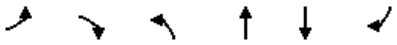


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	1	75	1	77	1	1078	47	67	1037	3
Future Volume (veh/h)	2	0	1	75	1	77	1	1078	47	67	1037	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	2	0	0	78	1	45	1	1123	40	70	1080	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	166	0	0	219	3	130	416	2169	77	392	2729	5
Arrive On Green	0.08	0.00	0.00	0.08	0.08	0.08	0.61	0.61	0.61	0.05	0.74	0.74
Sat Flow, veh/h	929	0	0	1440	35	1580	530	3528	126	1810	3668	7
Grp Volume(v), veh/h	2	0	0	78	0	46	1	570	593	70	527	555
Grp Sat Flow(s),veh/h/ln	929	0	0	1440	0	1616	530	1791	1863	1810	1791	1884
Q Serve(g_s), s	0.1	0.0	0.0	1.3	0.0	2.2	0.1	14.4	14.4	1.0	8.5	8.5
Cycle Q Clear(g_c), s	2.3	0.0	0.0	3.6	0.0	2.2	0.1	14.4	14.4	1.0	8.5	8.5
Prop In Lane	1.00		0.00	1.00		0.98	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	166	0	0	219	0	133	416	1101	1145	392	1333	1402
V/C Ratio(X)	0.01	0.00	0.00	0.36	0.00	0.35	0.00	0.52	0.52	0.18	0.40	0.40
Avail Cap(c_a), veh/h	393	0	0	455	0	398	416	1101	1145	430	1333	1402
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	35.3	0.0	34.7	5.9	8.7	8.7	6.0	3.7	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	1.5	0.0	1.7	1.7	0.2	0.9	0.8
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(95%),veh/ln	0.1	0.0	0.0	2.7	0.0	1.6	0.0	8.8	9.1	0.5	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	0.0	36.2	0.0	36.2	6.0	10.4	10.4	6.2	4.6	4.6
LnGrp LOS	D	A	A	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h		2			124			1164			1152	
Approach Delay, s/veh		35.8			36.2			10.4			4.7	
Approach LOS		D			D			B			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.1		13.9	10.3	55.8		13.9				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		46.4		* 20	* 5.6	34.4		* 20				
Max Q Clear Time (g_c+I1), s		10.5		5.6	3.0	16.4		4.3				
Green Ext Time (p_c), s		16.7		0.3	0.0	11.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	35	37	1226	1187	25
Future Volume (vph)	14	35	37	1226	1187	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

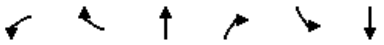
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	35	37	1226	1187	25
Future Vol, veh/h	14	35	37	1226	1187	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	14	36	38	1264	1224	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1945	625	1250	0	-	0
Stage 1	1237	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	433	564	-	-	-
Stage 1	241	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	54	433	564	-	-	-
Mov Cap-2 Maneuver	159	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	564	-	290	-	-
HCM Lane V/C Ratio	0.068	-	0.174	-	-
HCM Control Delay (s)	11.8	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	67	49	1109	54	34	1082
Future Volume (vph)	67	49	1109	54	34	1082
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	5%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	49	1109	54	34	1082
Future Vol, veh/h	67	49	1109	54	34	1082
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	5	0	6	0	0
Mvmt Flow	71	52	1167	57	36	1139

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1838	612	0	0	1224	0
Stage 1	1196	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Critical Hdwy	6.84	7	-	-	4.1	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	-	-	2.2	-
Pot Cap-1 Maneuver	~ 67	429	-	-	577	-
Stage 1	249	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 63	429	-	-	577	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	249	-	-	-	-	-
Stage 2	456	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.8	0	0.4
HCM LOS	E		

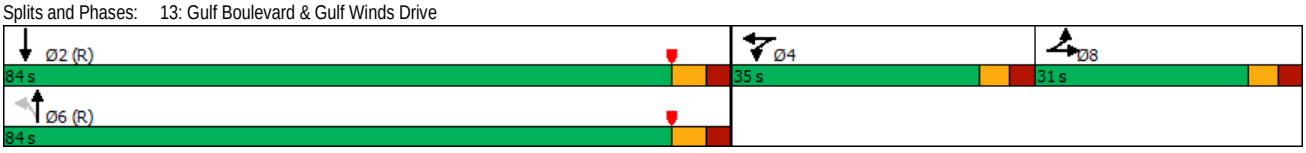
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	577	-
HCM Lane V/C Ratio	-	-	0.529	0.062	-
HCM Control Delay (s)	-	-	36.8	11.7	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.8	0.2	-

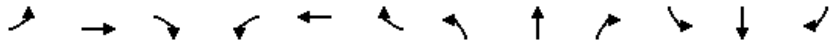
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	35	81	1	27	38	1129	129	0	1144	29
Future Volume (vph)	31	0	35	81	1	27	38	1129	129	0	1144	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
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%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				31%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	35	81	1	27	38	1129	129	0	1144	29
Future Volume (veh/h)	31	0	35	81	1	27	38	1129	129	0	1144	29
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	1900	1900	1900	1900	1900	1900	1885	1900	0	1885	1900
Adj Flow Rate, veh/h	33	0	20	97	0	0	40	1188	136	0	1204	28
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	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	57	0	35	213	112	0	338	2448	280	0	2704	63
Arrive On Green	0.05	0.00	0.05	0.06	0.00	0.00	1.00	1.00	1.00	0.00	0.76	0.76
Sat Flow, veh/h	1076	0	652	3619	1900	0	459	3240	370	0	3672	83
Grp Volume(v), veh/h	53	0	0	97	0	0	40	655	669	0	602	630
Grp Sat Flow(s),veh/h/ln	1729	0	0	1810	1900	0	459	1791	1819	0	1791	1870
Q Serve(g_s), s	4.5	0.0	0.0	3.9	0.0	0.0	2.4	0.0	0.0	0.0	18.6	18.6
Cycle Q Clear(g_c), s	4.5	0.0	0.0	3.9	0.0	0.0	21.0	0.0	0.0	0.0	18.6	18.6
Prop In Lane	0.62		0.38	1.00		0.00	1.00		0.20	0.00		0.04
Lane Grp Cap(c), veh/h	92	0	0	213	112	0	338	1353	1374	0	1353	1413
V/C Ratio(X)	0.57	0.00	0.00	0.45	0.00	0.00	0.12	0.48	0.49	0.00	0.45	0.45
Avail Cap(c_a), veh/h	284	0	0	690	362	0	338	1353	1374	0	1353	1413
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.91	0.91	0.91	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	0.0	68.2	0.0	0.0	1.7	0.0	0.0	0.0	6.7	6.8
Incr Delay (d2), s/veh	11.5	0.0	0.0	3.2	0.0	0.0	0.6	1.1	1.1	0.0	1.1	1.0
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(95%),veh/ln	4.1	0.0	0.0	3.4	0.0	0.0	0.3	0.8	0.8	0.0	11.1	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	0.0	0.0	71.5	0.0	0.0	2.4	1.1	1.1	0.0	7.8	7.8
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		53			97			1364			1232	
Approach Delay, s/veh		80.8			71.5			1.2			7.8	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		120.3		15.2		120.3		14.4				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		20.6		5.9		23.0		6.5				
Green Ext Time (p_c), s		24.7		0.6		29.0		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		8.2
HCM 6th LOS		A

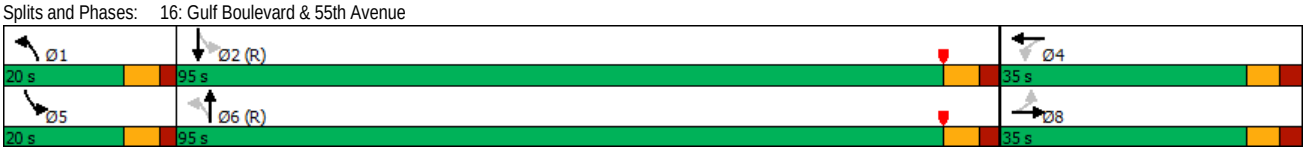
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	2	29	7	3	30	57	1178	11	37	1172	55
Future Volume (vph)	33	2	29	7	3	30	57	1178	11	37	1172	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	95.0		20.0	95.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		13.3%	63.3%		13.3%	63.3%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 16: Gulf Boulevard & 55th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	29	7	3	30	57	1178	11	37	1172	55
Future Volume (veh/h)	33	2	29	7	3	30	57	1178	11	37	1172	55
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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	34	2	19	7	3	13	59	1227	11	39	1221	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	81	5	25	46	20	45	454	2910	26	415	2777	127
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.80	0.80	0.05	1.00	1.00
Sat Flow, veh/h	925	115	549	327	427	981	1810	3638	33	1810	3488	160
Grp Volume(v), veh/h	55	0	0	23	0	0	59	604	634	39	627	650
Grp Sat Flow(s),veh/h/ln	1590	0	0	1735	0	0	1810	1791	1879	1810	1791	1856
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	0.9	15.3	15.3	0.6	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	1.9	0.0	0.0	0.9	15.3	15.3	0.6	0.0	0.0
Prop In Lane	0.62		0.35	0.30		0.57	1.00		0.02	1.00		0.09
Lane Grp Cap(c), veh/h	112	0	0	111	0	0	454	1433	1504	415	1426	1478
V/C Ratio(X)	0.49	0.00	0.00	0.21	0.00	0.00	0.13	0.42	0.42	0.09	0.44	0.44
Avail Cap(c_a), veh/h	327	0	0	338	0	0	566	1433	1504	535	1426	1478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	70.5	0.0	0.0	69.2	0.0	0.0	2.3	4.5	4.5	3.1	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.3	0.0	0.0	0.0	0.9	0.9	0.0	0.9	0.8
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(95%),veh/ln	3.9	0.0	0.0	1.6	0.0	0.0	0.5	8.8	9.1	0.3	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	0.0	0.0	69.5	0.0	0.0	2.4	5.4	5.4	3.1	0.9	0.8
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		55			23			1297			1316	
Approach Delay, s/veh		71.8			69.5			5.3			0.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	125.9		13.4	10.1	126.5		13.4				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	88.5		28.5	13.9	88.5		28.5				
Max Q Clear Time (g_c+I1), s	2.9	2.0		3.9	2.6	17.3		7.0				
Green Ext Time (p_c), s	0.0	20.1		0.0	0.0	18.4		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	5	13	1279	1246	40
Future Volume (vph)	19	5	13	1279	1246	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	604			212	513	
Travel Time (s)	16.5			4.1	10.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	5	13	1279	1246	40
Future Vol, veh/h	19	5	13	1279	1246	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	5	14	1375	1340	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2078	692	1383	0	-	0
Stage 1	1362	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	47	391	502	-	-	-
Stage 1	207	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	391	502	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	201	-	-	-	-	-
Stage 2	450	-	-	-	-	-

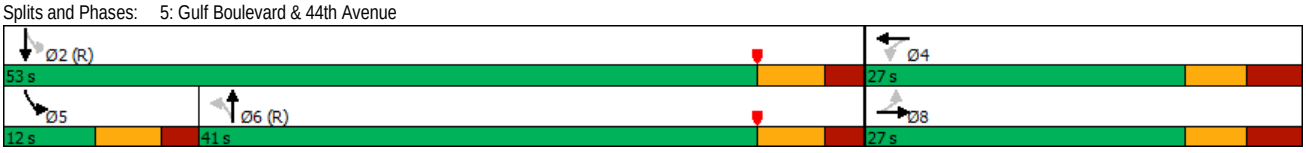
Approach	EB	NB	SB
HCM Control Delay, s	30.6	0.1	0
HCM LOS	D		

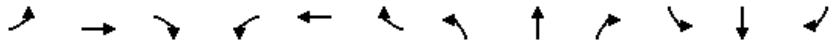
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	502	-	166	-	-
HCM Lane V/C Ratio	0.028	-	0.155	-	-
HCM Control Delay (s)	12.4	-	30.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	0	1	75	1	77	1	1109	47	67	1061	3
Future Volume (vph)	2	0	1	75	1	77	1	1109	47	67	1061	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	110		0	110		0	120		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25			50			70			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		479			992			1905			788	
Travel Time (s)		13.1			27.1			37.1			15.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		8			4			6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		15.0	15.0		5.0	15.0	
Minimum Split (s)	14.3	14.3		14.3	14.3		21.6	21.6		11.4	21.6	
Total Split (s)	27.0	27.0		27.0	27.0		41.0	41.0		12.0	53.0	
Total Split (%)	33.8%	33.8%		33.8%	33.8%		51.3%	51.3%		15.0%	66.3%	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.1	4.1		4.1	4.1	
All-Red Time (s)	3.5	3.5		3.5	3.5		2.5	2.5		2.3	2.5	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3		7.3	7.3		6.6	6.6		6.4	6.6	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Max	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 5: Gulf Boulevard & 44th Avenue



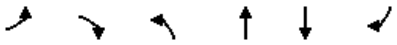


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	1	75	1	77	1	1109	47	67	1061	3
Future Volume (veh/h)	2	0	1	75	1	77	1	1109	47	67	1061	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	2	0	0	78	1	45	1	1155	40	70	1105	2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	166	0	0	219	3	130	408	2171	75	383	2729	5
Arrive On Green	0.08	0.00	0.00	0.08	0.08	0.08	0.61	0.61	0.61	0.05	0.74	0.74
Sat Flow, veh/h	929	0	0	1440	35	1580	517	3532	122	1810	3668	7
Grp Volume(v), veh/h	2	0	0	78	0	46	1	586	609	70	539	568
Grp Sat Flow(s),veh/h/ln	929	0	0	1440	0	1616	517	1791	1863	1810	1791	1884
Q Serve(g_s), s	0.1	0.0	0.0	1.3	0.0	2.2	0.1	15.0	15.0	1.0	8.8	8.8
Cycle Q Clear(g_c), s	2.3	0.0	0.0	3.6	0.0	2.2	0.1	15.0	15.0	1.0	8.8	8.8
Prop In Lane	1.00		0.00	1.00		0.98	1.00		0.07	1.00		0.00
Lane Grp Cap(c), veh/h	166	0	0	219	0	133	408	1101	1145	383	1333	1402
V/C Ratio(X)	0.01	0.00	0.00	0.36	0.00	0.35	0.00	0.53	0.53	0.18	0.40	0.40
Avail Cap(c_a), veh/h	393	0	0	455	0	398	408	1101	1145	420	1333	1402
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.8	0.0	0.0	35.3	0.0	34.7	5.9	8.8	8.8	6.1	3.7	3.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.0	0.0	1.5	0.0	1.8	1.8	0.2	0.9	0.9
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(95%),veh/ln	0.1	0.0	0.0	2.7	0.0	1.6	0.0	9.1	9.4	0.5	4.2	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	0.0	36.2	0.0	36.2	6.0	10.7	10.6	6.4	4.7	4.6
LnGrp LOS	D	A	A	D	A	D	A	B	B	A	A	A
Approach Vol, veh/h		2			124			1196			1177	
Approach Delay, s/veh		35.8			36.2			10.6			4.7	
Approach LOS		D			D			B			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		66.1		13.9	10.3	55.8		13.9				
Change Period (Y+Rc), s		6.6		* 7.3	* 6.4	6.6		* 7.3				
Max Green Setting (Gmax), s		46.4		* 20	* 5.6	34.4		* 20				
Max Q Clear Time (g_c+I1), s		10.8		5.6	3.0	17.0		4.3				
Green Ext Time (p_c), s		17.2		0.3	0.0	11.8		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	45	10	1261	1232	17
Future Volume (vph)	29	45	10	1261	1232	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	100			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	25			35	35	
Link Distance (ft)	665			196	212	
Travel Time (s)	18.1			3.8	4.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	45	10	1261	1232	17
Future Vol, veh/h	29	45	10	1261	1232	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	30	46	10	1300	1270	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1949	644	1288	0	-	0
Stage 1	1279	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	58	420	545	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	420	545	-	-	-
Mov Cap-2 Maneuver	161	-	-	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	545	-	258	-	-
HCM Lane V/C Ratio	0.019	-	0.296	-	-
HCM Control Delay (s)	11.7	-	24.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	67	49	1140	54	34	1106
Future Volume (vph)	67	49	1140	54	34	1106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	155	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Link Speed (mph)	20		35			35
Link Distance (ft)	950		788			2353
Travel Time (s)	32.4		15.4			45.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	5%	0%	6%	0%	0%
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	49	1140	54	34	1106
Future Vol, veh/h	67	49	1140	54	34	1106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	155	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	5	0	6	0	0
Mvmt Flow	71	52	1200	57	36	1164

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1883	629	0	0	1257	0
Stage 1	1229	-	-	-	-	-
Stage 2	654	-	-	-	-	-
Critical Hdwy	6.84	7	-	-	4.1	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.35	-	-	2.2	-
Pot Cap-1 Maneuver	~ 63	418	-	-	560	-
Stage 1	239	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 59	418	-	-	560	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	239	-	-	-	-	-
Stage 2	448	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.1	0	0.4
HCM LOS	E		

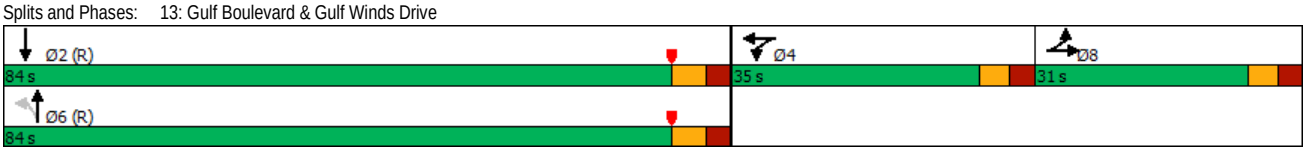
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	223	560	-
HCM Lane V/C Ratio	-	-	0.548	0.064	-
HCM Control Delay (s)	-	-	39.1	11.9	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	2.9	0.2	-

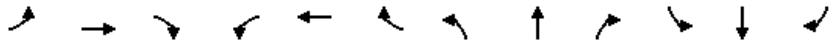
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	0	35	84	1	27	38	1173	131	0	1200	29
Future Volume (vph)	31	0	35	84	1	27	38	1173	131	0	1200	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	90		0	0		0
Storage Lanes	0		0	1		0	1		0	0		0
Taper Length (ft)	25			25			70			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		668			1394			1461			1390	
Travel Time (s)		18.2			38.0			28.5			27.1	
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%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)				32%								
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			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Split	NA		Split	NA		Perm	NA			NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6					
Detector Phase	8	8		4	4		6	6			2	
Switch Phase												
Minimum Initial (s)	9.0	9.0		9.0	9.0		24.0	24.0			24.0	
Minimum Split (s)	15.4	15.4		15.4	15.4		31.0	31.0			31.0	
Total Split (s)	31.0	31.0		35.0	35.0		84.0	84.0			84.0	
Total Split (%)	20.7%	20.7%		23.3%	23.3%		56.0%	56.0%			56.0%	
Yellow Time (s)	3.4	3.4		3.4	3.4		4.0	4.0			4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)		6.4		6.4	6.4		7.0	7.0			7.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max			C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 50 (33%), Referenced to phase 2:SBT and 6:NBTL, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 13: Gulf Boulevard & Gulf Winds Drive





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	35	84	1	27	38	1173	131	0	1200	29
Future Volume (veh/h)	31	0	35	84	1	27	38	1173	131	0	1200	29
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	1900	1900	1900	1900	1900	1900	1885	1900	0	1885	1900
Adj Flow Rate, veh/h	33	0	20	100	0	0	40	1235	138	0	1263	28
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	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	57	0	35	214	112	0	318	2455	273	0	2707	60
Arrive On Green	0.05	0.00	0.05	0.06	0.00	0.00	1.00	1.00	1.00	0.00	0.76	0.76
Sat Flow, veh/h	1076	0	652	3619	1900	0	434	3249	362	0	3677	79
Grp Volume(v), veh/h	53	0	0	100	0	0	40	679	694	0	631	660
Grp Sat Flow(s),veh/h/ln	1729	0	0	1810	1900	0	434	1791	1820	0	1791	1871
Q Serve(g_s), s	4.5	0.0	0.0	4.0	0.0	0.0	2.8	0.0	0.0	0.0	20.0	20.0
Cycle Q Clear(g_c), s	4.5	0.0	0.0	4.0	0.0	0.0	22.8	0.0	0.0	0.0	20.0	20.0
Prop In Lane	0.62		0.38	1.00		0.00	1.00		0.20	0.00		0.04
Lane Grp Cap(c), veh/h	92	0	0	214	112	0	318	1353	1375	0	1353	1414
V/C Ratio(X)	0.57	0.00	0.00	0.47	0.00	0.00	0.13	0.50	0.50	0.00	0.47	0.47
Avail Cap(c_a), veh/h	284	0	0	690	362	0	318	1353	1375	0	1353	1414
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.90	0.90	0.90	0.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	0.0	0.0	68.3	0.0	0.0	2.0	0.0	0.0	0.0	6.9	6.9
Incr Delay (d2), s/veh	11.5	0.0	0.0	3.4	0.0	0.0	0.7	1.2	1.2	0.0	1.2	1.1
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(95%),veh/ln	4.1	0.0	0.0	3.6	0.0	0.0	0.4	0.8	0.8	0.0	11.8	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	80.8	0.0	0.0	71.7	0.0	0.0	2.7	1.2	1.2	0.0	8.1	8.0
LnGrp LOS	F	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		53			100			1413			1291	
Approach Delay, s/veh		80.8			71.7			1.2			8.1	
Approach LOS		F			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		120.3		15.3		120.3		14.4				
Change Period (Y+Rc), s		7.0		6.4		7.0		6.4				
Max Green Setting (Gmax), s		77.0		28.6		77.0		24.6				
Max Q Clear Time (g_c+I1), s		22.0		6.0		24.8		6.5				
Green Ext Time (p_c), s		26.4		0.6		30.1		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			8.3									
HCM 6th LOS			A									

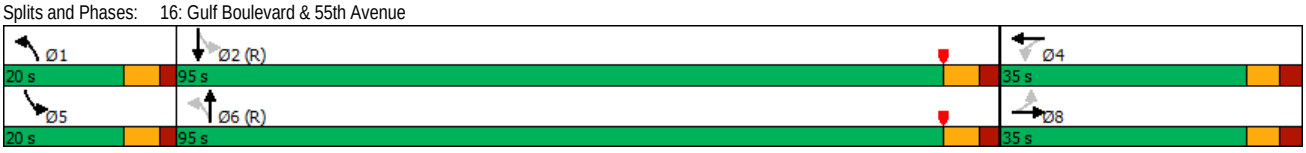
Notes

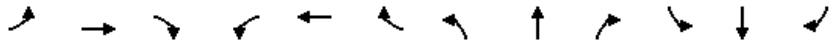
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	2	29	14	3	30	57	1228	17	37	1236	55
Future Volume (vph)	33	2	29	14	3	30	57	1228	17	37	1236	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	120		0	90		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25			25			70			60		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		621			895			513			1461	
Travel Time (s)		16.9			24.4			10.0			28.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	1%	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	7.0	7.0		7.0	7.0		5.0	15.0		5.0	15.0	
Minimum Split (s)	13.5	13.5		13.5	13.5		11.1	21.5		11.1	21.5	
Total Split (s)	35.0	35.0		35.0	35.0		20.0	95.0		20.0	95.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		13.3%	63.3%		13.3%	63.3%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.1	4.1		4.1	4.1	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.4		2.0	2.4	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.5			6.5		6.1	6.5		6.1	6.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 40 (27%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 16: Gulf Boulevard & 55th Avenue

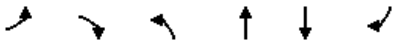




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	29	14	3	30	57	1228	17	37	1236	55
Future Volume (veh/h)	33	2	29	14	3	30	57	1228	17	37	1236	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1900	1900	1900	1900	1900	1885	1900	1900	1885	1900
Adj Flow Rate, veh/h	34	2	19	15	3	13	59	1279	18	39	1288	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	1	0	0	1	0
Cap, veh/h	82	5	25	65	17	33	432	2894	41	395	2786	121
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	0.03	0.80	0.80	0.05	1.00	1.00
Sat Flow, veh/h	946	114	560	642	369	730	1810	3616	51	1810	3497	152
Grp Volume(v), veh/h	55	0	0	31	0	0	59	633	664	39	659	685
Grp Sat Flow(s),veh/h/ln	1620	0	0	1741	0	0	1810	1791	1876	1810	1791	1858
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	0.0	0.9	16.4	16.4	0.6	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	2.5	0.0	0.0	0.9	16.4	16.4	0.6	0.0	0.0
Prop In Lane	0.62		0.35	0.48		0.42	1.00		0.03	1.00		0.08
Lane Grp Cap(c), veh/h	113	0	0	115	0	0	432	1433	1502	395	1427	1480
V/C Ratio(X)	0.49	0.00	0.00	0.27	0.00	0.00	0.14	0.44	0.44	0.10	0.46	0.46
Avail Cap(c_a), veh/h	328	0	0	336	0	0	545	1433	1502	514	1427	1480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	70.5	0.0	0.0	69.5	0.0	0.0	2.3	4.6	4.6	3.2	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.5	0.0	0.0	0.1	1.0	0.9	0.0	0.9	0.9
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(95%),veh/ln	3.9	0.0	0.0	2.1	0.0	0.0	0.5	9.3	9.7	0.3	0.7	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	0.0	0.0	70.0	0.0	0.0	2.4	5.6	5.6	3.2	0.9	0.9
LnGrp LOS	E	A	A	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		55			31			1356			1383	
Approach Delay, s/veh		71.8			70.0			5.5			1.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	126.0		13.3	10.1	126.6		13.3				
Change Period (Y+Rc), s	6.1	6.5		6.5	6.1	6.5		6.5				
Max Green Setting (Gmax), s	13.9	88.5		28.5	13.9	88.5		28.5				
Max Q Clear Time (g_c+I1), s	2.9	2.0		4.5	2.6	18.4		6.9				
Green Ext Time (p_c), s	0.0	22.4		0.1	0.0	20.1		0.1				

Intersection Summary	
HCM 6th Ctrl Delay	5.3
HCM 6th LOS	A



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	9	45	1252	1238	39
Future Volume (vph)	22	9	45	1252	1238	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	155			0
Storage Lanes	1	0	1			0
Taper Length (ft)	25		25			
Link Speed (mph)	30			35	35	
Link Distance (ft)	471			2353	196	
Travel Time (s)	10.7			45.8	3.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	5%	0%	2%	2%	5%
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	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60			60
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	9	45	1252	1238	39
Future Vol, veh/h	22	9	45	1252	1238	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	155	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	5	0	2	2	5
Mvmt Flow	23	10	48	1332	1317	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2100	679	1358	0	-	0
Stage 1	1338	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.8	7	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.35	2.2	-	-	-
Pot Cap-1 Maneuver	46	387	513	-	-	-
Stage 1	213	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	42	387	513	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	193	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.4	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	513	-	169	-	-
HCM Lane V/C Ratio	0.093	-	0.195	-	-
HCM Control Delay (s)	12.7	-	31.4	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	0.7	-	-

Kimley»Horn

November 1, 2023

Ms. Michelle Gonzalez, AICP
C/O Brandon Berry
Community Development Director
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

RE: ***Sirata Beach Resort Redevelopment***
Traffic Impact Analysis Methodology
City of St Pete Beach, Florida

Dear Ms. Gonzalez,

This updated letter summarizes the proposed Traffic Impact Analysis (TIA) study methodology for the proposed Sirata Beach Resort redevelopment located at 5300 Gulf Boulevard in St. Pete Beach, Florida. The letter was updated in response to comments from City of St. Pete Beach. To properly address the transportation impacts related to the proposed redevelopment in accordance with Section 4.4(a)(2), 4.4(a)(3), and 4.12(a)(2) of the City's Land Development Code (LDC), Kimley-Horn will conduct an analysis that follows the study methodology detailed below.

The project redevelopment site is 15.36 acres and will be redeveloped in three distinct phases but for the purposes of this traffic study the overall estimated buildout year is 2025 for all three phases. A location map and conceptual site plan for the overall redevelopment are attached for reference. Phase One of the redevelopment will renovate and relocate the existing central pool and restaurant located on the main building of the existing Sirata Beach Resort. As part of this initial phase, twenty-one (21) existing hotel rooms will be demolished to make space for the proposed restaurant kitchen relocation. At the beginning of Phase Two, an additional forty-four (45) hotel rooms will be demolished on the northern face of the central building of the existing Sirata Beach Resort and the entire northern building at the north of the site will be demolished removing an additional ninety (90) existing hotel rooms. This will allow redevelopment of the northern area of the property with a new JW Marriott with three (290) hotel rooms and associated restaurants, meeting space and ball rooms.

Following the above Phase One and Two redevelopment areas, Phase Three will be completed at the southern side of the property and the property owner proposes to develop a limited-service Hampton Inn Hotel with one hundred and fifty (130) hotel rooms associated amenities. As illustrated in the attached conceptual site plan, access to the site is proposed to be provided through the following access connections to Gulf Boulevard:

- Three (3) full-access connections along Gulf Boulevard

The existing and proposed development will consist of the following land uses and densities:

- Existing 382 hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 21 existing hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 45 existing hotel rooms (ITE 11th Edition LUC 330)
  - Demolish 90 existing hotel rooms (ITE 11th Edition LUC 330)
- Construct 290 hotel rooms – JW Marriott (ITE 11th Edition LUC 310)
- Construct 130 hotel rooms – Hampton Inn (ITE 11th Edition LUC 311)

In final buildout condition, the redevelopment will contain the following:

- 226 existing hotel room (ITE 11th Edition LUC 330)
- 290 proposed hotel rooms – JW Marriott (ITE 11th Edition LUC 310)
- 130 proposed hotel rooms – Hampton Inn (ITE 11th Edition LUC 311)

TRIP GENERATION

Trip Generation for the proposed development was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th Edition for the land uses identified above. For the above land use codes, the various restaurants, offices, meeting space and ballrooms are all considered ancillary uses to the primary use of each hotel type.

The proposed development is anticipated to generate 118 net new A.M. peak-hour trips (55 entering/63 exiting) and 152 net new P.M. peak-hour trips (84 entering/68 exiting). **Table 1** and **Table 2** identify the A.M. and P.M. peak-hour trip generation.

Table 1: A.M. Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing								
Resort Hotel	382	ROOM	330	72%	28%	84	33	117
Final Buildout Condition								
Resort Hotel	226	ROOM	330	72%	28%	41	16	57
Hotel	290	ROOM	310	56%	44%	77	61	138
All-Suites Hotel	130	ROOM	311	53%	47%	21	19	40
					Total Proposed:	139	96	235
					Net New (Final Buildout – Existing):	**55**	**63**	**118**

Table 2: P.M. Peak-Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		NET NEW EXTERNAL TRIPS		
				Percent				
Land Use	Scale	ITE Units	ITE Code	In	Out	In	Out	Total
Existing								
Resort Hotel	382	ROOM	330	43%	57%	61	82	143
Final Buildout Condition								
Resort Hotel	226	ROOM	330	43%	57%	27	35	62
Hotel	290	ROOM	310	51%	49%	95	92	187
All-Suites Hotel	130	ROOM	311	49%	51%	23	23	46
					Total Proposed:	145	150	295
					Net New (Final Buildout – Existing):	**84**	**68**	**152**

TRIP DISTRIBUTION

The distribution and assignment of project traffic will be performed using the Florida Standard Urban Transportation Model Structure (FSUTMS) transportation planning model outputs. The latest FDOT District Seven Regional Planning Model will be used to generate model distribution of project trips.

STUDY AREA

The study area is proposed to consist of the project access driveways along Gulf Boulevard along with the directly adjacent intersections:

- Gulf Boulevard & 46th Avenue
- Gulf Boulevard & 44th Avenue
- Gulf Boulevard & 55th Avenue
- Gulf Boulevard & Gulf Winds Drive

In addition, the following study area roadway segments will be analyzed as well:

- 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
- Pasadena Avenue from Shore Drive South to Gulfport Boulevard South;
- Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
- Pinellas Bayway from Gulf Boulevard to Sun Boulevard
- Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
- Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard

BACKGROUND GROWTH RATE

A growth rate was determined by using FDOT historical Annual Average Daily Traffic (AADT) information for three nearby roadway segments of Gulf Boulevard (North of Pinellas Bayway), Gulf Boulevard (South of Blind Pass Road), and Gulf Winds Drive (North of Gulf Boulevard) was initially calculated as -2.34%, however a 2% growth rate will be used to provide a conservative analysis. Growth rate calculations are attached for reference. Additionally, vested project traffic from the committed Miramar Beach Resort development and Corey Landings development were included in the calculations of background traffic.

TRAFFIC ANALYSIS

The study area roadway segments will be analyzed relative to the service volumes found in the Pinellas County 2023 Annual Level of Service Report (2022 data). The roadway analysis will evaluate study roadway segments for the existing, background, and future total (year 2025 traffic conditions for the P.M. peak-hour.) The study intersections will be analyzed for future buildout conditions during the P.M. peak-hour.

TURN LANE ANALYSIS

Potential future left-turn and right-turn lane requirements will be evaluated (including needed sufficient storage length) with the addition of project traffic.

MULTI-MODAL ANALYSIS

A multi-modal analysis will be included in the report and will consider bicycle connectivity, transit routes, and pedestrian mobility. The analysis will demonstrate how the project will be connected to any existing pedestrian and bicycle facilities. A multi-modal map will be provided showing the existing sidewalks as well as any proposed sidewalks for this development.

DOCUMENTATION

The results of the traffic analysis will be summarized in a Traffic Impact Analysis (TIA) report. The report will contain supporting documents including turn lane warrants and intersection analyses software outputs. The report will also include text and graphics necessary to summarize the analysis and any assumptions made.

We will follow-up to see if you have any questions regarding this methodology.

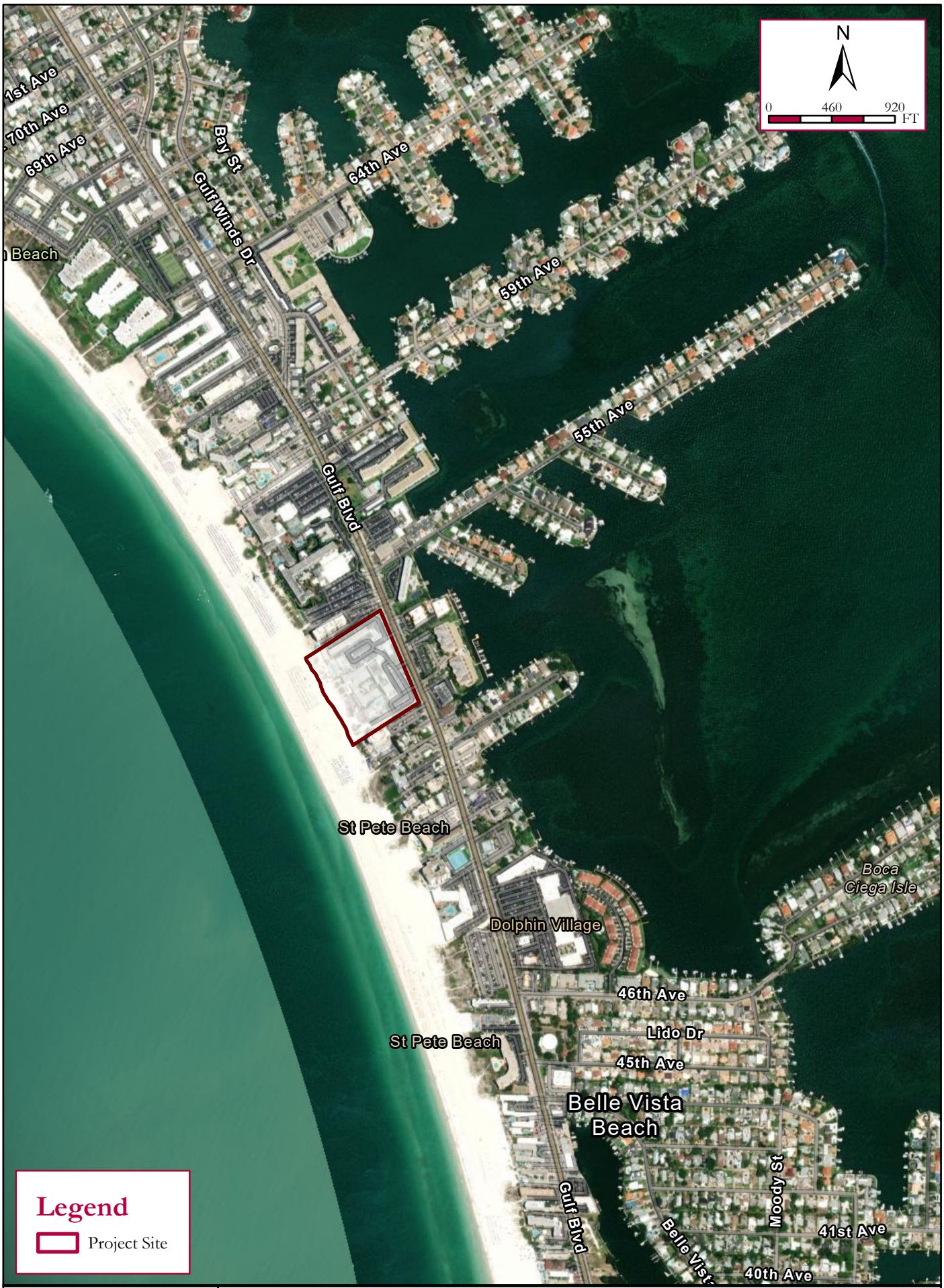
Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Becca Bond, P.E.
Transportation Engineer

Tarek Elfallah, E.I.
Transportation Analyst

Attachments: Project Location Map
Conceptual Site Plan
Growth Rate Calculations



Kimley»Horn

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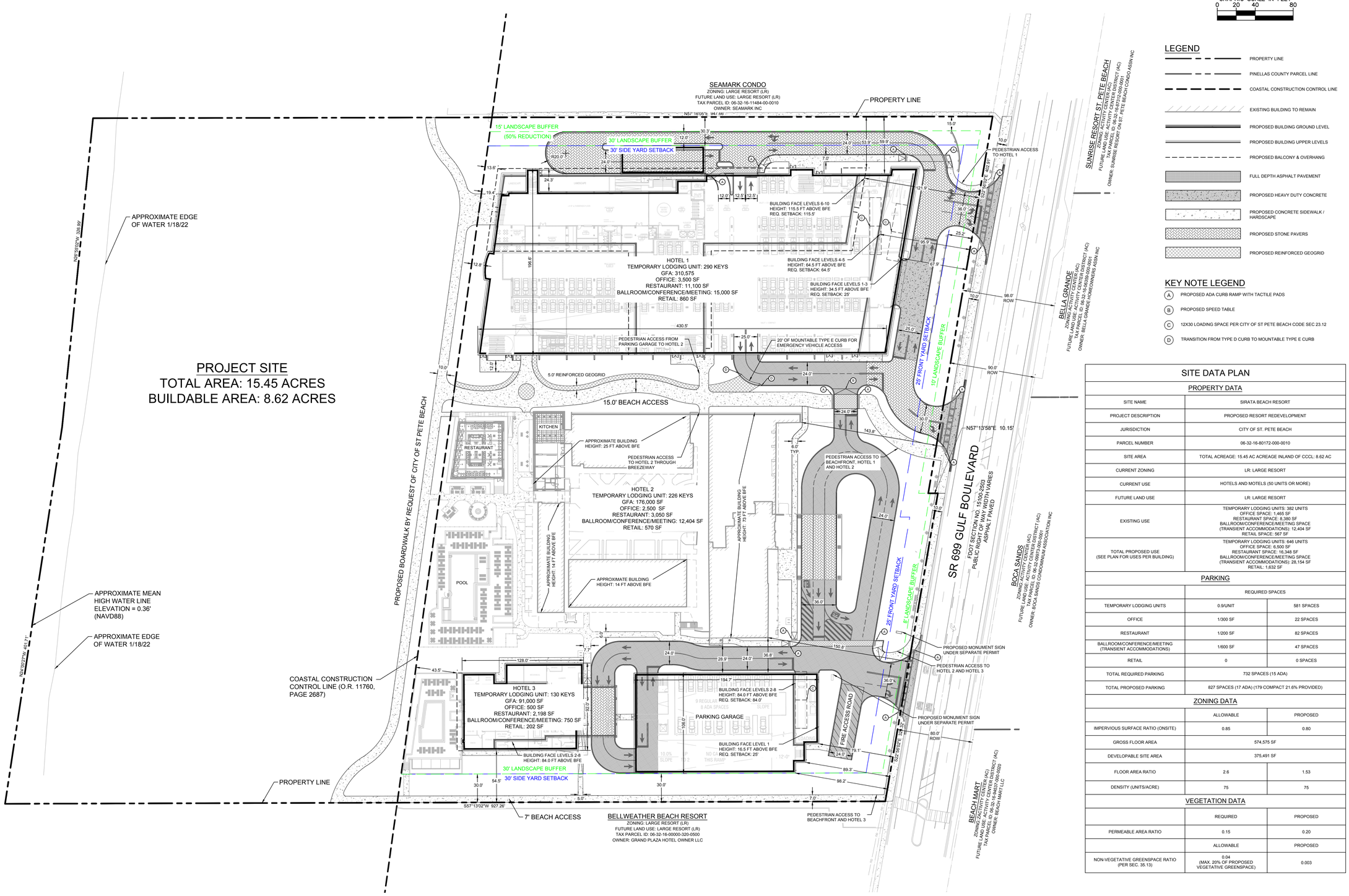
201 North Franklin St, Suite 1400, Tampa, FL 33602
Phone: (813) 620 1460
www.kimley-horn.com

Project Location Map

SIRATA BEACH RESORT REDEVELOPMENT
ST. PETE BEACH, FLORIDA

Project No: 145423000	Scale: As Noted	July 2023	Figure 1



GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING GROUND LEVEL
- PROPOSED BUILDING UPPER LEVELS
- PROPOSED BALCONY & OVERHANG
- FULL DEPTH ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- PROPOSED STONE PAVERS
- PROPOSED REINFORCED GEOGRID

KEY NOTE LEGEND

- (A) PROPOSED ADA CURB RAMP WITH TACTILE PADS
- (B) PROPOSED SPEED TABLE
- (C) 12X30 LOADING SPACE PER CITY OF ST PETE BEACH CODE SEC 23.12
- (D) TRANSITION FROM TYPE D CURB TO MOUNTABLE TYPE E CURB

SITE DATA PLAN

PROPERTY DATA

SITE NAME	SIRATA BEACH RESORT
PROJECT DESCRIPTION	PROPOSED RESORT REDEVELOPMENT
JURISDICTION	CITY OF ST. PETE BEACH
PARCEL NUMBER	06-32-16-80172-000-0010
SITE AREA	TOTAL ACREAGE: 15.45 AC ACREAGE INLAND OF CCCL: 8.62 AC
CURRENT ZONING	LR: LARGE RESORT
CURRENT USE	HOTELS AND MOTELS (50 UNITS OR MORE)
FUTURE LAND USE	LR: LARGE RESORT
EXISTING USE	TEMPORARY LODGING UNITS: 382 UNITS OFFICE SPACE: 1,465 SF RESTAURANT SPACE: 8,380 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 12,404 SF RETAIL SPACE: 567 SF
TOTAL PROPOSED USE (SEE PLAN FOR USES PER BUILDING)	TEMPORARY LODGING UNITS: 646 UNITS OFFICE SPACE: 6,500 SF RESTAURANT SPACE: 16,348 SF BALLROOM/CONFERENCE/MEETING SPACE (TRANSIENT ACCOMMODATIONS): 28,154 SF RETAIL: 1,632 SF

PARKING

	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA) (179 COMPACT 21.6% PROVIDED)	

ZONING DATA

	ALLOWABLE	PROPOSED
IMPERVIOUS SURFACE RATIO (ONSITE)	0.85	0.80
GROSS FLOOR AREA	574,575 SF	
DEVELOPABLE SITE AREA	375,491 SF	
FLOOR AREA RATIO	2.6	1.53
DENSITY (UNITS/ACRE)	75	75

VEGETATION DATA

	REQUIRED	PROPOSED
PERMEABLE AREA RATIO	0.15	0.20
	ALLOWABLE	PROPOSED
NON-VEGETATIVE GREENSPACE RATIO (PER SEC. 35.13)	0.04 (MAX. 20% OF PROPOSED VEGETATIVE GREENSPACE)	0.003

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG

CIVIL DESIGN ENGINEER:
SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER
63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023
PROJECT NO.
145423000

SHEET TITLE

CUP SITE PLAN

SHEET NUMBER

CUP-01

Plotted By: Girard, Claudia Sheet Set: Kha Layout: C200 — MASTER SITE PLAN August 22, 2023 06:06:59pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD Work\PlanSheets\CUP Plans\CUP-01 — CUP SITE PLAN.dwg
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Project: Sirata Beach Resort
Location: City of St. Pete Beach, FL
Notes: FDOT Historical AADT

Volume Source #1: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLA
Volume Source #2: 5149 - SR 699/GULF BLVD, S OF BLIND PASS RD &
Volume Source #3: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2017	23000	29500	3100			18533.33333
2		2018	23000	28500	3100			18200
3		2019	23500	27000	3100			17866.66667
4		2020	21500	25000	1600			16033.33333
5		2021	23000	28000	1600			17533.33333
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2017	18533.33333
2		2018	18200
3		2019	17866.66667
4		2020	16033.33333
5		2021	17533.33333
6			
7			
8			
9			
10			

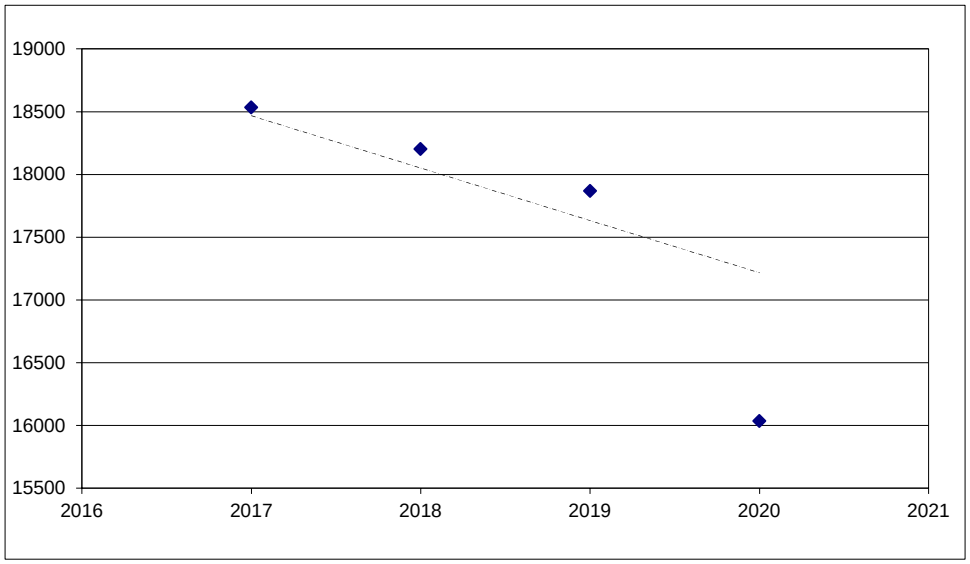
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2017	18466.66667
2		2018	18050
3		2019	17633.33333
4		2020	17216.66667
5		2021	16800
6			
7			
8			
9			
10			

Slope: -416.6666667
Intercept: 858883.3333
R^2: 0.462278107
Standard Error: 820.4560611

Exponential
Growth Rate: -2.34%
Future = Existing (1+Growth)^N

Linear
Growth Rate: -2.26%
Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5147 - SR 699/GULF BLVD, N OF SR 682/PINELLAS BAYWAY S

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	23000 C	N 12000	S 11000	9.00	53.00	3.30
2020	21500 C	N 11500	S 10000	9.00	55.30	2.70
2019	23500 C	N 12500	S 11000	9.00	55.70	2.50
2018	23000 C	N 12000	S 11000	9.00	55.50	2.80
2017	23000 F	N 12000	S 11000	9.00	54.50	2.70
2016	23000 C	N 12000	S 11000	9.00	55.90	2.70
2015	22000 C	N 11000	S 11000	9.00	55.00	2.20
2014	22000 C	N 11500	S 10500	9.00	55.40	2.40
2013	22500 C	N 12000	S 10500	9.00	55.20	2.50
2012	24000 F	N 12500	S 11500	9.00	55.00	2.30
2011	24000 C	N 12500	S 11500	9.00	56.50	2.30
2010	24500 C	N 12500	S 12000	10.52	55.26	2.00
2009	25000 C	N 13000	S 12000	10.53	55.79	2.00
2008	23000 C	N 12000	S 11000	10.29	58.46	3.20
2007	26500 C	N 14000	S 12500	10.31	56.79	1.80
2006	25500 C	N 13000	S 12500	9.88	58.53	4.80

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
2021 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
2021	28000 C	N 14500	S 13500	9.00	53.00	3.10
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

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5711 - GULFWINDS DR, N OF GULF BLVD (HPMS)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2021	1600 F	N	850	S	750	9.00	53.00	3.90
2020	1600 C	N	850	S	750	9.00	55.30	3.90
2019	3100 X		0		0	9.00	55.70	3.50
2018	3100 X		0		0	9.00	55.50	2.60
2017	3100 X		0		0	9.00	54.50	5.40
2016	3000 E		0		0	9.00	55.90	2.50
2015	2900 E					9.00	55.00	3.40
2014	2800 S	N	1600	S	1200	9.00	55.40	1.00
2013	2800 F	N	1600	S	1200	9.00	55.20	1.00
2012	2800 C	N	1600	S	1200	9.00	55.00	1.00
2011	1700 S	N	900	S	800	9.00	56.50	1.90
2010	1700 F	N	900	S	800	10.52	55.26	1.90
2009	1700 C	N	900	S	800	10.53	55.79	1.90
2008	1800 C	N	950	S	850	10.29	58.46	13.40

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

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November 17, 2023

City of St. Pete Beach
Attn: Brandon Berry and Alaina Grundy
155 Corey Avenue
St. Pete Beach, FL 33706

RE: Sirata Beach Resort Redevelopment Traffic Impact Analysis report review.

Dear Brandon and Alaina:

Based on our review of the Sirata Beach Resort Redevelopment Traffic Impact Analysis Report prepared by Kimley-Horn and Associates, Inc. and dated November of 2023, we agree with the procedure, analysis and conclusions stated in said report.

The report follows industry accepted procedures and the growth factors, adjustment factors and distribution model, among others used in the preparation of the report are in line with ITE and FDOT accepted methodologies for Traffic Impact Analysis preparation.

We consider the report, its analysis and conclusions to be adequate for the Sirata Beach Resort Redevelopment Project.

Do not hesitate to contact us if you have any questions or comments.

Sincerely,
GEORGE F. YOUNG, INC.

Gerardo Traverso, PE
VP Transportation Engineering

From:	Gilner, Scott
To:	Brett Warner
Cc:	Brandon Berry; Keith Schloemer; Hanney, Shane; Rodriguez, Rebeca; Girard, Claudia
Subject:	RE: Peak flow rate - Sirata redevelopment
Date:	Tuesday, September 12, 2023 4:49:19 PM
Attachments:	image001.png image002.png image003.png image004.png image005.png image006.png image007.png image008.png image009.png image010.png image011.png 01.1 - Civil CUP Plans - Sirata Beach Resort.pdf

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Brett,

Following our conversation yesterday, please see the summary of peak flows provided by our MEP, Keith – copied here if you have any questions. The hotels will discharge to the various locations shown in Sheet 2 of the attached PDF plan.

Peak domestic water flow rates for each hotel were calculated as follows:

- We counted the quantity of each type of plumbing fixture
- We assigned a water supply fixture unit to each type of plumbing fixture
- We multiplied the quantity of each type of fixture by the corresponding water supply fixture units for that type of fixture
- We added up the total amount of water supply fixture units for all fixtures
- We used (2) separate industry accepted methods (Hunters Method and the ASHRAE Method) for converting total water supply fixture units to a peak flow rate. Both the Hunter's Method and the ASHRAE Method allow the user to convert water supply fixture units to peak flow rate by assigning a probability of use of the fixtures based on the building occupancy type.

- Hotel 1 (JW Marriott) - 2,244 water supply fixture units = 320 gpm peak flow rate
- Hotel 2 (Existing Sirata) - 1,876 water supply fixture units = 290 gpm peak flow rate
- Hotel 3 (Hampton Inn) - 1,104 water supply fixture units = 170 gpm peak flow rate

Scott W. Gilner, P.E.
Kimley-Horn | 201 N Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813.635.5547 | Mobile: 813.505.9745 | www.kimley-horn.com

From: Brett Warner <bwarner@stpetebeach.org>
Sent: Monday, September 11, 2023 8:33 AM
To: Gilner, Scott <Scott.Gilner@kimley-horn.com>
Cc: Brandon Berry <bberry@stpetebeach.org>
Subject: RE: Peak flow rate - Sirata redevelopment

Hi Scott,

I wanted to add some context. With reclaimed water being used for irrigation, we assume 100% of potable water use will likely end up as sanitary sewer discharge. The flow rates for water in GPM should be calculated for Pinellas County water meter sizing. We want to use those same calculations for sewer flow rates to ensure we have properly sized pipes offsite.

These flow rates should be calculated for each of the discharge sanitary laterals leaving the site.

Let me know if you have any questions or would like to discuss.

Thanks,

Brett E. Warner, PE

City Engineer

Public Works Department | City of St. Pete Beach

727-363-9254

bwarner@stpetebeach.org

www.stpetebeach.org

155 Corey Avenue, St. Pete Beach FL 33706

Under Florida law, e-mail addresses are public records. If you do not want your e-mail address released in response to a public-records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Monday, September 11, 2023 8:20 AM
To: Gilner, Scott <Scott.Gilner@kimley-horn.com>
Cc: Brett Warner <bwarner@stpetebeach.org>
Subject: Peak flow rate - Sirata redevelopment

Scott,

Our assistant public works director is asking if you happen to have the peak flow rate data used to estimate meter sizing that accounts for fixtures, hose bibs, and so on.

Thank you for providing the GPD and GPM data.

Sincerely,
Brandon

Brandon Berry
Senior Planner
City of St. Pete Beach

727-363-9229
bberry@stpetebeach.org
www.stpetebeach.org
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All government correspondence is subject to the public records laws.

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Brett E. Warner, PE

City Engineer

Public Works Department | City of St. Pete Beach

727-363-9254

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LS 20
Current
Remaining
Capacity: 450 gpm
Flow
Added:
413 gpm
Proposed
Remaining
Capacity:
37 gpm
LS 19
Current
Remaining
Capacity: 550 gpm
Flow
Added:
323 gpm
Proposed
Remaining
Capacity:
227 gpm
#3 -
170
gpm
#2 – Sirata
290 & 50 (est)
gpm
#1 – JW
320
gpm
New Capacity
282 - 413 =
-131 gpm
New Capacity
338 – 266.513 =
71.5 gpm
New Capacity
316 - 26.513 =
289 gpm
New Capacity
650 – 323 =
327 gpm
170 gpm
290 gpm
50 gpm
320 gpm
Existing Flow
In 23.504 gpm
Out 46.99 gpm
Proposed
In 290 gpm
Out 460 gpm
Net Increase
413 gpm
Existing Flow
In 0 gpm
Out 23.487 gpm
Proposed
In 0
Out 290
Net Increase
266.5 gpm
Existing Flow
In 0 gpm
Out 23.487 gpm
Proposed
In 0 gpm
Out 50 gpm
Net Increase
26.5 gpm
Existing Flow
In 23.51 gpm
Out 46.997gpm
Proposed
In 50 gpm
Out 370 gpm
Net Increase
323 gpm
This main only has 157
gpm remaining capacity
when the current flow
from hotel 3 is removed
(110+46.99 = 157).
LS020
LS019
51ST AVE
52ND AVE
50TH AVE
GULF BLVD
MH0312
MH0316
MH0318
MH0320
MH0321
MH0319
MH0309
MH0310
MH0324
MH0325
MH0326
MH0327
MH0328
MH0311
MH0332
MH0333
MH0334
MH0339
MH0338
MH0844
MH0336
MH0786
110 GPM
200 GPM
250 GPM
282 GPM
338 GPM
316 GPM
650 GPM
679 GPM
614 GPM
573 GPM
791 GPM
897 GPM
814 GPM
1150 GPM
319 GPM
325 GPM
Max V:2.5 ft/s
Max V:2.8 ft/s

Sirata Beach Resort
Sanitary Sewer Flow Estimates
Preliminary sanitary sewer flow rate estimates are calculated in accordance with FAC 62.008.
Please see CUP-01 Site Plan for the proposed uses.

Type of Establishment (Commercial):

Hotels & Motels	*GPD/Unit*
(b) Resort hotels, camps, cottages per room	200

Note: The Resort Hotel use is inclusive of ancillary uses (i.e. restaurants, office, and conference space).

Sanitary Sewer Flow Calculations

Resort Hotel	*Units*	*GPD*	*GPM*
Hotel 1	290	58000	40.28
Hotel 2	226	45200	31.39
Hotel 3	130	26000	18.06

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING
- LIMITS OF DISTURBANCE (OFFSET FOR CLARITY)
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE

NOTE: PROPOSED USES AND REQUIRED PARKING IS BASED ONLY ON FULLY FUNCTIONAL BUILDINGS.

USE		
	EXISTING USE (PHASE 0)	PROPOSED USE (PHASE IA)
TEMPORARY LODGING UNITS	382 UNITS	359 UNITS
OFFICE	1,465 SF	2,500 SF
RESTAURANT	8,380 SF	3,220 SF
BALLROOM/CONFERENCE/MEETING	12,404 SF	12,404 SF
RETAIL	570 SF	570 SF
PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	323 SPACES
OFFICE	1/300 SF	8 SPACES
RESTAURANT	1/200 SF	16 SPACES
BALLROOM/CONFERENCE/MEETING	1/600 SF	21 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	368 SPACES (8 ADA)	
*TOTAL PROPOSED PARKING	456 SPACES (12 ADA)	

INCLUSIVE OF 77 OFFSITE PARKING SPACES

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER
Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

PHASE IA

SHEET NUMBER

EX-1

Plotted By:Girard, Claudia Sheet Set:Kha Layout:C200 — MASTER SITE PLAN August 22, 2023 02:00:09pm K:\TAM_Civil\145423 Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.08.01 — Phasing Plan\Sirata Beach Resort — Phasing Plan IA.dwg
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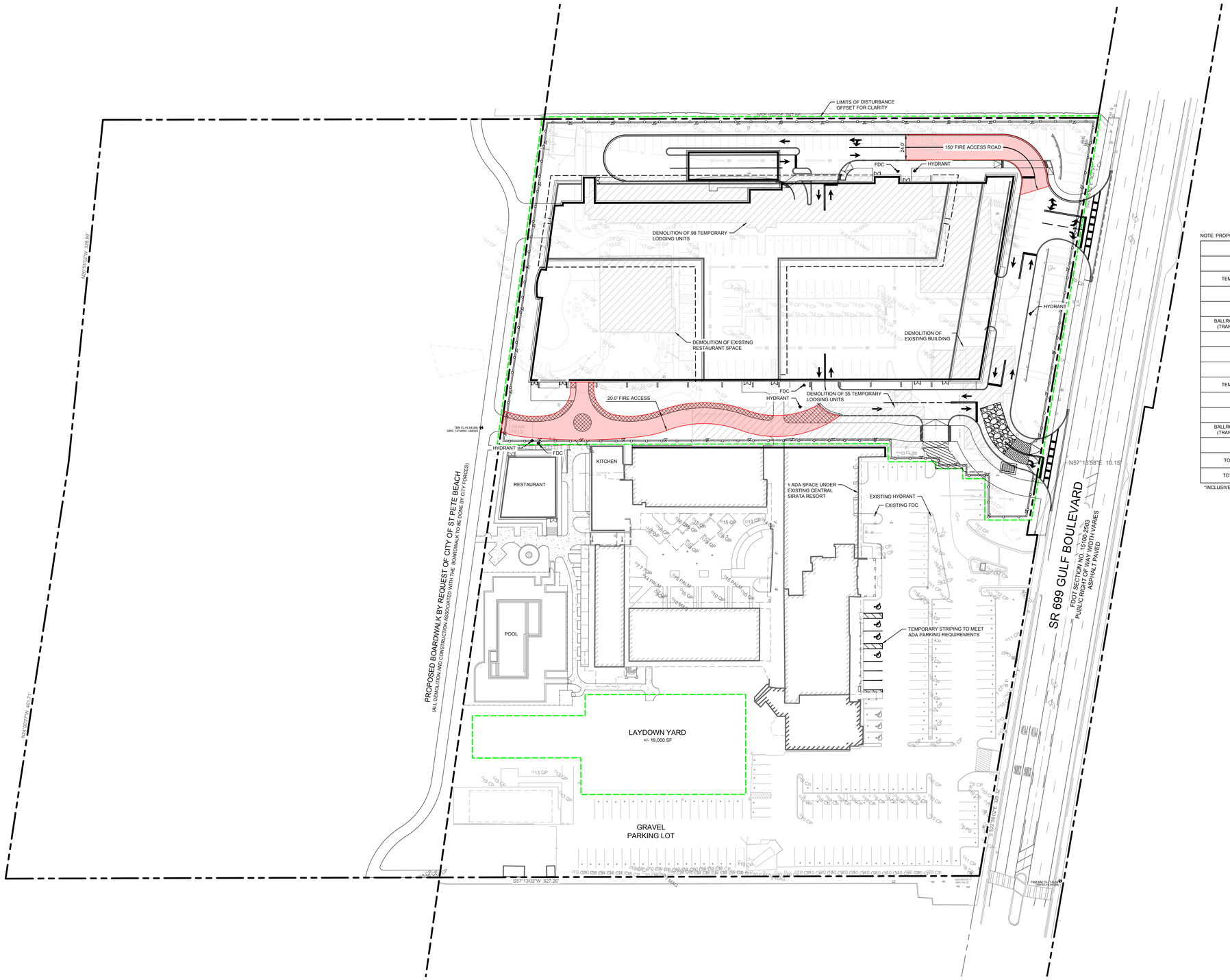

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING
- LIMITS OF DISTURBANCE (OFFSET FOR CLARITY)
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE

NOTE: PROPOSED USES AND REQUIRED PARKING IS BASED ONLY ON FULLY FUNCTIONAL BUILDINGS.

USE		
	EXISTING USE (PHASE IA)	PROPOSED USE (PHASE IB)
TEMPORARY LODGING UNITS	359 UNITS	226 UNITS
OFFICE	2,500 SF	2,500 SF
RESTAURANT	3,220 SF	3,050 SF
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	12,404 SF	12,404 SF
RETAIL	570 SF	570 SF
PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	203 SPACES
OFFICE	1/300 SF	8 SPACES
RESTAURANT	1/200 SF	15 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	21 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	248 SPACES (7 ADA)	
TOTAL PROPOSED PARKING	272 SPACES (8 ADA)	

INCLUSIVE OF 77 OFFSITE PARKING SPACES

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ALERT TO CONTRACTOR:

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE 04/06/2023
PROJECT NO. 145423000

SHEET TITLE

PHASE IB

SHEET NUMBER

EX-2

Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX00 — MASTER SITE PLAN August 22, 2023 02:00:59pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.08.01 — Phasing Plan\Sirata Beach Resort — Phasing Plan IB.dwg
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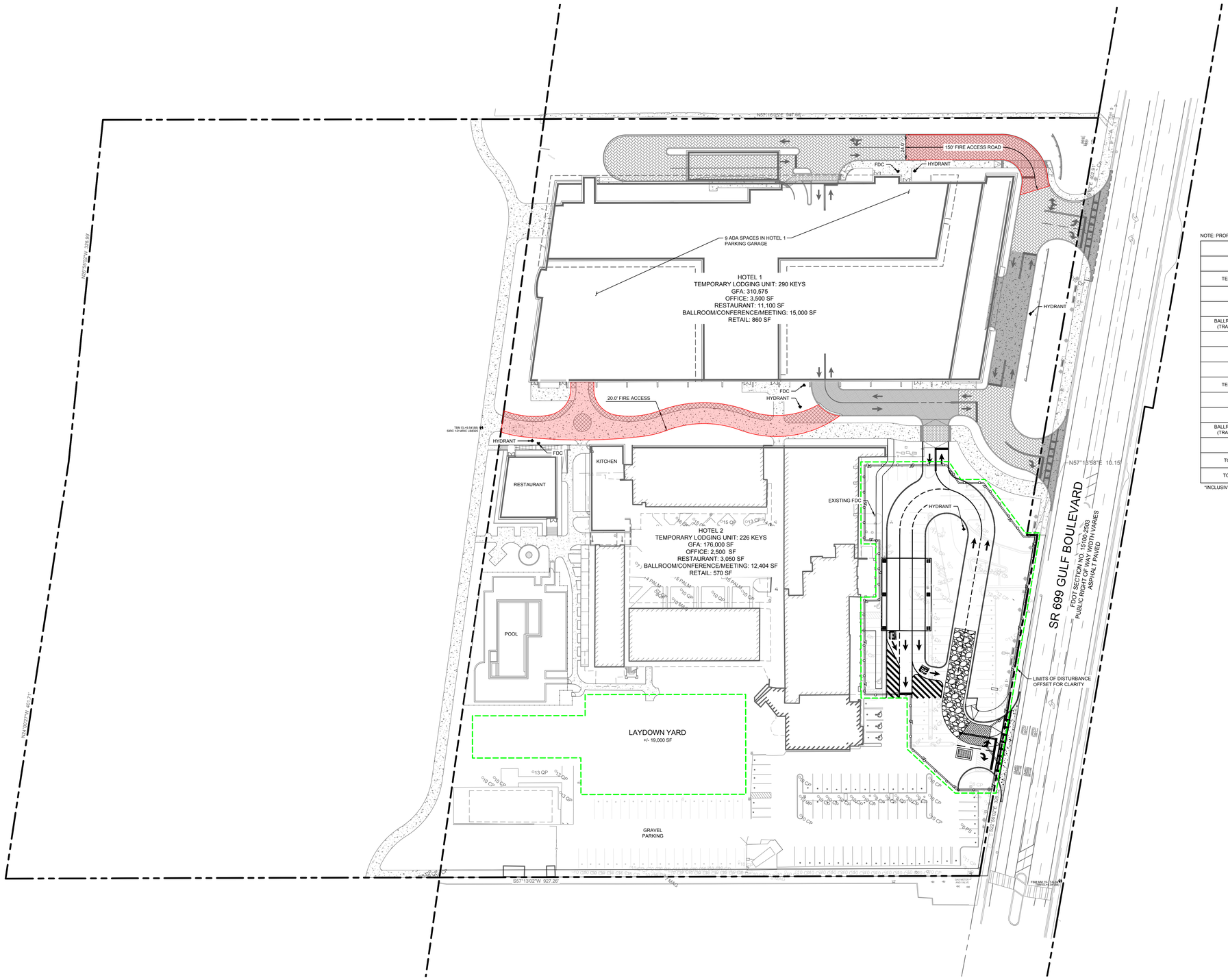

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING
- LIMITS OF DISTURBANCE (OFFSET FOR CLARITY)
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE

NOTE: PROPOSED USES AND REQUIRED PARKING IS BASED ONLY ON FULLY FUNCTIONAL BUILDINGS.

USE		
	EXISTING USE (PHASE IB)	PROPOSED USE (PHASE IC)
TEMPORARY LODGING UNITS	226 UNITS	516 UNITS
OFFICE	2,500 SF	6,000 SF
RESTAURANT	3,050 SF	14,150 SF
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	12,404 SF	27,404 SF
RETAIL	570 SF	1,430 SF

PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	464 SPACES
OFFICE	1/300 SF	20 SPACES
RESTAURANT	1/200 SF	71 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	46 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	601 SPACES (12 ADA)	
TOTAL PROPOSED PARKING	617 SPACES (12 ADA)	

INCLUSIVE OF 77 OFFSITE PARKING SPACES

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

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DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE 04/06/2023
PROJECT NO. 145423000

SHEET TITLE

PHASE IC

SHEET NUMBER

EX-3

Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX00 - MASTER SITE PLAN August 22, 2023 02:19:10pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Exhibit\2023.08.01 - Phasing Plan\Sirata Beach Resort - Phasing Plan IC.dwg
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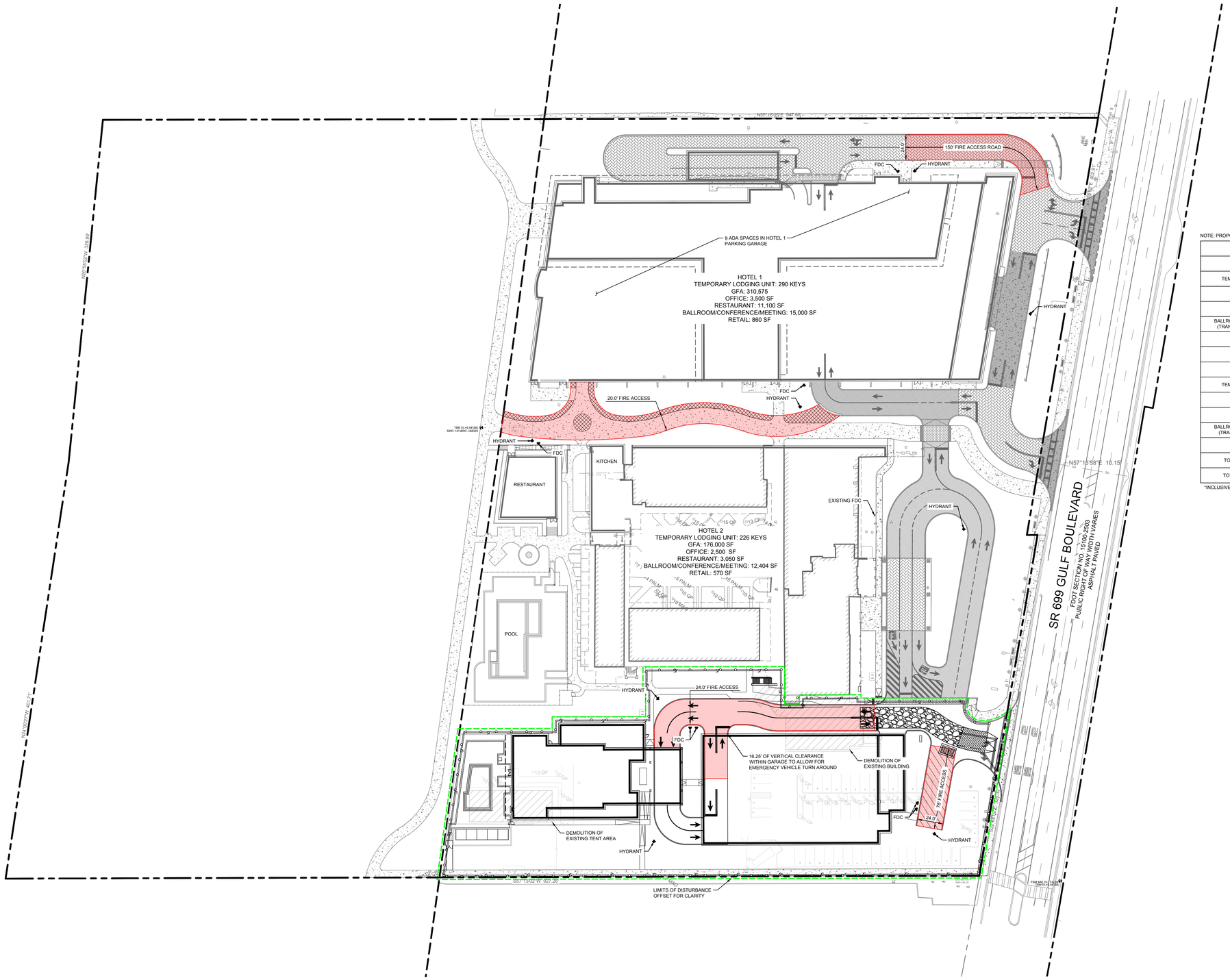

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING
- LIMITS OF DISTURBANCE (OFFSET FOR CLARITY)
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE

NOTE: PROPOSED USES AND REQUIRED PARKING IS BASED ONLY ON FULLY FUNCTIONAL BUILDINGS.

USE		
	EXISTING USE (PHASE IC)	PROPOSED USE (PHASE IIA)
TEMPORARY LODGING UNITS	516 UNITS	516 UNITS
OFFICE	6,000 SF	6,000 SF
RESTAURANT	14,150 SF	14,150 SF
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	27,404 SF	27,404 SF
RETAIL	1,430 SF	1,430 SF

PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	464 SPACES
OFFICE	1/300 SF	20 SPACES
RESTAURANT	1/200 SF	71 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATION)	1/600 SF	46 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	601 SPACES (12 ADA)	
TOTAL PROPOSED PARKING	506 SPACES (9 ADA)	

INCLUSIVE OF 77 OFFSITE PARKING SPACES

Know what's below. Call before you dig.

ALERT TO CONTRACTOR:

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
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CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER: 63945
CHECKED BY: SWG	DATE:

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REVISIONS

△	DATE	DESCRIPTION

DATE: 04/06/2023
PROJECT NO.: 145423000

SHEET TITLE

PHASE IIA

SHEET NUMBER

EX-4

Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX00 — MASTER SITE PLAN August 22, 2023 02:09:04pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CAD\Exhibit\2023.08.01 — Phasing Plan\Sirata Beach Resort — Phasing Plan IIA.dwg
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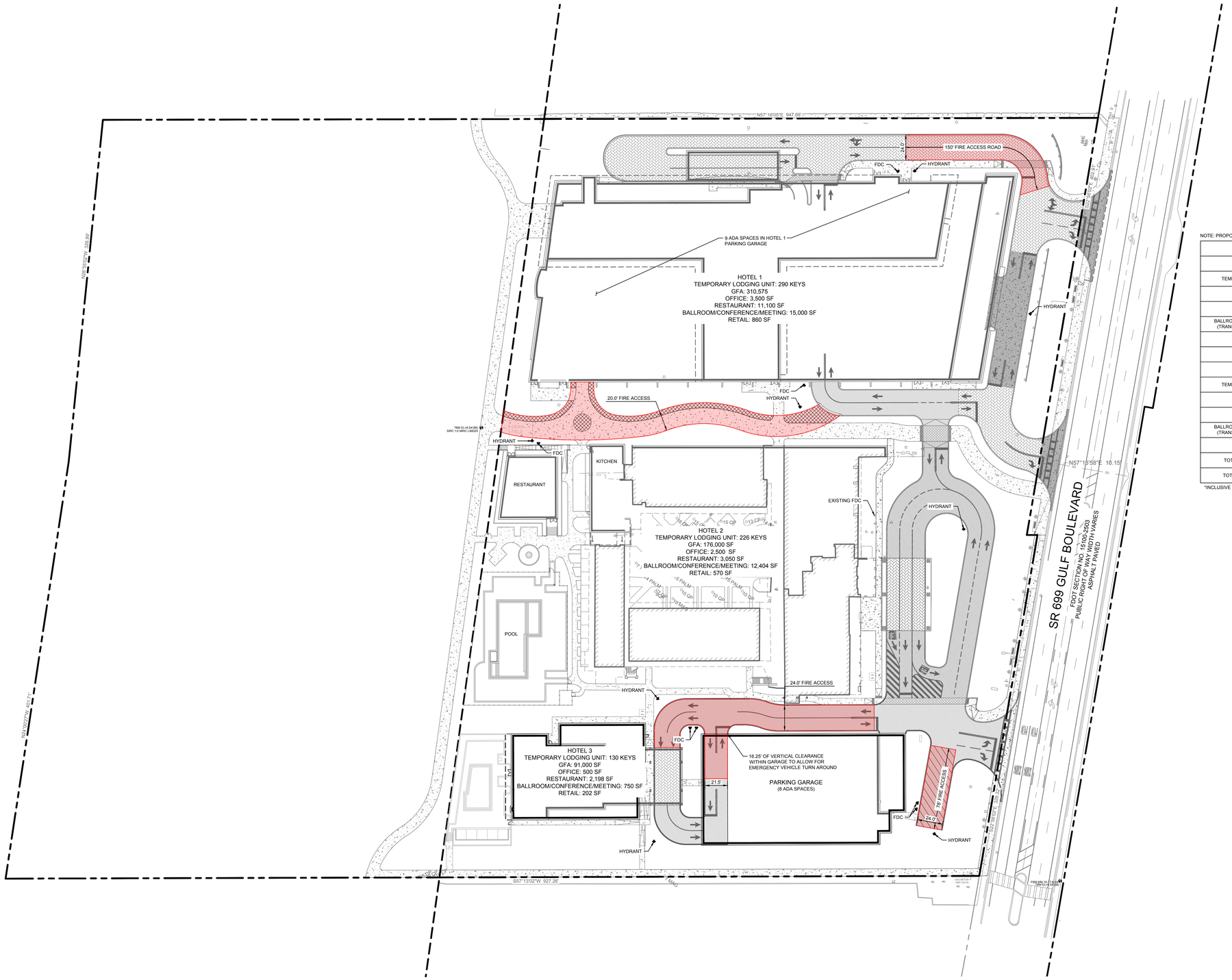

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING
- LIMITS OF DISTURBANCE (OFFSET FOR CLARITY)
- PROPOSED CONSTRUCTION FENCE
- PROPOSED SILT FENCE

NOTE: PROPOSED USES AND REQUIRED PARKING IS BASED ONLY ON FULLY FUNCTIONAL BUILDINGS.

USE		
	EXISTING USE (PHASE IIA)	PROPOSED USE (PHASE IIB)
TEMPORARY LODGING UNITS	516 UNITS	646 UNITS
OFFICE	6,000 SF	6,500 SF
RESTAURANT	14,150 SF	16,348 SF
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	27,404 SF	28,154 SF
RETAIL	1,430 SF	1,632 SF

PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA)	

INCLUSIVE OF 77 OFFSITE PARKING SPACES

Know what's below. Call before you dig.

ALERT TO CONTRACTOR:

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE 04/06/2023
PROJECT NO. 145423000

SHEET TITLE

PHASE IIB

SHEET NUMBER

EX-5

Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX00 - MASTER SITE PLAN August 22, 2023 02:13:14pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Exhibit\2023.08.01 - Phasing Plan\Sirata Beach Resort - Phasing Plan IIB.dwg
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Plotted By:Girard, Claudia Sheet Set:Kha Layout:EXISTING SITE August 21, 2023 02:17:26pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.05.11 — Existing to Proposed Bldgs\Existing to Proposed Buildings.dwg
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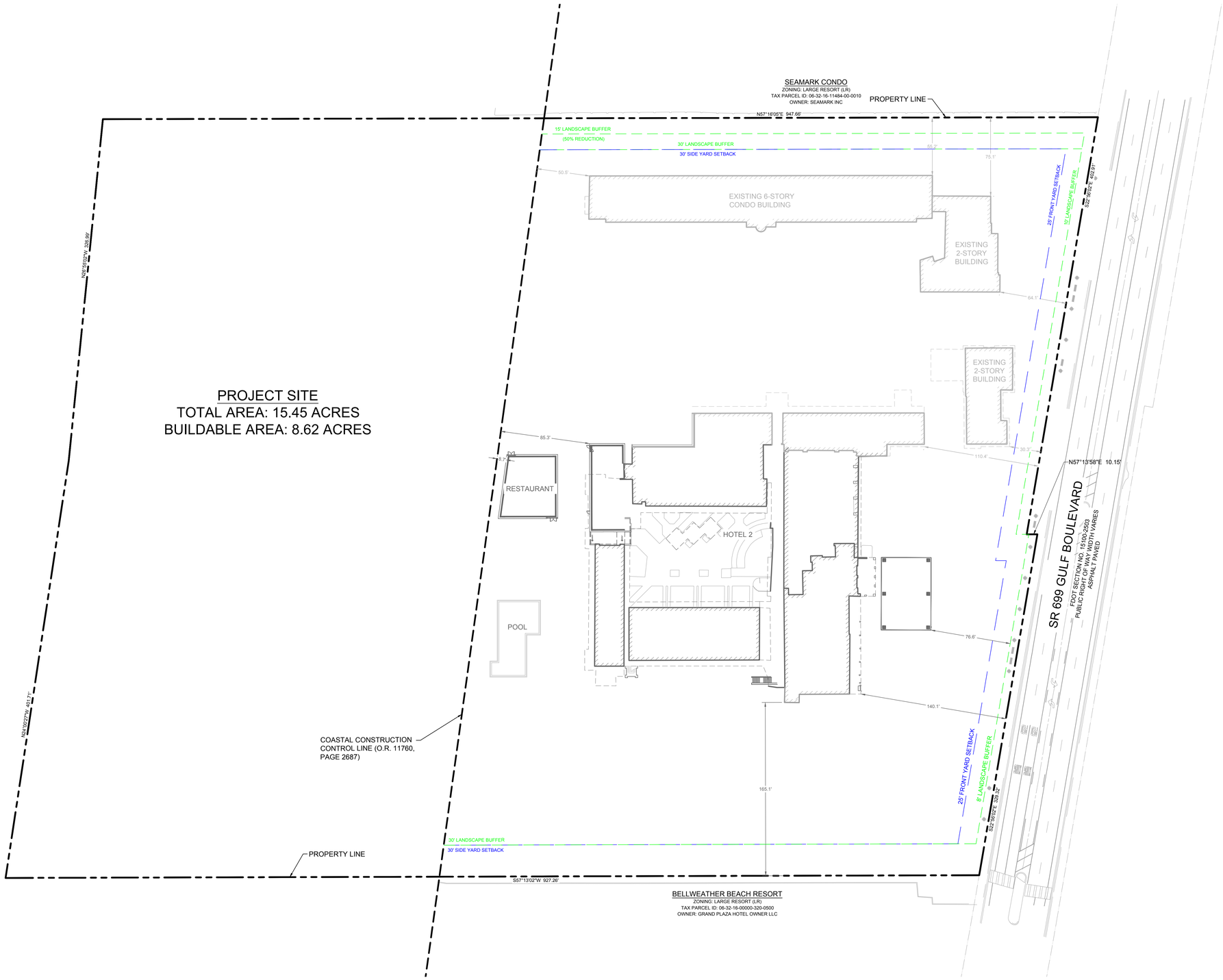

PROJECT SITE
TOTAL AREA: 15.45 ACRES
BUILDABLE AREA: 8.62 ACRES

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND
- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
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740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

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SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

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DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

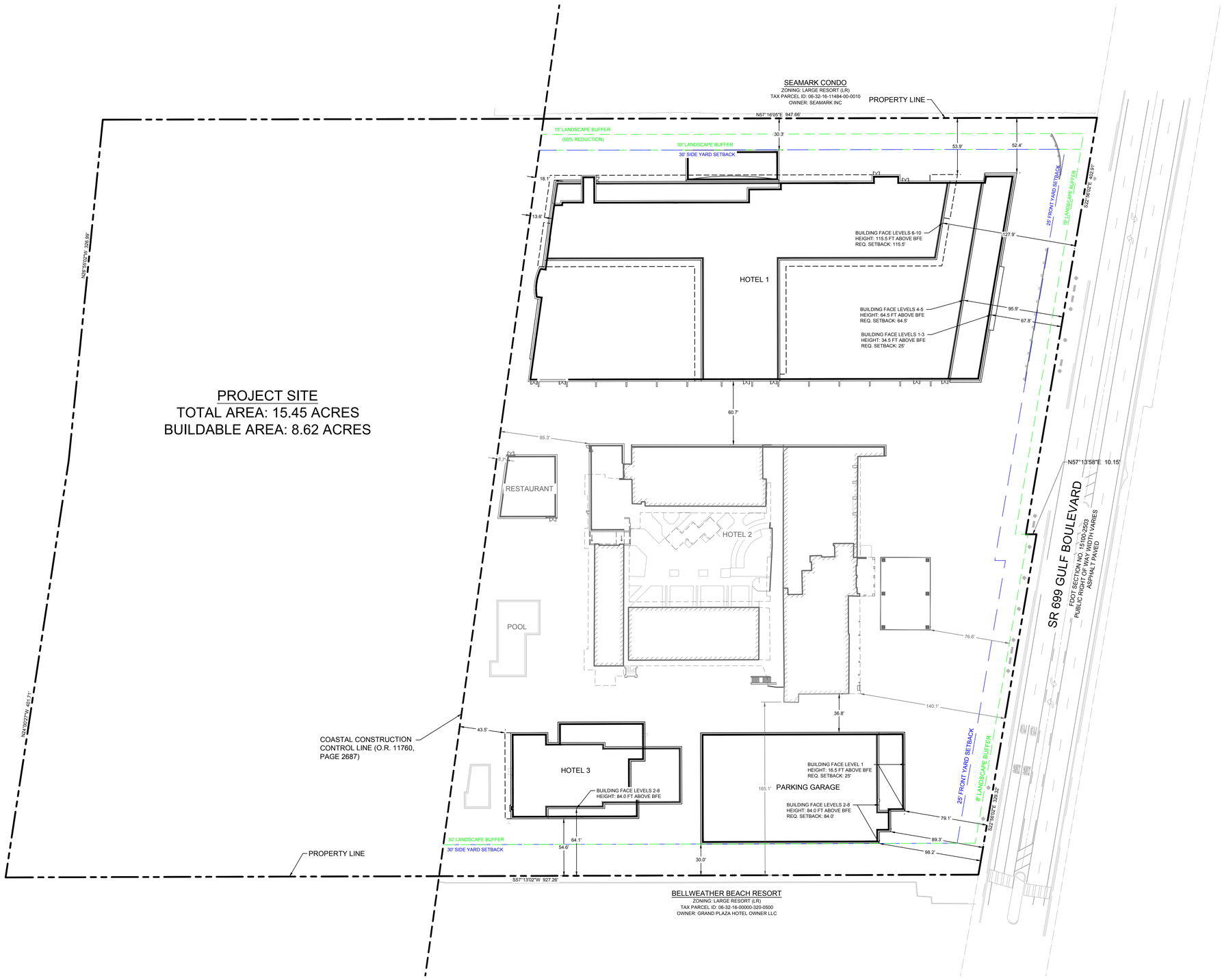
EXISTING BUILDING FOOTPRINT EXHIBIT

SHEET NUMBER

EX-01

811 Know what's below. Call before you dig.

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.



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING

SIRATA BEACH RESORT REDEVELOPMENT

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FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

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SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER: 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

PROPOSED BUILDING FOOTPRINT EXHIBIT

SHEET NUMBER

EX-02

Know what's below. Call before you dig.

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.

Plotted By: Girard, Claudia Sheet Set: Kha Layout: PROPOSED SITE August 17, 2023 05:34:44pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.05.11 — Existing to Proposed Bldgs\Existing to Proposed Buildings.dwg
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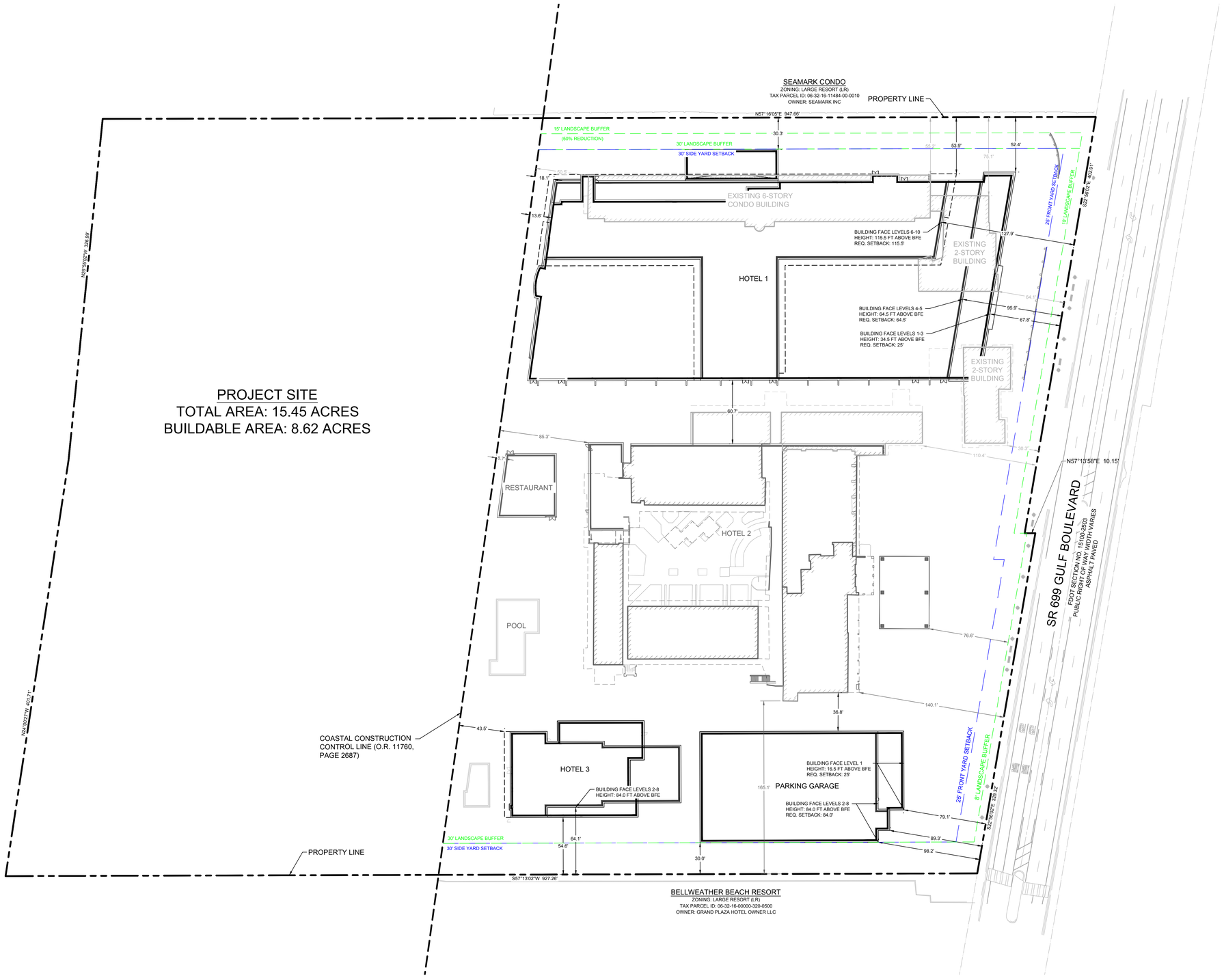

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE REMOVED
- PROPOSED BUILDING

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

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PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

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DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

EXISTING AND PROPOSED BUILDING OVERLAY EXHIBIT

SHEET NUMBER

EX-03

811 Know what's below. Call before you dig.

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.
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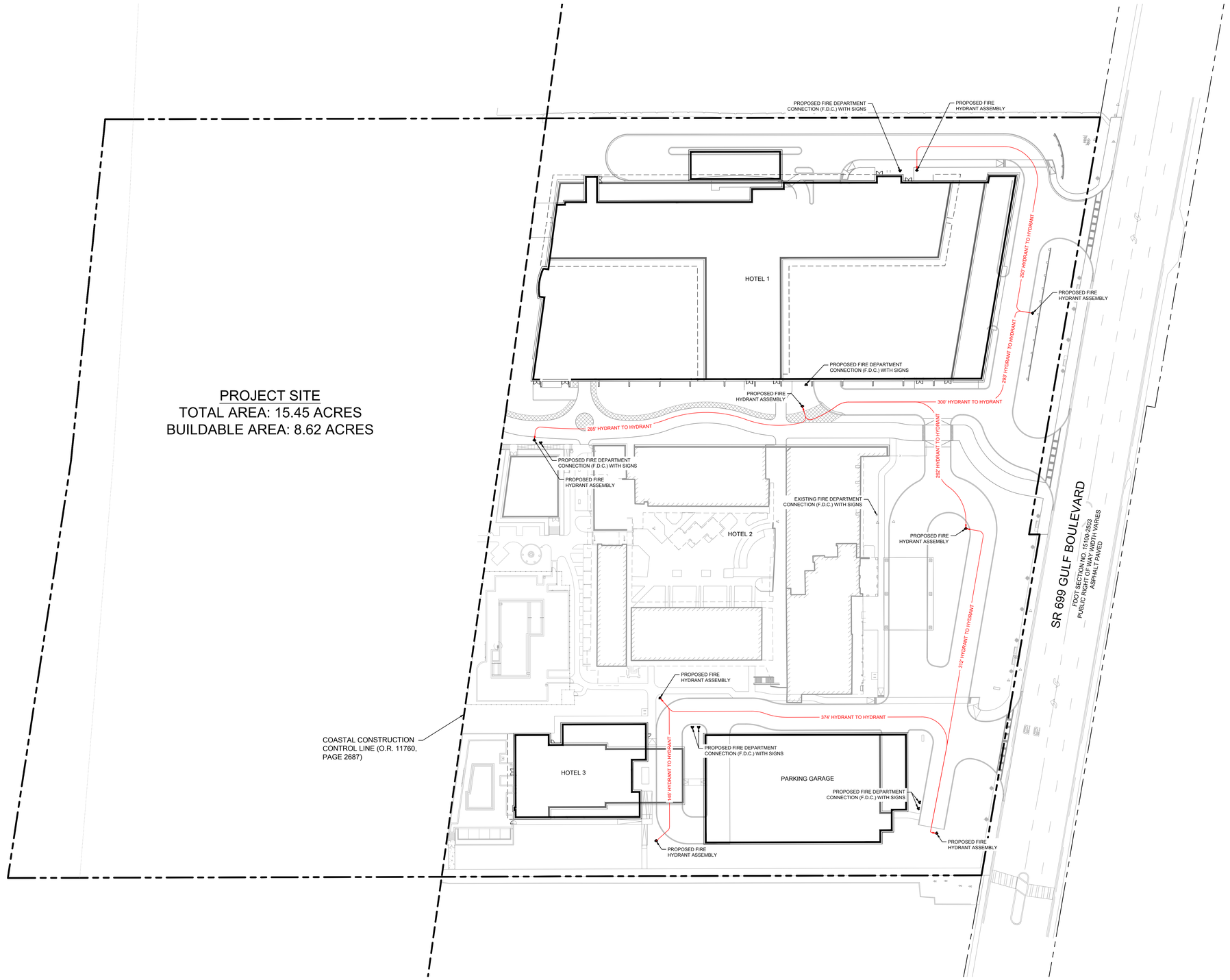

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING 4" WATER LINE
- EXISTING 8" WATER LINE
- PROPOSED 0.5" WATER LINE
- PROPOSED 1" WATER LINE
- PROPOSED 4" WATER LINE
- PROPOSED 8" FIRE LINE
- PROPOSED 6" FIRE LINE
- DCCVA — PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY
- PROPOSED GATE VALVE (SIZE TO MATCH THE PROPOSED PIPE SIZE)
- HYDRANT TO HYDRANT DIMENSION ALONG FIRE ACCESS ROAD (500' MAX)
- PROPOSED FIRE HYDRANT
- PROPOSED FIRE DEPARTMENT CONNECTION (F.D.C.)

GRAPHIC SCALE IN FEET
0 20 40 80

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

811 Know what's below. Call before you dig.

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2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

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740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN	CIVIL DESIGN ENGINEER:
DESIGNED BY	SMH	SCOTT W. GILNER, P.E.
DRAWN BY	AAE	FLORIDA LICENSE NUMBER
CHECKED BY	SWG	63945
		DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

FIRE PROTECTION EXHIBIT
-
HYDRANT TO HYDRANT COVERAGE

SHEET NUMBER

EX-01

Plotted By:Girard, Claudia Sheet Set:Kha Layout:C400 MASTER UTILITY PLAN August 21, 2023 07:53:21pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\C400\Exhibit\2023.05.15 - CUP Fire Hydrant Locations\Fire Hydrant Exhibit.dwg
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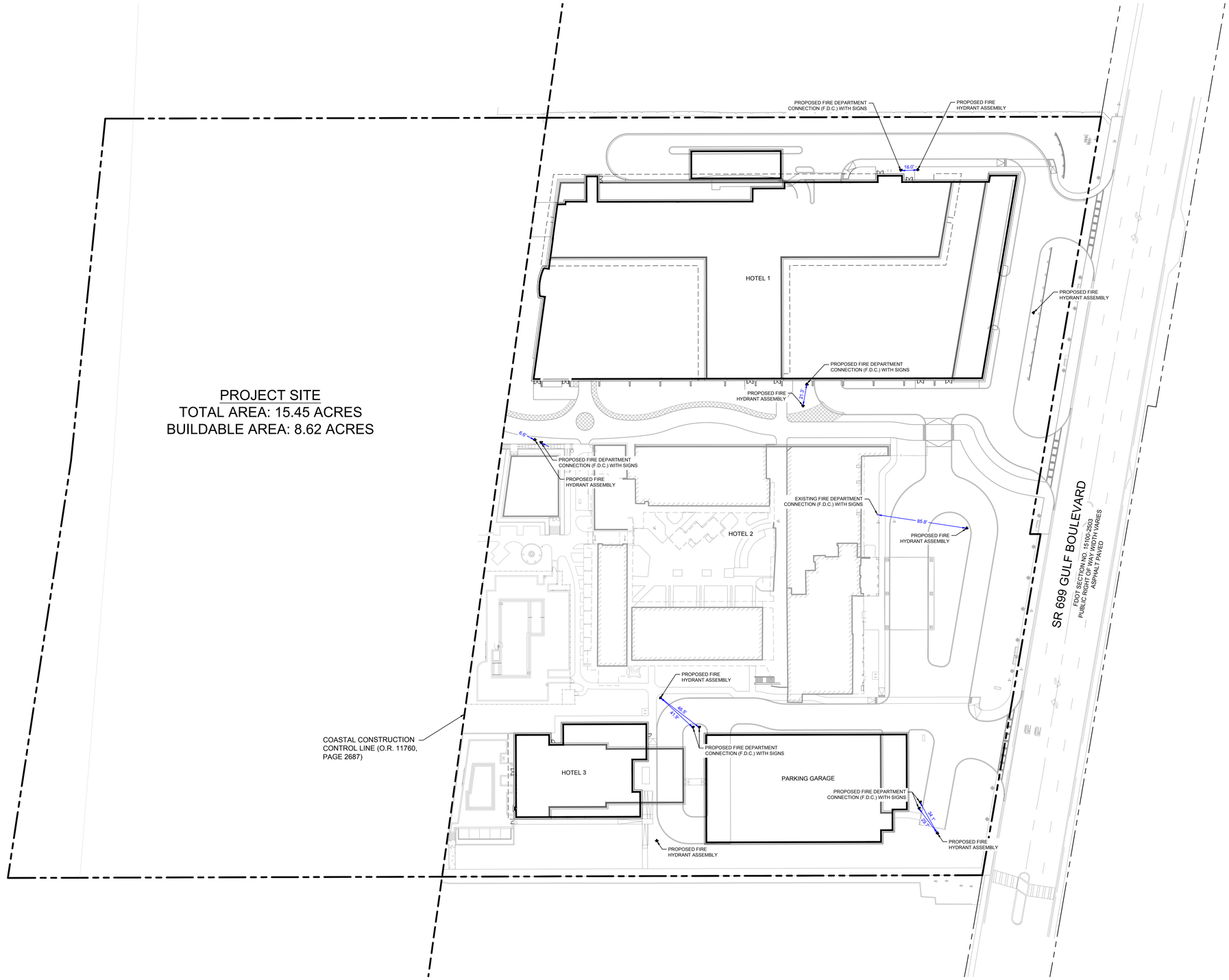

LEGEND

PROPERTY LINE	PROPOSED 8" FIRE LINE
COASTAL CONSTRUCTION CONTROL LINE	PROPOSED 6" FIRE LINE
EXISTING 4" WATER LINE	PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY
EXISTING 8" WATER LINE	PROPOSED GATE VALVE (SIZE TO MATCH THE PROPOSED PIPE SIZE)
PROPOSED 0.5" WATER LINE	HYDRANT TO FDC DIMENSION (100' MAX)
PROPOSED 1" WATER LINE	PROPOSED FIRE HYDRANT
PROPOSED 4" WATER LINE	PROPOSED FIRE DEPARTMENT CONNECTION (F.D.C.)

GRAPHIC SCALE IN FEET
0 20 40 80

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

811 Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

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COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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SCALE: AS SHOWN	CIVIL DESIGN ENGINEER:
DESIGNED BY: SMH	SCOTT W. GILNER, P.E.
DRAWN BY: AAE	FLORIDA LICENSE NUMBER
CHECKED BY: SWG	63945
	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

FIRE PROTECTION EXHIBIT
-
HYDRANT TO FDC COVERAGE

SHEET NUMBER

EX-02

Plotted By:Girard, Claudia Sheet Set:Kha Layout:C400 MASTER UTILITY PLAN (2) August 21, 2023 07:53:45am K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CAD\Exhibit\2023.05.15 — CUP Fire Hydrant Locations\Fire Hydrant Exhibit.dwg
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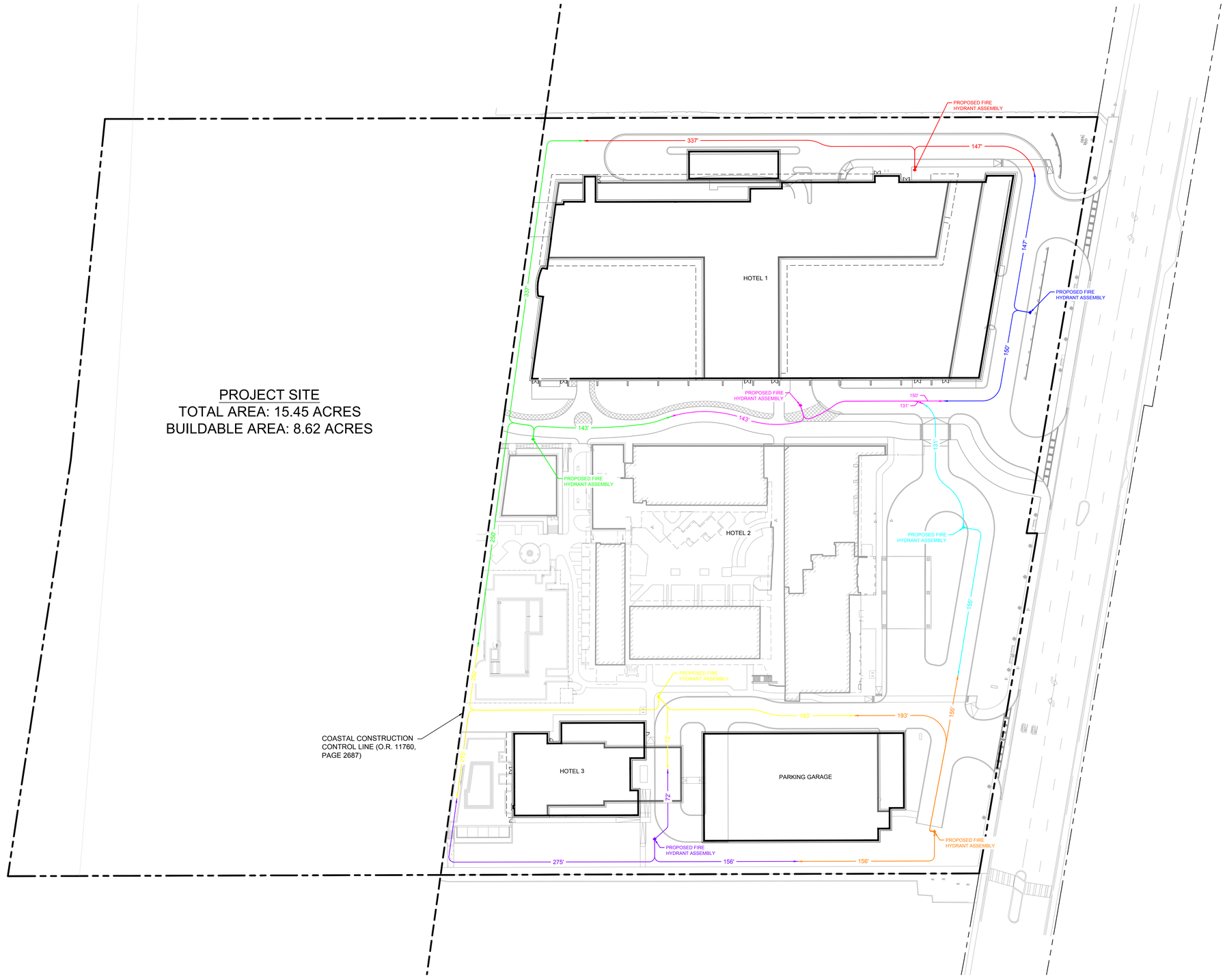

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING 4" WATER LINE
- EXISTING 8" WATER LINE
- PROPOSED 0.5" WATER LINE
- PROPOSED 1" WATER LINE
- PROPOSED 4" WATER LINE
- PROPOSED 8" FIRE LINE
- PROPOSED 6" FIRE LINE
- DDCVA — PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY
- PROPOSED GATE VALVE (SIZE TO MATCH THE PROPOSED PIPE SIZE)

GRAPHIC SCALE IN FEET
0 20 40 80

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

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CITY OF ST. PETE BEACH FLORIDA

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LANDSCAPE ARCHITECT

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DESIGNED BY	SMH	SCOTT W. GILNER, P.E.
DRAWN BY	AAE	FLORIDA LICENSE NUMBER
CHECKED BY	SWG	63945
		DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

FIRE PROTECTION EXHIBIT
-
HYDRANT TO BUILDING COVERAGE

SHEET NUMBER

EX-03

Plotted By:Girard, Claudia Sheet Set:Kha Layout:FIRE HYDRANT DIMENSIONS August 21, 2023 07:54:03am K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.05.15 — CUP Fire Hydrant Locations\Fire Hydrant Exhibit.dwg
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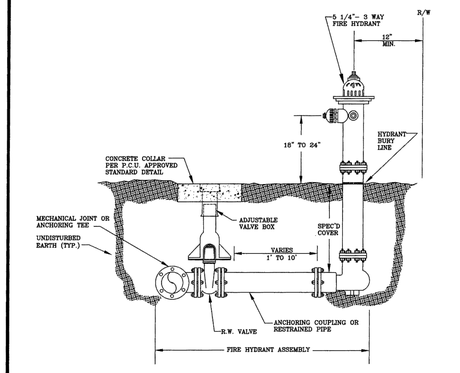
NOTES:
1. ALL MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST P.C.U. APPROVED MATERIAL SPECIFICATION MANUAL.
2. ALL BOLTED FITTINGS SHALL BE POLYETHYLENE WRAPPED, COLOR CODED PER SERVICE.
3. VALVE BOX(ES) SHALL HAVE A CONCRETE COLLAR PER P.C.U. APPROVED STANDARD DETAIL.
4. IF FIRE HYDRANT IS INSTALLED WITHIN AN OFF-STREET VEHICULAR AREA, AND IS LOCATED WITHIN 10 FT. OR LESS OF A VEHICULAR USE AREA, GUARD POSTS (BOLLARDS) SHALL BE INSTALLED PER P.C.U. APPROVED STANDARD DETAIL UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PINELLAS COUNTY UTILITIES ENGINEERING OR THEIR AUTHORIZED REPRESENTATIVE.
5. IF DISTANCE BETWEEN VALVE AND HYDRANT IS 10 FT. OR GREATER, AN ADDITIONAL VALVE SHALL BE INSTALLED FOR CONTROL OF HYDRANT UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PINELLAS COUNTY UTILITIES ENGINEERING OR THEIR AUTHORIZED REPRESENTATIVE.
6. HYDRANT SHALL BE INSTALLED PLUMB.
7. HYDRANT SHALL BE PAINTED UPON INSTALLATION PER P.C.U. APPROVED MATERIAL SPECIFICATIONS.
8. ALL CHAINS SHALL BE REMOVED AFTER INSTALLATION.



PINELLAS COUNTY

FIRE HYDRANT ASSEMBLY DETAIL

DETAIL INDEX T.O.:
PCU WD 6
DATE:
FEB/2016
KEVIN BECOTTE, P.E.
REVISION:

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SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

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STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

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REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

FIRE HYDRANT INSTALLATION DETAIL

SHEET NUMBER

EX-03

Plotted By: Girard, Claudia Sheet Set: Kha Layout: FIRE DETAILS August 21, 2023 11:18:55am K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Exhibit\2023.05.15 - CUP Fire Hydrant Locations\Fire Hydrant Exhibit.dwg
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Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX-01 FIRE ACCESS EXHIBIT August 21, 2023 08:01:51am K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CAD\EExhibit\2023.05.15 — Fire Truck CUP Exhibit\CUP FIRE TRUCK EXHIBIT.dwg
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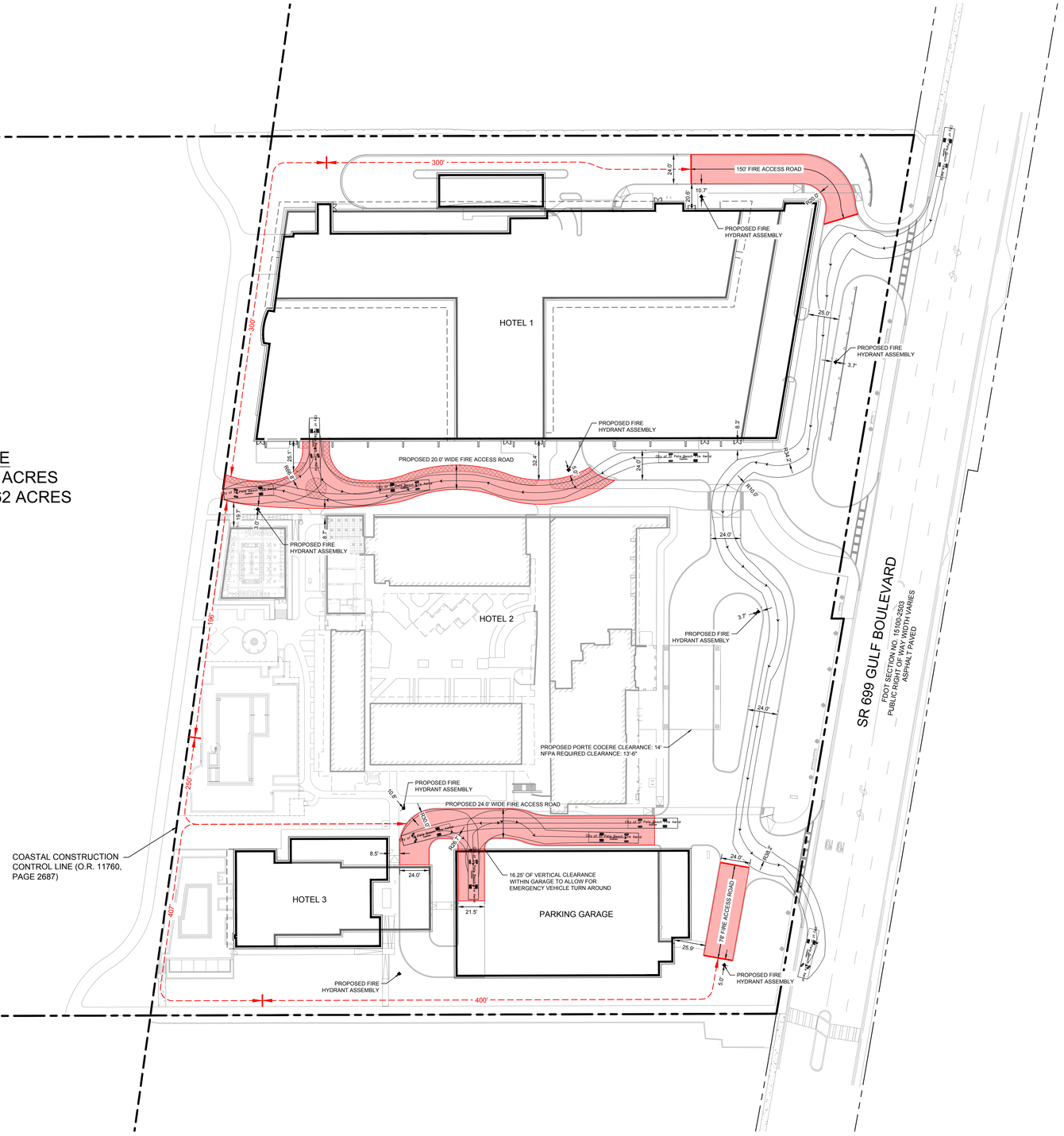
PROJECT SITE
TOTAL AREA: 15.45 ACRES
BUILDABLE AREA: 8.62 ACRES

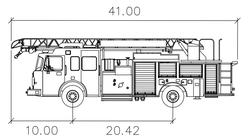


NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- FIRE ACCESS ROAD DISTANCE TO FIRST FLOOR EXTERIOR WALLS (MAX 450')
- FIRE ACCESS ROAD



City of St Pete Beach Fire Aerial
feet

Width	: 8.33
Track	: 7.03
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

SIRATA BEACH RESORT REDEVELOPMENT

GULF BOULEVARD

740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

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SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
03/15/2023

PROJECT NO.
145423000

SHEET TITLE

FIRE ACCESS EXHIBIT

SHEET NUMBER

EX-01

Plotted By: Girard, Claudia Sheet Set: Kha Layout: EX-02 EMS ACCESS EXHIBIT August 21, 2023 08:04:36am K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.05.15 — Fire Truck CUP Exhibit\CUP FIRE TRUCK EXHIBIT.dwg
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PROJECT SITE
TOTAL AREA: 15.45 ACRES
BUILDABLE AREA: 8.62 ACRES

HOTEL 1

HOTEL 2

HOTEL 3

PARKING GARAGE

COASTAL CONSTRUCTION CONTROL LINE (O.R. 11760, PAGE 2687)

SR 699 GULF BOULEVARD
FDOT SECTION NO. 15100-2503
PUBLIC RIGHT OF WAY WIDTH VARIES
ASPHALT PAVED

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND
PROPERTY LINE
COASTAL CONSTRUCTION CONTROL LINE

Medtec AD-170

	feet
Width	: 8.00
Track	: 7.79
Lock to Lock Time	: 6.0
Steering Angle	: 46.4

SIRATA BEACH RESORT REDEVELOPMENT

GULF BOULEVARD

740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

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DESIGNED BY: SMH	
DRAWN BY: AE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS
DATE DESCRIPTION

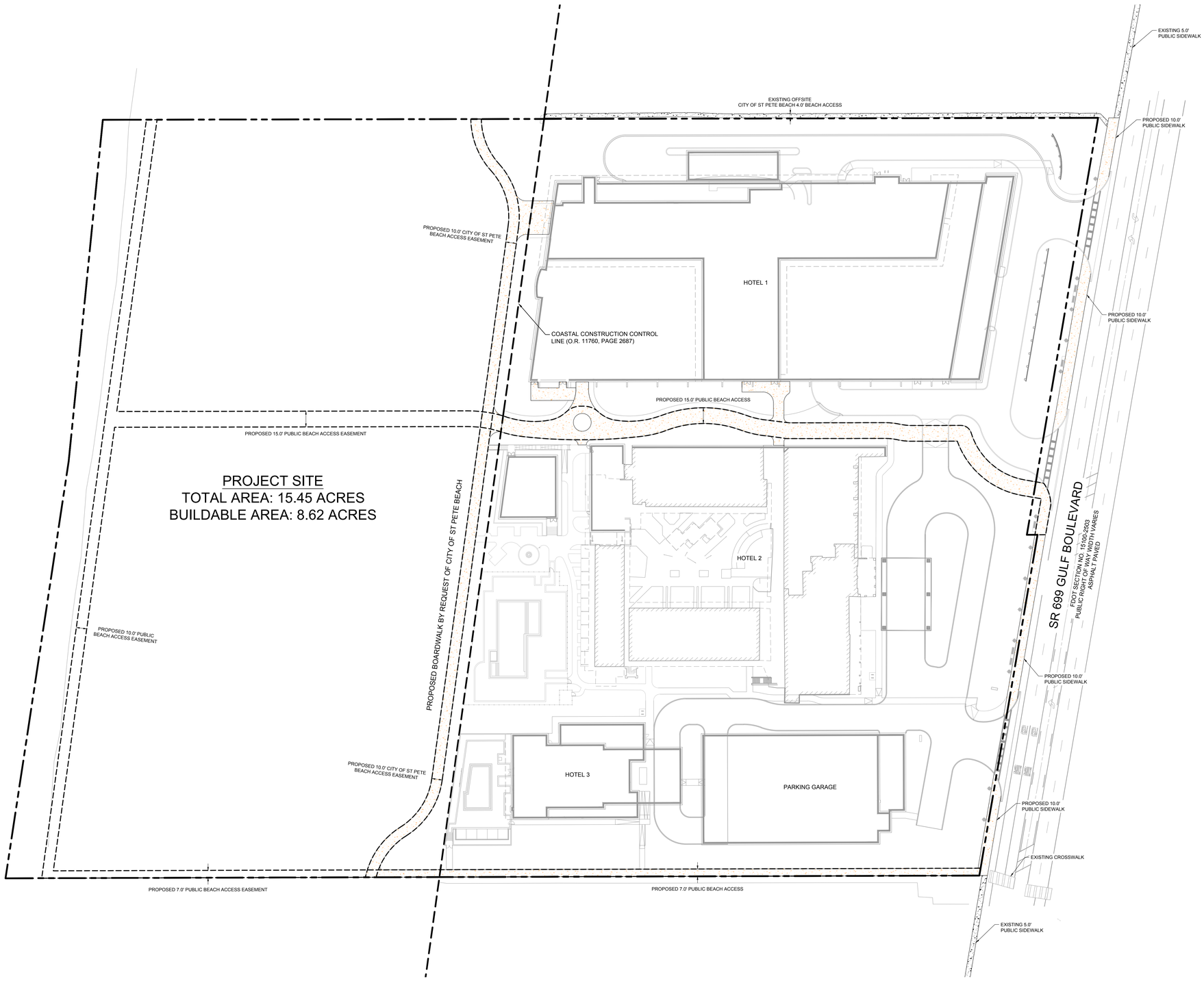
REVISIONS
△ DATE DESCRIPTION

DATE
03/15/2023

PROJECT NO.
145423000

SHEET TITLE
EMS ACCESS EXHIBIT

SHEET NUMBER
EX-02



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- PROPOSED EASEMENT LINE
- PROPOSED PUBLIC BEACH ACCESS
- EXISTING PUBLIC SIDEWALK / BEACH ACCESS

Know what's below. Call before you dig.

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740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
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DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION
03/17/2023	PHASE 2 INITIAL SUBMITTAL
04/06/2023	PHASE 2 SWFWMD MINOR MOD RESUBMITTAL

REVISIONS

	DATE	DESCRIPTION

DATE 04/06/2023

PROJECT NO. 145423000

SHEET TITLE

PUBLIC BEACH ACCESS EXHIBIT

SHEET NUMBER

EX-01

Plotted By: Girard, Claudia Sheet Set: Kha Layout: Layout1 August 21, 2023 09:18:53am K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Exhibit\2023.05.17 - Public Beach Access\EX - XX - Public Beach Access - 30x42.dwg
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Plotted By: Girard, Claudia Sheet Set:Kha Layout:C200 - MASTER SITE PLAN August 21, 2023 09:13:51am K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CAD\Exhibit\2023.07.24 Easement Plan\Access Easement Plan.dwg
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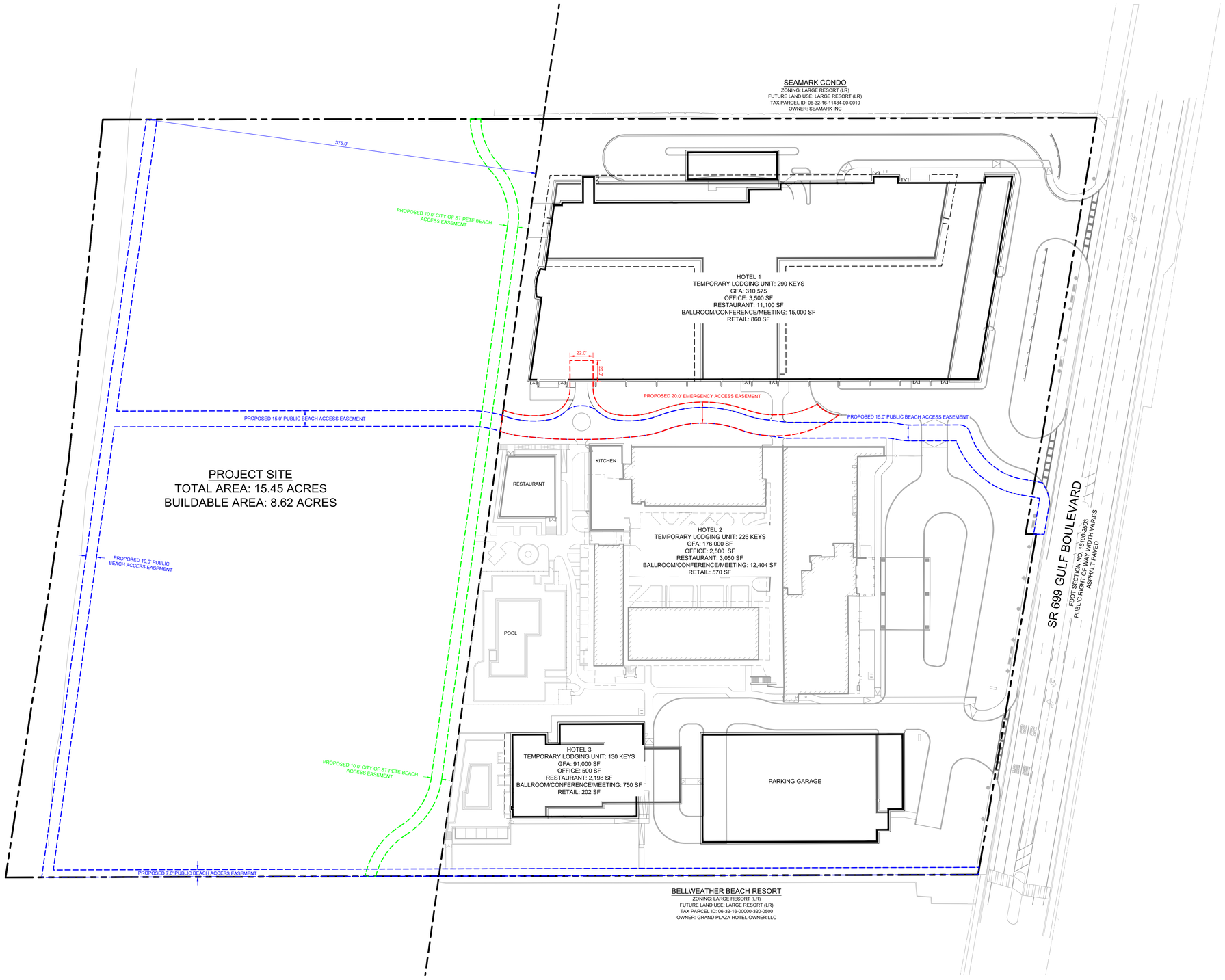

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- PROPOSED PUBLIC BEACH ACCESS EASEMENT
- PROPOSED CITY OF ST PETE BEACH ACCESS EASEMENT
- PROPOSED EMERGENCY ACCESS EASEMENT

Know what's **below.** **Call** before you dig.

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CITY OF ST. PETE BEACH FLORIDA

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04/06/2023

PROJECT NO.
145423000

SHEET TITLE

ACCESS EASEMENT EXHIBIT

SHEET NUMBER

EX-01

Plotted By:Girard, Claudia Sheet Set:Xna Layout:W REMOVE HATCH August 21, 2023 02:36:13pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Sirata Beach Resort\CADD\Exhibit\2023.07.18 — Dune Restoration Exhibit\Proposed Dune Exhibit — SMH.dwg
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NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- PROPOSED EASEMENT
- DUNE BOUNDARY EXTENTS
- EXISTING DUNE AREA TO REMAIN
- EXISTING DUNE AREA TO BE REPLACED
- PROPOSED DUNE AREA
- PROPOSED CITY OF ST PETE BEACH BOARDWALK

DUNE AREA IMPACTS

EXISTING DUNE AREA TO REMAIN	8,500 SF (0.20 AC)
EXISTING DUNE AREA TO BE REPLACED	27,950 SF (0.64 AC)
TOTAL EXISTING DUNE AREA	**36,450 SF (0.84 AC)**
PROPOSED DUNE AREA	34,095 SF (0.78 AC)
TOTAL DUNE AREA	**42,595 SF (0.98 AC)**

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG
CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

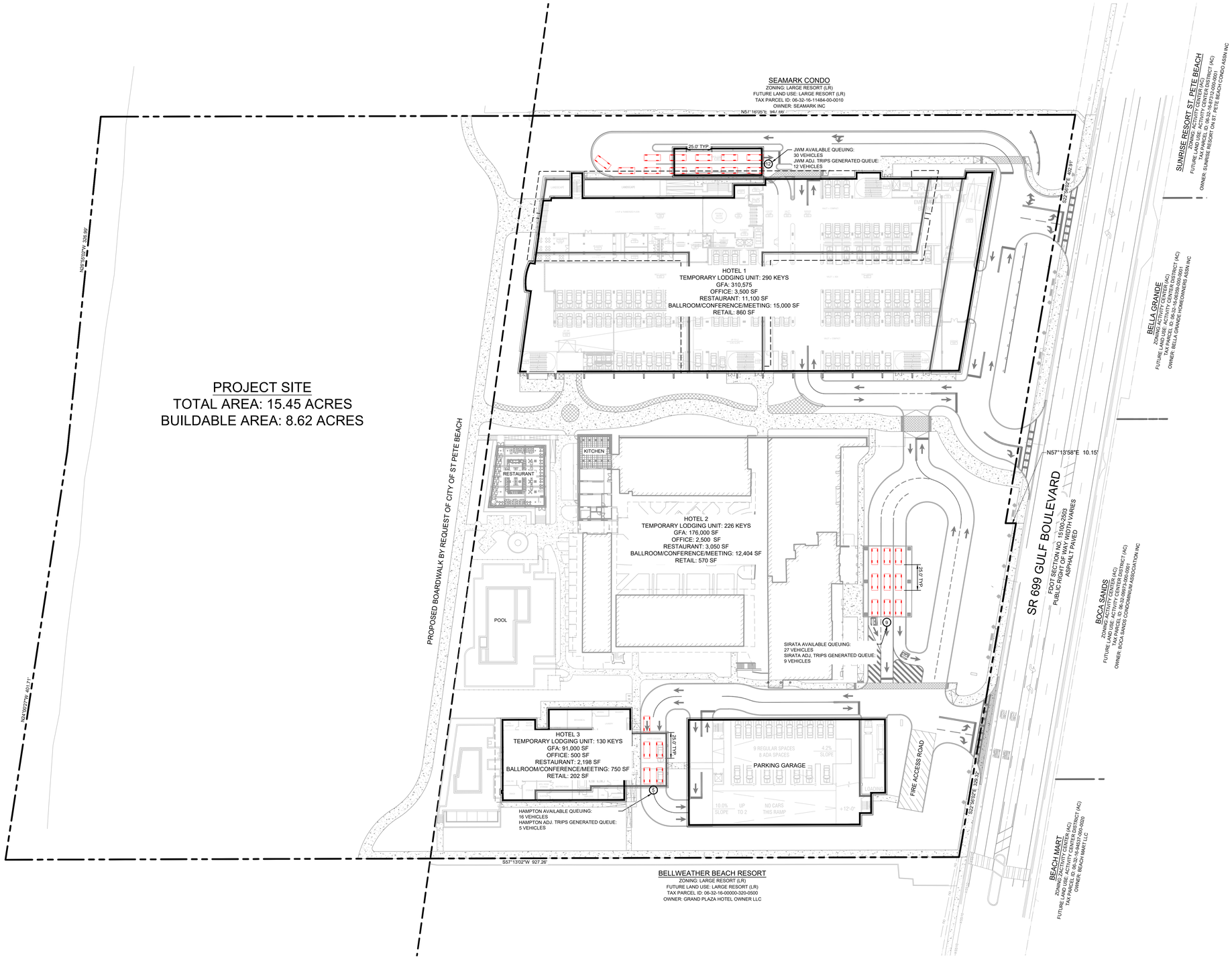
DATE 03/21/2023
PROJECT NO. 145423000

SHEET TITLE

PROPOSED DUNE RESTORATION EXHIBIT

SHEET NUMBER

EX-01

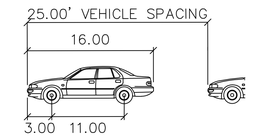


NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- AVAILABLE QUEUING
- ADJUSTED TRIPS GENERATED QUEUE



Passenger Car – 16x6

	feet
Width	: 6.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.5

AM VS PM PEAK HOUR TRIP GENERATION	
AM PEAK TRIP GENERATION	148 TRIPS
PM PEAK TRIP GENERATION	153 TRIPS

AVAILABLE QUEUING VS ADJUSTED TRIPS GENERATED			
	AVAILABLE QUEUING	TRIPS GENERATED	ADJ. TRIPS GENERATED
JWM	30	69	12
SIRATA	27	53	9
HAMPTON	16	31	5

NOTES:
1. TOTAL PM PEAK TRIP GENERATION IS DISTRIBUTED TO EACH RESORT BASED ON ITS RESPECTIVE PERCENT OF TOTAL UNITS.
2. ADJUSTED TRIPS GENERATED IS CALCULATED BASED OFF VEHICLES REMAINING IN VALET FOR 10 MINUTES. (1/6 OF TRIPS GENERATED)

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT J.W. MARRIOTT PHASE III

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN
DESIGNED BY: SMH
DRAWN BY: AAE
CHECKED BY: SWG
CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER: 63945
DATE:

SET DISTRIBUTIONS
DATE DESCRIPTION

REVISIONS
△ DATE DESCRIPTION

DATE: 04/06/2023
PROJECT NO.: 145423000

SHEET TITLE
QUEUING EXHIBIT

SHEET NUMBER
EX 1

Plotted By:Girard, Claudia Sheet Set:Kha Layout:EX 1 August 18, 2023 07:52:41am K:\TAM_Civil\145423 – Columbia Sussex\000 – Strata Beach Resort\CADD\Exhibit\2023.07.20 – Queuing Exhibit\Queuing.dwg
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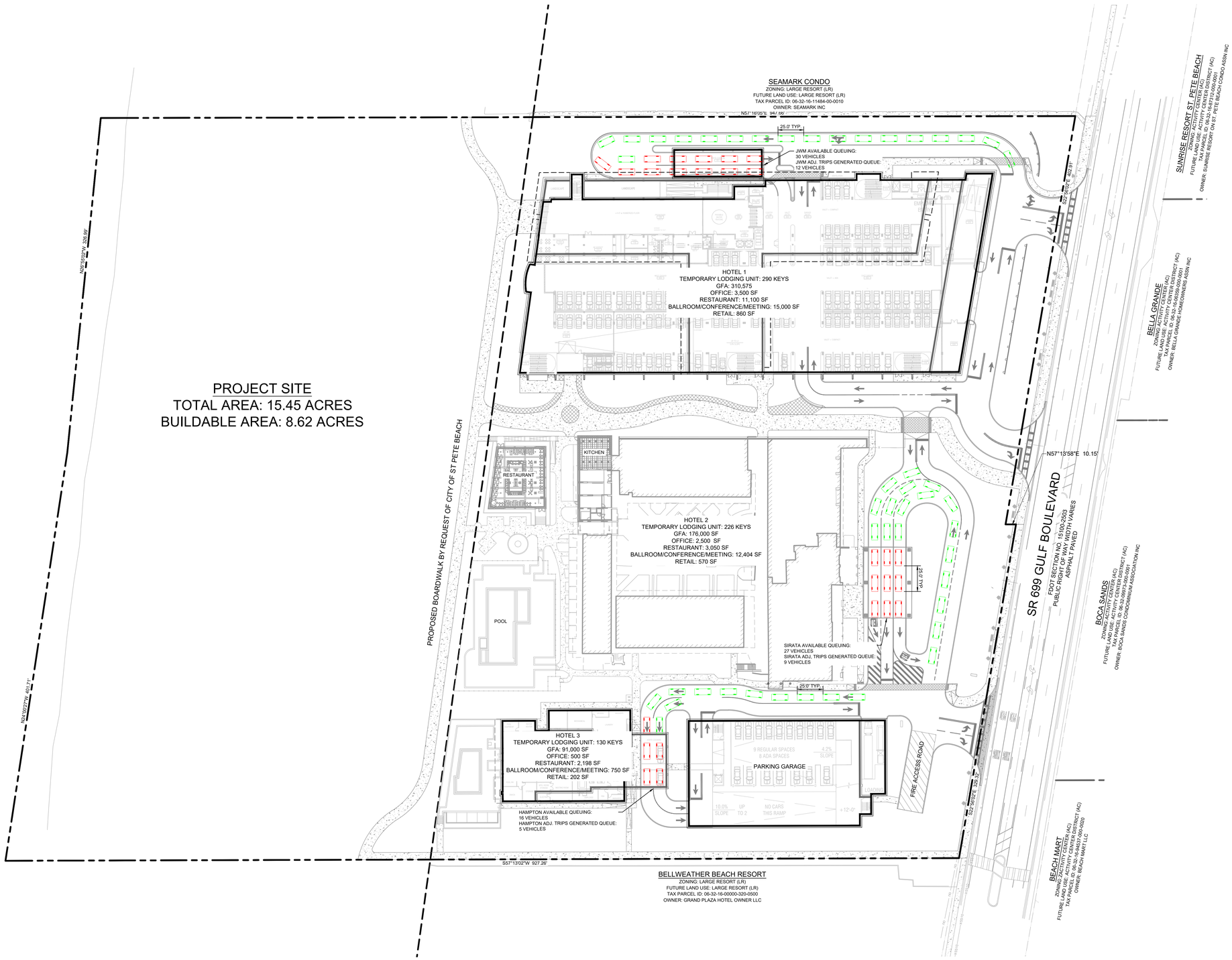
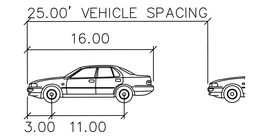


LEGEND

- PROPERTY LINE
- PINELLAS COUNTY PARCEL LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- AVAILABLE QUEUING
- ADJUSTED TRIPS GENERATED QUEUE



Passenger Car – 16x6

	feet
Width	: 6.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.5

AM VS PM PEAK HOUR TRIP GENERATION	
AM PEAK TRIP GENERATION	148 TRIPS
PM PEAK TRIP GENERATION	153 TRIPS

AVAILABLE QUEUING VS ADJUSTED TRIPS GENERATED			
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JWM	30	69	12
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SIRATA BEACH RESORT REDEVELOPMENT
J.W. MARRIOTT PHASE III

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN
DESIGNED BY	SMH
DRAWN BY	AAE
CHECKED BY	SWG

CIVIL DESIGN ENGINEER:
SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER
63945
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023
PROJECT NO.
145423000

SHEET TITLE
QUEUING EXHIBIT

SHEET NUMBER
EX 2

Plotted By: Girard, Claudia Sheet Set: Kho Layout: EX 2 August 18, 2023 07:49:55am K:\TAM_Civil\145423 – Columbia Sussex\000 – Sirata Beach Resort\CADD\Exhibit\2023.07.20 – Queuing Exhibit\Queuing.dwg
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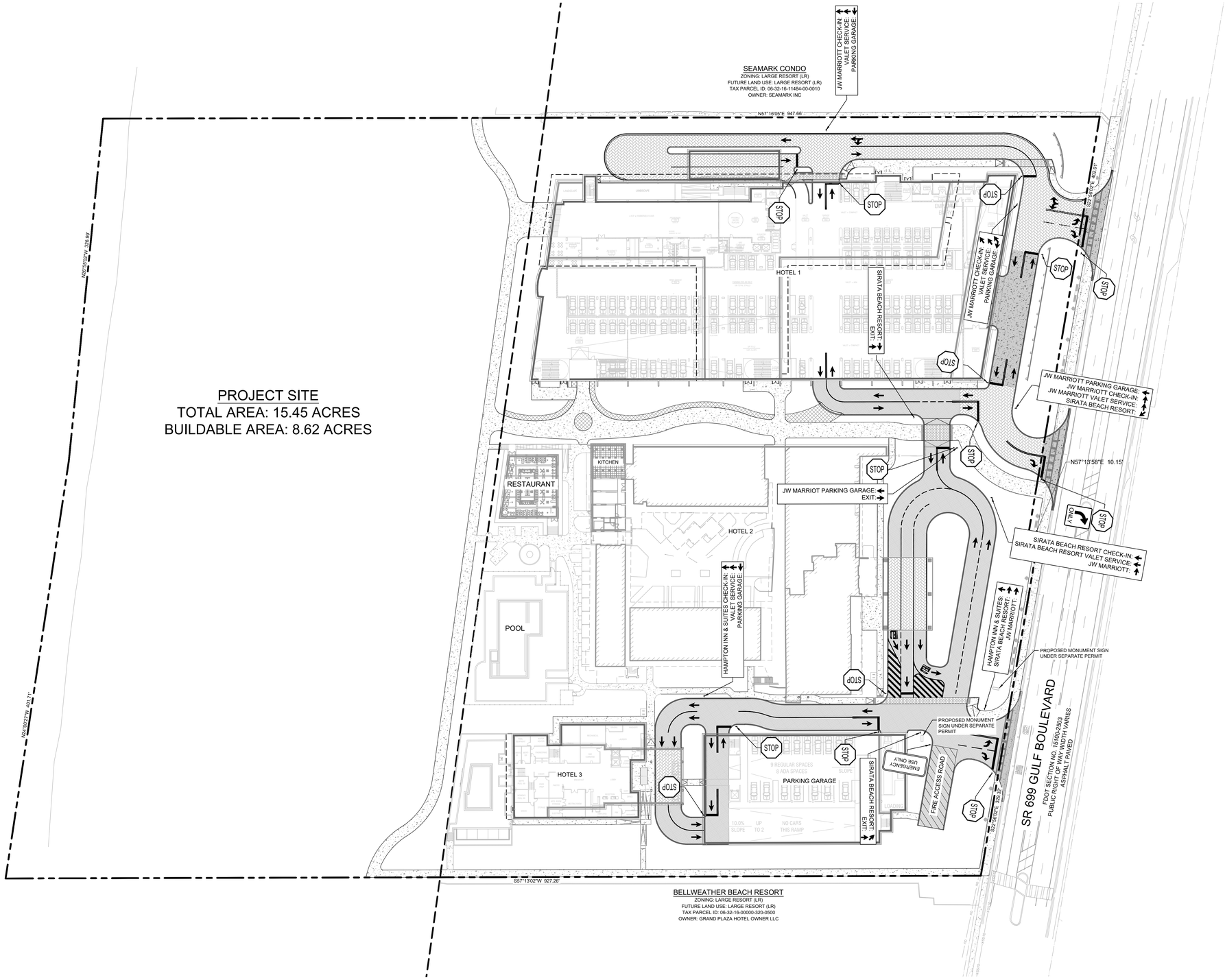

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING BUILDING TO REMAIN
- PROPOSED BUILDING
- FULL DEPTH ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY CONCRETE
- PROPOSED CONCRETE SIDEWALK / HARDSCAPE
- PROPOSED STONE PAVERS
- PROPOSED REINFORCED GEOGRID
- PROPOSED SIGN

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SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE 04/06/2023
PROJECT NO. 145423000

SHEET TITLE

WAY FINDING EXHIBIT

SHEET NUMBER

EX-01

Plotted By:Girard, Claudia Sheet Set:Kha Layout:C200 - MASTER SITE PLAN August 18, 2023 07:56:44am K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CAD\Exhibit\2023.07.21 - Way Finding Exhibit\EX-01 - WAY FINDING EXHIBIT.dwg
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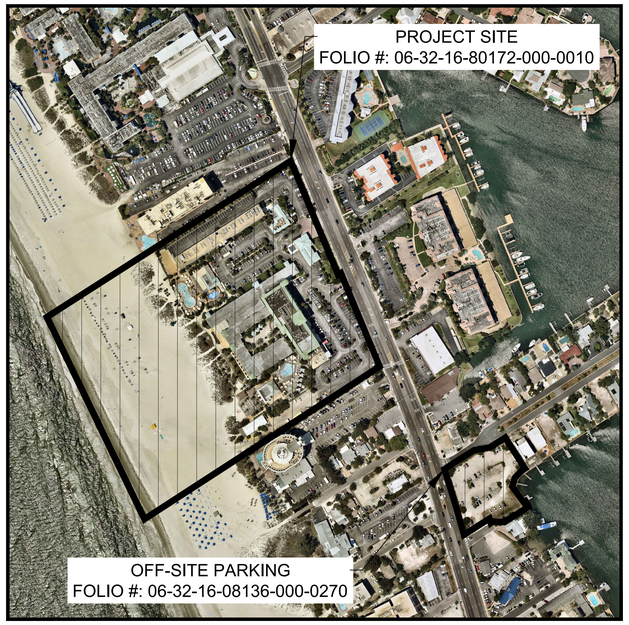
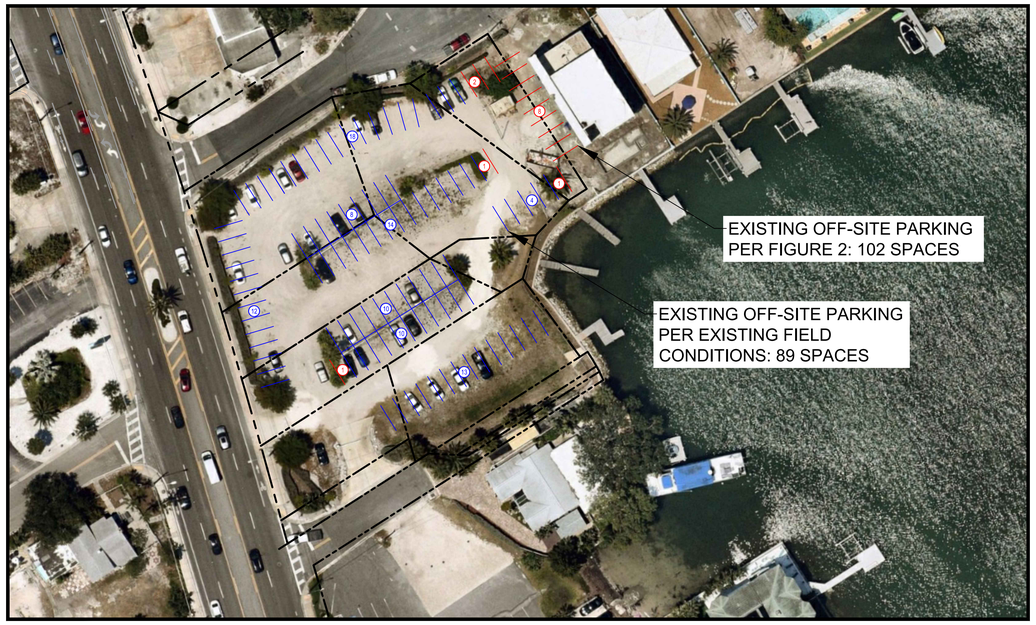
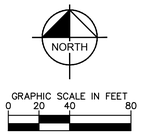


AERIAL LOCATION MAP
N.T.S.





LEGEND

PROPERTY LINE

NOTES

1. THERE ARE 77 OFF-SITE SPACES RESERVED FOR THE SIRATA BEACH RESORT EMPLOYEE PARKING PER FIGURE 1: PAGE 1 OF 3 OF THE ALTA/NSPS LAND TITLE SURVEY SIGNED AND SEALED 01/27/2017 BY ALAN J. NAUMOWICZ (LS6689). THESE 77 SPACES WILL BE USED FOR THE PROPOSED SIRATA BEACH RESORT REDEVELOPMENT PARKING CALCULATIONS.
2. THE AERIAL DEPICTS 89 POSSIBLE PARKING SPACES STRIPED IN BLUE PER THE EXISTING OFFSITE LOT CONDITIONS. THE PARKING SHOWN IN RED, DEPICTS 13 SPACES WHICH DO NOT TRULY EXIST, TOTALING 102 SPACES PER FIGURE 2: SHEET C2.1 SITE PLAN SIGNED AND SEALED 11/21/2014 BY PATRICIA P. MONTECKI (P.E. #54894).

EXHIBIT A

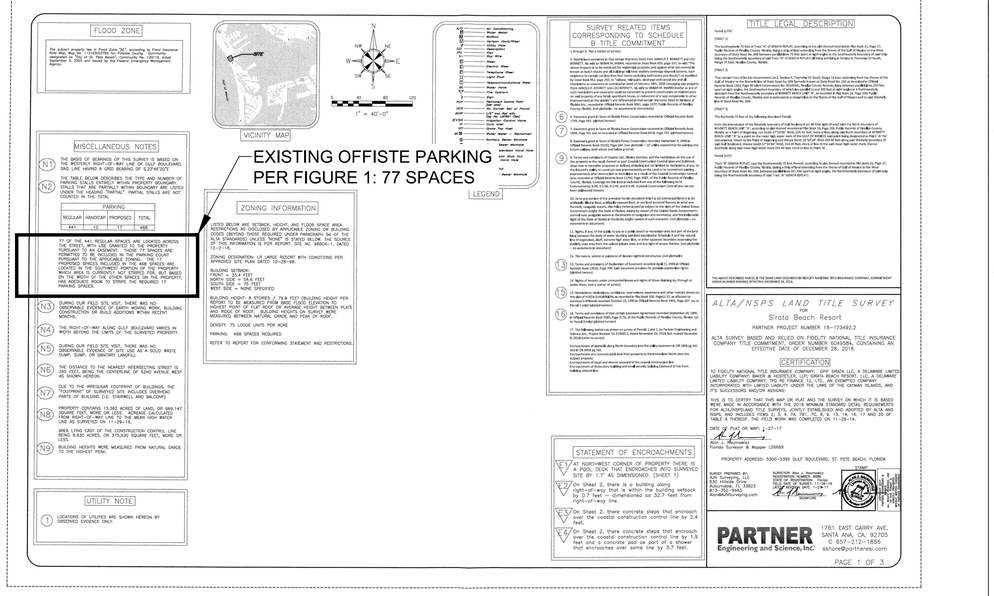


FIGURE 1: PAGE 1 OF 3 ALTA/NSPS LAND TITLE SURVEY FOR SIRATA BEACH RESORT
SIGNED AND SEALED: 01/27/2017

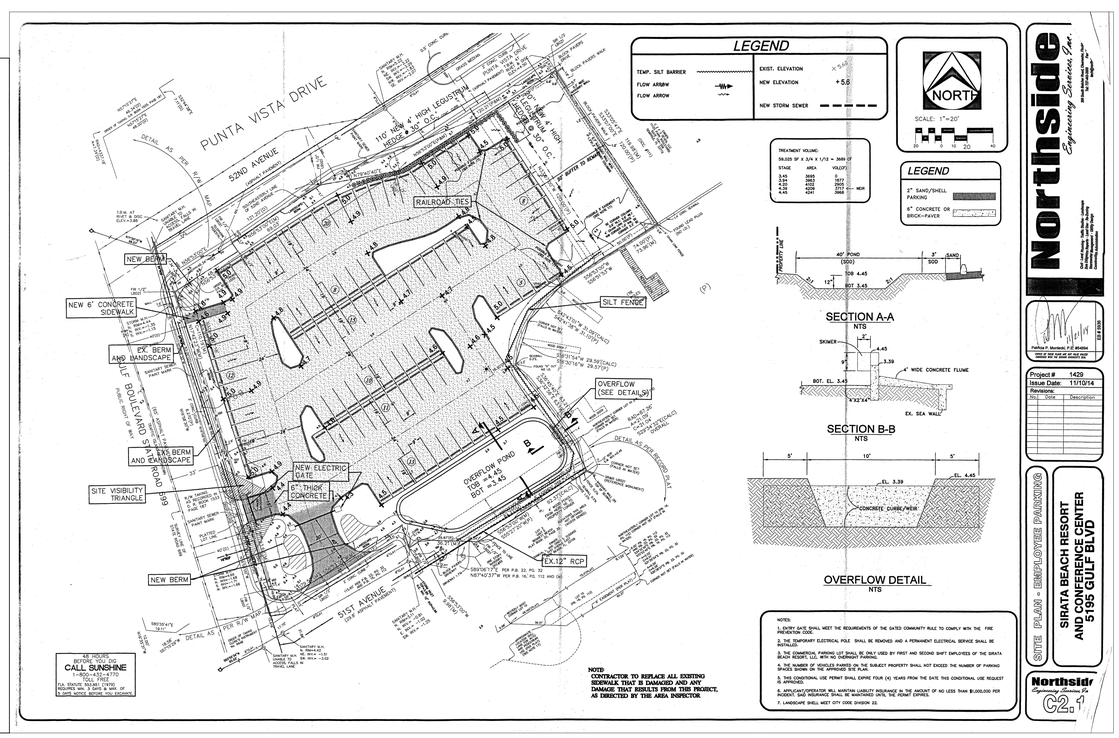


FIGURE 2: SHEET C2.1 SITE PLAN SIRATA BEACH RESORT & CONFERENCE CENTER
SIGNED AND SEALED: 11/21/2014

811 Know what's below. Call before you dig.

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.
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SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER: 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION
03/17/2023	PHASE 2 INITIAL SUBMITTAL
04/06/2023	PHASE 2 SWFWMD MINOR MOD RESUBMITTAL

Northside Engineering Services, Inc.
Civil Engineering Land Development Surveying
Certificate of Authorization #30 Certificate of Authorization #LB 7768
3000 Gulf Breeze Parkway, Gulf Breeze, Florida 32563 (850) 934-5370

Patricia P. Montecki, P.E. #54894
This item has been electronically signed and sealed by Patricia P. Montecki, P.E. #54894 on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Project # 1429
Issue Date: 11/10/14
Revisions:

No.	Date	Description

REVISIONS

	DATE	DESCRIPTION
1		

SITE PLAN - EMPLOYEE PARKING
SIRATA BEACH RESORT AND CONFERENCE CENTER 5195 GULF BLVD

Northside Engineering Services, Inc. C2.1

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

OFF-SITE PARKING

SHEET NUMBER

EX-1

Plotted By: Girard, Claudia Street Set: Kha Layout: OFF-SITE PARKING August 22, 2023 03:58:32pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Exhibit\2023.07.11 - Off-Site Parking\Sirata Beach Resort - Off-Site Parking.dwg
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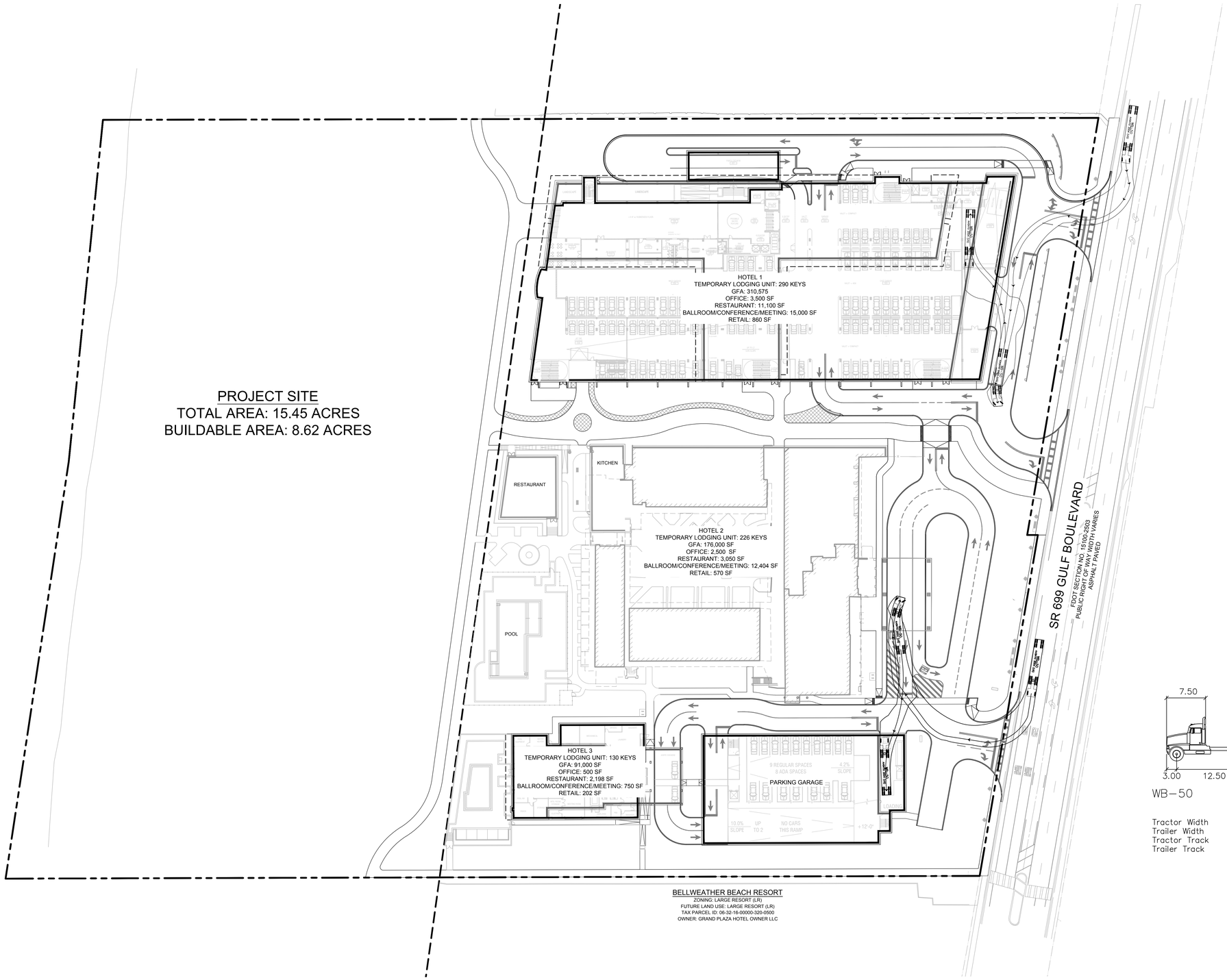


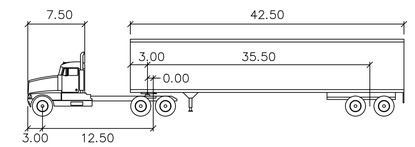
NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

PROPERTY LINE

COASTAL CONSTRUCTION CONTROL LINE



WB-50

feet			
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		

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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN	CIVIL DESIGN ENGINEER:
DESIGNED BY	SMH	SCOTT W. GILNER, P.E.
DRAWN BY	AAE	
CHECKED BY	SWG	FLORIDA LICENSE NUMBER 63945
		DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

WB-50 ACCESS EXHIBIT

SHEET NUMBER

EX-01

Plotted By:Girard, Claudia Sheet Set:Kha Layout:WB-50 August 21, 2023 02:39:51pm K:\TAM_Civil\145423__Columbia Sussex\000__Sirata Beach Resort\CADD\Exhibit\2023.08.01__CUP Arch Updates__AutoTurns\AutoTurn Exhibit__CUP Arch Updates.dwg
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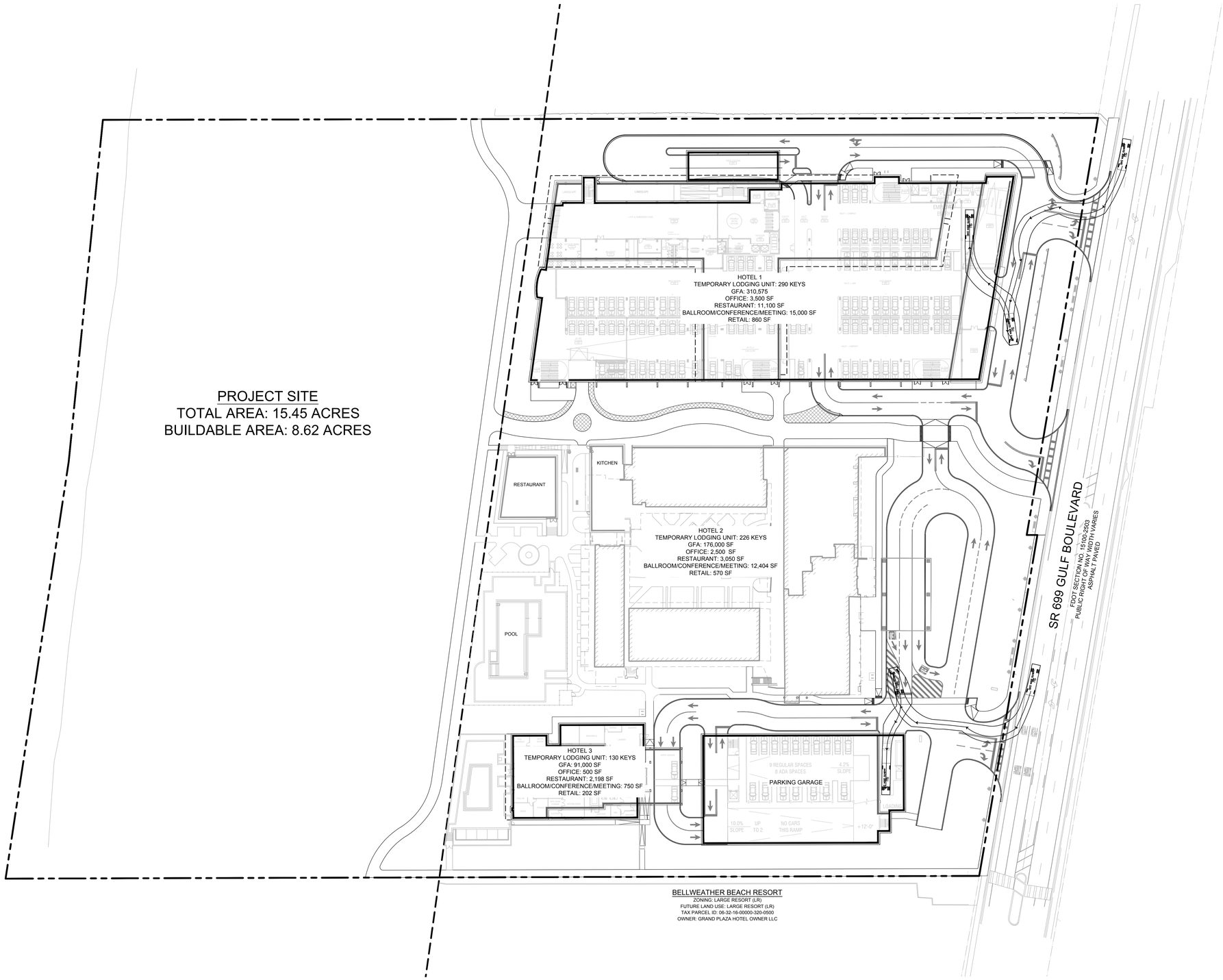
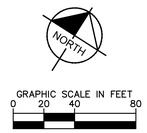
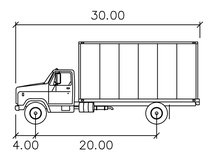




LEGEND

PROPERTY LINE

COASTAL CONSTRUCTION CONTROL LINE



SU

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

Know what's **below.** **Call** before you dig.

ALERT TO CONTRACTOR:

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LANDSCAPE ARCHITECT

MEP

STRUCTURAL

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Kimley»Horn

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DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

	DATE	DESCRIPTION

DATE 04/06/2023

PROJECT NO. 145423000

SHEET TITLE

BOX TRUCK ACCESS EXHIBIT

SHEET NUMBER

EX-02

Plotted By:Girard, Claudia Sheet Set:Kha Layout:SU August 21, 2023 02:40:14pm K:\TAM_Civil\145423 - Columbia Sussex\000 - Strata Beach Resort\CADD\Exhibit\2023.08.01 - CUP Arch Updates - AutoTurns\AutoTurn Exhibit - CUP Arch Updates.dwg
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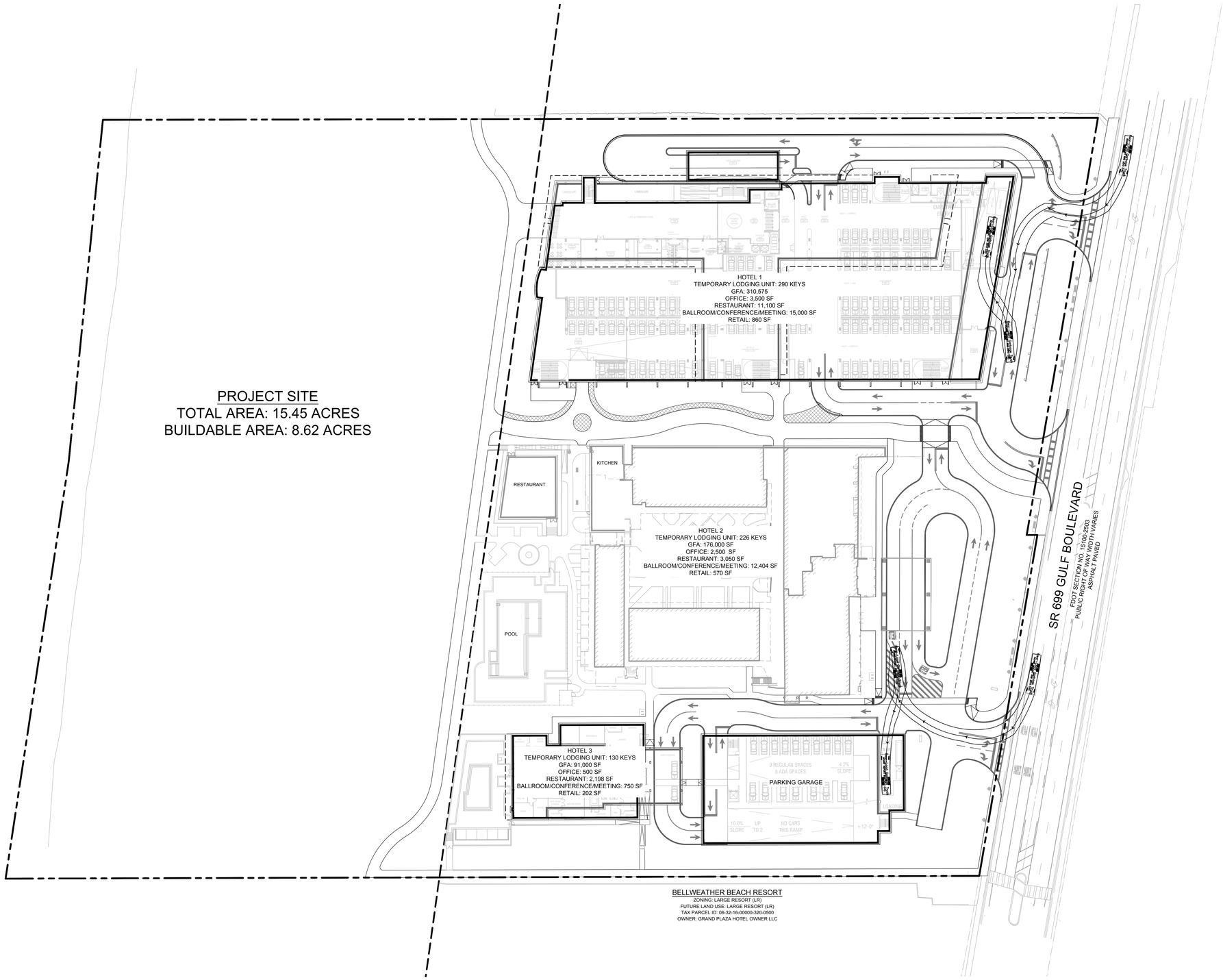
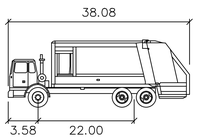


GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

PROPERTY LINE

COASTAL CONSTRUCTION CONTROL LINE



Rear-Load Garbage Truck

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

	DATE	DESCRIPTION

DATE 04/06/2023

PROJECT NO. 145423000

SHEET TITLE

SOLID WASTE ACCESS EXHIBIT

SHEET NUMBER

EX-03

Plotted By:Girard, Claudia Sheet Set:Kha Layout:SOLID WASTE August 21, 2023 02:40:43pm K:\TAM_Civil\145423 — Columbia Sussex\000 — Strata Beach Resort\CADD\Exhibit\2023.08.01 — CUP Arch Updates — AutoTurns\AutoTurn Exhibit — CUP Arch Updates.dwg
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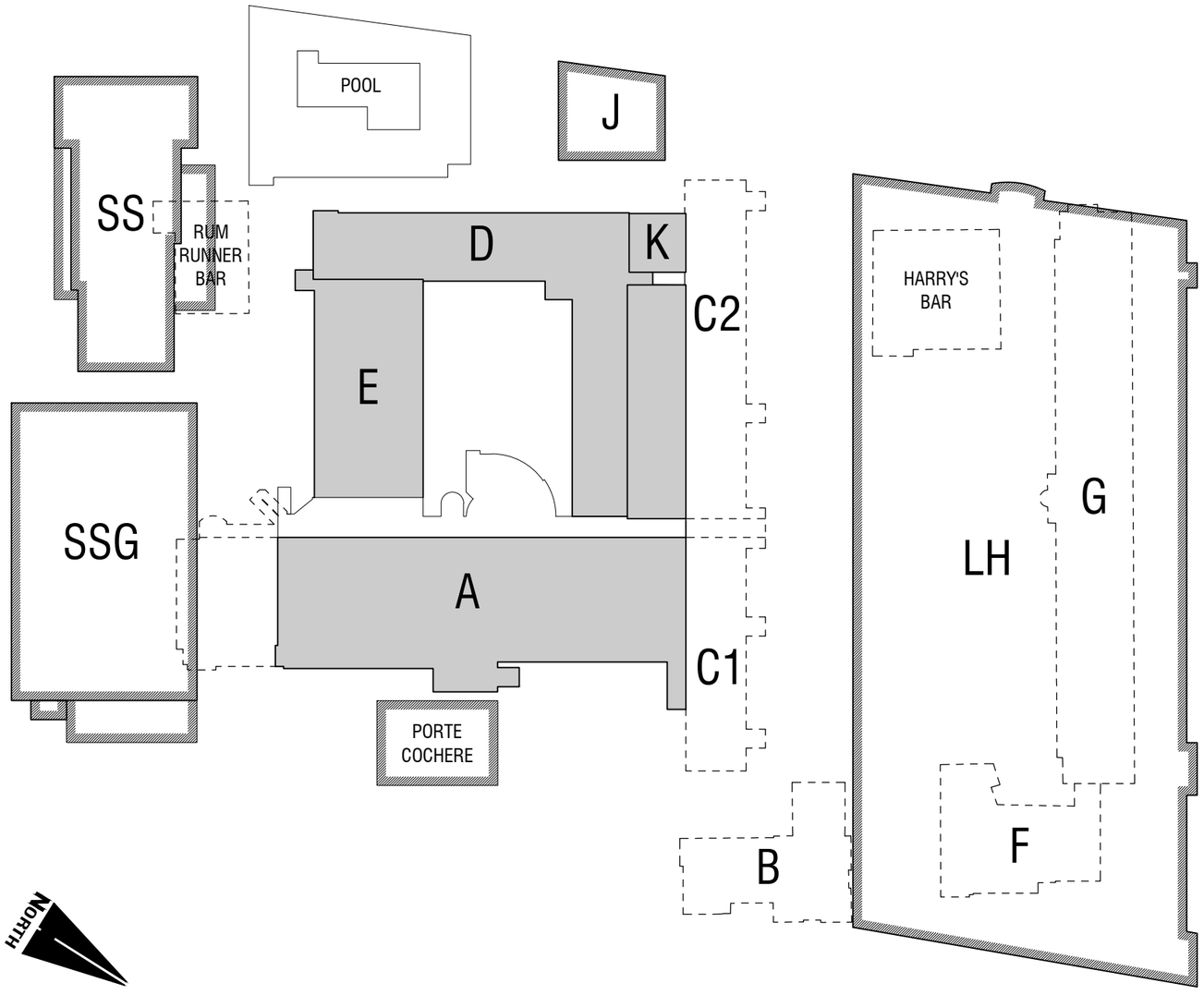
SITE DEVELOPMENT: diagram



EXISTING BUILDING AREAS

BUILDING A: SIRATA MAIN	269,507 SF
BUILDING B: EXISTING REGISTRATION	5,540 SF
BUILDING C1: SIRATA GUEST ROOMS	11,022 SF
BUILDING C2: SIRATA GUEST ROOMS	16,070 SF
BUILDING D: SIRATA GUEST ROOMS	19,627 SF
BUILDING E: SIRATA GUEST ROOMS	12,614 SF
BUILDING F: OFFICE / CAR RENTAL	9,390 SF
BUILDING G: SIRATA NORTH	69,550 SF
HARRY'S BAR	5,042 SF
RUM RUNNER BAR	2,914 SF
TOTAL	421,276 SF

DEMOLITION BUILDING AREAS

BUILDING A: SIRATA MAIN	8,458 SF
BUILDING B: EXISTING REGISTRATION	5,540 SF
BUILDING C1: SIRATA GUEST ROOMS	11,022 SF
BUILDING C2: SIRATA GUEST ROOMS	16,070 SF
BUILDING D: SIRATA GUEST ROOMS	N/A
BUILDING E: SIRATA GUEST ROOMS	N/A
BUILDING F: OFFICE / CAR RENTAL	9,390 SF
BUILDING G: SIRATA NORTH	69,550 SF
HARRY'S BAR	5,042 SF
RUM RUNNER BAR	2,914 SF
TOTAL	127,986 SF

NEW BUILDING AREAS

BUILDING A: SIRATA MAIN	0 SF (NO WORK)
BUILDING B: EXISTING REGISTRATION	0 SF (DEMOLISHED)
BUILDING C1: SIRATA GUEST ROOMS	0 SF (DEMOLISHED)
BUILDING C2: SIRATA GUEST ROOMS	0 SF (DEMOLISHED)
BUILDING D: SIRATA GUEST ROOMS	0 SF (NO WORK)
BUILDING E: SIRATA GUEST ROOMS	0 SF (NO WORK)
BUILDING F: OFFICE / CAR RENTAL	0 SF (DEMOLISHED)
BUILDING G: SIRATA NORTH	0 SF (DEMOLISHED)
HARRY'S BAR	0 SF (DEMOLISHED)
RUM RUNNER BAR	0 SF (DEMOLISHED)
BUILDING J: NEW RESTAURANT	3,200 SF
BUILDING K: KITCHEN	2,750 SF
BUILDING LH NEW LUXURY HOTEL	TBD
BUILDING SS NEW SELECT SERVICE HOTEL	89,942 SF
BUILDING SSG NEW SELECT SERVICE HOTEL GARAGE	165,984 SF
TOTAL	261,876 SF

Hanney, Shane

From: Peyt Dewar <pdewar@stpetebeach.org>
Sent: Thursday, July 20, 2023 11:33 AM
To: Joseph Yung; Brad Cochran; Neal Kreke
Cc: Brandon Berry
Subject: RE: Turtle lighting issue at Sirata

Joe,

The pleasure was mine and thank you for the quick response in addressing the noncompliant lights at the property. You are in good hands with the Sea Turtle Conservancy.

I met Brad recently and he can let me know when the property is complaint so that it can be reinspected.

Peyt Dewar
Enforcement Manager
Community Development | City of St. Pete Beach

727-363-9211
pdewar@stpetebeach.org
www.stpetebeach.org
155 Corey Avenue, St. Pete Beach FL 33706

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From: Joseph Yung <joeyung@yahoo.com>
Sent: Thursday, July 20, 2023 9:56 AM

To: Peyt Dewar <pdewar@stpetebeach.org>; Brad Cochran <gm1811@columbiasussex.com>; Neal Kreke <neal.kreke@columbiasussex.com>
Cc: Brandon Berry <bberry@stpetebeach.org>
Subject: Turtle lighting issue at Sirata

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Peyt, it was a pleasure meeting you yesterday. I understand that we are moving forward with the turtle lighting issue at the Sirata. We have contacted the Sea Turtle Conservancy and they are going to come out and do a survey of the property so as to come up with a plan to address the current lighting.

Brad is our point person on this and Neal is coordinating from our office. Please keep me in the loop as you move forward on this so we can get it solved as soon as possible.

Joe

Joseph Yung
Senior Vice President of Development
Columbia Sussex Corporation
740 Centre View Boulevard
Crestview Hills, Kentucky 41017
859-578-1120
joeyung@yahoo.com

Hanney, Shane

From:	Brandon Berry <bberry@stpetebeach.org>
Sent:	Tuesday, July 25, 2023 11:53 AM
To:	Gilner, Scott; Joseph Yung
Cc:	Michelle Gonzalez; ebatsel@stearnsweaver.com; Kevin Reali; Jim Stapleton; br@pivotstudiocreative.com; Hanney, Shane; Rodriguez, Rebeca; Bond, Becca
Subject:	RE: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology
Attachments:	23053 - Bond Receipt.pdf
Categories:	External

Good morning,

Please find the receipt for the bond attached.

We have sent the methodology to our reviewer. These have typically involved a two week turnaround or thereabouts, but I'll make sure you get comments as soon as they are received.

Sincerely,
Brandon

From: Gilner, Scott <Scott.Gilner@kimley-horn.com>
Sent: Monday, July 24, 2023 2:57 PM
To: Brandon Berry <bberry@stpetebeach.org>; Joseph Yung <joeyung@yahoo.com>
Cc: Michelle Gonzalez <mgonzalez@stpetebeach.org>; ebatsel@stearnsweaver.com; Kevin Reali <kreali@stearnsweaver.com>; Jim Stapleton <Jim@pivotstudiocreative.com>; br@pivotstudiocreative.com; Hanney, Shane <Shane.Hanney@kimley-horn.com>; Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>; Bond, Becca <Becca.Bond@kimley-horn.com>
Subject: RE: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology

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Thanks, Brandon. Looking forward to talking with your consultant. We incorporated thoughts or concerns from Council from our last project and I want to be sure some of those items are clear to the city's consultant.

Scott W. Gilner, P.E.
Kimley-Horn | 201 N Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813.635.5547 | Mobile: 813.505.9745 | www.kimley-horn.com

---

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Monday, July 24, 2023 2:49 PM
To: Joseph Yung <joeyung@yahoo.com>; Gilner, Scott <Scott.Gilner@kimley-horn.com>
Cc: Michelle Gonzalez <mgonzalez@stpetebeach.org>; ebatsel@stearnsweaver.com; Kevin Reali <kreali@stearnsweaver.com>; Jim Stapleton <Jim@pivotstudiocreative.com>; br@pivotstudiocreative.com; Hanney, Shane <Shane.Hanney@kimley-horn.com>; Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>; Bond, Becca <Becca.Bond@kimley-horn.com>

Subject: RE: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology

Thank you, I will let you know when it is received. We will get the methodology sent over to our consultant.

From: Joseph Yung <joeyung@yahoo.com>
Sent: Monday, July 24, 2023 2:41 PM
To: Gilner, Scott <Scott.Gilner@kimley-horn.com>
Cc: Brandon Berry <bberry@stpetebeach.org>; Michelle Gonzalez <mgonzalez@stpetebeach.org>; ebatsel@stearnsweaver.com; Kevin Reali <kreali@stearnsweaver.com>; Jim Stapleton <Jim@pivotstudiocreative.com>; br@pivotstudiocreative.com; Hanney, Shane <Shane.Hanney@kimley-horn.com>; Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>; Bond, Becca <Becca.Bond@kimley-horn.com>
Subject: Re: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology

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I will send a check today to Brandon's attention, made to City of St. Pete Beach.

Joseph Yung
Senior Vice President of Development
Columbia Sussex Corporation
740 Centre View Boulevard
Crestview Hills, Kentucky 41017
859-578-1120
joeyung@yahoo.com

> On Jul 24, 2023, at 2:36 PM, Gilner, Scott <Scott.Gilner@kimley-horn.com> wrote:
>
> Brandon,
>
> Can you send an invoice or should Joe just mail the check made out to the City of St Pete Beach to your attention?
>
> **Scott W. Gilner, P.E.**
> **Kimley-Horn** | 201 N Franklin Street, Suite 1400, Tampa, FL 33602
> Direct: 813.635.5547 | Mobile: 813.505.9745 | www.kimley-horn.com
>
> ---
>
> From: Brandon Berry <bberry@stpetebeach.org>
> Sent: Monday, July 24, 2023 2:26 PM
> To: Gilner, Scott <Scott.Gilner@kimley-horn.com>; Michelle Gonzalez <mgonzalez@stpetebeach.org>
> Cc: ebatsel@stearnsweaver.com; Kevin Reali <kreali@stearnsweaver.com>; Joseph Yung (joeyung@yahoo.com) <joeyung@yahoo.com>; Jim Stapleton <Jim@pivotstudiocreative.com>; br@pivotstudiocreative.com; Hanney, Shane <Shane.Hanney@kimley-horn.com>; Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>; Bond, Becca <Becca.Bond@kimley-horn.com>
> Subject: RE: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology

Scott,

We ask for $2,000 to keep in a drawdown account to cover the methodology review, and study if that occurs prior to the CUP being decided.

The check can be made payable to St. Pete Beach. If there are funds available after the methodology review is completed they can be retained for the study or other consultant concurrency review fees, or returned.

Sincerely,
Brandon

From: Gilner, Scott <Scott.Gilner@kimley-horn.com>
Sent: Friday, July 21, 2023 8:44 AM
To: Brandon Berry <bberry@stpetebeach.org>; Michelle Gonzalez <mgonzalez@stpetebeach.org>
Cc: ebatsel@stearnsweaver.com; Kevin Reali <kreali@stearnsweaver.com>; Joseph Yung (joeyung@yahoo.com) <joeyung@yahoo.com>; Jim Stapleton <Jim@pivotstudiocreative.com>; br@pivotstudiocreative.com; Hanney, Shane <Shane.Hanney@kimley-horn.com>; Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>; Bond, Becca <Becca.Bond@kimley-horn.com>
Subject: Sirata Beach Resort Redevelopment - CUP Application - Updated TRC Comments - Traffic Study and Traffic Methodology

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Brandon / Michelle,

Following our TRC meeting yesterday, please find the traffic methodology and traffic study for the full CUP development. Please let us know when you would like to discuss with your outside traffic consultant.

In addition, as Joe Yung (copied here) requested yesterday, can the City generate the invoice for your outside traffic consultant's review fee so that Joe can pay that invoice and keep this process moving forward?

Thanks in advance and we look forward to reviewing the attached documents with you.

Scott W. Gilner, P.E.
Kimley-Horn | 201 N Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813.635.5547 | Mobile: 813.505.9745 | www.kimley-horn.com

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Permit #: 23053
Permit Type: CONDITIONAL USE
Address: 5390 GULF BLVD
City: ST PETE BEACH FL 33706
State:
Zip:
Owner: CP ST. PETE BEACH
Owner Address: 740 CENTRE VIEW BLVD
Owner City: CRESTVIEW
Owner State: KY
Owner Zip: 41017
Owner Phone: 407.857.3510
Owner Email: MSI-PERMITS@MSIFLA.COM
Receipt #: 326
Date: 07/25/2023
Paid By: CP St Pete LLC
Description: Check #00005762 for transportation methodology review by consultant.
Payment Type:
Payment Type Description: Check #00005762
Accepted By: Brandon Berry

Fees Paid

Fee Name	Fee Type	Description	Factor	Total Fee Amount	Amount Paid
Concurrency Bond	Planning and Zoning	Bond for preliminary concurrency review.	2,000.00	2,000.00	2,000.00
				Total:	**$2,000.00**

Hanney, Shane

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Tuesday, July 25, 2023 10:49 AM
To: Rodriguez, Rebeca
Cc: Hanney, Shane; Gilner, Scott
Subject: RE: Sirata Beach Resort - Case #23053

Categories: External

Correct, Recreation had no comments.

I will send over minutes when they are completed.

From: Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>
Sent: Tuesday, July 25, 2023 10:45 AM
To: Brandon Berry <bberry@stpetebeach.org>
Cc: Hanney, Shane <Shane.Hanney@kimley-horn.com>; Gilner, Scott <Scott.Gilner@kimley-horn.com>
Subject: RE: Sirata Beach Resort - Case #23053

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Thanks Brandon, I appreciate the quick response. Since Recreation has not shared any comments yet, is it safe to assume they have none?

Please send over the official copy of the meeting minutes once prepared.

Kind regards,

Rebeca Rodriguez, E.I. | *Development Services*
Kimley-Horn | 201 North Franklin Street, Suite 1400, Tampa, FL 33602
Direct: (813)-565-1943
Celebrating 16 years as one of FORTUNE's 100 Best Companies to Work For

---

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Tuesday, July 25, 2023 10:11 AM
To: Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>
Cc: Hanney, Shane <Shane.Hanney@kimley-horn.com>; Gilner, Scott <Scott.Gilner@kimley-horn.com>
Subject: RE: Sirata Beach Resort - Case #23053

Rebeca,

Recreation and Building did not have any comments at the meeting. Building shared the following comment via email after the meeting:

> 3307.1 Protection Required
> Adjoining public and private property shall be protected from damage during construction, remodeling and demolition work. Protection shall be provided for footings, foundations, party walls, chimneys, skylights and

roofs. Provisions shall be made to control water runoff and erosion during construction or demolition activities. The person making or causing an excavation to be made shall provide written notice to the owners of adjoining buildings advising them that the excavation is to be made and that the adjoining buildings should be protected. Said notification shall be delivered not less than 10 days prior to the scheduled starting date of the excavation.

Code Enforcement had one comment related to marine turtle lighting concerns for the existing developed property. There has already been correspondence between the manager and Sirata's owner to rectify these issues. Please see attached correspondence after the meeting.

Minutes are still being worked on as far as I am aware. I can send you an official copy once prepared if needed.

Sincerely,
Brandon

From: Rodriguez, Rebeca <Rebeca.Rodriguez@kimley-horn.com>
Sent: Tuesday, July 25, 2023 10:04 AM
To: Brandon Berry <bberry@stpetebeach.org>
Cc: Hanney, Shane <Shane.Hanney@kimley-horn.com>; Gilner, Scott <Scott.Gilner@kimley-horn.com>
Subject: Sirata Beach Resort - Case #23053

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Good morning Brandon,

As mentioned in the voicemail I just left, could you please provide the final version of the TRC comments associated with the Sirata Beach Resort redevelopment project (Case #23053)? The amended comment letter dated 7/18 does not include department comments from Building, Code Enforcement and Recreation.

If I need to reach out to a different contact for this please advise.

Kind regards,

Rebeca Rodriguez, E.I. | *Development Services*
Kimley-Horn | 201 North Franklin Street, Suite 1400, Tampa, FL 33602
Direct: (813)-565-1943
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Hanney, Shane

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Wednesday, April 26, 2023 10:45 AM
To: Hanney, Shane
Cc: Girard, Claudia
Subject: RE: Sirata Beach Resort Redevelopment - CoSPB Concurrency

Categories: External

Shane,

I spoke with the city's engineer earlier, and he would be able to estimate sewer impact from equivalent residential units. In the site plan data table please include the total existing and proposed unit count, and room count if you have that information at that time, along with all existing and proposed accessory commercial facilities like restaurants, office space, and so on. This may not be sufficient for a capacity reservation, but it would be sufficient to preliminarily confirm that capacity is available at the time of review should the project be approved as presented.

We could estimate traffic impact from the same data, but it would not account for internal capture and I believe the plan was to provide a traffic study with the submittal regardless.

Sincerely,
Brandon

From: Hanney, Shane <Shane.Hanney@kimley-horn.com>
Sent: Monday, April 24, 2023 4:02 PM
To: Brandon Berry <bberry@stpetebeach.org>
Cc: Girard, Claudia <Claudia.Girard@kimley-horn.com>
Subject: RE: Sirata Beach Resort Redevelopment - CoSPB Concurrency

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Brandon,

Thank you for your quick response, this is helpful. We will include a transportation impact analysis with the CUP Application and have a water design report based off available flow from recent flow tests that we could include as well, however we do not plan on completing stormwater or wastewater design by that time. We plan on designing to the City, FDOT, and SWFWMD requirements for stormwater as well as City and FDEP requirements for wastewater, but please let me know if there is any additional info that is required to be included with the CUP application or info that would be helpful in your review of the City's ability to provide these services.

Thank you,

Shane Hanney, Development Services
Kimley-Horn | 201 N. Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813 635 5587 | Main: 813-620-1460

From: Brandon Berry <bberry@stpetebeach.org>
Sent: Monday, April 24, 2023 3:54 PM
To: Hanney, Shane <Shane.Hanney@kimley-horn.com>
Cc: Girard, Claudia <Claudia.Girard@kimley-horn.com>
Subject: RE: Sirata Beach Resort Redevelopment - CoSPB Concurrency

Shane,

Neither schools nor parks concurrency are required for non-residential development.

You seem to be heading in the right direction for the other items. St. Pete Beach does require a certificate of concurrency to be issued with the site plan, not building permit, and there is an expectation that there be general consensus on the basic availability or provision of services prior to the City Commission hearing for the conditional use permit. Staff review the application prior to the City Commission, and I anticipate we would use that meeting in part to review the basic intensity standards for the development and provide expectations for the presentation of items such as traffic impact. We've received preliminary approvals from Pinellas County for potable, for instance, although in the case of Corey Landings it was further along in the site plan stage. Having data to present to the City Commission regarding the general ability to provide for services is likely to be expected.

I hope that provided a bit of guidance. If you need more details please let me know.

Sincerely,
Brandon

From: Hanney, Shane <Shane.Hanney@kimley-horn.com>
Sent: Monday, April 24, 2023 3:20 PM
To: Brandon Berry <bberry@stpetebeach.org>
Cc: Girard, Claudia <Claudia.Girard@kimley-horn.com>
Subject: Sirata Beach Resort Redevelopment - CoSPB Concurrency

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Good afternoon Brandon,

Following up on my voicemail, I'm reaching out in regards to the anticipated concurrency statements that will be required for the Sirata Beach Resort Redevelopment project. The project is currently in the CUP Application process, so we're trying to get out ahead on a few things, including concurrency where possible. The redevelopment proposes the renovation of the existing Sirata Beach Resort to increase the number of hotel keys from 374 keys to 647 keys with associate retail, restaurant, office/meeting space improvements. Please see the attached site plan for reference.

I've prepared the attached *CoSPB Parks Concurrency Calculations* for your initial review, which shows the current levels of service based on the 2021 Concurrency Report (attached), 2021 Population from the US Census Bureau (attached), and includes the increase in tourists units for your reference. Could you confirm the existing LOS for each item as well as the current population? With this development not proposing any changes to the population, could you confirm whether or not the increase in tourist units should be included OR if this is not necessary for a development that does not increase population, please let me know.

I would also like to talk through the other concurrency items as well to see how you would prefer we work through each of them. I've listed them below with my anticipated path forward for your input.

Schools – I am in contact with Marshall Touchton (Pinellas County Schools) to provide a concurrency statement. This will be provided to the City when available.

Parks – See above and attached Concurrency Calculations for your input.

Solid Waste – I am in contact with Janie Armstrong and Bill Embree (Pinellas County Solid Waste) to provide a concurrency statement. This will be provided to the City when available.

Stormwater, Wastewater, & Transportation – As I understand stormwater, wastewater and transportation concurrency statements would be provided when reviewed with the Site Permit Application, and the concurrency statement would be provided in the form of the permit approval.

Potable Water – As I understand water in this area is provided by Pinellas County and will be reviewed alongside the Site Permit Application, and the concurrency statement would be provided in the form of the permit approval. The water permit approval from the County will be provided to the City when available.

Please let me know if there are any additional departments I am missing and if you have any corrections to the above.

Thank you,

Shane Hanney, Development Services
Kimley-Horn | 201 N. Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813 635 5587 | Main: 813-620-1460
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(636) 398-5288
AIEFire.com
info@AIEFire.com

WATER SUPPLY SITE SURVEY
SIRATA BEACH RESORT REDEVELOPMENT
5300 GULF BOULEVARD
ST. PETE BEACH, FL REVISED OFFICE ANALYSIS TEST DATE: 2/14/2023

SUMMARY STATEMENT

This report provides the current available water supply for the proposed Sirata Beach Resort Redevelopment located at 5300 Gulf Boulevard, in St. Pete Beach, FL.

FIRE HYDRANT SUPPLY

Code Basis for Design: 7th edition Florida Fire Prevention Code

North Building
Required Fire Flow at 20 psig and Duration: 1313 gpm for 4 hours

South Building
Required Fire Flow at 20 psig and Duration: 1000 gpm for 4 hours

Available Flow Rate
Fire Hydrant #1 1355 gpm for 4 hours
Fire Hydrant #2 1345 gpm for 4 hours
Fire Hydrant #3 1367 gpm for 4 hours
Fire Hydrant #4 1387 gpm for 4 hours

CONTACT INFORMATION

Backflow Prevention Contact
2020 Florida Building Code
Chapter 29
Water Supply and Distribution

Fire Department Contact
Kelly Intzes
Fire Marshal
St. Pete Beach Fire Department
7301 Gulf Boulevard
St. Pete Beach, FL 33706
Phone: 727.363.9207
Fax: 727.893.9884
Email: kintzes@stpetebeach.org

Water Department Contact
Business & Customer Services Office
Water/Utilities
Pinellas County
14 South Fort Harrison Ave.
Clearwater, FL 33756.
Phone: 727.464.4000
Email: custsrv@pinellascounty.org

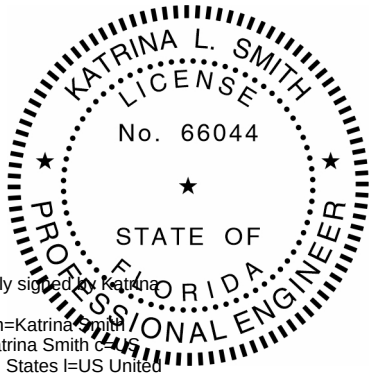
City Representative present during test: Bob Pamic and Richard Blacklidge, Pinellas County

Please consult with the Fire Protection Engineer-of-Record to discuss design options prior to site layout.

REGISTRATION STATEMENT

I, Katrina L. Smith, a licensed professional engineer in the State of Florida, do hereby certify that this water flow test has been calculated in accordance with NFPA 291 and is a true and correct office analysis ***based on the information provided by Pinellas County*** for the project location. It is understood that the water supply information supplied in this report will become the design basis for the water based fire suppression systems (fire sprinkler and hose station).

SUPERVISED BY: KATRINA L. SMITH, P.E.
ALTERNATIVES IN ENGINEERING, INC.



Katrina Smith

Digitally signed by Katrina Smith
DN: cn=Katrina Smith gn=Katrina Smith c=US United States l=US United States e=kati.smith@aiefire.com
Reason: I have reviewed this document
Location:
Date: 2023-09-29 09:43-05:00

This item has been digitally signed and sealed by Katrina Smith on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

REVISED REPORT: This report, effective 9/29/2023, is a revised copy of AIE's previously revised report of 9/15/2023. This report has been revised to reflect updated fire flow calculations due to a revision to the building's construction type.

OFFICE ANALYSIS: AIE did not make an actual visit to this site. An office analysis was performed for this site using the information provided by Pinellas County.

EXISTING CONDITIONS

Site

The site is located in the southeast portion of Pinellas County at 5300 Gulf Boulevard on St. Pete Beach. A 16 inch water line is located in Gulf Boulevard, and it is assumed that it is to supply 4 and 8 inch services to this property. The arrangement of these lines in the immediate vicinity of the property is contained on the enclosed Attachment #1 – Utility Plan. Additional details on water mains serving the area are contained on the enclosed Attachment #2 - Area Water Map. It is proposed that sprinkler protection for the new buildings is to be provided by 6 inch lead-ins from the 8 inch fire loops through the property as detailed on Attachment #1. Sprinkler protection for the central building will continue to be provided from the existing fire service which is assumed to be 8 inch.

Water System

Pinellas County utilizes a direct pumping arrangement to supply water to this portion of its gridded distribution system. Water is supplied to the area by the S.K. Keller Water Treatment Facility which has a rated capacity of approximately 100 MGD. Distribution storage is provided by ground storage tanks which are filled during periods of low demands and supply water to the system under periods of high demand. The nearest tank to this site is the Gulf Beach Station Tank, which is a ground storage tank having a capacity of 2,000,000 gallons, located 0.55 miles southeast of the site. A second tank is the Capri Station Tank which is a ground storage tank of 5,000,000 gallons located 4 miles north of the site.

WATER FLOW TEST RESULTS

Flow for the test was made utilizing the hydrant located at the southwest corner of 52nd Avenue and Gulf Boulevard. Static and residual pressures were taken at the hydrant located west of Gulf Boulevard at the entrance to the Sirata Resort. One 2½ inch hydrant butt was utilized. A pitot reading of 42.2 psig was received on the opening with a discharge coefficient of 0.90. This resulted in a total flow of 1090 gpm at a residual pressure of 49 psig. Static pressure before and after testing was 61 psig. The static and residual pressures were taken at an elevation of 4 ft., AMSL, which is 3.5 ft. below the planned finish floor elevation of the development (7.5 ft., AMSL). Please see enclosed Attachment #3 for a graphical representation of this test and for necessary calculations. This test is effective at the flow hydrant for friction loss purposes. The test was made at 9:50 A.M., EST.

HYDRAULIC CALCULATIONS

Pipe lengths used in the calculations include equivalent lengths of fittings, and all new pipe is assumed to be PVC. Calculations are based on the CUP Utility Plan by Kimley-Horn, Sheet Number CUP-02, dated 4/6/2023 (shown on Attachment #1).

Adjusting to the low city pressures results in a 5 psig deduction and is included with the calculations. Under normal conditions system pressure does not vary significantly, however this deduction is included to account for minor variations that may occur under certain circumstances.

Pinellas County utilizes the Florida Fire Prevention Code for determining fire hydrant flow rates for new developments. Per the Florida Fire Prevention Code, a 75% reduction for fully sprinklered buildings is acceptable when determining fire hydrant flow rates. The following table details the fire hydrant flow requirements for each building. Calculations presented in Conclusion C1 represent this required flow rate determined independent of any sprinkler system demand.

Building Designation	Square Footage	Construction Type (Per NFPA 220)	Required Fire Hydrant Flow (Table 18.4.5.2.1)	Sprinklered	Reduction	Reduced Fire Hydrant Flow Requirement
North Building	234,340	1B	5250	Yes	75%	1313
South Building	54,735	1B	2500	Yes	75%	1000

BACKFLOW PREVENTION REQUIREMENTS

Backflow prevention information obtained from the 2020 Florida Building Code section P2902 Protection of Potable Water Supply.

Fire Line: A double detector check type backflow preventer would be required on the water line to the sprinkler system. This backflow preventer would have to be provided above ground at the property line. A reduced pressure backflow preventer would be required if there are any chemical additives to the sprinkler system. This could be addressed by placing the reduced pressure backflow preventer only on that portion of the system containing the chemical additives.

Domestic: A reduced pressure backflow preventer is required on the domestic service, in addition to the water meter. This backflow preventer would have to be provided above ground at the property line.

Irrigation: An above ground reduced pressure backflow preventer is required if the lawn is irrigated. If only the hose reels and utility bollard yard hydrant are supplied, pressure vacuum breakers are sufficient.

I, Chad Lueders, a field engineer employed by Alternatives In Engineering, Inc., certify that this water flow test has been calculated in accordance with NFPA 291 and represents a true and correct office analysis **based on the information provided by Pinellas County** for the project location at time and date of testing.

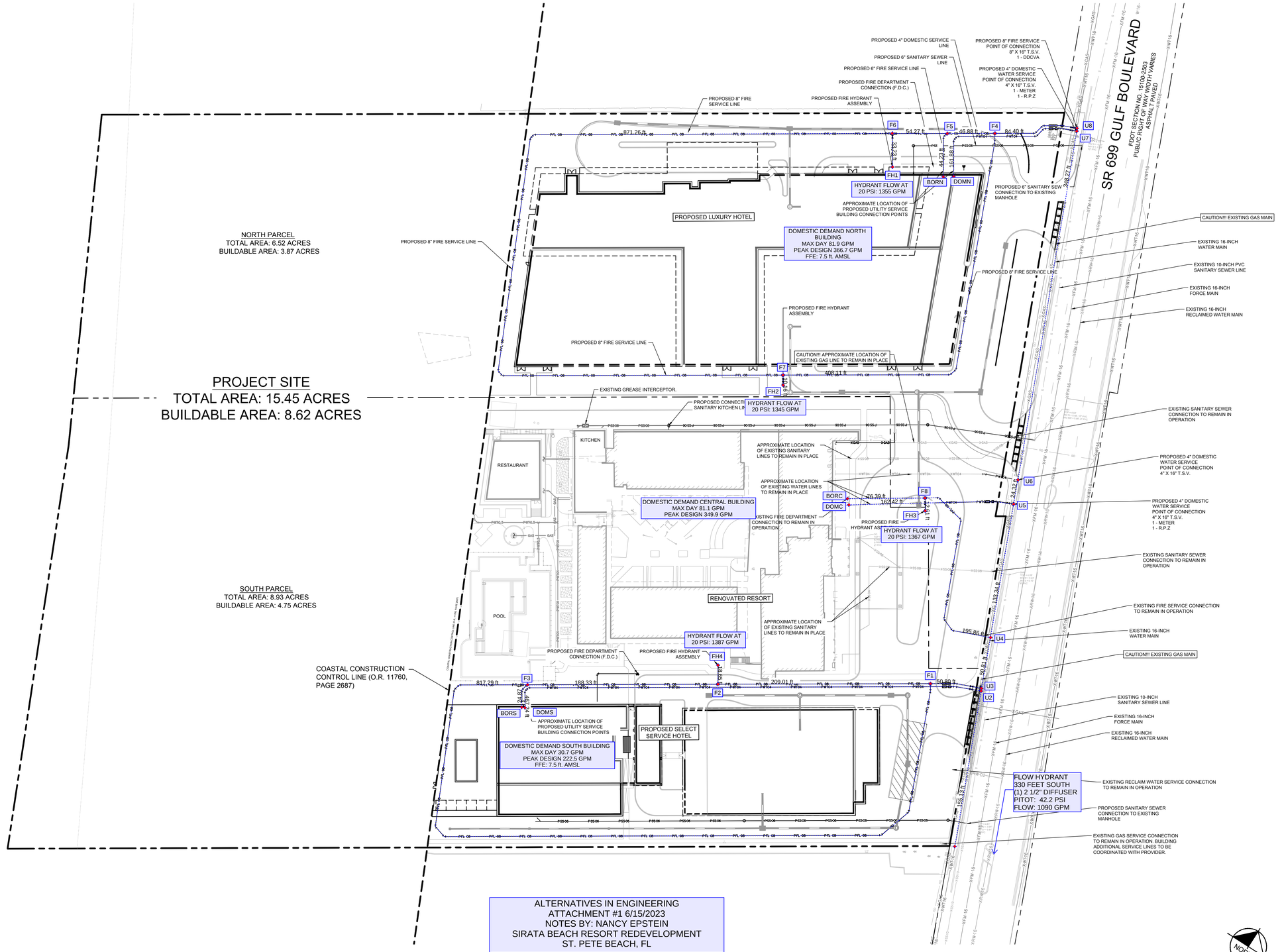
REVISED BY:

Chad Lueders

CHAD LUEDERS, P.E.
ALTERNATIVES IN ENGINEERING, INC.

Attachment #1 – Utility Plan
Attachment #2 – Area Water Map
Attachment #3 – Water Supply Plot – Fire Hydrant Flow Calculations
Attachment #4 – Pinellas County Flow Test Results

cc: Shane Hanney, Kimley-Horn (email only)



ALTERNATIVES IN ENGINEERING
ATTACHMENT #1 6/15/2023
NOTES BY: NANCY EPSTEIN
SIRATA BEACH RESORT REDEVELOPMENT
ST. PETE BEACH, FL

UTILITIES NOTES

1. ALL FILL MATERIAL IS TO BE IN PLACE, AND COMPACTED BEFORE INSTALLATION OF PROPOSED UTILITIES.
2. CONTRACTOR SHALL NOTIFY THE UTILITY AUTHORITIES INSPECTORS 72 HOURS BEFORE CONNECTING TO ANY EXISTING LINE.
3. SANITARY SEWER PIPE SHALL BE AS FOLLOWS:
   - PVC SDR35 PER ASTM D 3034, GREEN PIPE
   - DUCTILE IRON PIPE PER AWWA C150, WITH PROTECTO 401 LINING OR EQUAL
4. WATER LINES SHALL BE AS FOLLOWS:
   - 4" AND LARGER: PVC, AWWA C900, BLUE PIPE DR14, UNDER COUNTY OR STATE ROADS DR 18, ON SITE
   - 3" AND LARGER: DIP, AWWA C150 AND C151 MIN CLASS 200, UNDER COUNTY OR STATE ROADS MIN CLASS 150, ON SITE
   - 3" AND SMALLER: COPPER TUBE, TYPE "L" (SOFT) PER ANSI 816.22 OR PVC PER ASTM D1784 AND ASTM D2241. SDR 21, ON SITE
5. FIRE LINES SHALL BE AS FOLLOWS:
   - PVC, AWWA C900, BLUE PIPE, DR14 MIN.
   - DIP, AWWA C150 AND C151, CLASS 200 MIN.
6. MINIMUM TRENCH WIDTH SHALL BE 2 FEET.
7. ALL WATER JOINTS ARE TO BE MECHANICAL JOINTS WITH THRUST BLOCKING AS CALLED OUT IN SPECIFICATIONS.
8. ALL UTILITIES SHOULD BE KEPT TEN (10') APART (PARALLEL) OR WHEN CROSSING 18" VERTICAL CLEARANCE (OUTSIDE EDGE OF PIPE TO OUTSIDE EDGE OF PIPE).
9. CONTRACTOR SHALL MAINTAIN A MINIMUM OF 4'-0" COVER ON ALL WATERLINES.
10. IN THE EVENT OF A VERTICAL CONFLICT BETWEEN WATER LINES, SANITARY LINES, STORM LINES AND GAS LINES (EXISTING AND PROPOSED), THE SANITARY LINE SHALL BE DUCTILE IRON PIPE WITH MECHANICAL JOINTS AT LEAST 10 FEET ON BOTH SIDES OF CROSSING, THE WATER LINE SHALL HAVE MECHANICAL JOINTS WITH APPROPRIATE THRUST BLOCKING AS REQUIRED TO PROVIDE A MINIMUM OF 18" CLEARANCE. MEETING REQUIREMENTS OF ANSI A21.10 OR ANSI 21.11 (AWWA C-151) (CLASS 50).
11. LINES UNDERGROUND SHALL BE INSTALLED, INSPECTED AND APPROVED BEFORE BACKFILLING.

UTILITIES NOTES (CONT.)

12. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING RING & COVERS. MANHOLES IN UNPAVED AREAS SHALL BE 6" ABOVE FINISH GRADE. LIDS SHALL BE LABELED "STORM SEWER".
14. ALL CONCRETE FOR ENCASEMENTS SHALL HAVE A MINIMUM 28 DAY COMPRESSION STRENGTH AT 3000 P.S.I.
15. EXISTING UTILITIES SHALL BE VERIFIED IN FIELD PRIOR TO INSTALLATION OF ANY NEW LINES.
16. REFER TO INTERIOR PLUMBING DRAWINGS FOR TIE-IN OF ALL UTILITIES.
17. CONTRACTOR IS RESPONSIBLE FOR COMPLYING TO THE SPECIFICATIONS OF THE LOCAL AUTHORITIES (PINELLAS COUNTY AND CITY OF ST. PETE BEACH) WITH REGARDS TO MATERIALS AND INSTALLATION OF THE WATER AND SEWER LINES.
18. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANIES AT LEAST 72 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.
19. CONTRACTOR IS RESPONSIBLE FOR ALL NECESSARY INSPECTIONS AND/OR CERTIFICATIONS REQUIRED BY CODES AND/OR UTILITY SERVICE COMPANIES. THIS AND THE FINAL CONNECTIONS OF THE SERVICE SHALL BE COMPLETED 30 DAYS PRIOR TO STORE POSSESSION.
20. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES FOR INSTALLATION REQUIREMENTS AND SPECIFICATIONS.
21. REFER TO BUILDING PLANS FOR SITE LIGHTING ELECTRICAL PLAN.
22. PINELLAS COUNTY OWNED INFRASTRUCTURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH:
    a. PINELLAS COUNTY STANDARD TECHNICAL SPECIFICATIONS DATED JUNE 2018 HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICAL/PDF/ENG_TECH_SPECS.PDF
    b. PINELLAS COUNTY MATERIAL SPECIFICATION MANUAL HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICAL/PDF/MATERIAL-SPEC-MANUAL.PDF
    c. PINELLAS COUNTY STANDARD DETAILS DATED JULY 2018 HTTP://WWW.PINELLASCOUNTY.ORG/TECHNICAL/PDF/STD-DETAILS.PDF
22. THE PIPELINE CONTRACTOR IS REQUIRED TO CONTACT CONSTRUCTION MANAGEMENT, PINELLAS COUNTY PUBLIC WORKS PROJECT COORDINATOR, AT (727) 464-8821 72-HOURS PRIOR TO COMMENCING UTILITY CONSTRUCTION FOR INSPECTION.
23. ALL WET TAPS ARE TO BE PERFORMED BY PINELLAS COUNTY UTILITIES.
24. FIRE SPRINKLER CONTRACTOR TO SUBMIT FDC PIPE MATERIAL SHOP DRAWINGS FOR THE SOUTHERN STRUCTURE TO THE CITY FOR REVIEW PRIOR TO INSTALLATION.

LEGEND

- PROPERTY LINE
- COASTAL CONSTRUCTION CONTROL LINE
- EXISTING 2" WATER LINE
- EXISTING 8" SANITARY SEWER LINE
- EXISTING 12" WATER LINE
- PROPOSED SANITARY SEWER MANHOLE
- DDCVA — PROPOSED DOUBLE DETECTOR CHECK VALVE ASSEMBLY
- PROPOSED GATE VALVE (SIZE TO MATCH THE PROPOSED PIPE SIZE)
- PROPOSED 0.5" WATER LINE
- PROPOSED 1" WATER LINE
- PROPOSED 8" FIRE LINE
- PROPOSED 10" WATER LINE
- PROPOSED 6" SANITARY SEWER LINE
- PROPOSED 8" SANITARY SEWER LINE
- PROPOSED 12" SANITARY SEWER LINE

GRAPHIC SCALE IN FEET
0 20 40 80

IN ACCORDANCE WITH RESOLUTION 2022-03 AND LDC SECTION 39.9 THE PROPOSED DEVELOPMENT WILL COMPLY WITH TWO ENERGY AND/OR ENVIRONMENTAL DESIGN STANDARDS. THE MIXED-USE STRUCTURE WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR HIGH-RISE RESIDENTIAL WHILE THE WATERFRONT RESTAURANT WILL BE DESIGNED TO NATIONAL GREEN BUILDING STANDARD (NGBS) CERTIFICATION FOR COMMERCIAL PROJECTS.

811 Know what's below. Call before you dig.

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.

SIRATA BEACH RESORT REDEVELOPMENT

5300 GULF BOULEVARD

FOR
COLUMBIA SUSSEX CORPORATION
740 CENTRE VIEW BLVD, CRESTVIEW HILLS, KENTUCKY 41017
PHONE: (859) 578-1120

CITY OF ST. PETE BEACH — FLORIDA

ARCHITECT

LANDSCAPE ARCHITECT

MEP

STRUCTURAL

COASTAL ENGINEER

CIVIL ENGINEER

Kimley»Horn

© 2023 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	CIVIL DESIGN ENGINEER:
AS SHOWN	SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: AAE	FLORIDA LICENSE NUMBER
CHECKED BY: SWG	63945
	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION

REVISIONS

△	DATE	DESCRIPTION

DATE
04/06/2023

PROJECT NO.
145423000

SHEET TITLE

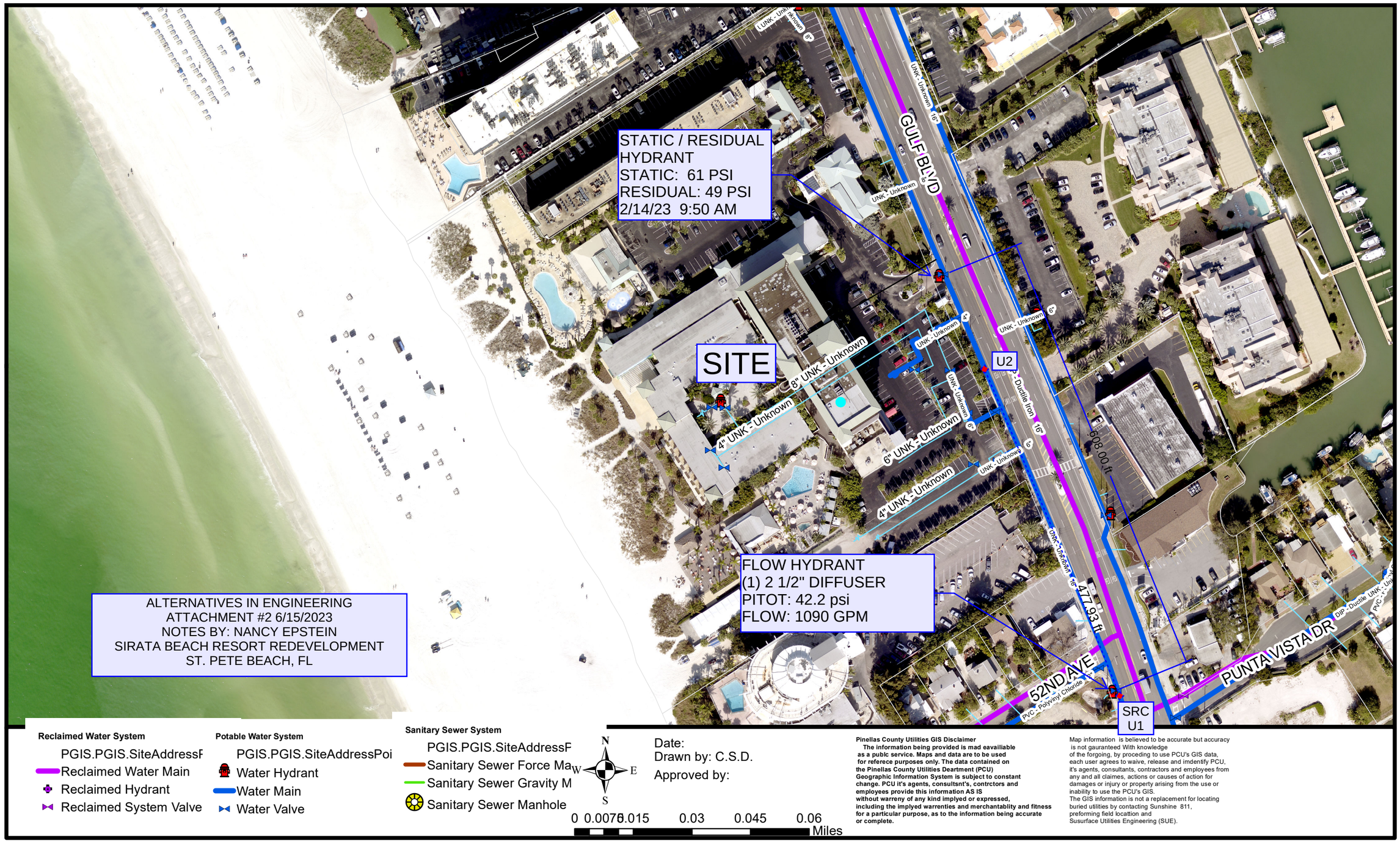
CUP UTILITY PLAN

SHEET NUMBER

CUP-02

Plotted By:Girard, Claudia Street Set:Kha Layout:C400 MASTER UTILITY PLAN May 25, 2023 09:47:53am K:\TAM_Civil\145423 - Columbia Sussex\000 - Sirata Beach Resort\CADD\Work\PlanSheets\CUP Plans\CUP-02 - CUP UTILITY PLAN.dwg
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 adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

3500 Gulf Blvd



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ATTACHMENT # 3A FIRE HYDRANT #1

WATER SUPPLY FLOW TEST

FIRE HYDRANT FLOW + PEAK DAY

Store #: Sirata North Building
Location: St. Pete Beach, FL

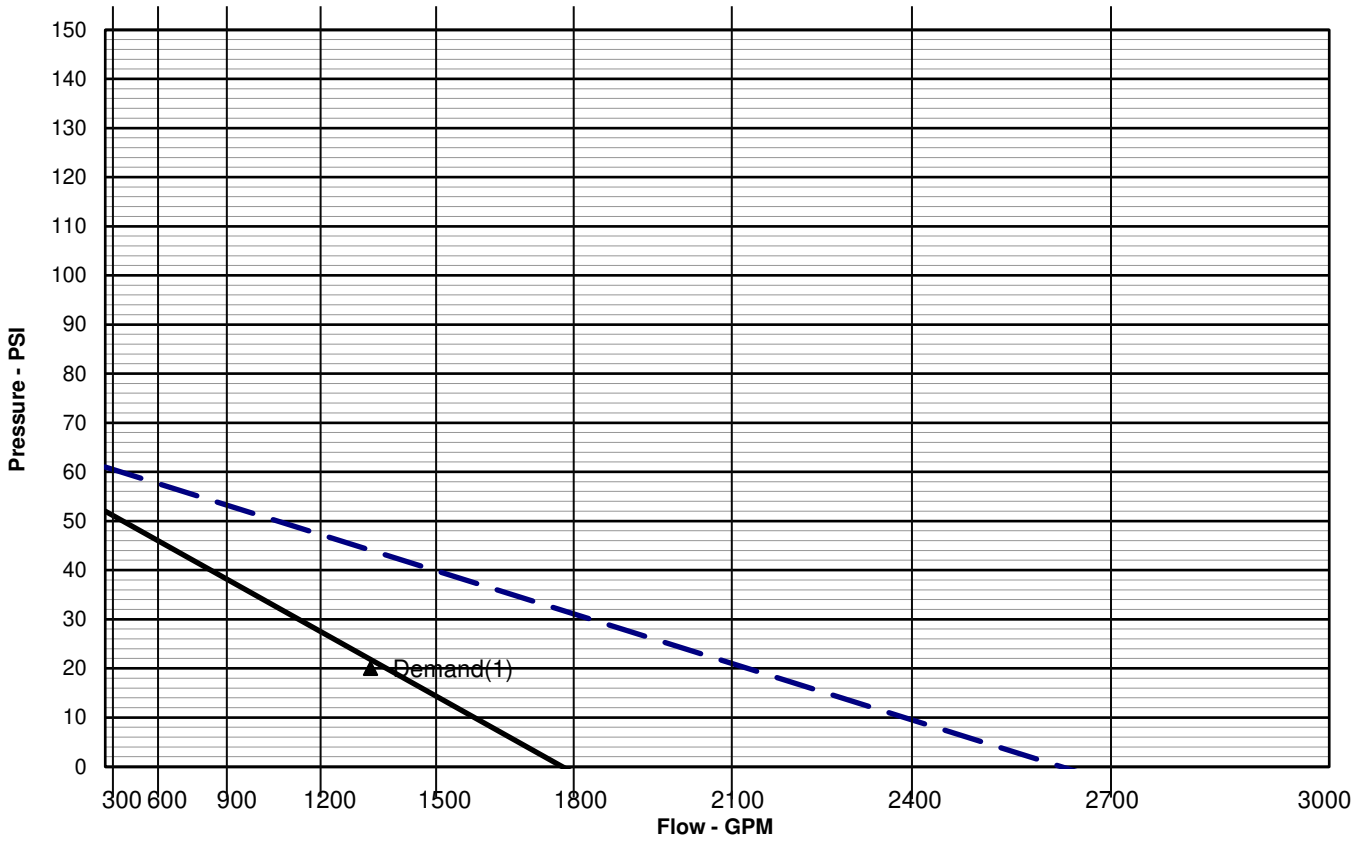
Static 61 psi Flow 1090 gpm Residual 49 psi Pitot 42.2 psi Date: 2/14/2023
Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:50 AM
Gauge Location: West of Gulf Blvd at entrance to Sirata EST
Flow Location: SWC 52nd Avenue & Gulf Blvd.
Test By City of St. Pete Beach Alternatives in Engineering, Inc.
Backflow Preventer Assumed (Mfg Ames Model 3000SS)
= 8 inch Double Detector Check

Desired Demand Notes:

(1) Desired Fire Flow 1313 gpm @ 20 psi

Graph Legend

(1) Flow Test Line
(10) Flow Hydrant(s) Line



Calculations to Flow Hydrant(s)	BOR High Static: 72.8 psi	Static	Residual	Residual	Residual
	gpm	0	1355	0	0
1	Available Per Test	61.00	38.02		
2	Elevation Adjustment 3.5 ft x 0.433 =	-1.52	-1.52		
3	Pipe Loss to Flow Hydrant(s) PVC	59.48	36.50		
	6 in. = ft. C= 150 I.D. = 6.08	-			
	8 in. = ft. C= 150 I.D. = 7.98	-			
	10 in. = ft. C= 150 I.D. = 9.79	-			
	12 in. = ft. C= 150 I.D. = 11.65	-			
4	Hass Calcs - Test to Flow Hydrant(s) (See Attached Sheets)	-0.49	-6.50		
5	Flow Hydrant(s) Supply per Test	58.99	30.00		
6	Adjustment for Low City Pressure (Tank drop, pump effect,etc.)	-5.00	-5.00		
7	Flow Hydrant(s) Supply Upstream of Backflow Preventer	53.99	25.00		
8	Backflow Preventer Loss and Preload	-2.00	-5.00		
9	Other Device Losses (Meter, etc.)	0.00	0.00		
10	Flow Hydrant(s) Supply Downstream of Backflow Preventer	52.0	20.0		

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA WATER SUPPLY DATA

SOURCE NODE TAG	STATIC PRESS. (PSI)	RESID. PRESS. (PSI)	@ FLOW (GPM)	AVAIL. PRESS. (PSI)	@ TOTAL DEMAND (GPM)	REQ'D PRESS. (PSI)
SOURCE	61.0	49.0	1090.0	40.2	1467.6	

AGGREGATE FLOW ANALYSIS:

TOTAL FLOW AT SOURCE	1467.6 GPM
TOTAL HOSE STREAM ALLOWANCE AT SOURCE	0.0 GPM
OTHER HOSE STREAM ALLOWANCES	1467.6 GPM
TOTAL DISCHARGE FROM ACTIVE SPRINKLERS	0.0 GPM

NODE ANALYSIS DATA

NODE TAG	ELEVATION (FT)	NODE TYPE	PRESSURE (PSI)	DISCHARGE (GPM)	NOTES
BORN	7.5	- - - -	34.8	- - -	
BORC	7.5	- - - -	38.5	- - -	
BORS	7.5	- - - -	38.5	- - -	
DOMN	7.5	HOSE STREAM	37.7	81.9	
DOMC	7.5	- - - -	38.4	- - -	
DOMS	7.5	HOSE STREAM	38.3	30.7	
FH1	7.5	HOSE STREAM	30.0	1355.0	PAGE #1 LINE #5
FH2	7.5	- - - -	34.8	- - -	
FH3	7.5	- - - -	38.5	- - -	
FH4	7.5	- - - -	38.5	- - -	
U1	4.0	- - - -	40.2	- - -	
U2	7.5	- - - -	38.5	- - -	
U3	7.5	- - - -	38.5	- - -	
U4	7.5	- - - -	38.5	- - -	
U5	7.5	- - - -	38.4	- - -	
U6	7.5	- - - -	38.4	- - -	
U7	7.5	- - - -	38.3	- - -	
U8	7.5	- - - -	38.3	- - -	
F1	7.5	- - - -	38.5	- - -	
F2	7.5	- - - -	38.5	- - -	
F3	7.5	- - - -	38.5	- - -	
F4	7.5	- - - -	35.1	- - -	
F5	7.5	- - - -	34.8	- - -	
F6	7.5	- - - -	34.4	- - -	
F7	7.5	- - - -	34.8	- - -	
F8	7.5	- - - -	38.5	- - -	
SOURCE	4.0	SOURCE	40.2	1467.6	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA5 PIPE DATA

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 1		0.0	0.0			E:22.0	50.00	150	0.0	
BORN	7.5	34.8	0.0		E6.000	T:46.0	96.00		-0.0	
F5	7.5	34.8	0.0		6.080	2L:28.0	146.00	0.000	0.0	
Pipe: 2		0.0	0.0				82.00	150	0.0	
BORC	7.5	38.5	0.0		E8.000	E:27.0	27.00		-0.0	
F8	7.5	38.5	0.0		7.980		109.00	0.000	0.0	
Pipe: 3		0.0	0.0			E:22.0	30.00	150	0.0	
BORS	7.5	38.5	0.0		E6.000	T:46.0	96.00		-0.0	
F3	7.5	38.5	0.0		6.080	2L:28.0	126.00	0.000	0.0	
Pipe: 4		H.S.	81.9	Disch			177.00	150	0.6	
U7	7.5	38.3	0.0		F4.000	5E:73.2	161.05		-0.0	
DOMN	7.5	37.7	81.9		4.000	3T:87.8	338.05	0.002	0.6	
Pipe: 5		0.0	0.0				178.00	150	0.0	
DOMC	7.5	38.4	0.0		F4.000	3E:43.9	131.77		-0.0	
U5	7.5	38.4	0.0		4.000	3T:87.8	309.77	0.000	0.0	
Pipe: 6		H.S.	30.7	Disch			483.00	150	0.2	
U2	7.5	38.5	0.0		F4.000	4E:58.6	146.41		-0.0	
DOMS	7.5	38.3	30.7		4.000	3T:87.8	629.41	0.000	0.2	
Pipe: 7		H.S.	1355.0	Disch			39.00	150	4.3	
F6	7.5	34.4	0.0		E6.000	E:22.0	68.00		-0.0	
FH1	7.5	30.0	1355.0		6.080	T:46.0	107.00	0.040	4.3	
Pipe: 8		0.0	0.0				16.00	150	0.0	
FH2	7.5	34.8	0.0		E6.000	E:22.0	68.00		-0.0	
F7	7.5	34.8	0.0		6.080	T:46.0	84.00	0.000	0.0	
Pipe: 9		0.0	0.0				18.00	150	0.0	
FH3	7.5	38.5	0.0		E6.000	E:22.0	68.00		-0.0	
F8	7.5	38.5	0.0		6.080	T:46.0	86.00	0.000	0.0	
Pipe: 10		0.0	0.0				24.00	150	0.0	
FH4	7.5	38.5	0.0		E6.000	E:22.0	68.00		-0.0	
F2	7.5	38.5	0.0		6.080	T:46.0	92.00	0.000	0.0	
Pipe: 11		Source	0.0				1.00	140	0.0	
SOURCE	4.0	40.2	1467.6	U2	D16.00	----	0.00		-0.0	
U1	4.0	40.2	1467.6		16.660		1.00	0.000	0.0	
Pipe: 12		0.0	1436.9	U3			478.00	140	1.7	
U1	4.0	40.2	30.7	DOMS	D16.00	----	0.00		1.5	
U2	7.5	38.5	1467.6		16.660		478.00	0.000	0.2	
Pipe: 13		0.0	0.0				10.00	140	0.0	
U2	7.5	38.5	1436.9	U4	D16.00	----	0.00		-0.0	
U3	7.5	38.5	1436.9		16.660		10.00	0.000	0.0	

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 14		0.0	0.0				51.00	140	0.0	
U3	7.5	38.5	1436.9	U5	D16.00	----	0.00		-0.0	
U4	7.5	38.5	1436.9		16.660		51.00	0.000	0.0	
Pipe: 15		0.0	0.0				134.00	140	0.1	
U4	7.5	38.5	1436.9	U6	D16.00	----	0.00		-0.0	
U5	7.5	38.4	1436.9		16.660		134.00	0.000	0.1	
Pipe: 16		0.0	0.0				25.00	140	0.0	
U5	7.5	38.4	1436.9	U7	D16.00	----	0.00		-0.0	
U6	7.5	38.4	1436.9		16.660		25.00	0.000	0.0	
Pipe: 17		0.0	1355.0	U8			349.00	140	0.1	
U6	7.5	38.4	81.9	DOMN	D16.00	----	0.00		-0.0	
U7	7.5	38.3	1436.9		16.660		349.00	0.000	0.1	
Pipe: 18		0.0	0.0				10.00	140	0.0	
U7	7.5	38.3	1355.0	F4	D16.00	----	0.00		-0.0	
U8	7.5	38.3	1355.0		16.660		10.00	0.000	0.0	
Pipe: 19		0.0	0.0				61.00	150	0.0	
F1	7.5	38.5	0.0		E8.000	4E108.0	161.00		-0.0	
U3	7.5	38.5	0.0		7.980	T:53.0	222.00	0.000	0.0	
Pipe: 20		0.0	0.0				210.00	150	0.0	
F2	7.5	38.5	0.0		E8.000	----	0.00		-0.0	
F1	7.5	38.5	0.0		7.980		210.00	0.000	0.0	
Pipe: 21		0.0	0.0				189.00	150	0.0	
F3	7.5	38.5	0.0		E8.000	----	0.00		-0.0	
F2	7.5	38.5	0.0		7.980		189.00	0.000	0.0	
Pipe: 22		0.0	0.0				817.00	150	-0.0	
F1	7.5	38.5	0.0		E8.000	T:53.0	173.00		-0.0	
F3	7.5	38.5	0.0		7.980	6L120.0	990.00	0.000	0.0	
Pipe: 23		0.0	260.4	F7		4E108.0	95.00	150	3.2	
U8	7.5	38.3	1094.6	F5	E8.000	T:53.0	201.00		-0.0	
F4	7.5	35.1	1355.0		7.980	2L:40.0	296.00	0.011	3.2	
Pipe: 24		0.0	0.0				47.00	150	0.3	
F4	7.5	35.1	1094.6	F6	E8.000	----	0.00		-0.0	
F5	7.5	34.8	1094.6		7.980		47.00	0.007	0.3	
Pipe: 25		0.0	1355.0	FH1			55.00	150	0.4	
F5	7.5	34.8	-260.4		E8.000	----	0.00		-0.0	
F6	7.5	34.4	1094.6		7.980		55.00	0.007	0.4	
Pipe: 26		0.0	1355.0	FH1			872.00	150	0.5	
F7	7.5	34.8	-1094.6		E8.000	4L:80.0	80.00		-0.0	
F6	7.5	34.4	260.4		7.980		952.00	0.001	0.5	

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Pipe Tag / Frm Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 27		0.0	0.0				409.00	150	0.3	
F4	7.5	35.1	260.4	F6	E8.000	T:53.0	93.00		-0.0	
F7	7.5	34.8	260.4		7.980	2L:40.0	502.00	0.001	0.3	
Pipe: 28		0.0	0.0				211.00	150	0.0	
F8	7.5	38.5	0.0		E8.000	6E162.0	215.00		-0.0	
U4	7.5	38.5	0.0		7.980	T:53.0	426.00	0.000	0.0	

NOTES (HASS):

(1) Calculations were performed by the HASS 2023 D computer program
in accordance with (2020)
under license no. 64621479 granted by
HRS Systems, Inc.
208 Southside Square
Petersburg, TN 37144
(931) 659-9760

(2) The system has been calculated to provide an average
imbalance at each node of 0.010 gpm and a maximum
imbalance at any node of 0.124 gpm.

(3) Total pressure at each node is used in balancing the system.
Maximum water velocity is 15.0 ft/sec at pipe 7.

(4) Items listed in bold print on the cover sheet

are automatically transferred from the calculation report.

(5) Available pressure at source node SOURCE under full flow conditions is
40.20 psi with a flow of 1467.57 gpm.

(6) PIPE FITTINGS TABLE

HASS Pipe Table Name: standard

PAGE: D MATERIAL: DIRON HWC: 140

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
16.660	78.00	155.00	62.00	193.00	53.00	16.00	155.00	39.00

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PAGE: E MATERIAL: PVC150 HWC: 150

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
6.080	22.00	46.00	14.00	49.00	15.00	5.00	46.00	11.00
7.980	27.00	53.00	20.00	68.00	18.00	6.00	53.00	13.50

PAGE: * MATERIAL: S40 HWC: 120

Diameter (in)	Equivalent Fitting Lengths in Feet								
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	A AlmChk	D DPVlv	N NPTee
	F F45Ell								
4.026	10.00 5.00	20.00	6.00	22.00	12.00	2.00	20.00	20.00	20.00

ATTACHMENT # 3B FIRE HYDRANT #2

WATER SUPPLY FLOW TEST

FIRE HYDRANT FLOW + PEAK DAY

Store #: Sirata Central and South Building
Location: St. Pete Beach, FL

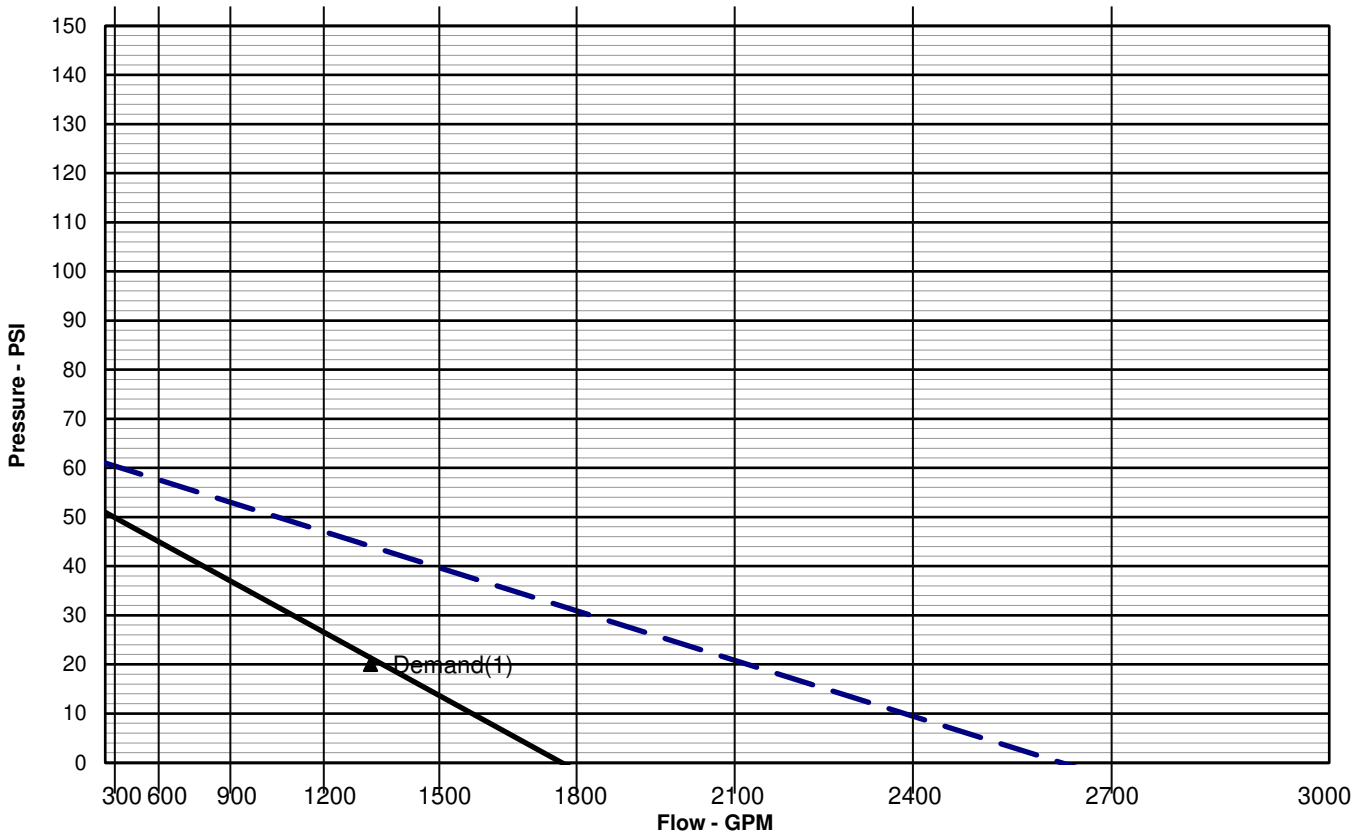
Static 61 psi Flow 1090 gpm Residual 49 psi Pitot 42.2 psi Date: 2/14/2023
Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:50 AM
Gauge Location: West of Gulf Blvd at entrance to Sirata EST
Flow Location: SWC 52nd Avenue & Gulf Blvd.
Test By City of St. Pete Beach Alternatives in Engineering, Inc.
Backflow Preventer Assumed (Mfg Ames Model 3000SS)
= 8 inch Double Detector Check

Desired Demand Notes:

(1) Desired Fire Flow 1313 gpm @ 20 psi

Graph Legend

(1) Flow Test Line
(10) Flow Hydrant(s) Line



Calculations to Flow Hydrant(s)	BOR High Static: 72.8 psi	Static	Residual	Residual	Residual
	gpm	0	1345	0	0
1	Available Per Test	61.00	38.29		
2	Elevation Adjustment 3.5 ft x 0.433 =	-1.52	-1.52		
3	Pipe Loss to Flow Hydrant(s) PVC	59.48	36.78		
	6 in. = ft. C= 150 I.D. = 6.08	-			
	8 in. = ft. C= 150 I.D. = 7.98	-			
	10 in. = ft. C= 150 I.D. = 9.79	-			
	12 in. = ft. C= 150 I.D. = 11.65	-			
4	Hass Calcs - Test to Flow Hydrant(s) (See Attached Sheets)	-0.49	-6.78		
5	Flow Hydrant(s) Supply per Test	58.99	30.00		
6	Adjustment for Low City Pressure (Tank drop, pump effect,etc.)	-5.00	-5.00		
7	Flow Hydrant(s) Supply Upstream of Backflow Preventer	53.99	25.00		
8	Backflow Preventer Loss and Preload	-3.00	-5.00		
9	Other Device Losses (Meter, etc.)	0.00	0.00		
10	Flow Hydrant(s) Supply Downstream of Backflow Preventer	51.0	20.0		

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NFPA WATER SUPPLY DATA

SOURCE NODE TAG	STATIC PRESS. (PSI)	RESID. PRESS. (PSI)	@ FLOW (GPM)	AVAIL. PRESS. (PSI)	@ TOTAL DEMAND (GPM)	REQ'D PRESS. (PSI)
SOURCE	61.0	49.0	1090.0	40.5	1457.6	

AGGREGATE FLOW ANALYSIS:

TOTAL FLOW AT SOURCE	1457.6 GPM
TOTAL HOSE STREAM ALLOWANCE AT SOURCE	0.0 GPM
OTHER HOSE STREAM ALLOWANCES	1457.6 GPM
TOTAL DISCHARGE FROM ACTIVE SPRINKLERS	0.0 GPM

NODE ANALYSIS DATA

NODE TAG	ELEVATION (FT)	NODE TYPE	PRESSURE (PSI)	DISCHARGE (GPM)	NOTES
BORN	7.5	- - - -	35.3	- - -	
BORC	7.5	- - - -	38.7	- - -	
BORS	7.5	- - - -	38.8	- - -	
DOMN	7.5	HOSE STREAM	38.0	81.9	
DOMC	7.5	- - - -	38.7	- - -	
DOMS	7.5	HOSE STREAM	38.6	30.7	
FH1	7.5	- - - -	35.2	- - -	
FH2	7.5	HOSE STREAM	30.0	1345.0	PAGE #1 LINE #5
FH3	7.5	- - - -	38.7	- - -	
FH4	7.5	- - - -	38.8	- - -	
U1	4.0	- - - -	40.5	- - -	
U2	7.5	- - - -	38.8	- - -	
U3	7.5	- - - -	38.8	- - -	
U4	7.5	- - - -	38.7	- - -	
U5	7.5	- - - -	38.7	- - -	
U6	7.5	- - - -	38.7	- - -	
U7	7.5	- - - -	38.5	- - -	
U8	7.5	- - - -	38.5	- - -	
F1	7.5	- - - -	38.8	- - -	
F2	7.5	- - - -	38.8	- - -	
F3	7.5	- - - -	38.8	- - -	
F4	7.5	- - - -	35.4	- - -	
F5	7.5	- - - -	35.3	- - -	
F6	7.5	- - - -	35.2	- - -	
F7	7.5	- - - -	33.3	- - -	
F8	7.5	- - - -	38.7	- - -	
SOURCE	4.0	SOURCE	40.5	1457.6	

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NFPA5 PIPE DATA

Pipe Tag / Frm Node / To Node	El (ft)	K-fac / PT / PT	Add Fl (q) / Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L / F / T	C / Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 1		0.0	0.0			E:22.0	50.00	150	0.0	
BORN	7.5	35.3	0.0		E6.000	T:46.0	96.00		-0.0	
F5	7.5	35.3	0.0		6.080	2L:28.0	146.00	0.000	0.0	
Pipe: 2		0.0	0.0				82.00	150	0.0	
BORC	7.5	38.7	0.0		E8.000	E:27.0	27.00		-0.0	
F8	7.5	38.7	0.0		7.980		109.00	0.000	0.0	
Pipe: 3		0.0	0.0			E:22.0	30.00	150	0.0	
BORS	7.5	38.8	0.0		E6.000	T:46.0	96.00		-0.0	
F3	7.5	38.8	0.0		6.080	2L:28.0	126.00	0.000	0.0	
Pipe: 4		H.S.	81.9	Disch			177.00	150	0.6	
U7	7.5	38.5	0.0		F4.000	5E:73.2	161.05		-0.0	
DOMN	7.5	38.0	81.9		4.000	3T:87.8	338.05	0.002	0.6	
Pipe: 5		0.0	0.0				178.00	150	0.0	
DOMC	7.5	38.7	0.0		F4.000	3E:43.9	131.77		-0.0	
U5	7.5	38.7	0.0		4.000	3T:87.8	309.77	0.000	0.0	
Pipe: 6		H.S.	30.7	Disch			483.00	150	0.2	
U2	7.5	38.8	0.0		F4.000	4E:58.6	146.41		-0.0	
DOMS	7.5	38.6	30.7		4.000	3T:87.8	629.41	0.000	0.2	
Pipe: 7		0.0	0.0				39.00	150	0.0	
FH1	7.5	35.2	0.0		E6.000	E:22.0	68.00		-0.0	
F6	7.5	35.2	0.0		6.080	T:46.0	107.00	0.000	0.0	
Pipe: 8		H.S.	1345.0	Disch			16.00	150	3.3	
F7	7.5	33.3	0.0		E6.000	E:22.0	68.00		-0.0	
FH2	7.5	30.0	1345.0		6.080	T:46.0	84.00	0.040	3.3	
Pipe: 9		0.0	0.0				18.00	150	0.0	
FH3	7.5	38.7	0.0		E6.000	E:22.0	68.00		-0.0	
F8	7.5	38.7	0.0		6.080	T:46.0	86.00	0.000	0.0	
Pipe: 10		0.0	0.0				24.00	150	0.0	
FH4	7.5	38.8	0.0		E6.000	E:22.0	68.00		-0.0	
F2	7.5	38.8	0.0		6.080	T:46.0	92.00	0.000	0.0	
Pipe: 11		Source	0.0				1.00	140	0.0	
SOURCE	4.0	40.5	1457.6	U2	D16.00	----	0.00		-0.0	
U1	4.0	40.5	1457.6		16.660		1.00	0.000	0.0	
Pipe: 12		0.0	1426.9	U3			478.00	140	1.7	
U1	4.0	40.5	30.7	DOMS	D16.00	----	0.00		1.5	
U2	7.5	38.8	1457.6		16.660		478.00	0.000	0.2	
Pipe: 13		0.0	0.0				10.00	140	0.0	
U2	7.5	38.8	1426.9	U4	D16.00	----	0.00		-0.0	
U3	7.5	38.8	1426.9		16.660		10.00	0.000	0.0	

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 14		0.0	0.0				51.00	140	0.0	
U3	7.5	38.8	1426.9	U5	D16.00	----	0.00		-0.0	
U4	7.5	38.7	1426.9		16.660		51.00	0.000	0.0	
Pipe: 15		0.0	0.0				134.00	140	0.0	
U4	7.5	38.7	1426.9	U6	D16.00	----	0.00		-0.0	
U5	7.5	38.7	1426.9		16.660		134.00	0.000	0.0	
Pipe: 16		0.0	0.0				25.00	140	0.0	
U5	7.5	38.7	1426.9	U7	D16.00	----	0.00		-0.0	
U6	7.5	38.7	1426.9		16.660		25.00	0.000	0.0	
Pipe: 17		0.0	1345.0	U8			349.00	140	0.1	
U6	7.5	38.7	81.9	DOMN	D16.00	----	0.00		-0.0	
U7	7.5	38.5	1426.9		16.660		349.00	0.000	0.1	
Pipe: 18		0.0	0.0				10.00	140	0.0	
U7	7.5	38.5	1345.0	F4	D16.00	----	0.00		-0.0	
U8	7.5	38.5	1345.0		16.660		10.00	0.000	0.0	
Pipe: 19		0.0	0.0				61.00	150	0.0	
F1	7.5	38.8	0.0		E8.000	4E108.0	161.00		-0.0	
U3	7.5	38.8	0.0		7.980	T:53.0	222.00	0.000	0.0	
Pipe: 20		0.0	0.0				210.00	150	0.0	
F2	7.5	38.8	0.0		E8.000	----	0.00		-0.0	
F1	7.5	38.8	0.0		7.980		210.00	0.000	0.0	
Pipe: 21		0.0	0.0				189.00	150	0.0	
F3	7.5	38.8	0.0		E8.000	----	0.00		-0.0	
F2	7.5	38.8	0.0		7.980		189.00	0.000	0.0	
Pipe: 22		0.0	0.0				817.00	150	0.0	
F1	7.5	38.8	0.0		E8.000	T:53.0	173.00		-0.0	
F3	7.5	38.8	0.0		7.980	6L120.0	990.00	0.000	0.0	
Pipe: 23		0.0	805.5	F7		4E108.0	95.00	150	3.1	
U8	7.5	38.5	539.5	F5	E8.000	T:53.0	201.00		-0.0	
F4	7.5	35.4	1345.0		7.980	2L:40.0	296.00	0.011	3.1	
Pipe: 24		0.0	0.0				47.00	150	0.1	
F4	7.5	35.4	539.5	F6	E8.000	----	0.00		-0.0	
F5	7.5	35.3	539.5		7.980		47.00	0.002	0.1	
Pipe: 25		0.0	0.0				55.00	150	0.1	
F5	7.5	35.3	539.5	F7	E8.000	----	0.00		-0.0	
F6	7.5	35.2	539.5		7.980		55.00	0.002	0.1	
Pipe: 26		0.0	1345.0	FH2			872.00	150	1.9	
F6	7.5	35.2	-805.5		E8.000	4L:80.0	80.00		-0.0	
F7	7.5	33.3	539.5		7.980		952.00	0.002	1.9	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 27		0.0	1345.0	FH2			409.00	150	2.1	
F4	7.5	35.4	-539.5		E8.000	T:53.0	93.00		-0.0	
F7	7.5	33.3	805.5		7.980	2L:40.0	502.00	0.004	2.1	
Pipe: 28		0.0	0.0				211.00	150	0.0	
F8	7.5	38.7	0.0		E8.000	6E162.0	215.00		-0.0	
U4	7.5	38.7	0.0		7.980	T:53.0	426.00	0.000	0.0	

NOTES (HASS):

(1) Calculations were performed by the HASS 2023 D computer program
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under license no. 64621479 granted by
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Petersburg, TN 37144
(931) 659-9760

(2) The system has been calculated to provide an average
imbalance at each node of 0.010 gpm and a maximum
imbalance at any node of 0.131 gpm.

(3) Total pressure at each node is used in balancing the system.
Maximum water velocity is 14.9 ft/sec at pipe 8.

(4) Items listed in bold print on the cover sheet

are automatically transferred from the calculation report.

(5) Available pressure at source node SOURCE under full flow conditions is
40.46 psi with a flow of 1457.57 gpm.

(6) PIPE FITTINGS TABLE

HASS Pipe Table Name: standard

PAGE: D MATERIAL: DIRON HWC: 140

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
16.660	78.00	155.00	62.00	193.00	53.00	16.00	155.00	39.00

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

PAGE: E MATERIAL: PVC150 HWC: 150

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
6.080	22.00	46.00	14.00	49.00	15.00	5.00	46.00	11.00
7.980	27.00	53.00	20.00	68.00	18.00	6.00	53.00	13.50

PAGE: * MATERIAL: S40 HWC: 120

Diameter (in)	Equivalent Fitting Lengths in Feet								
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	A AlmChk	D DPVlv	N NPTee
	F F45Ell								
4.026	10.00	20.00	6.00	22.00	12.00	2.00	20.00	20.00	20.00
	5.00								

ATTACHMENT # 3B FIRE HYDRANT #3

WATER SUPPLY FLOW TEST

FIRE HYDRANT FLOW + PEAK DAY

Store #: Sirata North Building
Location: St. Pete Beach, FL

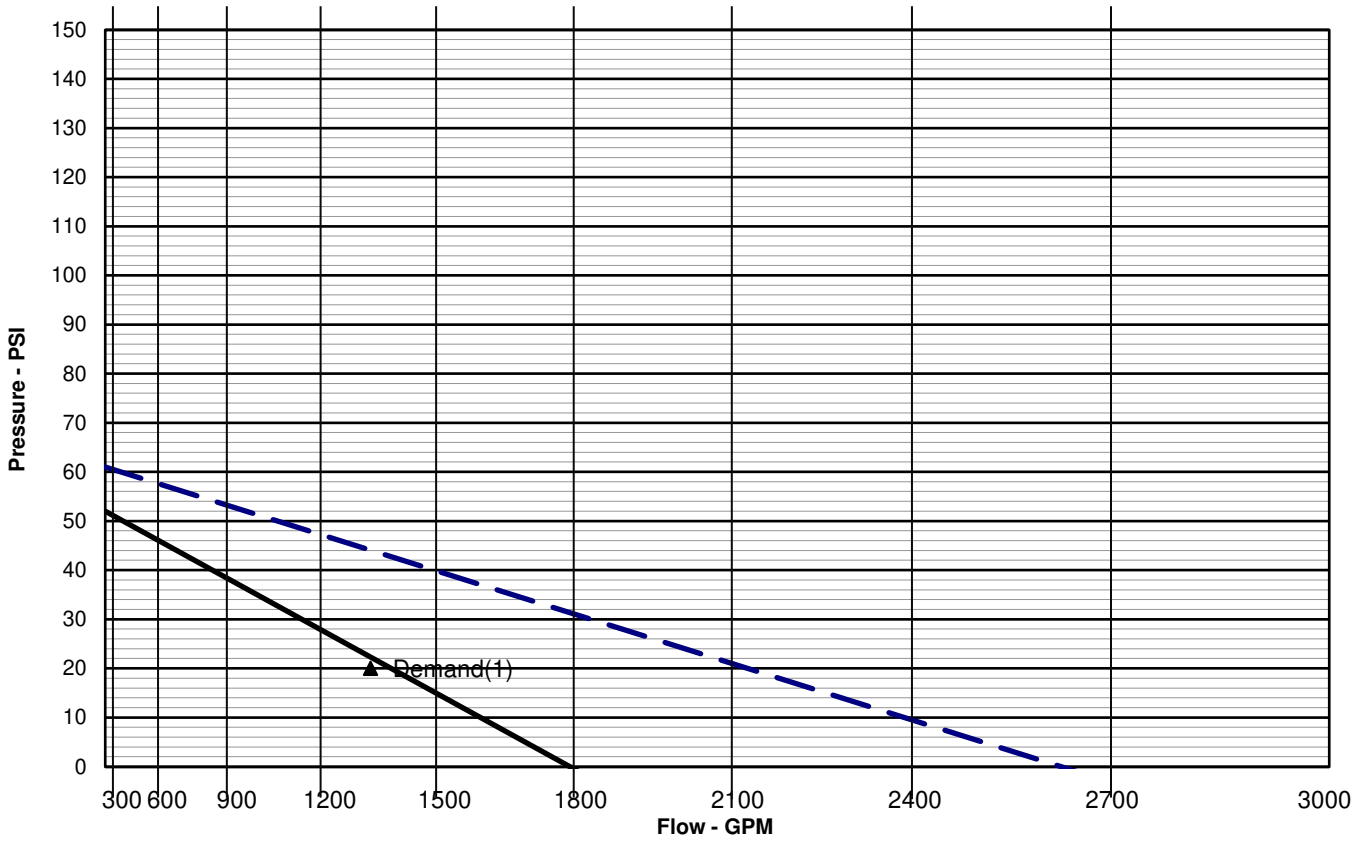
Static 61 psi Flow 1090 gpm Residual 49 psi Pitot 42.2 psi Date: 2/14/2023
Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:50 AM
Gauge Location: West of Gulf Blvd at entrance to Sirata EST
Flow Location: SWC 52nd Avenue & Gulf Blvd.
Test By City of St. Pete Beach Alternatives in Engineering, Inc.
Backflow Preventer Assumed (Mfg Ames Model 3000SS)
= 8 inch Double Detector Check

Desired Demand Notes:

(1) Desired Fire Flow 1313 gpm @ 20 psi

Graph Legend

(1) Flow Test Line
(10) Flow Hydrant(s) Line



Calculations to Flow Hydrant(s)		BOR High Static: 72.8 psi	Static	Residual	Residual	Residual
		gpm	0	1367	0	0
1	Available Per Test		61.00	37.69		
2	Elevation Adjustment	3.5 ft x 0.433 =	-1.52	-1.52		
3	Pipe Loss to Flow Hydrant(s)	PVC	59.48	36.17		
	6 in. = ft. C= 150	I.D. = 6.08	-			
	8 in. = ft. C= 150	I.D. = 7.98	-			
	10 in. = ft. C= 150	I.D. = 9.79	-			
	12 in. = ft. C= 150	I.D. = 11.65	-			
4	Hass Calcs - Test to Flow Hydrant(s) (See Attached Sheets)		-0.49	-6.17		
5	Flow Hydrant(s) Supply per Test		58.99	30.00		
6	Adjustment for Low City Pressure (Tank drop, pump effect,etc.)		-5.00	-5.00		
7	Flow Hydrant(s) Supply Upstream of Backflow Preventer		53.99	25.00		
8	Backflow Preventer Loss and Preload		-2.00	-5.00		
9	Other Device Losses (Meter, etc.)		0.00	0.00		
10	Flow Hydrant(s) Supply Downstream of Backflow Preventer		52.0	20.0		

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA WATER SUPPLY DATA

SOURCE NODE TAG	STATIC PRESS. (PSI)	RESID. PRESS. (PSI)	@ FLOW (GPM)	AVAIL. PRESS. (PSI)	@ TOTAL DEMAND (GPM)	REQ'D PRESS. (PSI)
SOURCE	61.0	49.0	1090.0	39.9	1479.6	

AGGREGATE FLOW ANALYSIS:

TOTAL FLOW AT SOURCE	1479.6 GPM
TOTAL HOSE STREAM ALLOWANCE AT SOURCE	0.0 GPM
OTHER HOSE STREAM ALLOWANCES	1479.6 GPM
TOTAL DISCHARGE FROM ACTIVE SPRINKLERS	0.0 GPM

NODE ANALYSIS DATA

NODE TAG	ELEVATION (FT)	NODE TYPE	PRESSURE (PSI)	DISCHARGE (GPM)	NOTES
BORN	7.5	- - - -	38.1	- - -	
BORC	7.5	- - - -	33.5	- - -	
BORS	7.5	- - - -	38.2	- - -	
DOMN	7.5	HOSE STREAM	37.6	81.9	
DOMC	7.5	- - - -	38.1	- - -	
DOMS	7.5	HOSE STREAM	38.0	30.7	
FH1	7.5	- - - -	38.1	- - -	
FH2	7.5	- - - -	38.1	- - -	
FH3	7.5	HOSE STREAM	30.0	1367.0	PAGE #1 LINE #5
FH4	7.5	- - - -	38.2	- - -	
U1	4.0	- - - -	39.9	- - -	
U2	7.5	- - - -	38.2	- - -	
U3	7.5	- - - -	38.2	- - -	
U4	7.5	- - - -	38.1	- - -	
U5	7.5	- - - -	38.1	- - -	
U6	7.5	- - - -	38.1	- - -	
U7	7.5	- - - -	38.1	- - -	
U8	7.5	- - - -	38.1	- - -	
F1	7.5	- - - -	38.2	- - -	
F2	7.5	- - - -	38.2	- - -	
F3	7.5	- - - -	38.2	- - -	
F4	7.5	- - - -	38.1	- - -	
F5	7.5	- - - -	38.1	- - -	
F6	7.5	- - - -	38.1	- - -	
F7	7.5	- - - -	38.1	- - -	
F8	7.5	- - - -	33.5	- - -	
SOURCE	4.0	SOURCE	39.9	1479.6	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA5 PIPE DATA

Pipe Tag / Frm Node / To Node	El (ft)	K-fac / PT / PT	Add Fl (q) / Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L / F / T	C / Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 1		0.0	0.0			E:22.0	50.00	150	0.0	
BORN	7.5	38.1	0.0		E6.000	T:46.0	96.00		-0.0	
F5	7.5	38.1	0.0		6.080	2L:28.0	146.00	0.000	0.0	
Pipe: 2		0.0	0.0				82.00	150	0.0	
BORC	7.5	33.5	0.0		E8.000	E:27.0	27.00		-0.0	
F8	7.5	33.5	0.0		7.980		109.00	0.000	0.0	
Pipe: 3		0.0	0.0			E:22.0	30.00	150	0.0	
BORS	7.5	38.2	0.0		E6.000	T:46.0	96.00		-0.0	
F3	7.5	38.2	0.0		6.080	2L:28.0	126.00	0.000	0.0	
Pipe: 4		H.S.	81.9	Disch			177.00	150	0.6	
U7	7.5	38.1	0.0		F4.000	5E:73.2	161.05		-0.0	
DOMN	7.5	37.6	81.9		4.000	3T:87.8	338.05	0.002	0.6	
Pipe: 5		0.0	0.0				178.00	150	0.0	
DOMC	7.5	38.1	0.0		F4.000	3E:43.9	131.77		-0.0	
U5	7.5	38.1	0.0		4.000	3T:87.8	309.77	0.000	0.0	
Pipe: 6		H.S.	30.7	Disch			483.00	150	0.2	
U2	7.5	38.2	0.0		F4.000	4E:58.6	146.41		-0.0	
DOMS	7.5	38.0	30.7		4.000	3T:87.8	629.41	0.000	0.2	
Pipe: 7		0.0	0.0				39.00	150	0.0	
FH1	7.5	38.1	0.0		E6.000	E:22.0	68.00		-0.0	
F6	7.5	38.1	0.0		6.080	T:46.0	107.00	0.000	0.0	
Pipe: 8		0.0	0.0				16.00	150	0.0	
FH2	7.5	38.1	0.0		E6.000	E:22.0	68.00		-0.0	
F7	7.5	38.1	0.0		6.080	T:46.0	84.00	0.000	0.0	
Pipe: 9		H.S.	1367.0	Disch			18.00	150	3.5	
F8	7.5	33.5	0.0		E6.000	E:22.0	68.00		-0.0	
FH3	7.5	30.0	1367.0		6.080	T:46.0	86.00	0.041	3.5	
Pipe: 10		0.0	0.0				24.00	150	0.0	
FH4	7.5	38.2	0.0		E6.000	E:22.0	68.00		-0.0	
F2	7.5	38.2	0.0		6.080	T:46.0	92.00	0.000	0.0	
Pipe: 11		Source	0.0				1.00	140	0.0	
SOURCE	4.0	39.9	1479.6	U2	D16.00	----	0.00		-0.0	
U1	4.0	39.9	1479.6		16.660		1.00	0.000	0.0	
Pipe: 12		0.0	1448.9	U3			478.00	140	1.7	
U1	4.0	39.9	30.7	DOMS	D16.00	----	0.00		1.5	
U2	7.5	38.2	1479.6		16.660		478.00	0.000	0.2	
Pipe: 13		0.0	0.0				10.00	140	0.0	
U2	7.5	38.2	1448.9	U4	D16.00	----	0.00		-0.0	
U3	7.5	38.2	1448.9		16.660		10.00	0.000	0.0	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 14		0.0	1367.0	F8			51.00	140	0.0	
U3	7.5	38.2	81.9	U5	D16.00	----	0.00		-0.0	
U4	7.5	38.1	1448.9		16.660		51.00	0.000	0.0	
Pipe: 15		0.0	0.0				134.00	140	0.0	
U4	7.5	38.1	81.9	U6	D16.00	----	0.00		-0.0	
U5	7.5	38.1	81.9		16.660		134.00	0.000	0.0	
Pipe: 16		0.0	0.0				25.00	140	0.0	
U5	7.5	38.1	81.9	U7	D16.00	----	0.00		-0.0	
U6	7.5	38.1	81.9		16.660		25.00	0.000	0.0	
Pipe: 17		0.0	0.0				349.00	140	0.0	
U6	7.5	38.1	81.9	DOMN	D16.00	----	0.00		-0.0	
U7	7.5	38.1	81.9		16.660		349.00	0.000	0.0	
Pipe: 18		0.0	0.0				10.00	140	-0.0	
U8	7.5	38.1	0.0		D16.00	----	0.00		-0.0	
U7	7.5	38.1	0.0		16.660		10.00	0.000	0.0	
Pipe: 19		0.0	0.0				61.00	150	0.0	
F1	7.5	38.2	0.0		E8.000	4E108.0	161.00		-0.0	
U3	7.5	38.2	0.0		7.980	T:53.0	222.00	0.000	0.0	
Pipe: 20		0.0	0.0				210.00	150	0.0	
F2	7.5	38.2	0.0		E8.000	----	0.00		-0.0	
F1	7.5	38.2	0.0		7.980		210.00	0.000	0.0	
Pipe: 21		0.0	0.0				189.00	150	0.0	
F3	7.5	38.2	0.0		E8.000	----	0.00		-0.0	
F2	7.5	38.2	0.0		7.980		189.00	0.000	0.0	
Pipe: 22		0.0	0.0				817.00	150	-0.0	
F1	7.5	38.2	0.0		E8.000	T:53.0	173.00		-0.0	
F3	7.5	38.2	0.0		7.980	6L120.0	990.00	0.000	0.0	
Pipe: 23		0.0	0.0			4E108.0	95.00	150	0.0	
F4	7.5	38.1	0.0		E8.000	T:53.0	201.00		-0.0	
U8	7.5	38.1	0.0		7.980	2L:40.0	296.00	0.000	0.0	
Pipe: 24		0.0	0.0				47.00	150	0.0	
F5	7.5	38.1	0.0		E8.000	----	0.00		-0.0	
F4	7.5	38.1	0.0		7.980		47.00	0.000	0.0	
Pipe: 25		0.0	0.0				55.00	150	0.0	
F6	7.5	38.1	0.0		E8.000	----	0.00		-0.0	
F5	7.5	38.1	0.0		7.980		55.00	0.000	0.0	
Pipe: 26		0.0	0.0				872.00	150	-0.0	
F7	7.5	38.1	0.0		E8.000	4L:80.0	80.00		-0.0	
F6	7.5	38.1	0.0		7.980		952.00	0.000	0.0	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

Pipe Tag / Frm Node	El (ft)	K-fac / PT	Add Fl (q) / Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L / F / T	C / Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 27		0.0	0.0				409.00	150	0.0	
F4	7.5	38.1	0.0		E8.000	T:53.0	93.00		-0.0	
F7	7.5	38.1	0.0		7.980	2L:40.0	502.00	0.000	0.0	
Pipe: 28		0.0	0.0				211.00	150	4.6	
U4	7.5	38.1	1367.0	FH3	E8.000	6E162.0	215.00		-0.0	
F8	7.5	33.5	1367.0		7.980	T:53.0	426.00	0.011	4.6	

NOTES (HASS):

(1) Calculations were performed by the HASS 2023 D computer program
in accordance with (2020)
under license no. 64621479 granted by
HRS Systems, Inc.
208 Southside Square
Petersburg, TN 37144
(931) 659-9760

(2) The system has been calculated to provide an average
imbalance at each node of 0.009 gpm and a maximum
imbalance at any node of 0.116 gpm.

(3) Total pressure at each node is used in balancing the system.
Maximum water velocity is 15.1 ft/sec at pipe 9.

(4) Items listed in bold print on the cover sheet

are automatically transferred from the calculation report.

(5) Available pressure at source node SOURCE under full flow conditions is
39.88 psi with a flow of 1479.57 gpm.

(6) PIPE FITTINGS TABLE

HASS Pipe Table Name: standard

PAGE: D MATERIAL: DIRON HWC: 140

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
16.660	78.00	155.00	62.00	193.00	53.00	16.00	155.00	39.00

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JOB TITLE: Attachment #5 - Hydrant Supply North

PAGE: E MATERIAL: PVC150 HWC: 150

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
6.080	22.00	46.00	14.00	49.00	15.00	5.00	46.00	11.00
7.980	27.00	53.00	20.00	68.00	18.00	6.00	53.00	13.50

PAGE: * MATERIAL: S40 HWC: 120

Diameter (in)	Equivalent Fitting Lengths in Feet								
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	A AlmChk	D DPVlv	N NPTee
	F F45Ell								
4.026	10.00	20.00	6.00	22.00	12.00	2.00	20.00	20.00	20.00
	5.00								

ATTACHMENT # 3D FIRE HYDRANT #4

WATER SUPPLY FLOW TEST

FIRE HYDRANT FLOW + PEAK DAY

Store #: Sirata Central and South Building
Location: St. Pete Beach, FL

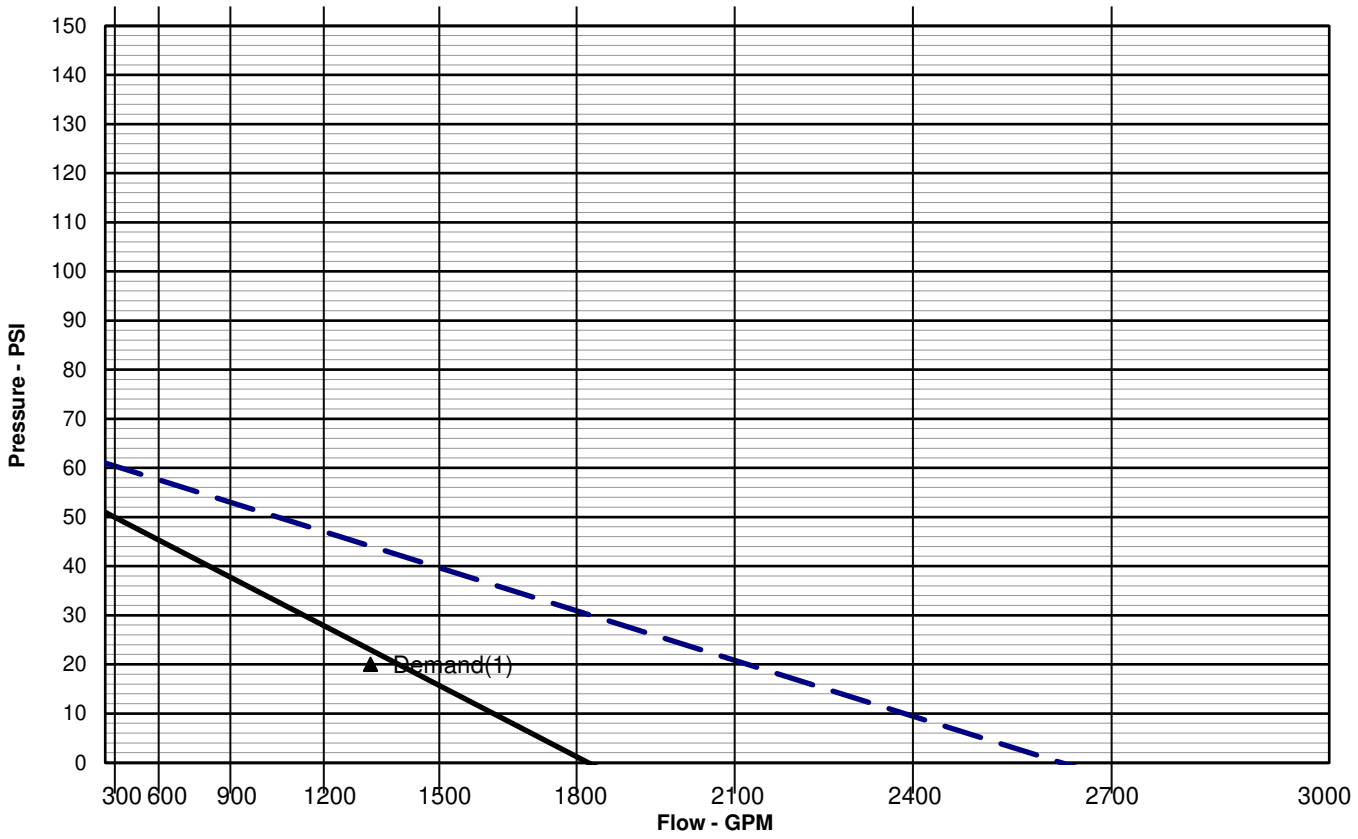
Static 61 psi Flow 1090 gpm Residual 49 psi Pitot 42.2 psi Date: 2/14/2023
Nozzle Type: 1-2.5" Pollard Diffuser(s) Discharge Coeff: 0.90 Time: 9:50 AM
Gauge Location: West of Gulf Blvd at entrance to Sirata EST
Flow Location: SWC 52nd Avenue & Gulf Blvd.
Test By City of St. Pete Beach Alternatives in Engineering, Inc.
Backflow Preventer Assumed (Mfg Ames Model 3000SS)
= 8 inch Double Detector Check

Desired Demand Notes:

(1) Desired Fire Flow 1313 gpm @ 20 psi

Graph Legend

(1) Flow Test Line
(10) Flow Hydrant(s) Line



Calculations to Flow Hydrant(s)		BOR High Static: 72.8 psi	Static	Residual	Residual	Residual
		gpm	0	1387	0	0
1	Available Per Test		61.00	37.13		
2	Elevation Adjustment	3.5 ft x 0.433 =	-1.52	-1.52		
3	Pipe Loss to Flow Hydrant(s)	PVC	59.48	35.62		
	6 in. = ft. C= 150	I.D. = 6.08	-			
	8 in. = ft. C= 150	I.D. = 7.98	-			
	10 in. = ft. C= 150	I.D. = 9.79	-			
	12 in. = ft. C= 150	I.D. = 11.65	-			
4	Hass Calcs - Test to Flow Hydrant(s) (See Attached Sheets)		-0.49	-5.62		
5	Flow Hydrant(s) Supply per Test		58.99	30.00		
6	Adjustment for Low City Pressure (Tank drop, pump effect,etc.)		-5.00	-5.00		
7	Flow Hydrant(s) Supply Upstream of Backflow Preventer		53.99	25.00		
8	Backflow Preventer Loss and Preload		-3.00	-5.00		
9	Other Device Losses (Meter, etc.)		0.00	0.00		
10	Flow Hydrant(s) Supply Downstream of Backflow Preventer		51.0	20.0		

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA WATER SUPPLY DATA

SOURCE NODE TAG	STATIC PRESS. (PSI)	RESID. PRESS. (PSI)	@ FLOW (GPM)	AVAIL. PRESS. (PSI)	@ TOTAL DEMAND (GPM)	REQ'D PRESS. (PSI)
SOURCE	61.0	49.0	1090.0	39.3	1499.6	

AGGREGATE FLOW ANALYSIS:

TOTAL FLOW AT SOURCE	1499.6 GPM
TOTAL HOSE STREAM ALLOWANCE AT SOURCE	0.0 GPM
OTHER HOSE STREAM ALLOWANCES	1499.6 GPM
TOTAL DISCHARGE FROM ACTIVE SPRINKLERS	0.0 GPM

NODE ANALYSIS DATA

NODE TAG	ELEVATION (FT)	NODE TYPE	PRESSURE (PSI)	DISCHARGE (GPM)	NOTES
BORN	7.5	- - - -	37.6	- - -	
BORC	7.5	- - - -	37.6	- - -	
BORS	7.5	- - - -	34.1	- - -	
DOMN	7.5	HOSE STREAM	37.0	81.9	
DOMC	7.5	- - - -	37.6	- - -	
DOMS	7.5	HOSE STREAM	37.5	30.7	
FH1	7.5	- - - -	37.6	- - -	
FH2	7.5	- - - -	37.6	- - -	
FH3	7.5	- - - -	37.6	- - -	
FH4	7.5	HOSE STREAM	30.0	1387.0	PAGE #1 LINE #5
U1	4.0	- - - -	39.3	- - -	
U2	7.5	- - - -	37.6	- - -	
U3	7.5	- - - -	37.6	- - -	
U4	7.5	- - - -	37.6	- - -	
U5	7.5	- - - -	37.6	- - -	
U6	7.5	- - - -	37.6	- - -	
U7	7.5	- - - -	37.6	- - -	
U8	7.5	- - - -	37.6	- - -	
F1	7.5	- - - -	35.1	- - -	
F2	7.5	- - - -	33.9	- - -	
F3	7.5	- - - -	34.1	- - -	
F4	7.5	- - - -	37.6	- - -	
F5	7.5	- - - -	37.6	- - -	
F6	7.5	- - - -	37.6	- - -	
F7	7.5	- - - -	37.6	- - -	
F8	7.5	- - - -	37.6	- - -	
SOURCE	4.0	SOURCE	39.3	1499.6	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

NFPA5 PIPE DATA

Pipe Tag / Frm Node / To Node	El (ft)	K-fac / PT / PT	Add Fl (q) / Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L / F / T	C / Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 1		0.0	0.0			E:22.0	50.00	150	0.0	
BORN	7.5	37.6	0.0		E6.000	T:46.0	96.00		-0.0	
F5	7.5	37.6	0.0		6.080	2L:28.0	146.00	0.000	0.0	
Pipe: 2		0.0	0.0				82.00	150	0.0	
BORC	7.5	37.6	0.0		E8.000	E:27.0	27.00		-0.0	
F8	7.5	37.6	0.0		7.980		109.00	0.000	0.0	
Pipe: 3		0.0	0.0			E:22.0	30.00	150	0.0	
BORS	7.5	34.1	0.0		E6.000	T:46.0	96.00		-0.0	
F3	7.5	34.1	0.0		6.080	2L:28.0	126.00	0.000	0.0	
Pipe: 4		H.S.	81.9	Disch			177.00	150	0.6	
U7	7.5	37.6	0.0		F4.000	5E:73.2	161.05		-0.0	
DOMN	7.5	37.0	81.9		4.000	3T:87.8	338.05	0.002	0.6	
Pipe: 5		0.0	0.0				178.00	150	0.0	
DOMC	7.5	37.6	0.0		F4.000	3E:43.9	131.77		-0.0	
U5	7.5	37.6	0.0		4.000	3T:87.8	309.77	0.000	0.0	
Pipe: 6		H.S.	30.7	Disch			483.00	150	0.2	
U2	7.5	37.6	0.0		F4.000	4E:58.6	146.41		-0.0	
DOMS	7.5	37.5	30.7		4.000	3T:87.8	629.41	0.000	0.2	
Pipe: 7		0.0	0.0				39.00	150	0.0	
FH1	7.5	37.6	0.0		E6.000	E:22.0	68.00		-0.0	
F6	7.5	37.6	0.0		6.080	T:46.0	107.00	0.000	0.0	
Pipe: 8		0.0	0.0				16.00	150	0.0	
FH2	7.5	37.6	0.0		E6.000	E:22.0	68.00		-0.0	
F7	7.5	37.6	0.0		6.080	T:46.0	84.00	0.000	0.0	
Pipe: 9		0.0	0.0				18.00	150	0.0	
FH3	7.5	37.6	0.0		E6.000	E:22.0	68.00		-0.0	
F8	7.5	37.6	0.0		6.080	T:46.0	86.00	0.000	0.0	
Pipe: 10		H.S.	1387.0	Disch			24.00	150	3.9	
F2	7.5	33.9	0.0		E6.000	E:22.0	68.00		-0.0	
FH4	7.5	30.0	1387.0		6.080	T:46.0	92.00	0.042	3.9	
Pipe: 11		Source	0.0				1.00	140	0.0	
SOURCE	4.0	39.3	1499.6	U2	D16.00	----	0.00		-0.0	
U1	4.0	39.3	1499.6		16.660		1.00	0.000	0.0	
Pipe: 12		0.0	1468.9	U3			478.00	140	1.7	
U1	4.0	39.3	30.7	DOMS	D16.00	----	0.00		1.5	
U2	7.5	37.6	1499.6		16.660		478.00	0.000	0.2	
Pipe: 13		0.0	1387.0	F1			10.00	140	0.0	
U2	7.5	37.6	81.9	U4	D16.00	----	0.00		-0.0	
U3	7.5	37.6	1468.9		16.660		10.00	0.000	0.0	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 14		0.0	0.0				51.00	140	0.0	
U3	7.5	37.6	81.9	U5	D16.00	----	0.00		-0.0	
U4	7.5	37.6	81.9		16.660		51.00	0.000	0.0	
Pipe: 15		0.0	0.0				134.00	140	0.0	
U4	7.5	37.6	81.9	U6	D16.00	----	0.00		-0.0	
U5	7.5	37.6	81.9		16.660		134.00	0.000	0.0	
Pipe: 16		0.0	0.0				25.00	140	0.0	
U5	7.5	37.6	81.9	U7	D16.00	----	0.00		-0.0	
U6	7.5	37.6	81.9		16.660		25.00	0.000	0.0	
Pipe: 17		0.0	0.0				349.00	140	0.0	
U6	7.5	37.6	81.9	DOMN	D16.00	----	0.00		-0.0	
U7	7.5	37.6	81.9		16.660		349.00	0.000	0.0	
Pipe: 18		0.0	0.0				10.00	140	0.0	
U8	7.5	37.6	0.0		D16.00	----	0.00		-0.0	
U7	7.5	37.6	0.0		16.660		10.00	0.000	0.0	
Pipe: 19		0.0	391.7	F3			61.00	150	2.5	
U3	7.5	37.6	995.3	F2	E8.000	4E108.0	161.00		-0.0	
F1	7.5	35.1	1387.0		7.980	T:53.0	222.00	0.011	2.5	
Pipe: 20		0.0	1387.0	FH4			210.00	150	1.3	
F1	7.5	35.1	-391.7		E8.000	----	0.00		-0.0	
F2	7.5	33.9	995.3		7.980		210.00	0.006	1.3	
Pipe: 21		0.0	1387.0	FH4			189.00	150	0.2	
F3	7.5	34.1	-995.3		E8.000	----	0.00		-0.0	
F2	7.5	33.9	391.7		7.980		189.00	0.001	0.2	
Pipe: 22		0.0	0.0				817.00	150	1.1	
F1	7.5	35.1	391.7	F2	E8.000	T:53.0	173.00		-0.0	
F3	7.5	34.1	391.7		7.980	6L120.0	990.00	0.001	1.1	
Pipe: 23		0.0	0.0			4E108.0	95.00	150	-0.0	
F4	7.5	37.6	0.0		E8.000	T:53.0	201.00		-0.0	
U8	7.5	37.6	0.0		7.980	2L:40.0	296.00	0.000	0.0	
Pipe: 24		0.0	0.0				47.00	150	0.0	
F5	7.5	37.6	0.0		E8.000	----	0.00		-0.0	
F4	7.5	37.6	0.0		7.980		47.00	0.000	0.0	
Pipe: 25		0.0	0.0				55.00	150	0.0	
F6	7.5	37.6	0.0		E8.000	----	0.00		-0.0	
F5	7.5	37.6	0.0		7.980		55.00	0.000	0.0	
Pipe: 26		0.0	0.0				872.00	150	-0.0	
F7	7.5	37.6	0.0		E8.000	4L:80.0	80.00		-0.0	
F6	7.5	37.6	0.0		7.980		952.00	0.000	0.0	

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

Pipe Tag / Frm Node / To Node	El (ft)	K-fac PT	Add Fl (q) Tot.(Q)	Add Fl To Node/ Disch	Nom ID / Act ID	Fit: Eq.Ln. (ft.)	L F T	C Pf/ft.	(Pt) (Pe) (Pf)	Note
Pipe: 27		0.0	0.0				409.00	150	0.0	
F4	7.5	37.6	0.0		E8.000	T:53.0	93.00		-0.0	
F7	7.5	37.6	0.0		7.980	2L:40.0	502.00	0.000	0.0	
Pipe: 28		0.0	0.0				211.00	150	0.0	
F8	7.5	37.6	0.0		E8.000	6E162.0	215.00		-0.0	
U4	7.5	37.6	0.0		7.980	T:53.0	426.00	0.000	0.0	

NOTES (HASS):

(1) Calculations were performed by the HASS 2023 D computer program
in accordance with (2020)
under license no. 64621479 granted by
HRS Systems, Inc.
208 Southside Square
Petersburg, TN 37144
(931) 659-9760

(2) The system has been calculated to provide an average
imbalance at each node of 0.008 gpm and a maximum
imbalance at any node of 0.105 gpm.

(3) Total pressure at each node is used in balancing the system.
Maximum water velocity is 15.3 ft/sec at pipe 10.

(4) Items listed in bold print on the cover sheet

are automatically transferred from the calculation report.

(5) Available pressure at source node SOURCE under full flow conditions is
39.35 psi with a flow of 1499.57 gpm.

(6) PIPE FITTINGS TABLE

HASS Pipe Table Name: standard

PAGE: D MATERIAL: DIRON HWC: 140

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F45Ell
16.660	78.00	155.00	62.00	193.00	53.00	16.00	155.00	39.00

DATE: 9/28/2023CTS\ST. PETE BEACH, FL\RECALC\092823 RECALC\HASS CALCS.SDF
JOB TITLE: Attachment #5 - Hydrant Supply North

PAGE: E MATERIAL: PVC150 HWC: 150

Diameter (in)	Equivalent Fitting Lengths in Feet							
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	N NPTee	F F45Ell
6.080	22.00	46.00	14.00	49.00	15.00	5.00	46.00	11.00
7.980	27.00	53.00	20.00	68.00	18.00	6.00	53.00	13.50

PAGE: * MATERIAL: S40 HWC: 120

Diameter (in)	Equivalent Fitting Lengths in Feet								
	E Ell	T Tee	L LngEll	C ChkVlv	B BfyVlv	G GatVlv	A AlmChk	D DPVlv	N NPTee
	F F45Ell								
4.026	10.00	20.00	6.00	22.00	12.00	2.00	20.00	20.00	20.00
	5.00								

Inspection : **719803**

ATTACHMENT #6

Cityworks

HYDRANT FLOW INSPECTION

Status: COMPLETE

Priority: 3

Inspected By: **Pamic, Robert**

Initiated By: Pamic, Robert

Initiated Date: 02/24/2023 7:11 am

Inspection Date: 02/14/2023 9:00 am

Asset Id: 09HS-WH0317

Actual Finish:

Closed By:

Date Closed:

Work Order Id: 1301665

Location: Fire District 20

Observation:

Repairs:

Recommendation:

Observations:

INSPECTOR:	Bob Pamic
ASSISTING INSPECTOR:	Richard Blacklidge
ASSISTING INSPECTOR TRUCK ASSET:	119353
HYDRANT NUMBER:	09HS-WHO317
ADDRESS:	5200 Gulf BLVD, St Pete Beach FL 33706
LOCATION:	Northwest Property Line of 5200 Gulf BLVD, St Pete Beach
HYDRANT MAKE:	KENNEDY VALVE
YEAR:	1988
HYDRANT DEPTH (IN FEET):	3
DATE READ:	2/14/2023 12:00:00 PM
TIME READ:	9:50 AM
FLOW VALVE GPM:	1090
STATIC PRESSURE PSI:	61
RESIDUAL PSI (DURING TEST):	49
OUTLET SIZE:	3
STATIC PSI LOCATION:	HYDRANT
STATIC PRESSURE LOCATION:	608' North of Hydrant off of Hydrant 09HS-WHO148
CONDITION:	GOOD

CONFIRMED WITH CITY TYPO ACTUAL PORT SIZE 2 1/2"

BUSH|ROSS
ATTORNEYS AT LAW

1801 N. Highland Avenue
Tampa, Florida 33602
(813) 224-9255[Phone]
(813) 223-9620 [Fax]
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Post Office Box 3913
Tampa, Florida 33601-3913

H. WEB MELTON III
wmelton@bushross.com
(813) 204-6492 [Direct Line]

June 16, 2023

VIA EMAIL (mgrill@stpetebeach.org)
AND REGULAR U.S. MAIL

St. Pete Beach City Commission
Attn: Commissioner Mark Grill
155 Corey Avenue
St. Pete Beach, FL 33706

RE: Sirata Resort Expansion Project
Our File No.: 019366.00000

Dear Commissioner Grill:

Our firm has the pleasure of representing Seamark, Inc. (the "Association") which manages the Seamark Condominium. The Seamark Condominium is located immediately adjacent to the Sirata Beach Resort ("Sirata") in the City of St. Pete Beach. The Association's Board of Directors directed our firm to contact your office regarding the proposed major expansion project at Sirata.

By way of background, the Association' s Board of Directors and many residents within the City were shown architectural renderings of Sirata's expansion plans. These plans appear to include the construction of a 10-12-story tower and parking ramp approximately 55' south of the existing Seamark perimeter wall. During its review of the architectural renderings, the Association identified at least 4 major issues with the proposed expansion. The Association urges the City Commission to require Sirata to address these issues and take steps to mitigate the risks and hazards when it applies for a conditional use permit.

1. Structural Compromise of Seamark

In a private meeting with the owners of Sirata, it was shared that there will be no driving of sheet steel or other footings into the ground, instead using a coring and pouring technique. While Seamark has no reason to doubt the integrity of Sirata's representations in this area, the Association and its owners are not structural engineers and would ask the City's engineering staff to confirm there will be no pile driving of footings, sheet steel, metal beam, wood posts or other. Seamark is concerned that pile driving within close proximity to Seamark could compromise the structural

integrity of Seamark. For everyone's protection, we request Sirata retain a qualified engineering firm to review the plans and compile a report which identifies any concerns with the proposed construction as it applies to the structural integrity of Seamark. We request that this include a foundation inspection and video documentation of the Seamark building footings before construction commences and after construction is completed. Sirata's plans also include a parking ramp on the north side of the new building which design includes directing large amounts of surface storm water under the ramp where amounts that are not directed into the storm sewers will be expected to percolate into the existing water table. Seamark owners are concerned that this water could leach horizontally and affect their parking lot, or worse, the footings supporting the Seamark Condominium. We request that the engineering firm address potential structural complications for Seamark, if any, from this construction as well.

2. Wind Hazards

The 10-12-story tower may create a previously non-existent wind tunnel effect now that the new Sirata will be approximately the same height as the Seamark. Seamark is concerned that the new structure will collect the prevailing westerly winds on the beach and accelerate the wind to an unsafe speed between the buildings. At times, the force of these winds may be strong enough to lift furniture off of the decks. We would request that Sirata provide wind studies to document potential risks and incorporate design techniques to ensure against risks to our occupants, to their personal property, and to people traversing Seamark's parking lot.

3. Noise Pollution

The plan includes a new swimming pool which will be elevated above our property and have an outdoor public address system. We would ask that Sirata employ sound technology to minimize the impact of noise on our building and residents.

4. Parking Garage Lighting

Initial concept drawings provided for a 4-story parking garage on the north side of the Sirata property facing the south side units in Seamark. During our initial consultation with Sirata, Seamark raised its concerns regarding automobiles circling through the ramp at night and headlights flooding or flashing units on the south side of its building. Updated drawings appear to reflect that Sirata has or will address this concern in its final plans. Seamark is pleased with the openness and willingness of Sirata to address this concern, but feel that the City should monitor and hopefully provide Seamark with actual architectural drawings when available to ensure that the headlight issue will be properly addressed with a long-term solution.

It is our hope that the City Commission addresses the foregoing with Sirata at the time it applies for conditional approval.

If you have any additional questions or concerns, please do not hesitate to contact me directly at 813- 204-6483 or via e-mail at wmelton@bushross.com. Thank you for your time and attention to the foregoing.

Sincerely,

H. Web Melton III

HWM/kaw
cc: Client

89C1509.DOCX

Please stop building!
We can't handle more
traffic

Mark Swick

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

rec. 7/11 @ 9:27 am
aw

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

July 10, 2023

VIA FEDERAL EXPRESS

Amber LaRowe, City Clerk
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

Re: Sirata Community Meeting - April 20, 2023

Dear Amber:

In connection with the Sirata Community Meeting held on April 20, 2023, enclosed please find copies of the question cards. Please let me know if you have any questions or need anything further.

Sincerely,

Suzanne J. Walker, FRP
Florida Registered Paralegal

/sjw
Enclosures

600 more
① Cars on
the Road
correct?

② S.P.B residents
pay for services
3 EMT - Fire
Sheriff
~~over 50% for~~ ain
every increase
of guests
3 = Higher tax
for residents
over 51% of services
is for tourists/Hotels

A proud supporter of
Guiding Eyes for the Blind

Judy Busacca

WAS the
SIRATA AND
TRADEWINDS
coordinating
Beach expan-
sion? Together?
Gulf BLVD & MAIN St
too Much TRAFFIC
Congest
ION Now

GEB-2301-ACQ-NP-BT

Your Kimley Horn diagram indicates the number of KEYS: 290 Luxury Hotel keys, 227 renovated sirata keys, and 130 Select Service Hotel Keys. 737 Keys total

1) Why are you counting Keys instead of the typical metrics, such as number of rooms, total square feet of rooms, or Occupancy such as # of King Beds, # of Twin Beds, # of two person sleeper couches, etc, so that people can really know the capacity increases that are occurring?
    a. Typically when I check into hotels, they issue 2 keys per room, or more, if more adults are staying in the room. Is it safe to believe therefore, that because your project will have a total of 737 Keys ever issued at one time, that there are about half that or less as the total number of ROOMS? Or why are you tracking KEYS instead of ROOMS? You really are promising to limit the number of people who have an activated key to the rooms, rather than commit to a particular number of rooms?
    b. My main concern is total # of people that might need to use outside services such as Seats at the Beach. You currently seem to have about 200 chairs on the beach, spread across 3 rows. Is that 200 count correct, or what do you believe current seating is at the BEACH?
    c. Can you please provide a metric that relates to PEOPLE, such as
        i. the total # of ROOMS, not keys, to track the # of ROOMS before this project and after.
        ii. Square Feet of GUEST LODGING ROOMS, currently, and Total Square Feet after these projects, for GUEST LODGING ROOMS?
        iii. Square Feet of Common Areas (non-guest) currently versus afterwards.
        iv. Total number (or average) of BED OCCUPANCY currently, and AFTER. By Bed Occupancy, typically that would mean 2 for each King Bed in a room, 2 for each Queen Bed in a Room, 2 for any sleeper couch in a room. This will give the ideal way to predict the number of beach goers AFTER this project compared to the current 200 seats used currently. This is important because even room sizes don't change, if the number of potential guests changes in rooms, that may effect # of people then using amenities at the Beach, etc.
        v. How many mobile beds on hand to take to rooms (ie. Cots), before and after these projects, to again recognize capacity currently versus capacity after this project to recognize impacts to 'people on the beach'.
        vi. How many chairs or other items do you anticipate needing a permit for AFTER this project, versus how many currently?
        vii. How large a % increase (and count) to number of chairs at the pool, before and after this project, if you believe more people will use the pool instead of the beach at this beachfront resort?

2) At the last meeting, we were told that there would be a new easement created BETWEEN the Mean High Water Line and shoreward.
    a. Will this move like the MHWL moves, relative to the MHWL, meaning it will be a certain number of feet past the then-current MHWL, and not someday on the wrong side of the MHWL or non-existent, for instance?
    b. What percentage of the BEACH area (ie. from the Marsh/Wasteland line to the MHWL) will this easement area be?
    c. Is this easement simply an offer, but does NOT require acceptance by the City or any other party that this then becomes agreed that the City is agreeing this would be the sole publicly usable area of the beach, which it cannot do?
    d. Do you plan on requiring Wrist Bands or other items visibly worn to be on any particular parts of the beach behind your hotels, to indicate hotel guests?
    e. What would your thoughts be regarding 'resident wristbands' if the City could provide such wristbands for residents to share CERTAIN facilities of the Large Resort hotels? (ie. Beachfront with their own chairs and shading item, outdoor (or maybe indoor) restaurants, etc).

3) the CURRENT tax Assessment according to the Pinellas Tax Assessor lists LAND and marshland/wasteland with taxable amounts, but does NOT list any specific LAND on the beach itself from being included in the Sirata Tax Bills. Recent law changes did NOT change the rights of the public to use the overall beach, only the processes around declaration of such areas. It is important that the Usual & Customary nature is not changed. So we ask:
   a. The current tax bill indicates 736x520 feet as the Hotels&Motels Land Size. Additionally, it shows only Wasteland/marshland/dunes of 1.35 ACRES. Using 1.35 acres, which is 58,806 square feet, and dividing it by the property width of 736 feet, yields 79.89 feet of marshland out towards the MHWL. This agrees with what is shown in the picture as to the total taxed LAND, extending from the paved area to only about 80 feet to the marshland line. This also shows that the beach itself is not being taxed to the Sirata any more than any other land owner in St Pete Beach is taxed directly for exclusive control of any non-marshland beach areas. Do you also recognize this fact, or how many square feet of Beach do you believe you are paying taxes for having complete ownership and control of, in light of what is shown on the Tax Assessor site as of today, shown here, which does NOT list any 'beach land' being taxed as specific land area?

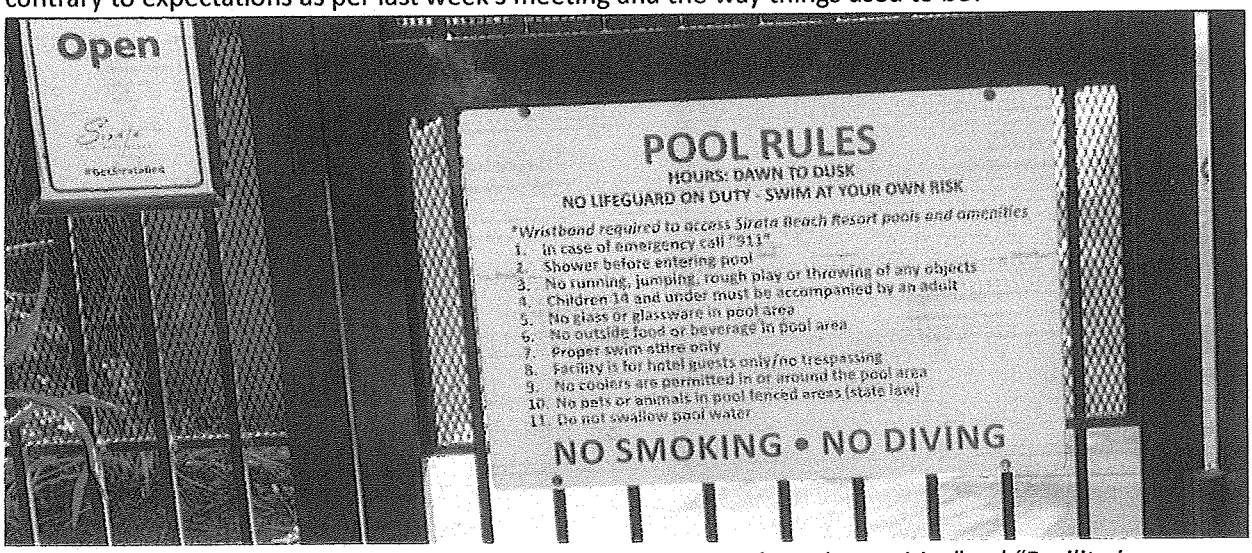
2022 Land Information

Seawall: No | Frontage: Gulf of Mexico | View: Do Not Use

Land Use	Land Size	Unit Value	Units	Total Adjustments	Adjusted Value	Metho
Wasteland/Marsh/Sand Dunes (96)	0x0	45000.00	1.3500	1.0000	$60,750	AC
Hotels And Motels (39)	736x520	125.00	382720.0000	1.0000	$47,840,000	SF

   b. I saw an article that indicated you plan on having all of the BEACH, Except the easement be exclusively for the hotel room guests. Is this true, especially considering that the Tax Assessor does NOT list any square feet of beach land in the Sirata Tax Assessment, and this would also violate the Usual & Customary Use for the whole beach which exists.
   c. Do you agree that it would seem a reach to make land on the beach that is not even being taxed directly, to be restricted to hotel guests only? What do you believe would be a fair way to share this beach, especially with so many new demands on the beach caused by the increase in total Occupancy (people) that will be using the hotel and beach, assuming a consistent % of occupants using the beach, and 200 seats currently on the beach for the current occupancy load?

4) At the last meeting, it was mentioned that the beach would be open to the public, just as the hotel restaurants are open to the public. But I went to the hotel last week, and the sign on the gate to gain entry to the restaurant at the pool indicated that wristbands should be worn to gain entry. Of course nobody around here should expect to use the pool just because they're at a restaurant (except Club TI), but doesn't this make non-hotel guests feel unwelcome or believe they are unwelcome to the restaurant too , when this sign is on the gate to the restaurant, contrary to expectations as per last week's meeting and the way things used to be?



This says wristband "required to access Sirata Beach Resort pools *and amenities"and "Facility is for hotel guests only/no trespassing".*

At least it is on a sign called "Pool rules" to enter the restaurant, but I'm sure you can agree this is confusing and discouraging, and contrary to what was expressed last week.

What about current Sirata employees?
Are they being given layoff notice?
How will the total number of employees change?
Average Salary level?

Will the Sirata be open or closed during construction period?

DO YOU HAVE ANY PRELIMINARY RENDERINGS?

- When was the traffic study completed? • feb. 2022?
- Is there a plan to do a more accurate reading this year?

The traffic this year is higher
- BC the number of people vacationing is back to pre-pandemic levels

IS FDOT ADDING A TRAFFIC LIGHT?

—

BEACH ACCESS FOR Pubic?

DOES YOUR PLAN CONFORM WITH COAST CONTROL LINE AS FAR AS SET BACKS FROM LINE (BEACH) WHAT ARE THE SETBACK REQUIREMENTS FOR YOUR 11 STORY TOWERS -

IS THERE A WAY TO GET MORE TAX DOLLARS COLLECTED TO STAY IN ST PETE BEACH

- WILL TRAFFIC IN AN EVACUATION BE TAKEN INTO CONSIDERATION? (HIGH VOLUME / EXITING SAFELY)

How much more acreage will be ~~covered~~ occupied by buildings than currently is occupied?

Are there a finite # of "keys" left in the comp plan. and if so are you taking the majority ~~a for~~ left, your space.

Why a 'T' shape on the luxury building? At 10 stories it will block views of the condos across the street.

10 Story over parking?
How tall is parking
How many new cars...
On Gulf Road

How high is the Sirata now.

Can you show a comparision of the original layout now and overlay what is proposed?

When will Boca Sands get back the parking space Sirata is leasing right now?

What about the increase in traffic? Gulf Blvd cannot handle current traffic!!
Linda Goudsmit

How many more rooms will be added to the present number?

would cars be allowed to proceed to parking garage prior to check in to prevent backups on Gulf Blvd.

Please explain to us your plans for your hotel traffic entering and exiting your 3 gates shown in your plans, Oneways or two ways.

Currently there's a car rental agency at the Strata (Avis & Budget). Will those remain?

Along Gulf Blvd How many feet between buildings & lot line

What provisions will be made for beach access for SPB residents?

ARE YOU GOING TO SHARE YOUR TRAFFIC STUDY?

WHY CANT THE LUXURY HOTEL AT NORTH END (NEXT TO THE SEAMARK RESIDENCE) BE LOCATED AT SOUTH END NEXT TO ANOTHER COMMERCIAL 12 STORY BUILDING

HAVE YOU DONE A WIND MITIGATION STUDY?

BOCA SANDS RESIDENT

WILL THERE BE ANY WIND STUDIES

total increase in Keys?

Are you providing a shuttle bus to the Tampa Airport?

What is the total height of JW Marriott hotel? (Stage 1 hotel)

This is a huge construction project — what is estimated demolition and construction time?

In Mos/years

How many feet from public walkway is the JW marriott?

(current walkway next to Seamark Condo)

Will any delivery trucks have to park in the Gulf Blvd. median or on the side of the road?

Timing of developments?
Start date ?
End date ?

Will the construction be staged entirely on site (not in the roadway or sidewalks)?

Any idea of what the 2 southern hotels will be? Also Marriotts?
(1. Jw marriott
2. ?
3. ?)

How will Resident (St Pete Beach) be impacted relative to portion of Beach (GO/NO GO) areas

On the proposed map where new bldgs. are shown... on the portion over the beach area it is listed as buildable area what is this? Do you plan to build ~~on that area~~ in the future?

The site map outlines a boardwalk requested by the city of STP. Who precisely requested this?

sam storch

Why do you refer to capacity by "keys" rather than "rooms"?

How does the current capacity (people / beds) compare to proposed capacity?

WILL SHOW ON PLOT PLAN
A. BEACH AREA FOR HOTEL CUSTOMERS
B BEACH AREA ~~FOR~~ FOR
ST RETE RESIDENTS & VISITORS

Will there be designated del~~...~~ delivery areas?

WILL PROPERTY VALUES BE AFFECTED?
UP?
DOW?

Will Sarata please post a detailed set of plans on the internet so we can keep up with developments

WHERE TO SERVICE - FOOD - DELIVERY
WASTE - RECYCLE VEHICLES
ENTER AND SERVICE SIRATA
RESTAURANTS AND HOTELS —
(NOISE CONTROL - EARLY AM DELIVERIES)

Does the development need city and/or approvals (variances)

At busy check-in times how many cars can park waiting to check-in? (will there be overflow onto Gulf Blvd)?

Is there asbestos in that building (near Seamark)? How will it be handled?

will the screen to block the delivery area be the full length of the property (Less the 3 entrances)? How far set back from the Street?

How far is the Hotel from the water?

Delivery Trucks back up? (to get in bay) hours?

WHAT WILL BE THE TRAFFIC PLAN FOR YOUR MAIN GARAGE ENTRY/EXIT AT NORTH END OF YOUR PROPERTY - IT IS VERY CLOSE TO SEAMARK ONLY ENTRANCES HOW MANY FEET IS YOUR ENTRY/EXIT FROM SEAMARK ENTRY EXIT

What is the percentage of Canopy of Tree Coverage?

HAS ANY THOUGHT BEEN GIVEN TO AN ADDITIONAL PEDESTRIAN CROSSING ONGULF BLVD. LINED UP WITH THE 1ST AVE PEDESTRIAN ACCESS.

WHAT IS THE APPROVAL PROCESS WITH ST PETE PLANNING COMMISSION?
DOES SUSSEX HAVE A PLAN B IF NOT APPROVED?

Toilets -- we can have not nearly more -

Show us on your map - high tide line for public
Low tide area on map

~~1) Present Last owner did not!!!~~

1.) Will there be courtesy parking to access Restaurant + shopping?

Will there be traffic lights at all entrances?

how high are the screen walls?

Amount of meeting space?

Archelect

1 Hours of Construction
2 How to control dust

In the luxury site - How many conf / wedding ~~recep~~ reception space?

Also are all ~~exits~~ exits ~~for~~ incoming & outgoing traffic?

What discussions took place with the city before purchasing the Sirata

I LIVE ACROSS FROM THE SIRATA, WHAT WILL construction hours & DAYS OF WEEK TO BE WORKED?

MY CONCERN IS CONSTRUCTION NOISE,

ALSO CONCERNED W/ TRAFFIC DURING & AFTER CONSTRUCTION

Reason for splitting the lot?

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

April 24, 2023

VIA FEDERAL EXPRESS

Amber LaRowe, City Clerk
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

Re: Sirata Community Meeting Sign-In Sheet – No Comment Card(s)
April 20, 2023

Dear Amber:

Pursuant to your instructions, enclosed please find copies of the Sign-In Sheets. There were no Comments Card from the above Community Meeting. Please let me know if you have any questions or need anything further.

Sincerely,

Suzanne J. Walker, FRP
Florida Registered Paralegal

/sjw
Enclosures
cc: Michelle Gonzalez, Community Development Director via Federal Express

≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Jeremy DaSilva	6300 Gulf Blvd	jdasilva@postcardinn.com
John McGee	6300 Gulf Blvd	jmcgee@postcardinn.com
Lee Lavine	6201 2nd St.	leelavine@hotmail.com

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≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Dana Richardson	5830 Bahama Way S	danale2@gmail.com
CAROL WALKER	5396 GULF BLVD SPB	LONEAGLE@TAMPABAY.RR.COM
Carol Sherburne	4215 Gulf Blvd	carol.sherburne@gmail.com
TIM YARNELL	5396 GULF BLVD APT. 202	TYARNELL@FLOTECINC.COM

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≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Steve Gasser	5353 Gulf Blvd	S Gasser 64 @ MSN.com
Edna Hicks	112 46th Ave	edna.hicks@att.net
Robert Czyszczon	4506 Gulf Blvd	robert@plazabeach.com
ANGEL DIMAS	6600 sunset way	antoniofree59@gmail.com
CATHLEEN CUESTA-LARRINAGA	5000 GULF BLVD.	813 927-2573 Catthebrat64@hotmail.com
IRENA Grinevich	3930 Moody St St Pete Beach	773-218-0831

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≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Kathy Kane	5396 Gulf Blvd 1001 St Pete Beach FL	kanek02818@yahoo.com
LOU BROYLES	5301 GULF BLVD #A508	LOU.BROYLES@EMAIL.COM
DAVID HUBBARD	1240 BOCA CIEGA ISLE DR	stpetebeach@dinopower.com
[illegible]	5567 [illegible]	708 447 5166
Donna Elardo	5301 Gulf Blvd C303	donnaelardo@yahoo.com
Travis Johnson	1198 4th Ave NE	travis.johnson@tworesort.com
Scott SEUBERT	6477 1ST Palm Pt	sseubert632@yahoo.com

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Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Robert	5500 Gulf Blvd	RobertLaCasse603@gmail
Sharon Wiehaus		swiehaus@yahoo.com
Pamela Paine	5814 2nd St. East	ppaine@tampabay.rr.com
Dan Bartlett	5831 2nd St East	
Robin Miller	Chamber of Comm	robin@tampabaybeaches.com
Greg King	7100 Sunset Way #1009	gking155@gmail.com
Kevin Sherwood	3820 Gulf Blvd	

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Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Michelle Monnin	5353 Gulf Blvd B202 SPB 33706	GULF5353@out ~~GULF5353@outlook.com~~ ~~mmonnin@live.com~~ look .com
LYNDA FONTANA	5396 GULF BLVD 604 ST PETE BEH 33706	lyndalind@yahoo.com
Karen Boikel	5301 Gulf Blvd E303	Karensmanuel@gmail.com
Steve Boikel	11	Steve.Boikel@gmail.com
Evelyn Mastroianni	6500 Sunset Way #415 St. Pete Beach, 33706	evelyn8e@aol.com
rkayser41@gmail.com	5301 Gulf Blvd A609	
ED SHEETS	517 76th Ave 1st. Pete Beach	esheets@postcardinn.com
DEVIN FRANK	555 Central Ave Apt 1220 St. Pete, FL 33701	devinjfrank@gmail.com

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Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Carol Blair	5396 Gulf Blvd #1110 St. Pete Beach, Fl 33706	blairem60@gmail.com
David MacMillan	5353 Gulf Blvd Apt 204 St Pete Beach	macsan55@aol.com
Tom Bowers	600 34th Ave #417 St. Pete Beach 33706	tebowers@gmail.com
Linda & Rob Goudsmit	5353 Gulf Blvd #B203 St Pete Beach, FL 33706	lindagoudsmit@gmail.com
ANGIE & Greg Otis	400 59th Ave 33706	amayotis@gmail.com.
JUDY BUSACCA	7120 BAY ST ST PETE BEACH, 33706	727-954-6434
Brittany Drenth	4900 Gulf Blvd, St. Pete Beach, FL 33607	brittany.drenth@concordhotels.com 813-728-1408

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≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Deena O'Neill	5353 Gulf Blvd. A504	don879270@gmail.com
Fran Perronne	7100 - Sunset Way	bruceandfran.perronne@yahoo.com
Elaine & Randy Dalrymple	2284 5th Ave	
Jeff & Jane Bonick	5301 Gulf Blvd, Unit D609	bonick89@comcast.net
Betty Rzewnicki	3216 S Manitana Dr	bettyrzewnicki@gmail.com
Liana Nunez	6201 2nd St E	LIANANUNEZ@YAHOO.COM
Brandon Berry	155 Corey Ave	bberry@stpetebeach.org
John Kuerzman	5810 ~~Bo~~ Richards Dr S	johnkuerzman@gmail.com

STEARNS WEAVER MILLER

≈≈≈ PLEASE SIGN IN ≈≈≈

Informational Community Meeting
April 20, 2023

Print Name	Address	E-Mail/Telephone
Martin Estruch	5353 Gulf Blvd A 101	sdantini3@yahoo.com
Darlene Laddous	5301 GULF BLVD E711	dladdous@gmail.com
Rosemary MacMillan	5353 Gulf Blvd A104	Roemacm@aol.com
Sam Storch	730 64th Avenue SPB	samstorch2@gmail.com
Melodee Schneider	403 55th Ave SP B	gocody@aol.com
Mary Donahoe	6201 2ND St. E 110 SPB	donahoema@gmail.com
Dan Janiak	5301 Gulf Blvd. B202	djaniak@accentcontrols.com
Marge Bobek	121 72nd Ave SPB	727-276-7004 message

STEARNS WEAVER MILLER

#11596290 v1

Columbia Sussex CORPORATION

Kimley»Horn

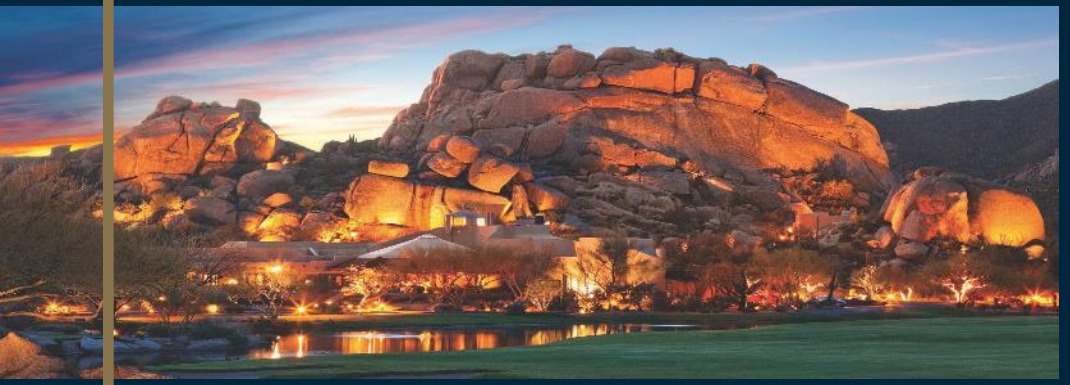
PIVOT studio

PERRY | BECKER

STEARNS WEAVER MILLER

Conditional Use Permit 23053

City of St. Pete Beach Planning Board November 13, 2023



COMPANY OVERVIEW

- Founded 50 years ago
- Marriott's largest full service owner operator
- Currently own and operate 41 hotels with almost 14,000 hotel rooms in 17 states
- Purchased the Sirata on December 1, 2022, 102 MILLION equity investment in Sirata redevelopment

Columbia Sussex CORPORATION

EXCELLENCE IN HOSPITALITY

S. Elise Batsel
Land Use Attorney

Education:

B.A., *summa cum laude*, University of Colorado, 1993

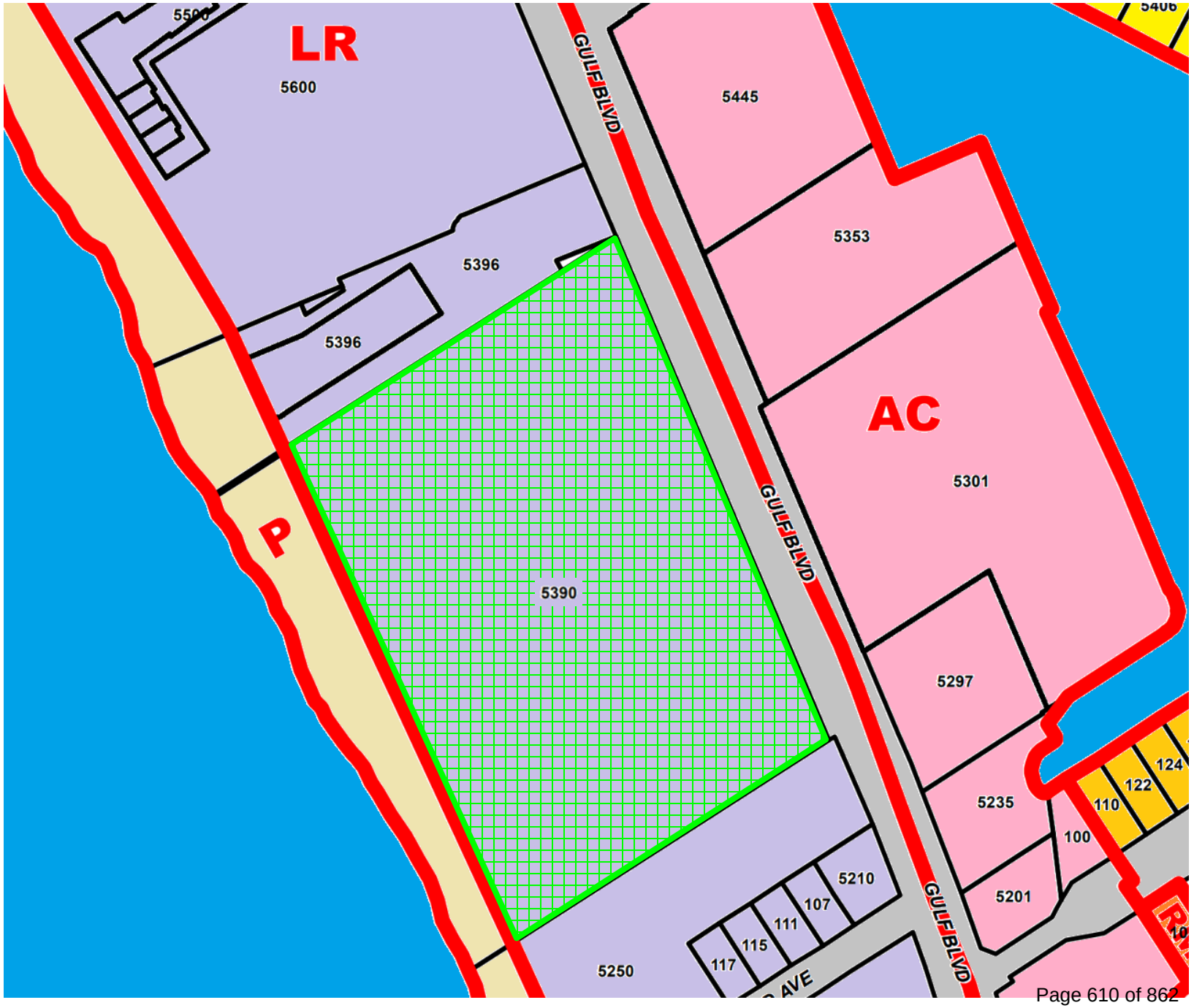
J.D., with honors, University of Florida Levin College of Law, 1997

Property Location

- 5390 Gulf Blvd
- Between
  - Seamark Condos
  - Bellwether Resort
- Within City's Gulf Boulevard Redevelopment District
- 15.45 Total Acres
- 8.62 Acres Landward of Coastal Construction Control Line

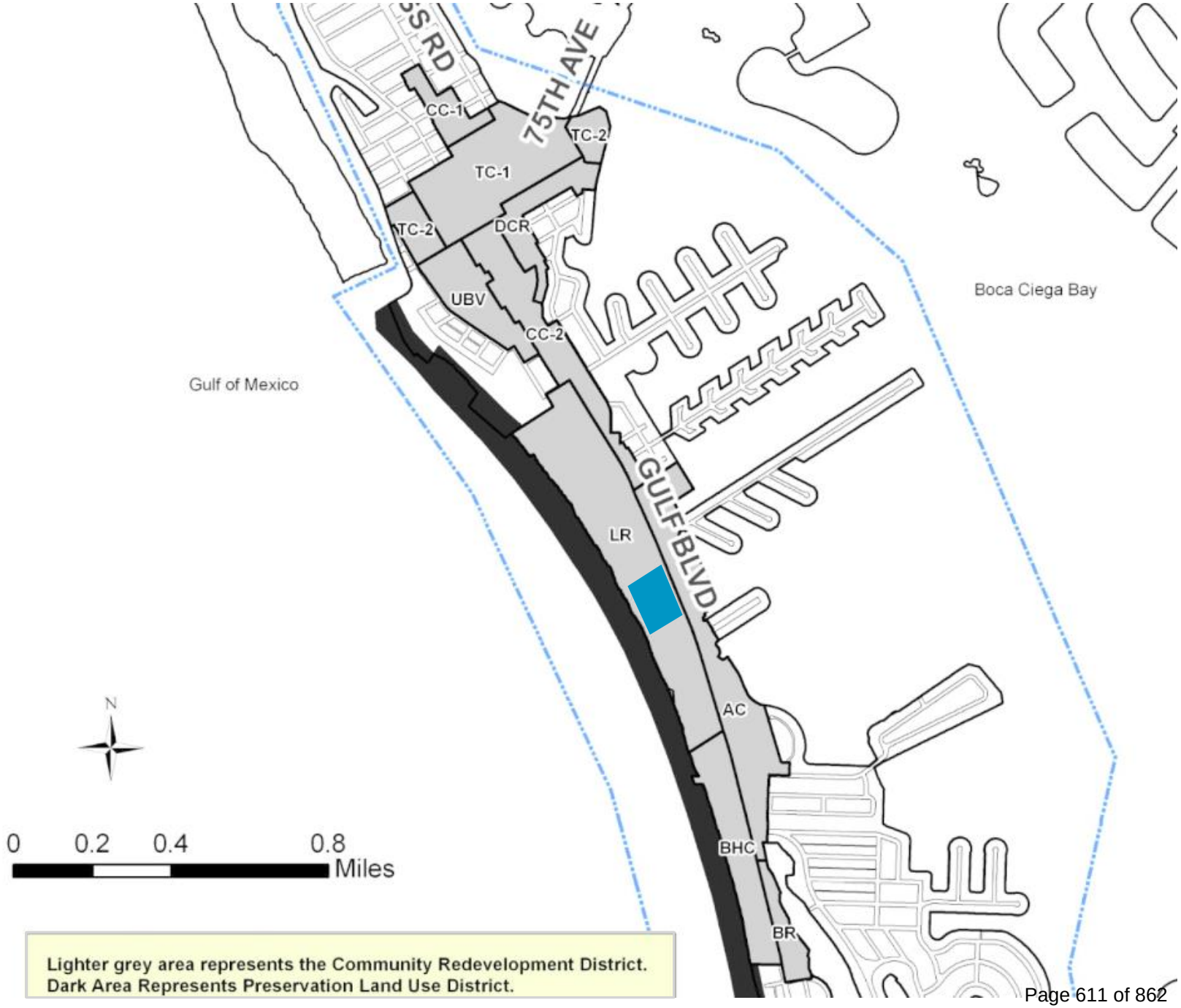
Zoning & FLU (Future Land Use)

- LR, Large Resort
- City's Comprehensive Plan encourages redevelopment with transient accommodation uses
- Adjacent property is LR and AC, Activity Center



Community Redevelopment District

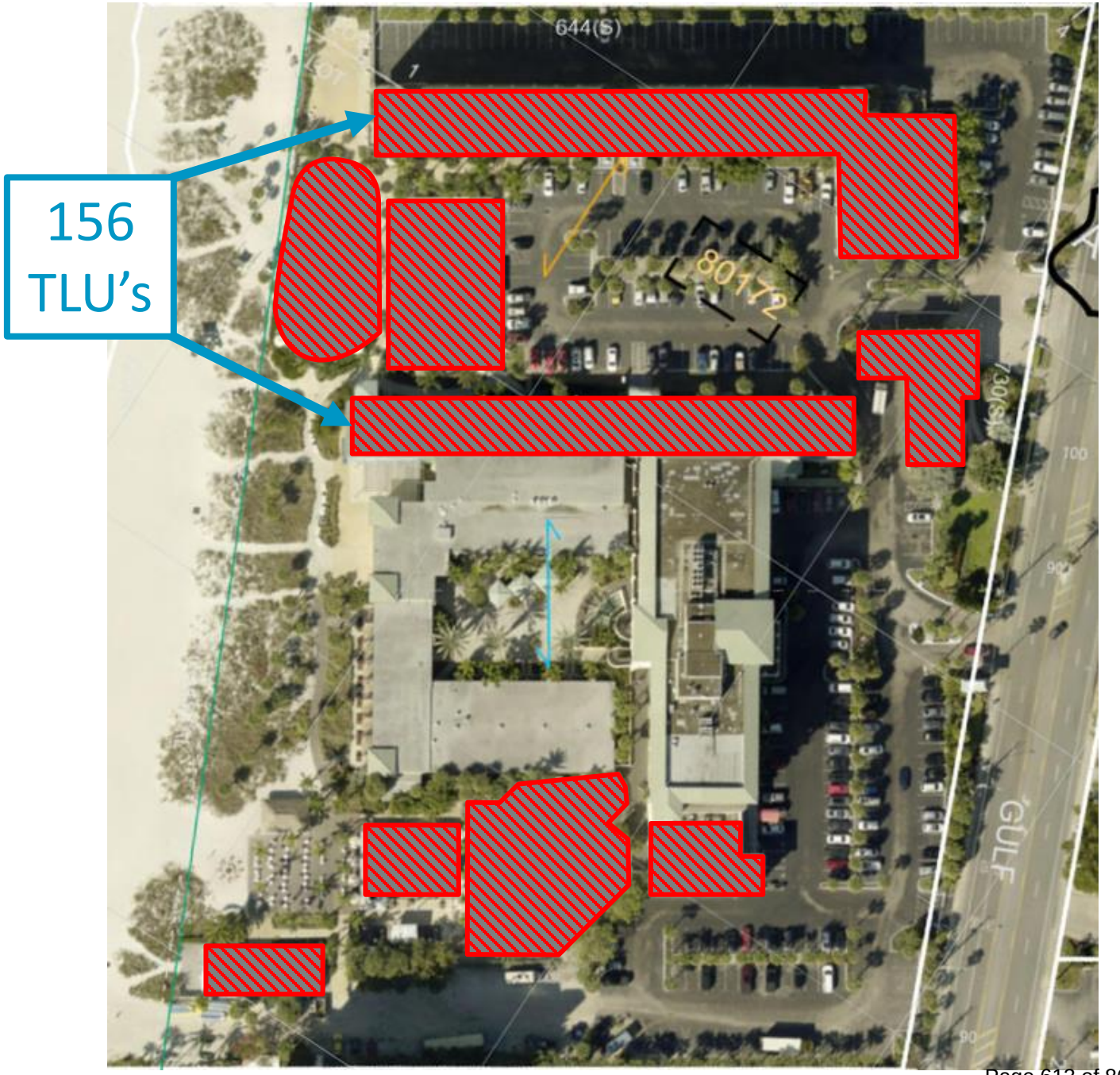
- Designated over nonresidential portion of City
- Includes Character Districts
- Property within:
  - CRD
  - LR Character District



Project Summary

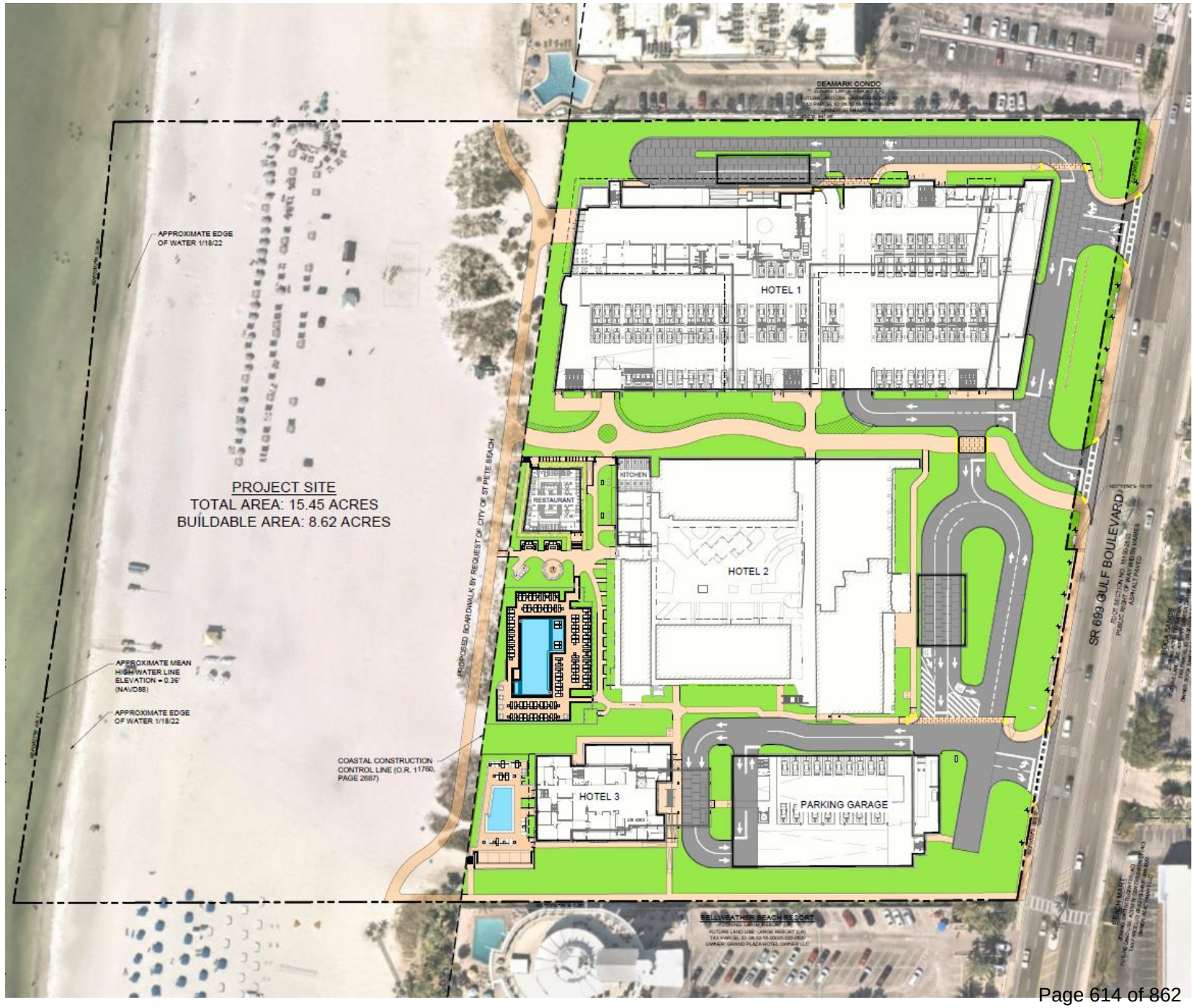
- Redevelopment/Renovate Existing Sirata
  - Reduction of 156 units
  - Results in 226 units
  - Redevelopment of existing pools and restaurant
  - Demolish and redevelop portions of existing resort
- New JW Marriott
  - Luxury hotel
  - 290 new units
- New Hampton Inn
  - Select Service Hotel
  - 130 new units
- Total 646 units
- (net increase of 264 units)

Existing Condition & Demolition



Site Plan

1. New Restaurant and Pool
2. Sirata Resort
3. JW Mariott
4. “Rooftop Amenity” Pool
5. Hampton Inn
6. Ample Onsite Queueing
7. Parking Per Code
8. Beach Access



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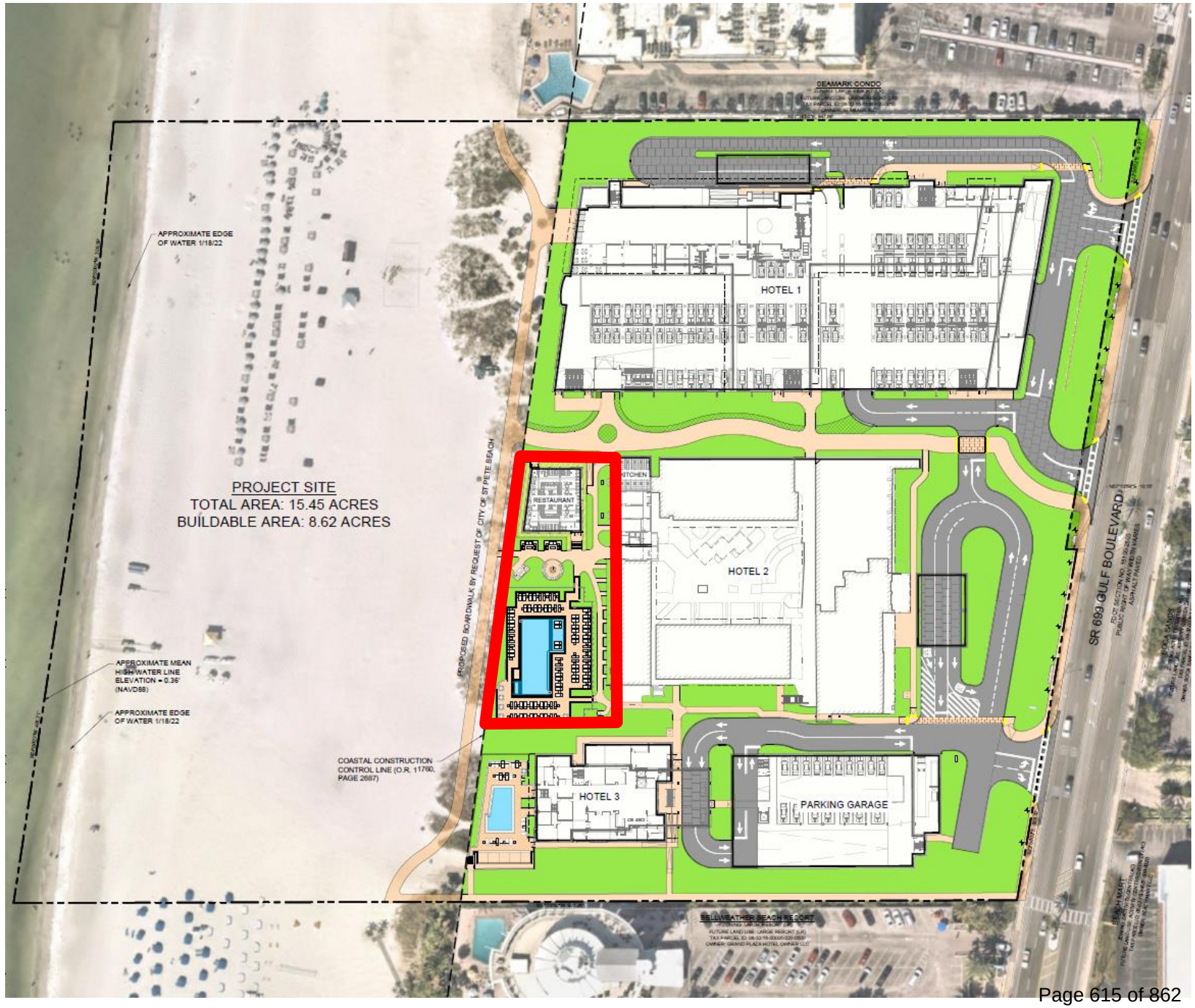

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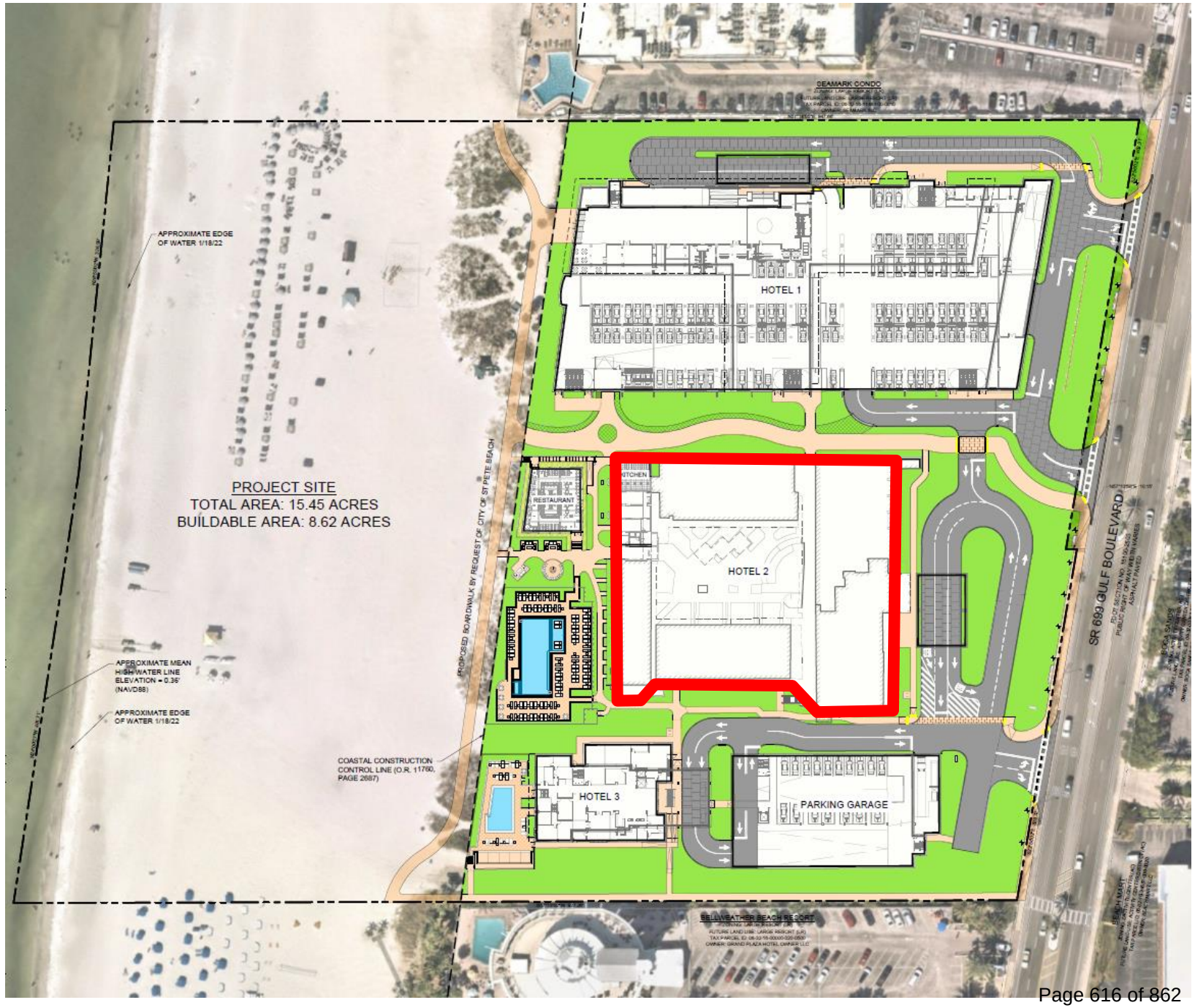

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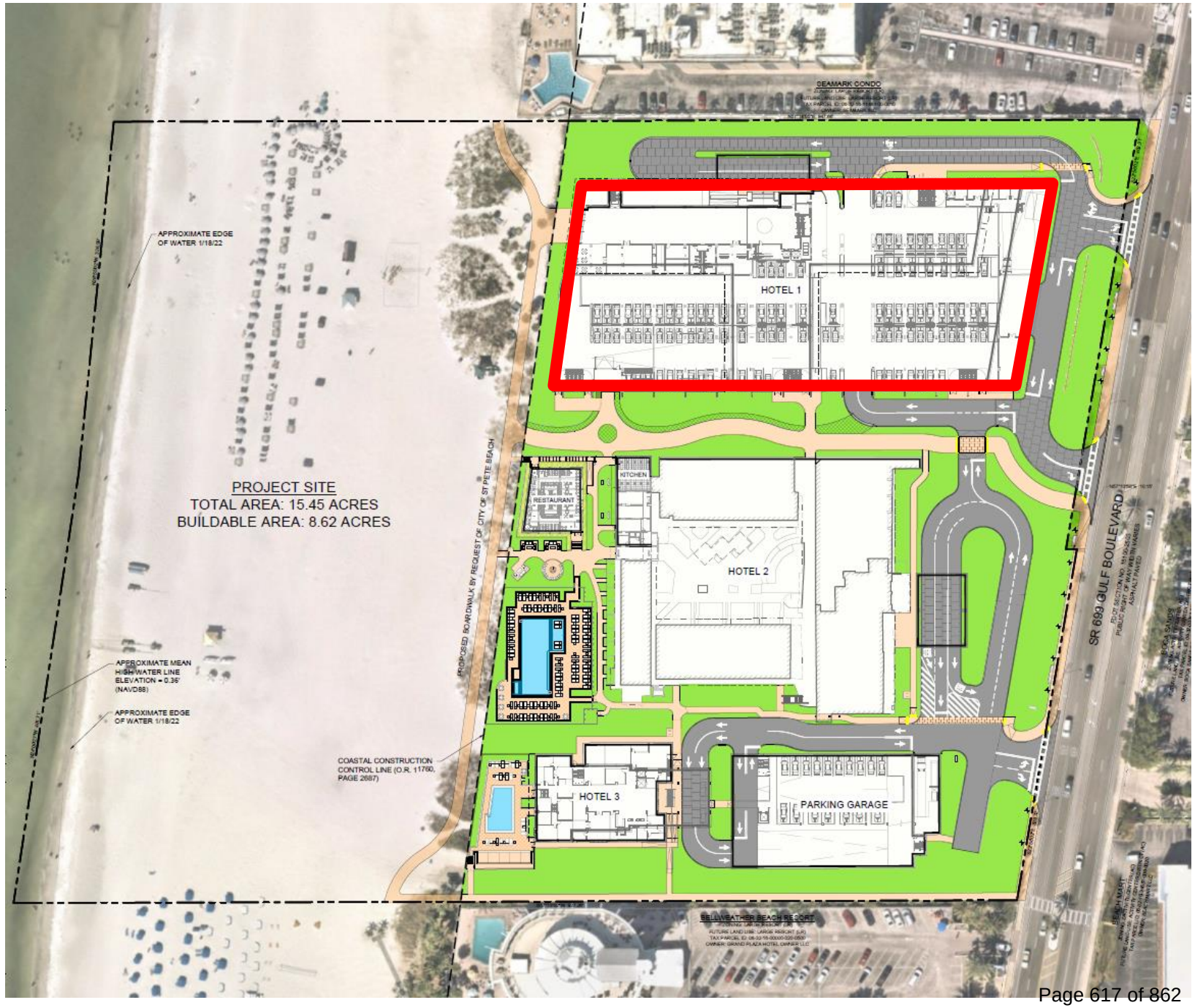

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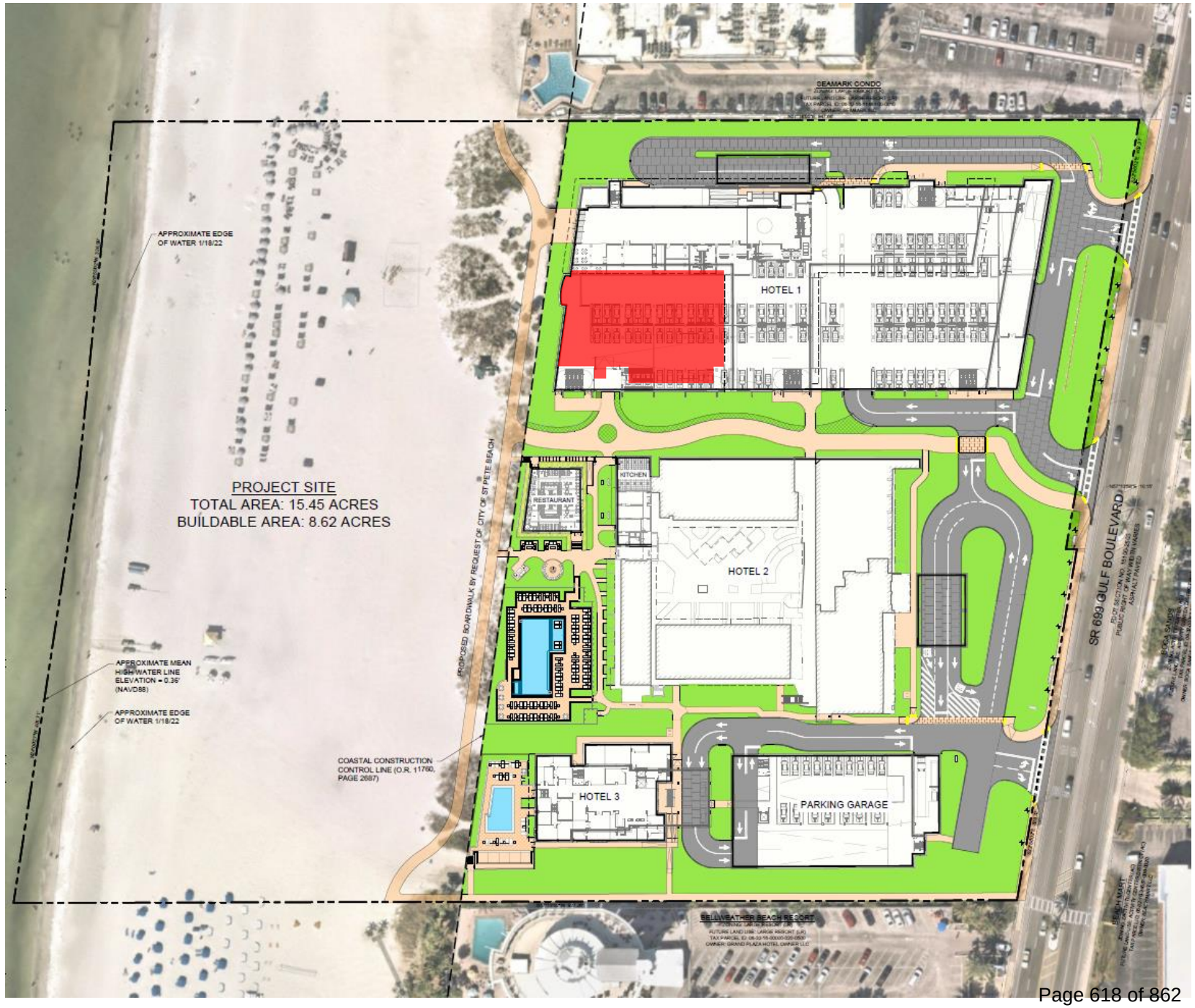

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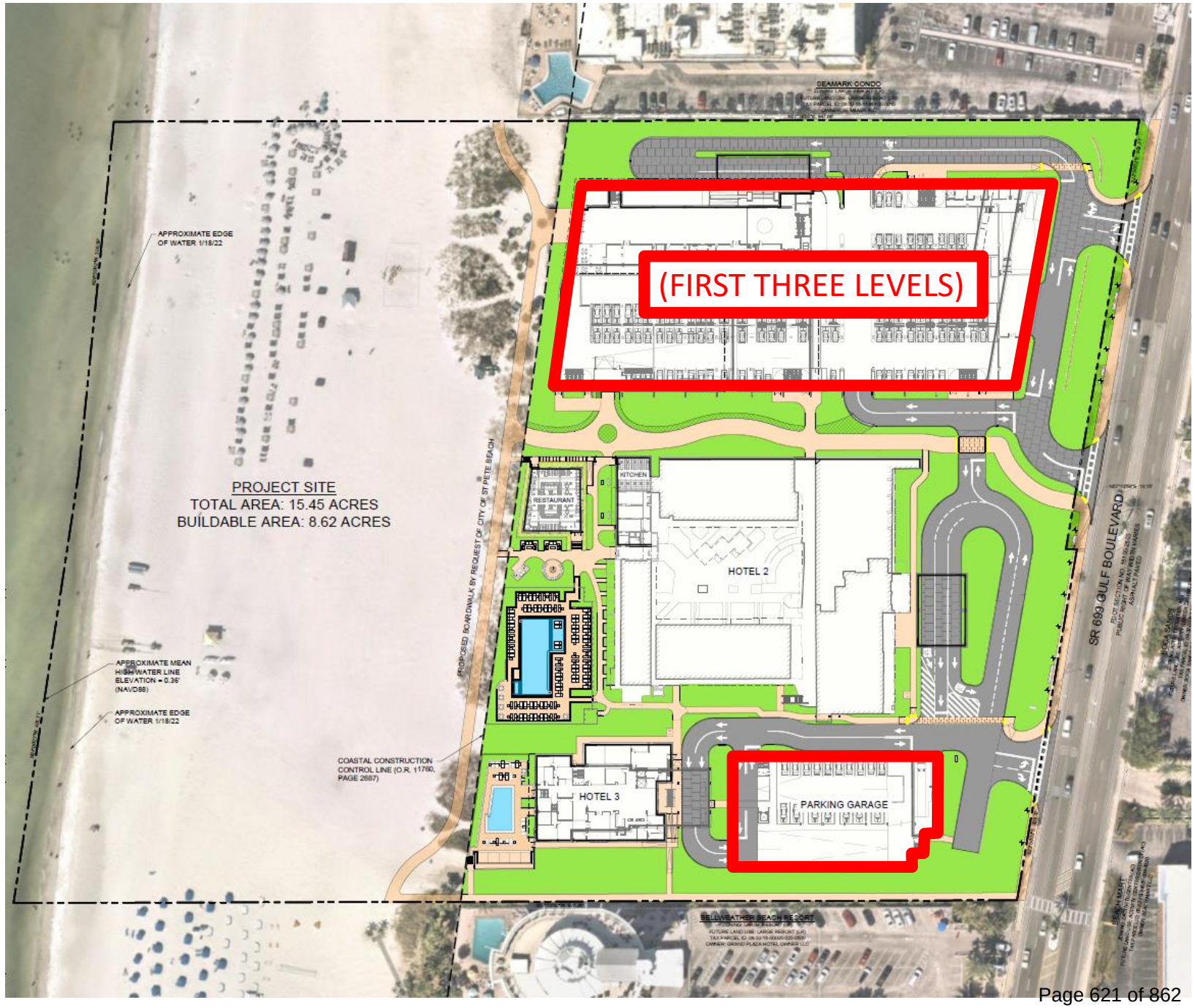

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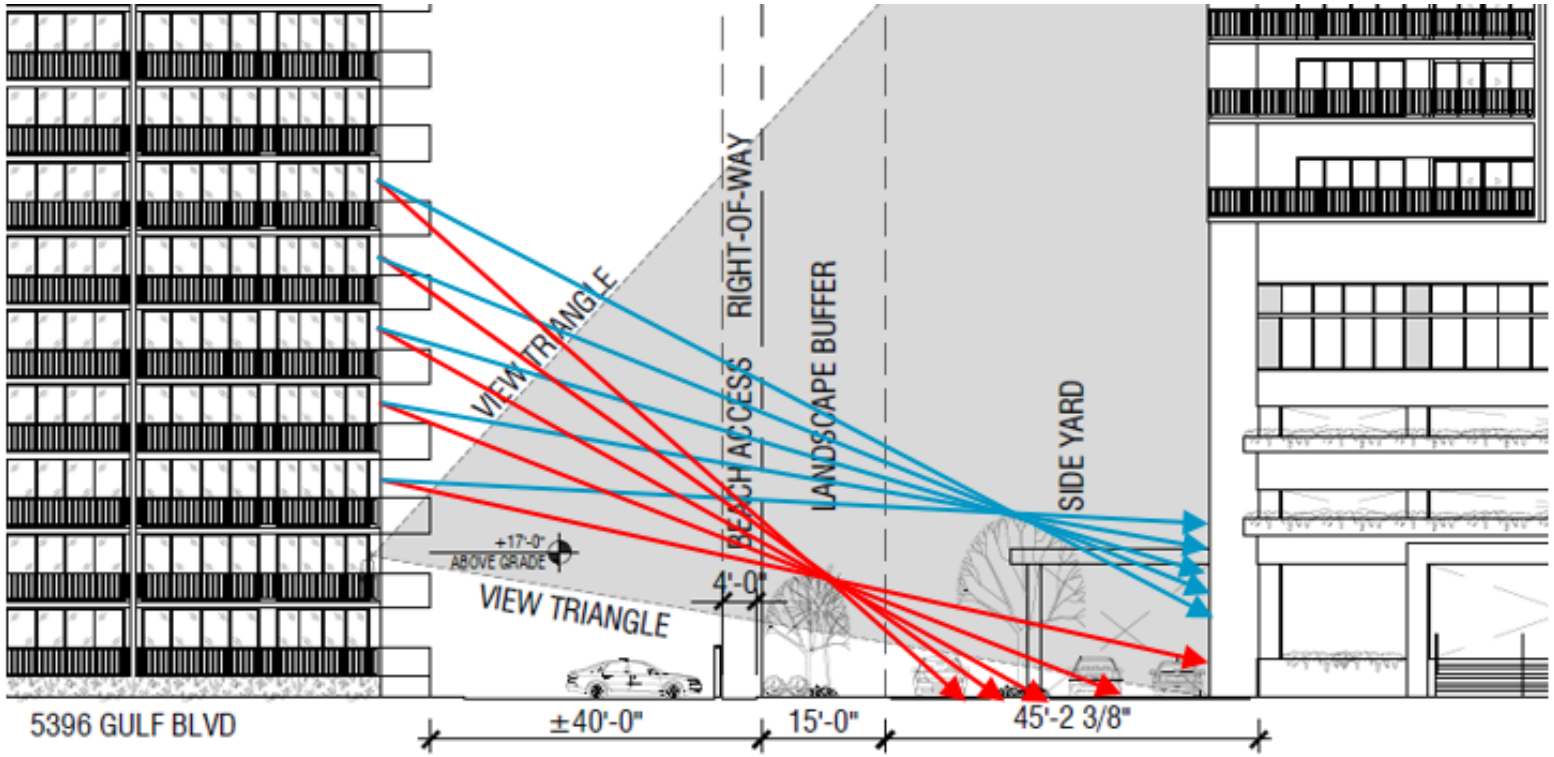
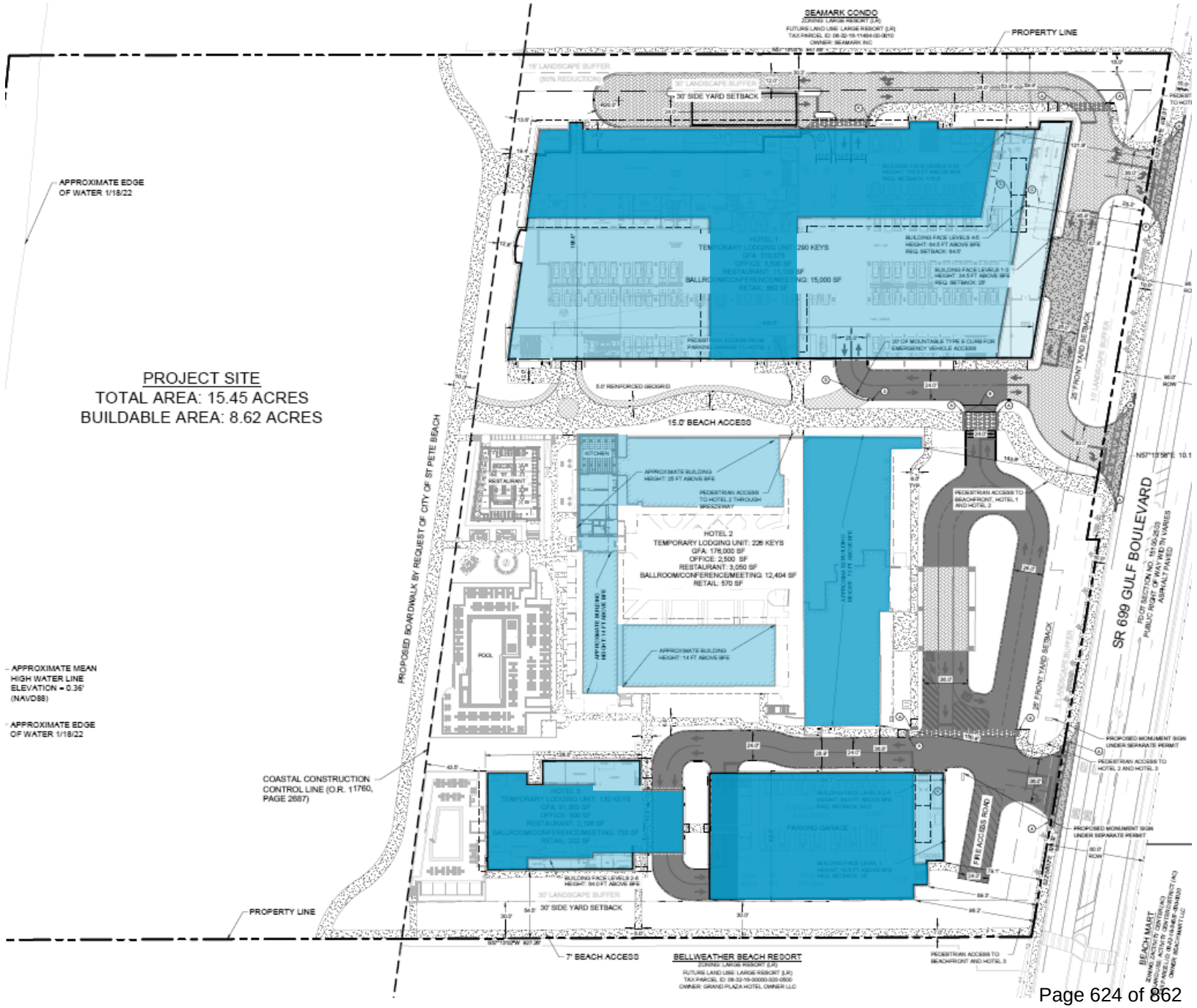
Landscape (North Buffer)

- Design puts queueing on north side
- Landscape Buffer:
  - Push landscape up against building
  - Increase queueing
  - Increase setback to north
  - Increase setback to CCCL
- Design same basic view for high floors
- Design better for mid/low floors



Heights

- JW Mariott
  - Roadside Balcony 34.5’ (3 stories)
  - Parking Footprint 64.5’ (5 stories)
  - Guestroom Tower 115.5’ (10 stories)
- Sirata tower/rear veranda
- Hampton Inn
  - Parking Garage 84’ (9 stories)
  - Hotel 84’ (8 Stories)



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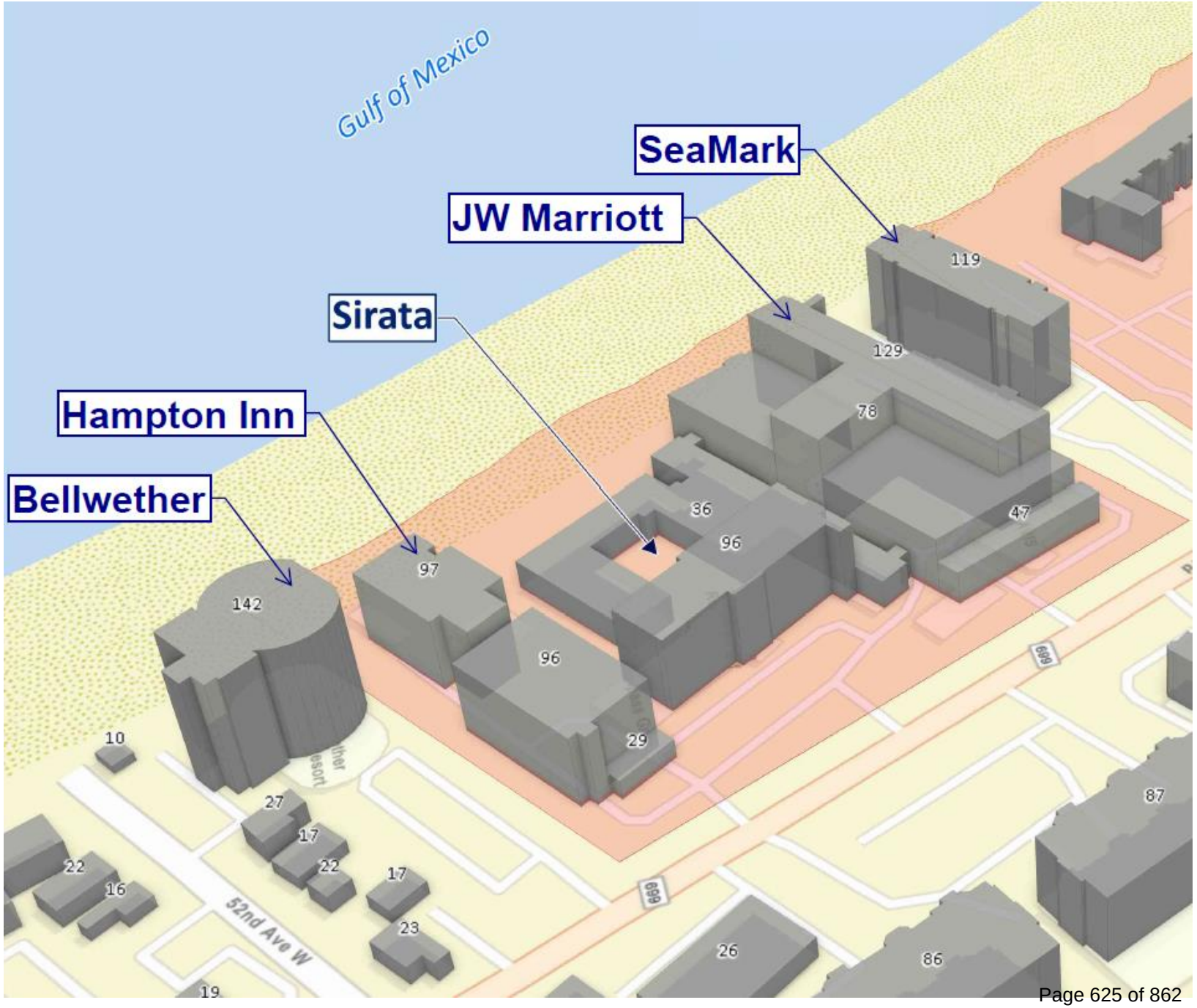


Conditional Use Request

1. Permit development landward of the CCCL above 30 temporary lodging units per acre in accordance with Section 35.3(b)(1);

2. Permit development at a maximum building height 115.8 feet above the base flood elevation in accordance with Sec. 35.3(b)(1), with allowances for decorative features in accordance with Sec. 35.8(a)(3); and

3. Permit a rooftop pool amenity above the parking garage over the southwest portion of Hotel 1 that includes dining, drinking, and/or outdoor music in accordance with 35.3(d)(3).

Basis for Decision is Current LDC/Comp Plan

- Commission has a legal obligation to follow *current* Comprehensive Plan and Land Development Code

Current Language

- "Hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only"
- "Exclusive residential use development is strongly discouraged by decreasing permitted density and prohibiting any increases to allowable height for this type of use."

City of St. Pete Beach - Comprehensive Plan

Conditional Use Process & Criteria

- CUP process essentially creates a public hearing site plan approval process
- Focused on the “how” not the “if”
- The Comprehensive Plan specifically encourages the higher density, heights within the standards set forth in the LDC

- Sec. 4.4 – Standards for Review

  Applicable to all CUP applications

- Sec. 4.12(a) – Criteria for Review

  Applicable to CUP application in the Community Redevelopment District

Sec. 4.4 – Consistency

- "Whether the conditional use is consistent with the goals, objectives, and policies of the Comprehensive Plan, any adopted special area plan and these regulations;"
- Consistent, and encouraged, by Comprehensive Plan
- The exact type of development encouraged by the Large Resort District, which is the special area plan
- Expert planning report

Sec. 4.4 Standards – Compatibility

"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;

b. Whether the application will preserve any city, state or federally designated historic, scenic, archaeological, or cultural resources; *[not applicable]*

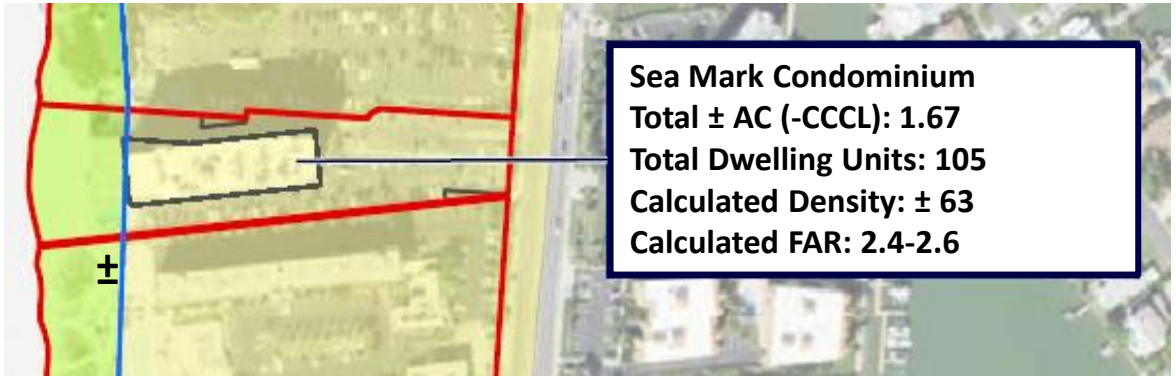
c. Whether the application will be compatible with adjacent development, if any, based on characteristics such as size, building style and scale; or whether such incompatibilities are mitigated through such means as screening, landscaping, setbacks, and other design features; and

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."

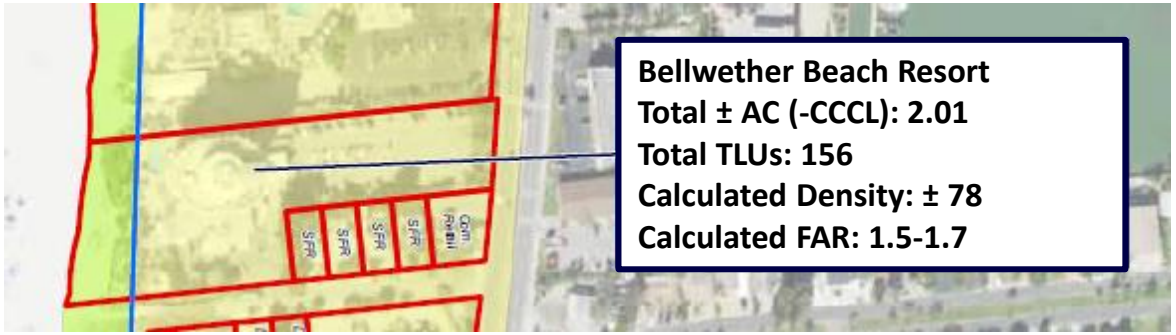
Sec. 4.4(a)(2)a – Compatibility

- Use Encouraged by Comprehensive Plan
- North
  - Multifamily use
  - 63 DU/acre
  - Height ≈ 119’
  - FAR ≈ 2.5
- South
  - Transient Lodging Use
  - 78 TLU/acre
  - Height ≈ 142’
  - FAR ≈ 1.6

North



South



Sec. 4.4(a)(2)c – Compatibility

Project Proposes:

- Similar scale to adjacent properties in Large Resort District
- Mitigates through:
  - More screening,
  - More landscaping, and
  - Larger setbacks

as compared to neighboring property

Sec. 4.4(a)(2)d – Compatibility

Project Proposes Design that:

- Isolates noise, fumes, smoke, lights, night operations, and odors;
- Queues traffic on site, and screens headlights;
- Contains deliveries within screened area of property; and
- Screens amenity area; internal to resort

Sec. 4.4 Standards – Transportation

- "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;"

Traffic Impact Analysis reports no level of service deficiencies, acceptable capacity at the adopted LOS (through buildout of the proposed development).

- Direct access to arterial with
- Improved and safer site access including
- Abundant queueing on-site
- Transit available
- All on-site parking at completion
- Increased pedestrian safety with 10' sidewalk along Gulf Boulevard
- Increased pedestrian safety via new and improved beach accesses, new public access easement landward of the "wet sand"

Sec. 4.4 Standards – Parking/Loading

- "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;"

- Exceed all parking
- Satisfy all loading requirements.
- Provides connectivity, and queueing for proper functionality of parking and loading.

Sec. 4.4 Standards – Health & Safety

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

- Beach access (exceeds code requirements)
- Provides additional pedestrian safety
  - 10' sidewalks; and
  - Significant internal queueing.
- Significantly improves stormwater system and capacity
- Full Dune restoration
- Significantly improves resiliency of property

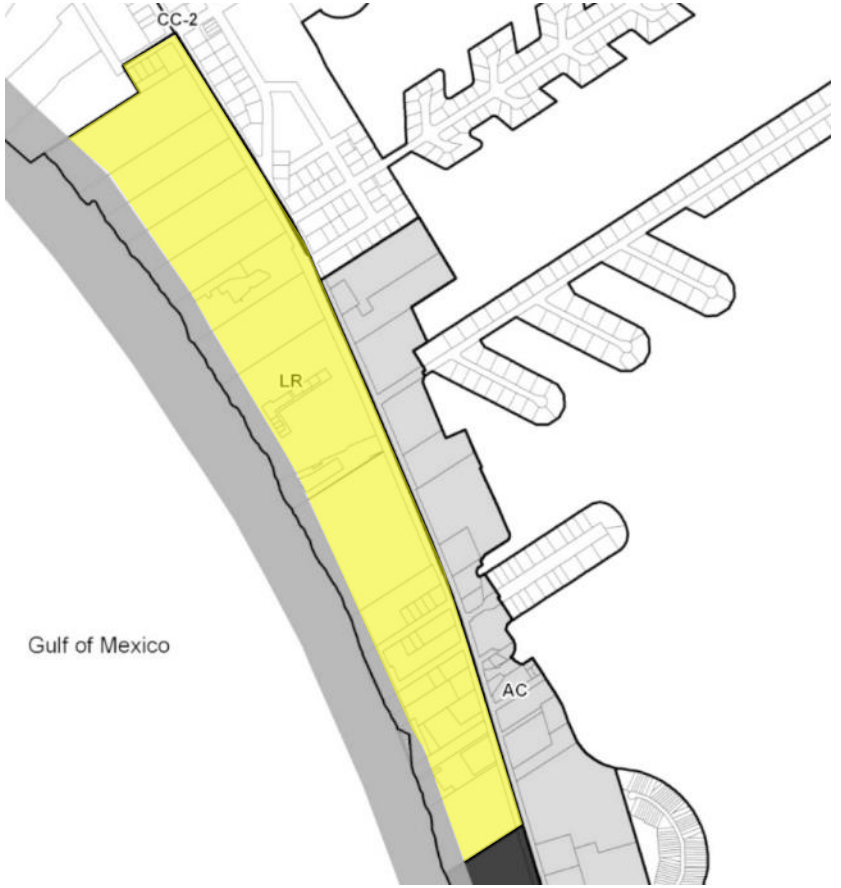
Sec. 4.4 Standards – Capability

- "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; and"

- Columbia Sussex
  - is a 50 year old, family owned and operated company, which shows consistent financial and technical success;
  - is Marriott's largest full service owner operator, which demonstrates breadth of industry financial and technical capacity;
  - currently operates 41 hotels over 18 states with nearly 14,000 hotel rooms, which demonstrates industry financial and technical capacity;
  - invested $103,500,000 in cash into the Sirata development to date, which demonstrates financial capacity; and
  - has constructed over 75 hotels of various sizes and types.

Sec. 4.4 Standards – Special Standards

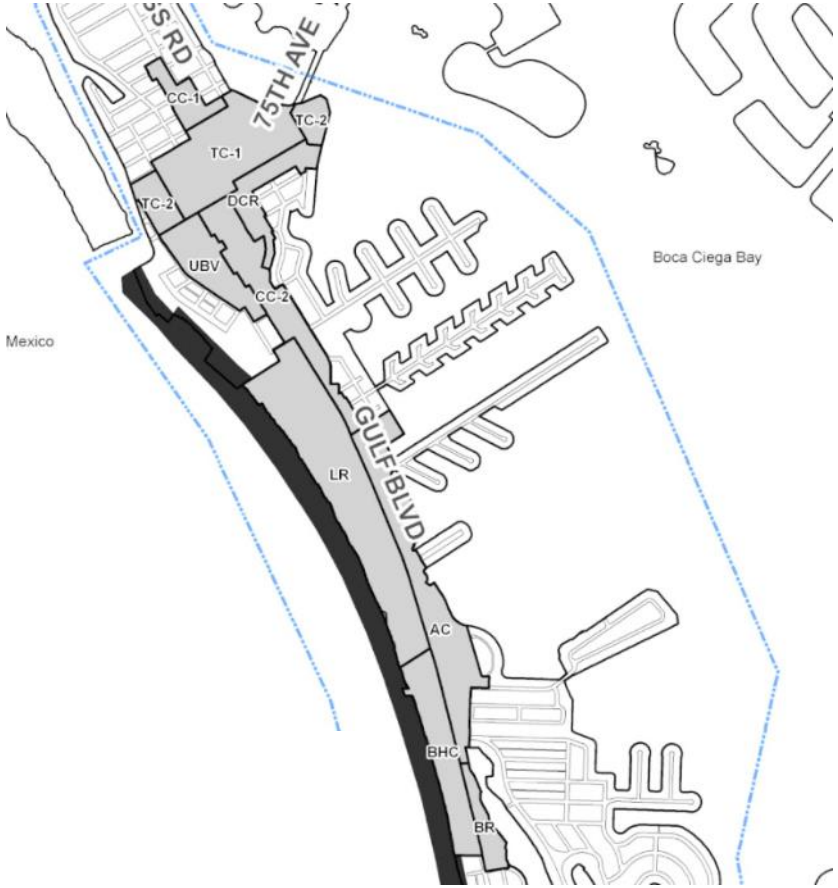
- "Whether the proposed use complies with all additional standards imposed on it by the particular provision of these regulations authorizing such use and by all other applicable requirements of the regulations of the City of St. Pete Beach."



- Complies with 4.12 (CUP within CRD)
- Complies with all Large Resort District criteria and policies.

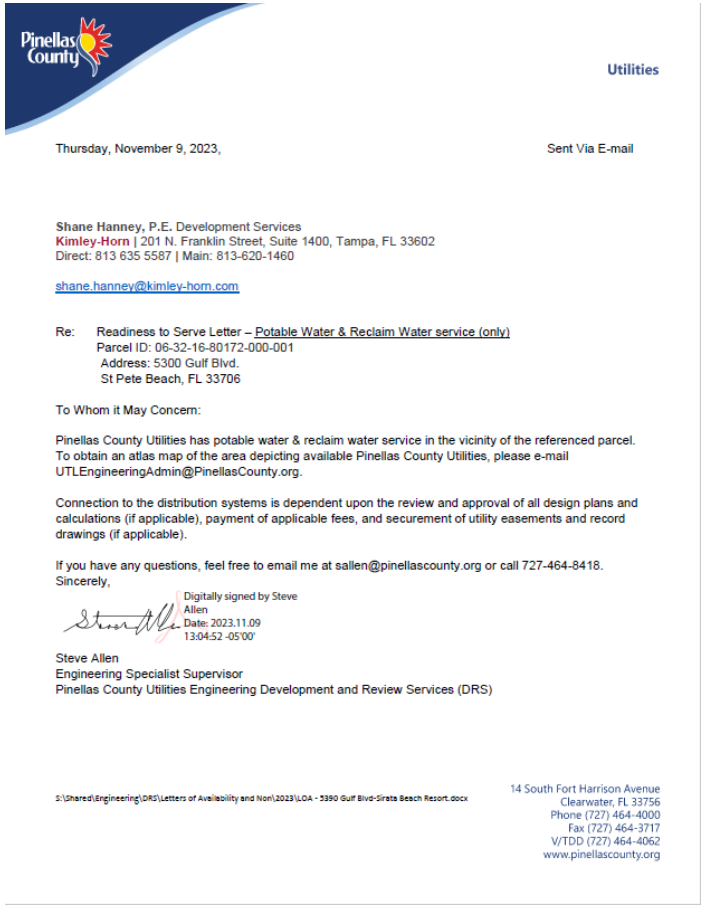
Sec. 4.12 – CUP w/in CRD (more specific)

- Sec. 4.12 Specific to certain types of CUP applications
- Sec. 4.12(a) applicable to CRD
- More specific than 4.4
- Separate, special standard
- *no unreasonable or disproportionately negative impacts* are imposed upon adjacent or nearby properties…”



Sec. 4.12 Criteria – Utilities

- "Utility infrastructure, electric and natural gas services, and data transmission and telecommunications services;"
- Sanitary Sewer, Potable Water, and Solid Waste meet concurrency estimates.
- Electric, Gas, and Telecom services available (no LOS).
- Schools and Parks are not applicable.



Pinellas County

Utilities

Thursday, November 9, 2023,

Sent Via E-mail

Shane Hanney, P.E. Development Services
Kimley-Horn | 201 N. Franklin Street, Suite 1400, Tampa, FL 33602
Direct: 813 635 5587 | Main: 813-620-1460

shane.hanney@kimley-horn.com

Re: Readiness to Serve Letter – Potable Water & Reclaim Water service (only)
Parcel ID: 06-32-16-80172-000-001
Address: 5300 Gulf Blvd.
St Pete Beach, FL 33706

To Whom it May Concern:

Pinellas County Utilities has potable water & reclaim water service in the vicinity of the referenced parcel. To obtain an atlas map of the area depicting available Pinellas County Utilities, please e-mail UTLEngineeringAdmin@PinellasCounty.org.

Connection to the distribution systems is dependent upon the review and approval of all design plans and calculations (if applicable), payment of applicable fees, and securement of utility easements and record drawings (if applicable).

If you have any questions, feel free to email me at sallen@pinellascounty.org or call 727-464-8418.
Sincerely,

Digitally signed by Steve Allen
Date: 2023.11.09 13:04:52 -05'00'

Steve Allen
Engineering Specialist Supervisor
Pinellas County Utilities Engineering Development and Review Services (DRS)

S:\Shared\Engineering\DRS\Letters of Availability and Non\2023\LOA - 5390 Gulf Blvd-Sirata Beach Resort.docx

14 South Fort Harrison Avenue
Clearwater, FL 33756
Phone (727) 464-4000
Fax (727) 464-3717
V/TDD (727) 464-4062
www.pinellascounty.org

Sec. 4.12 Criteria – Site Transportation

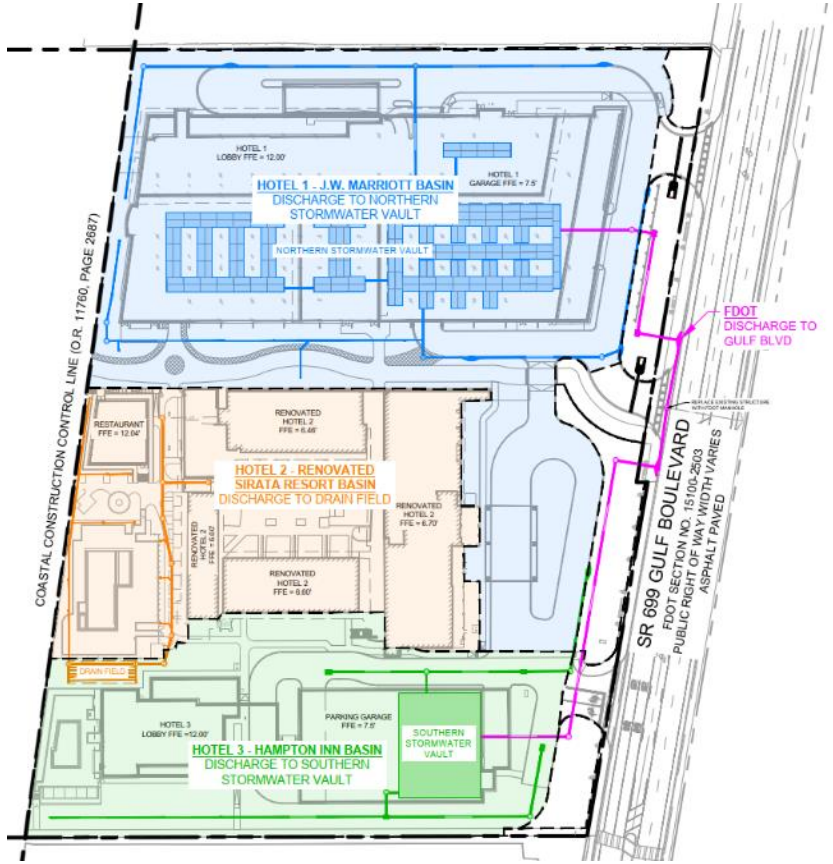
- "Transportation infrastructure, including ingress and egress from public rights-of-way, traffic control devices and signalization, internal vehicle circulation of the site, design and function of parking areas, loading and unloading areas, pedestrian transit infrastructure and amenities, and public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

- Access improved
  - Abundant queueing significantly exceeds code
  - No signal warranted
  - Realigned northernmost access
- Parking exceeds code, and site provides internal circulation and cross connectivity
- Dedicated loading areas
- Pedestrian access and connectivity throughout site
- Widened 10' sidewalk along Gulf Blvd

Sec. 4.12 Criteria – Stormwater

- "Hydrological features and storm water management infrastructure;"

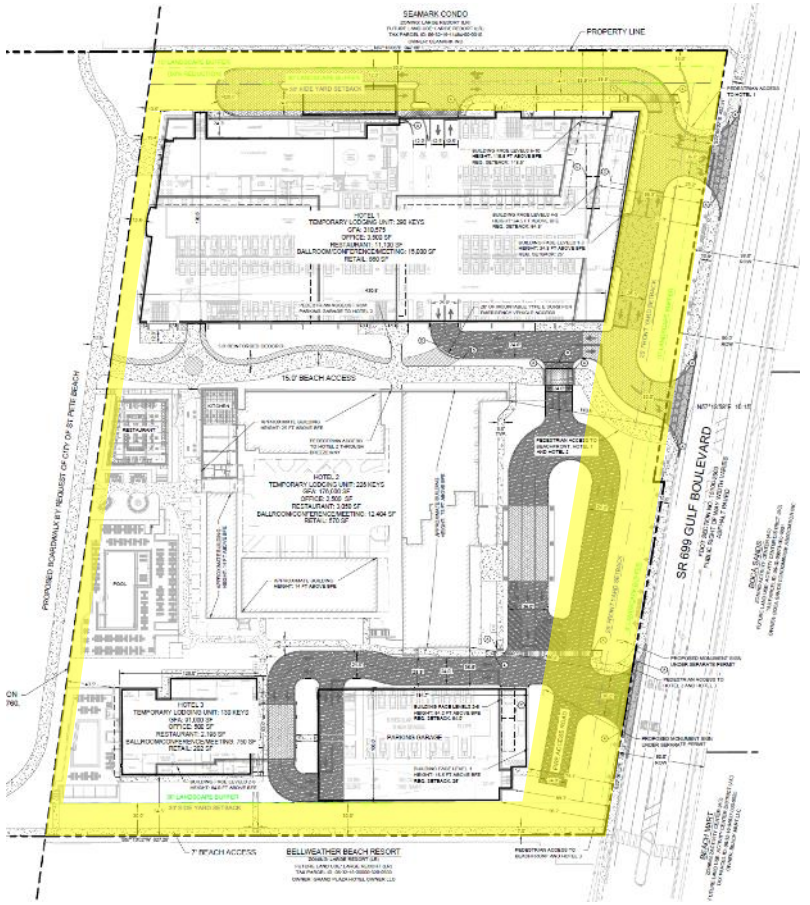
- Current condition precedes modern stormwater code
- New development will comply with stringent, modern stormwater regulations standards FDOT/SWFWMD/City
- Significant improvement from current condition



Sec. 4.12 Criteria – Design

- "site layout, physical dimensions of structures such as height and massing"

- Meets code dimensional requirements
- Main JW building 54' from property line
- Site layout designed to locate amenities internal to minimize impacts to adjacent properties
- Additional setback from CCCL
- Fewer stories, similar height to property to north neighbor.

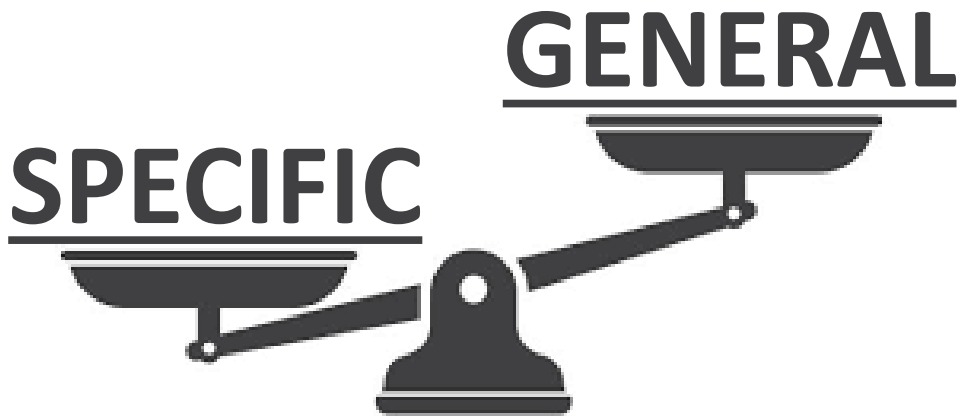


Sec. 4.12 Criteria – architecture

- "design and appearance of building facades, exterior building materials"
- Florida International Style, Modern:
  - Simple, clean
  - White on color with gray accents
- Exterior Insulation Finishing System (EIFS) - Synthetic Stucco

Sec. 4.12(a)(4) & (a)(9) – Views

- Statutory Interpretation
  - Specific controls over general
  - Must rely on plain language
- Florida law
  - Doesn't recognize view easement
  - Doesn't recognize light easement
  - Only protects view of properties with direct access to water



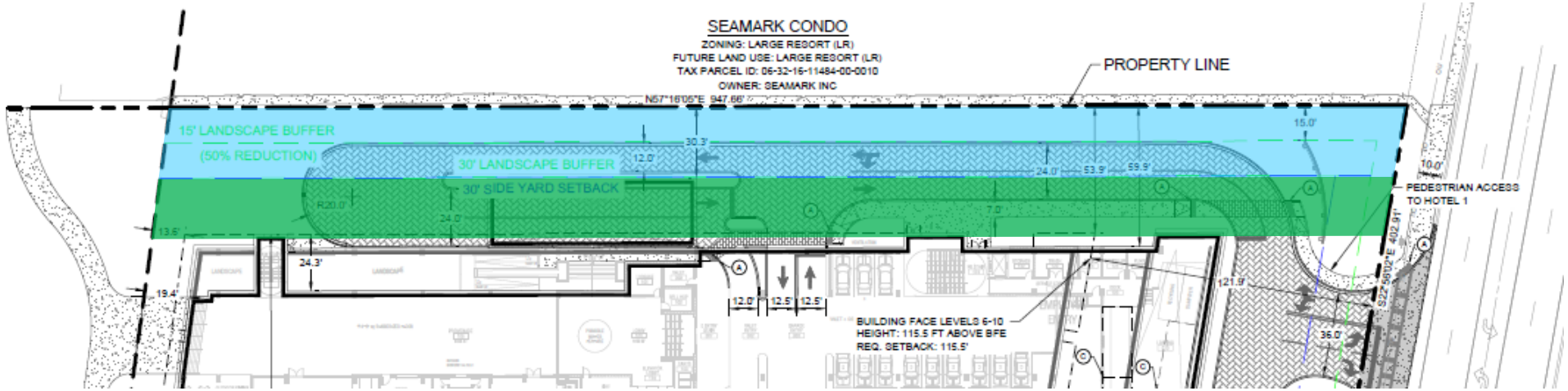
Sec. 4.12(a)(4) & (a)(9) – Views

- **General Provision** for all CUP applications within the CRD
  - (a)(4) – “the provision and maintenance of Gulf and Bay views and vistas;”
- **Specific Provisions** for heights > 50’ and/or densities > 30 U/A
  - (a)(9)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”
  - (a)(9)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.”

Sec. 4.12(a)(9)a – Views (Specific/Controlling)

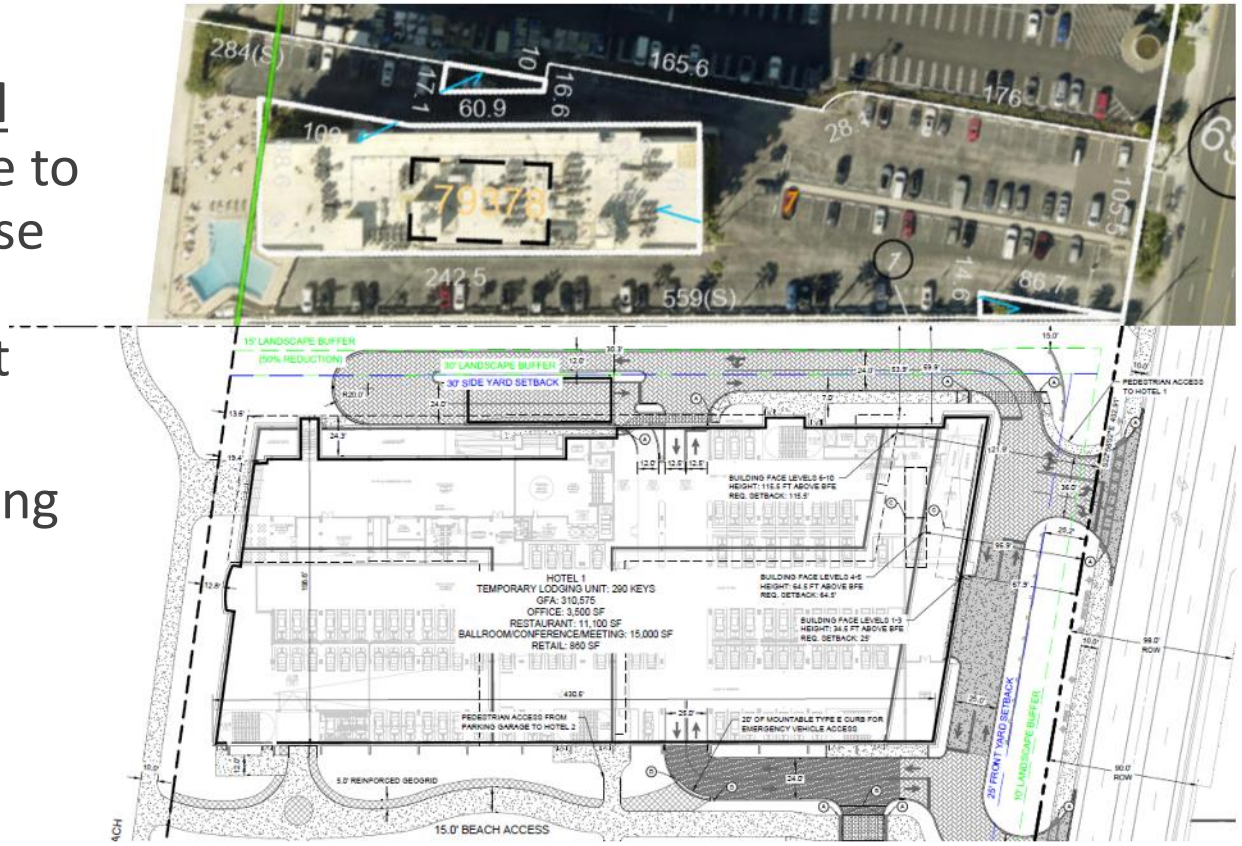
- (a)(9)a – "The **amount of separation** provided between the proposed temporary lodging use and any **existing buildings on adjoining properties** and resulting impact on sunlight and views"
- Is there appropriate separation to existing buildings on adjoining properties?

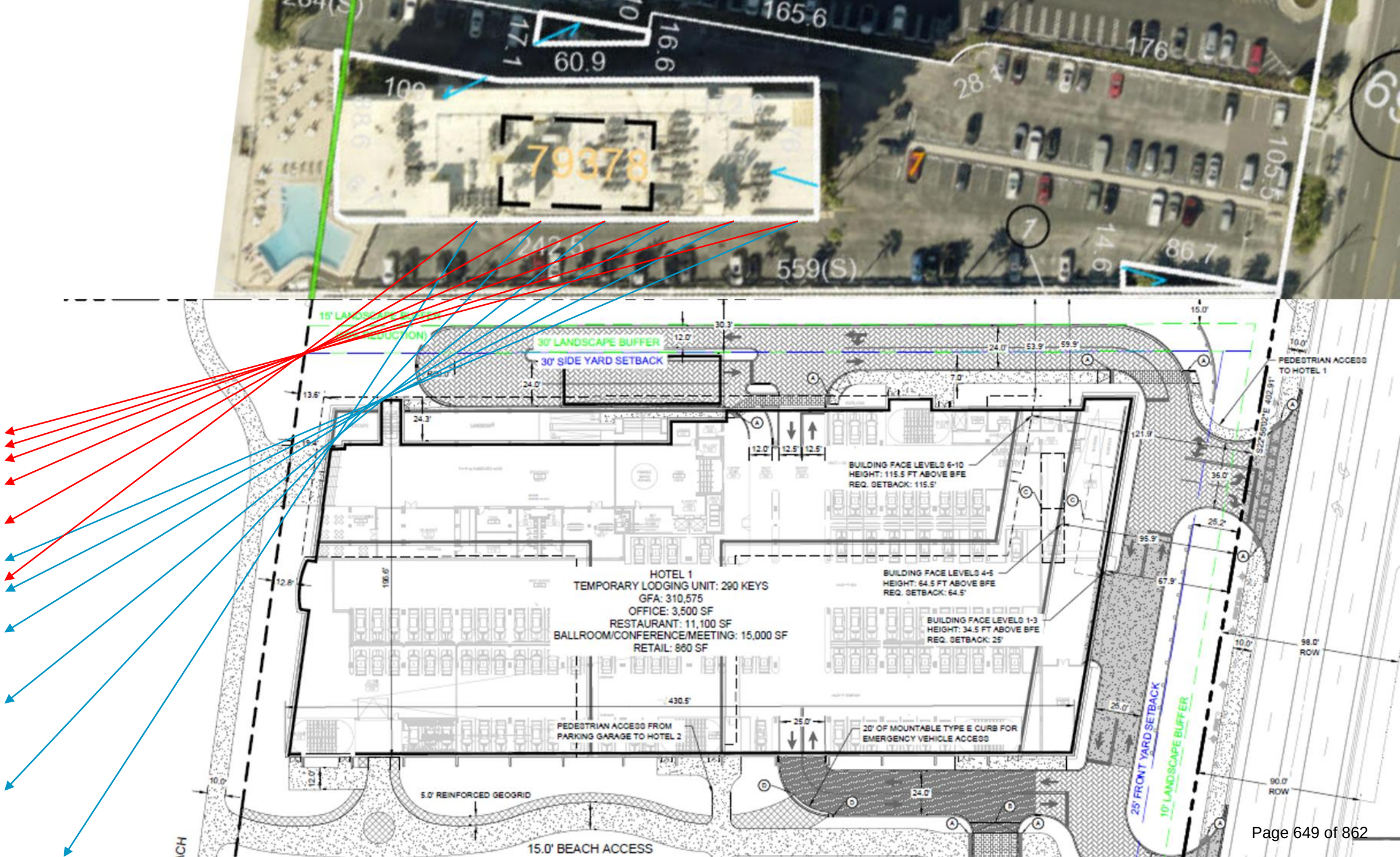
- Proposal has approximately **DOUBLE** the required setback separation.



Sec. 4.12(a)(9)b – Views (Specific/Controlling)

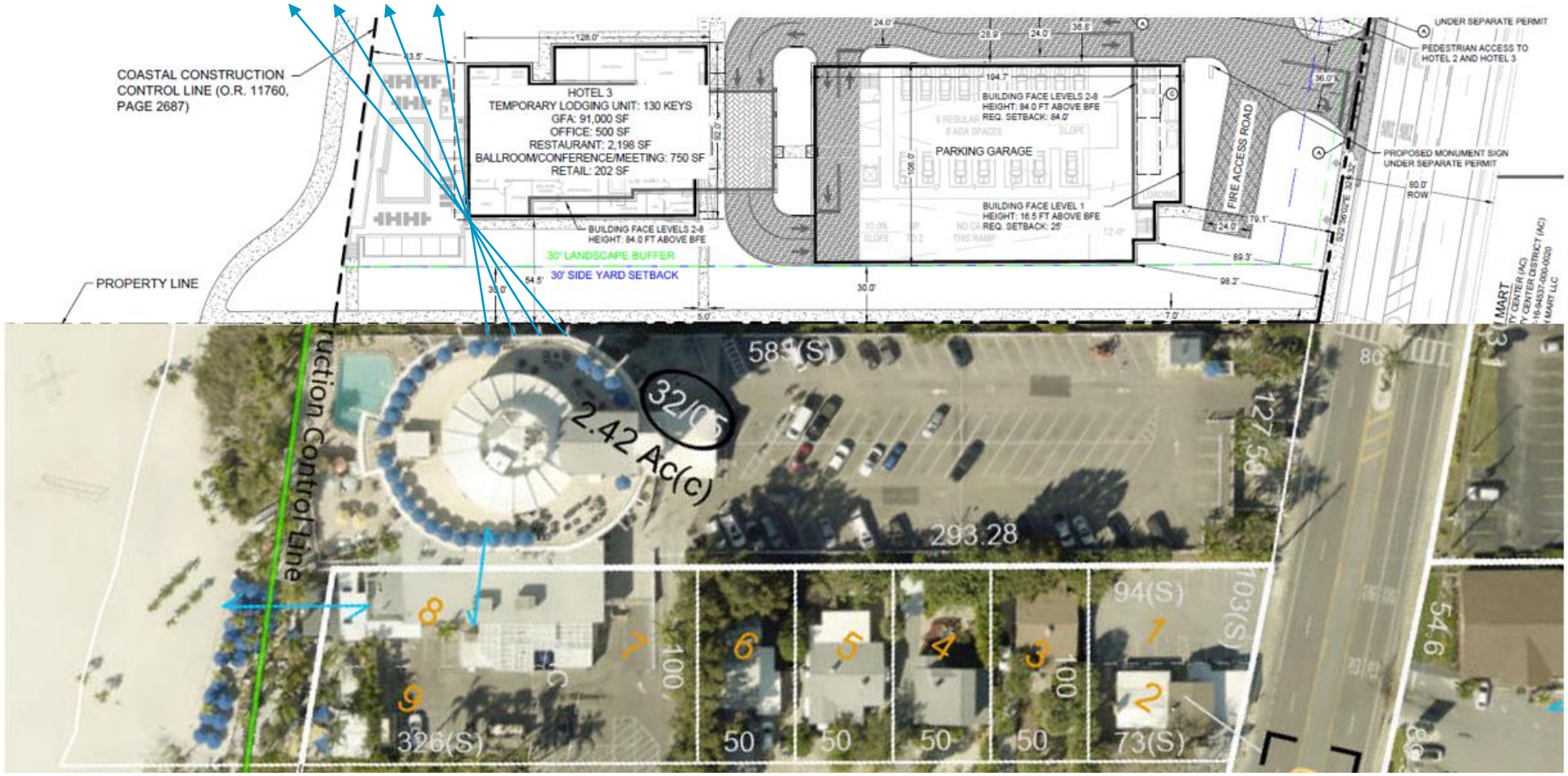
- (a)(9)b – "The **proximity** of any adjacent residential building **to the Florida Coastal Construction Control Line** and the degree to which the proposed temporary lodging use and/or any accessory use or structure maintains an open view of the waterfront from **neighboring properties**."
- Proximity to CCCL compared to neighboring properties
- Setback **MORE** than neighbor.





165.6
60.9
176
79378
559(S)
86.7
30' LANDSCAPE BUFFER
30' SIDE YARD SETBACK
PEDESTRIAN ACCESS TO HOTEL 1
BUILDING FACE LEVELS 6-10
HEIGHT: 115.5 FT ABOVE BFE
REQ. SETBACK: 115.5'
HOTEL 1
TEMPORARY LODGING UNIT: 290 KEYS
GFA: 310,575
OFFICE: 3,500 SF
RESTAURANT: 11,100 SF
BALLROOM/CONFERENCE/MEETING: 15,000 SF
RETAIL: 860 SF
BUILDING FACE LEVELS 4-5
HEIGHT: 64.5 FT ABOVE BFE
REQ. SETBACK: 64.5'
BUILDING FACE LEVELS 1-3
HEIGHT: 34.5 FT ABOVE BFE
REQ. SETBACK: 25'
430.5'
PEDESTRIAN ACCESS FROM PARKING GARAGE TO HOTEL 2
20' OF MOUNTABLE TYPE E CURB FOR EMERGENCY VEHICLE ACCESS
5.0' REINFORCED GEOGRID
15.0' BEACH ACCESS
25' FRONT YARD SETBACK
10' LANDSCAPE BUFFER
98.0' ROW
90.0' ROW

Sec. 4.12(a)(4) & (a)(9) – View Bellwether



Sec. 4.12 Criteria – Landscaping

- "Site landscaping, open space provision and impervious surface limitations;"

- Landscape plan exceeds code
  - 11/9 + shade trees
  - 50% Florida native/drought resistant vegetation
- Significantly enhancing landscaping
- Full dune restoration

Sec. 4.12 Criteria – Operations

- "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;"

  - Will comply with operation requirements under code of ordinances
  - Rooftop amenity internal and buffered by building
  - Site designed to orient amenities internal to site
  - All loading areas are screened and internal to the buildings
  - Provides all required services and amenities provided
  - All hooded and turtle safe lighting
    - Interim changes already in place

  - Must operate as transient lodging (residency limits)

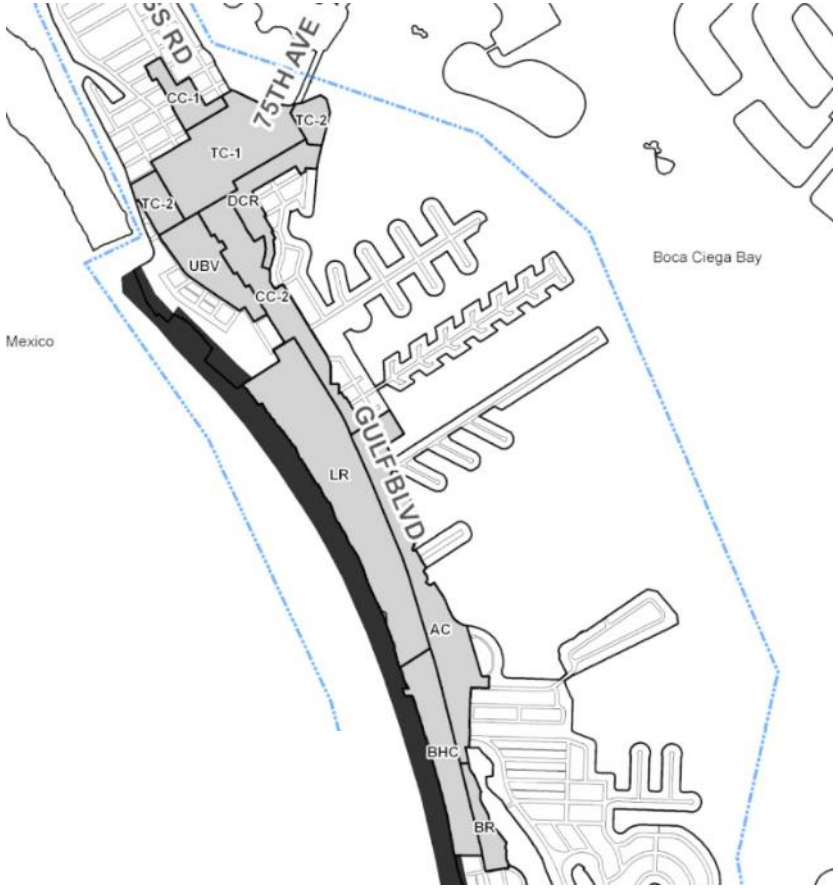
Sec. 4.12 Criteria – Emergency Mgmt.

- "Fire suppression and facility security; Emergency management and hurricane evacuation provisions; and"

- Building constructed to modern building, fire, and hurricane codes
- Hurricane evacuation plan in place (visitors first to evacuate)
  - Less impact on evacuation than residential development (per Comp Plan)
- LEED Certification means more resilient buildings
- On-site security and management staff
- Provide options for city emergency vehicles to park at higher elevation in parking garage during evacuation

Sec. 4.12 – CUP w/in CRD (more specific)

- *no unreasonable or disproportionately negative impacts* are imposed upon adjacent or nearby properties…”



Becca Bond, PE.
Transportation Engineer

<u>Education:</u>

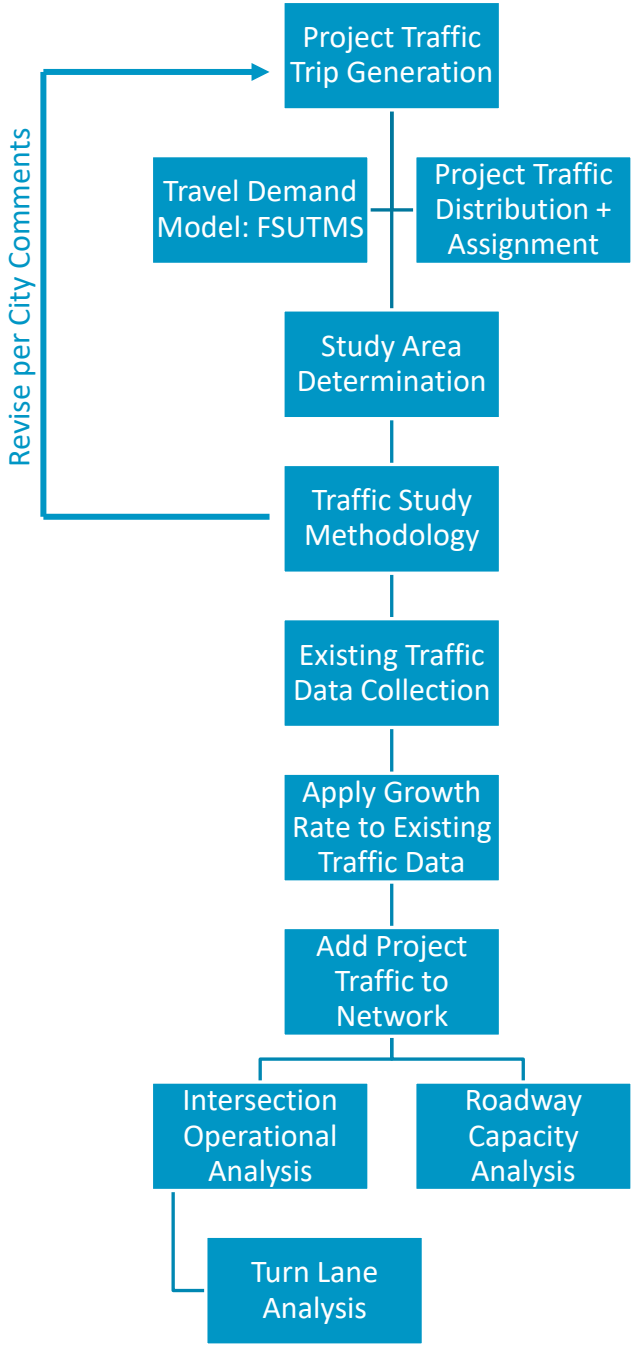
B.S., Engineering Science,
Trinity University

<u>License(s) :</u>

Professional Engineer – Florida #93870
Professional Engineer – Texas #142256

Traffic Impact Analysis (TIA) Process

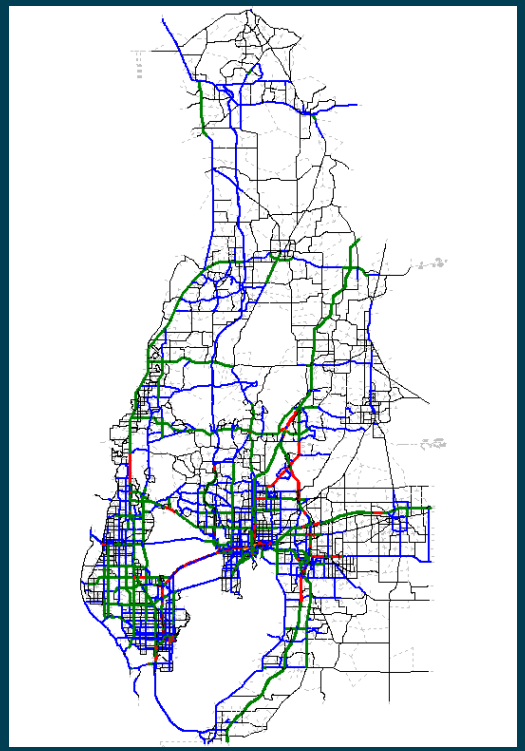
- **2/9/2023:** PM peak-hour traffic counts collected
- **3/3/2023:** Methodology submitted to the City
- **8/5/2023:** Saturday 24-hour traffic counts collected
- **11/1/2023:** Updated methodology submitted to the City
- **11/1/2023:** TIA submitted to the City
- **11/9/2023:** Updated TIA submitted to the City with addendum for Saturday peak-hour analysis

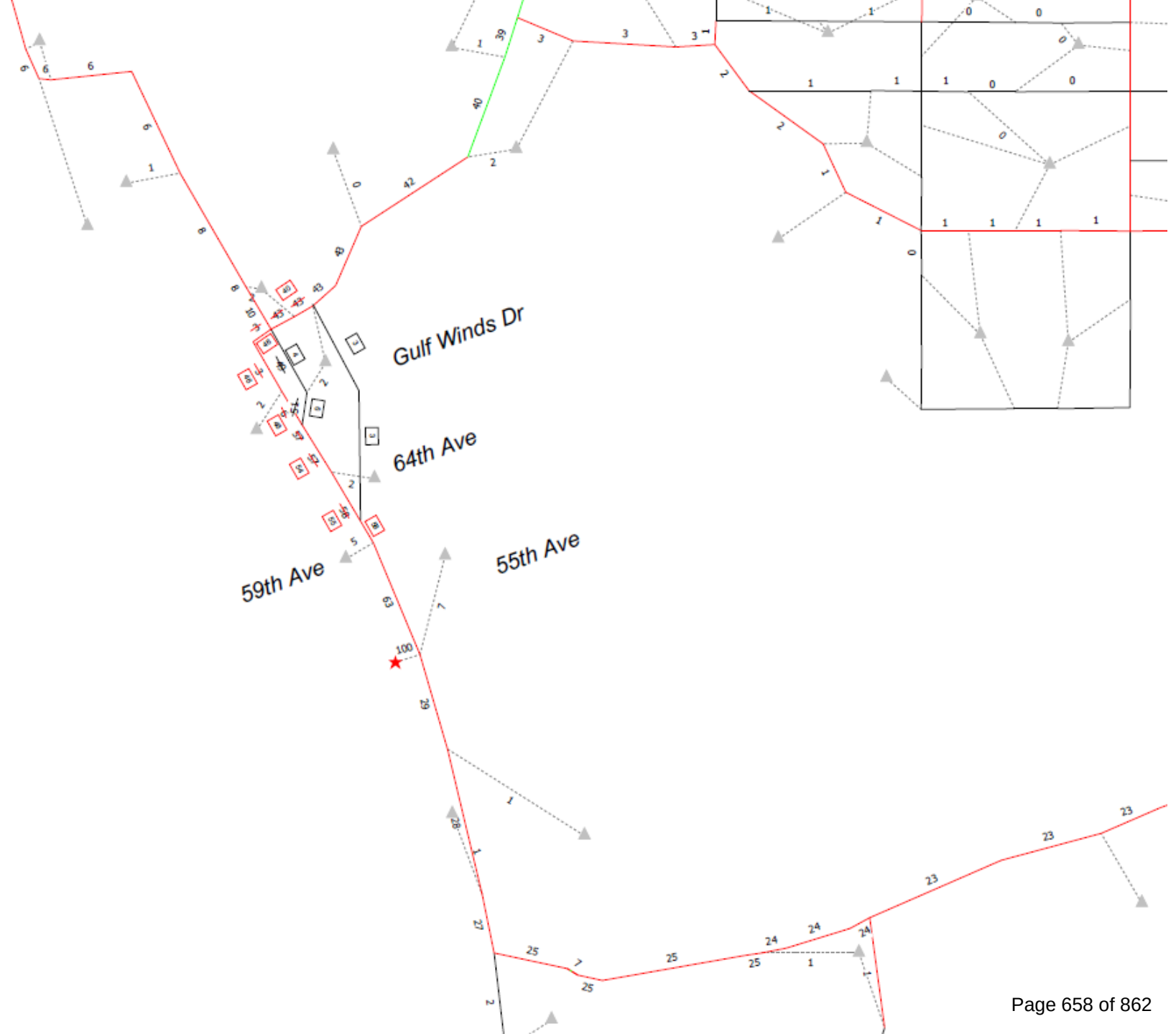


Methodology for Sirata Beach Resort

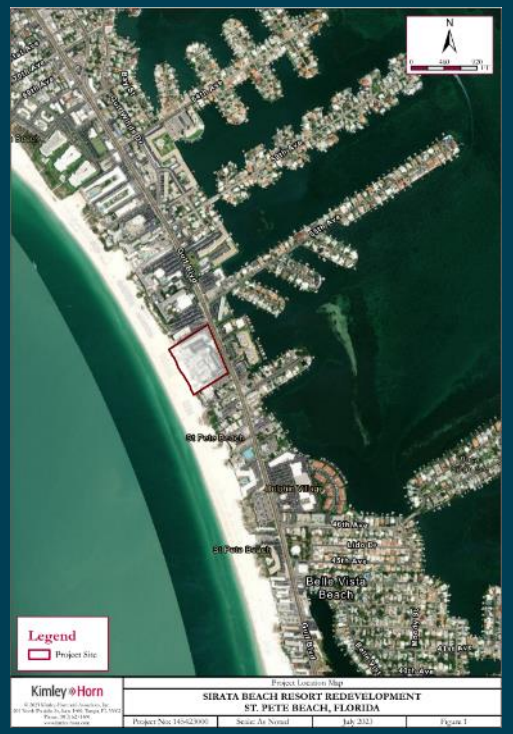
- Iterative process with the City
  - Draft methodology letter submitted for City feedback
  - Methodology letter revised to incorporate City comments
- Methodology letter summarizes approach and procedures for the following:
  - Trip Generation
  - Analysis Scenarios
  - Distribution
  - Study Area
  - Growth Rate
  - Vested Traffic

Distribution



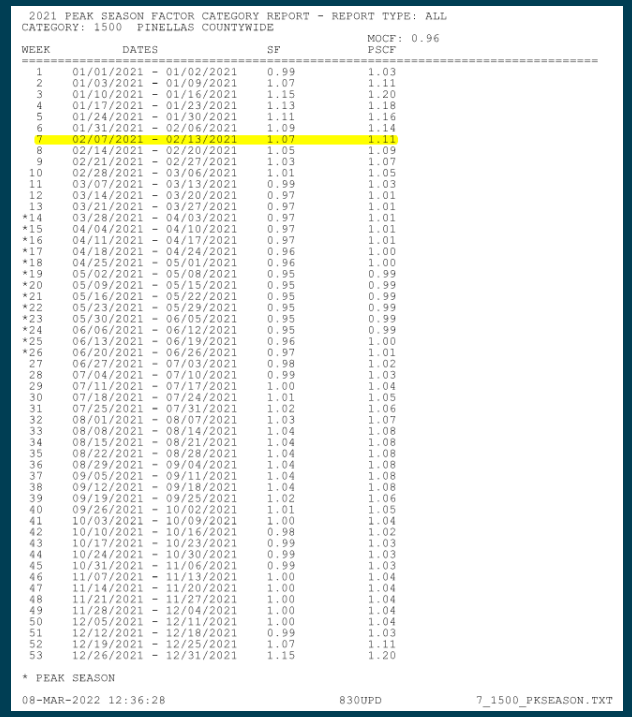


Study Area



- The following roadway segments were analyzed:
  - 75th Avenue/Corey Causeway from Gulf Boulevard to Shore Drive South
  - Pasadena Avenue from Shore Drive South to Gulfport Boulevard South
  - Gulf Boulevard from 75th Avenue/Corey Causeway to Pinellas Bayway
  - Pinellas Bayway from Gulf Boulevard to Sun Boulevard
  - Blind Pass Road from Gulf Boulevard to 75th Avenue/Corey Causeway
  - Gulf Winds Drive/Boca Ciega Drive from 75th Avenue/Corey Causeway to Gulf Boulevard
- The following intersections were analyzed:
  - Gulf Boulevard & Gulf Winds Drive
  - Gulf Boulevard & 55th Avenue
  - Gulf Boulevard & 46th Avenue
  - Gulf Boulevard & 44th Avenue
  - All Project Driveways

Existing Traffic



2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.03
2	01/03/2021 - 01/09/2021	1.07	1.11
3	01/10/2021 - 01/16/2021	1.15	1.20
4	01/17/2021 - 01/23/2021	1.13	1.18
5	01/24/2021 - 01/30/2021	1.11	1.16
6	01/31/2021 - 02/06/2021	1.09	1.14
7	02/07/2021 - 02/13/2021	1.07	1.11
8	02/14/2021 - 02/20/2021	1.05	1.09
9	02/21/2021 - 02/27/2021	1.03	1.07
10	02/28/2021 - 03/06/2021	1.01	1.05
11	03/07/2021 - 03/13/2021	0.99	1.03
12	03/14/2021 - 03/20/2021	0.97	1.01
13	03/21/2021 - 03/27/2021	0.97	1.01
*14	03/28/2021 - 04/03/2021	0.97	1.01
*15	04/04/2021 - 04/10/2021	0.97	1.01
*16	04/11/2021 - 04/17/2021	0.97	1.01
*17	04/18/2021 - 04/24/2021	0.96	1.00
*18	04/25/2021 - 05/01/2021	0.96	1.00
*19	05/02/2021 - 05/08/2021	0.95	0.99
*20	05/09/2021 - 05/15/2021	0.95	0.99
*21	05/16/2021 - 05/22/2021	0.95	0.99
*22	05/23/2021 - 05/29/2021	0.95	0.99
*23	05/30/2021 - 06/05/2021	0.95	0.99
*24	06/06/2021 - 06/12/2021	0.95	0.99
*25	06/13/2021 - 06/19/2021	0.96	1.00
*26	06/20/2021 - 06/26/2021	0.97	1.01
27	06/27/2021 - 07/03/2021	0.98	1.02
28	07/04/2021 - 07/10/2021	0.99	1.03
29	07/11/2021 - 07/17/2021	1.00	1.04
30	07/18/2021 - 07/24/2021	1.01	1.05
31	07/25/2021 - 07/31/2021	1.02	1.06
32	08/01/2021 - 08/07/2021	1.03	1.07
33	08/08/2021 - 08/14/2021	1.04	1.08
34	08/15/2021 - 08/21/2021	1.04	1.08
35	08/22/2021 - 08/28/2021	1.04	1.08
36	08/29/2021 - 09/04/2021	1.04	1.08
37	09/05/2021 - 09/11/2021	1.04	1.08
38	09/12/2021 - 09/18/2021	1.04	1.08
39	09/19/2021 - 09/25/2021	1.02	1.06
40	09/26/2021 - 10/02/2021	1.01	1.05
41	10/03/2021 - 10/09/2021	1.00	1.04
42	10/10/2021 - 10/16/2021	0.98	1.02
43	10/17/2021 - 10/23/2021	0.99	1.03
44	10/24/2021 - 10/30/2021	0.99	1.03
45	10/31/2021 - 11/06/2021	0.99	1.03
46	11/07/2021 - 11/13/2021	1.00	1.04
47	11/14/2021 - 11/20/2021	1.00	1.04
48	11/21/2021 - 11/27/2021	1.00	1.04
49	11/28/2021 - 12/04/2021	1.00	1.04
50	12/05/2021 - 12/11/2021	1.00	1.04
51	12/12/2021 - 12/18/2021	0.99	1.03
52	12/19/2021 - 12/25/2021	1.07	1.11
53	12/26/2021 - 12/31/2021	1.15	1.20

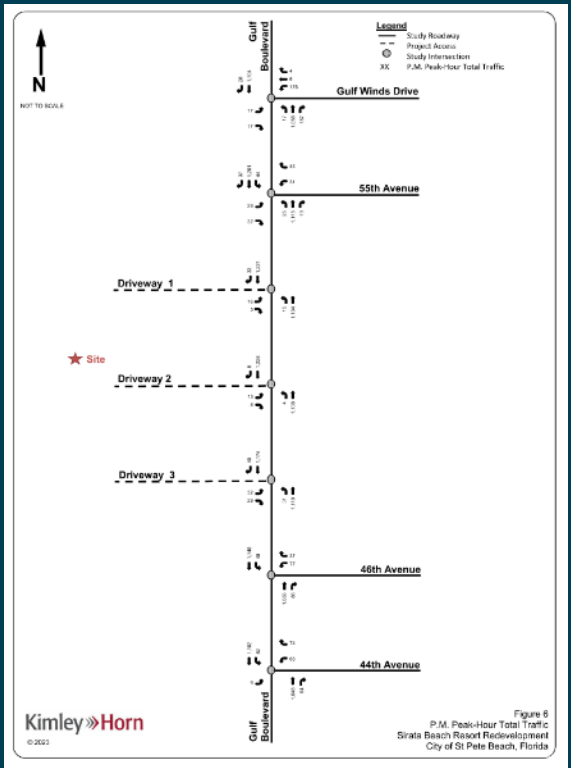
* PEAK SEASON

08-MAR-2022 12:36:28 830UPD 7_1500_PKSEASON.TXT

Two sources of existing traffic volumes:

1) Turning Movement Counts
   - Existing traffic data at study area intersections collected on:
     - Thursday, February 9, 2023 (4:00 p.m. to 6:00 p.m.)
     - Saturday, August 5, 2023 (24-hours)
   - Adjusted to reflect peak-season conditions
     - FDOT peak-season conversion factor (PSCF)
     - Specific to collection dates within Pinellas County
2) Directional Roadway Volumes
   - Existing traffic data for study area roadways published in Pinellas County *2023 Annual Level of Service Report*

Future Traffic



- Future Background Traffic
  - Non-project traffic on the roadway network in the buildout year of the proposed project
  - Apply Growth Rate to Existing Traffic
    - Historical data showed -2.34% growth rate
    - Applicant proposed 2% growth rate for conservative analysis
  - Add vested project traffic from the approved Miramar Beach Resort and Corey Landings developments
- Future Total Traffic
  - Future Background Traffic + Project Traffic

Analysis Results

- Roadway Capacity Analysis
  - Existing lane geometry was used
  - Based upon the service volumes in the Pinellas County *2023 Annual Level of Service Report*
  - Roadway segments are anticipated to have **sufficient capacity** and to **operate at acceptable LOS** conditions during both the p.m. and Saturday peak hours at buildout of the proposed redevelopment
- Intersection Operational Analysis
  - Existing lane geometry and traffic controls were used
  - Analyzed in *Synchro*, Version 11, software with *Highway Capacity Manual* (HCM), 6th Edition, methodologies
  - All study area intersections are anticipated to operate with a **volume to capacity (v/c) ratio of less than 1.0** for each lane approach

Scott Gilner, P.E.
Professional Engineer

<u>Education:</u>

B.S., Civil Engineering,
Clemson University

<u>License:</u>

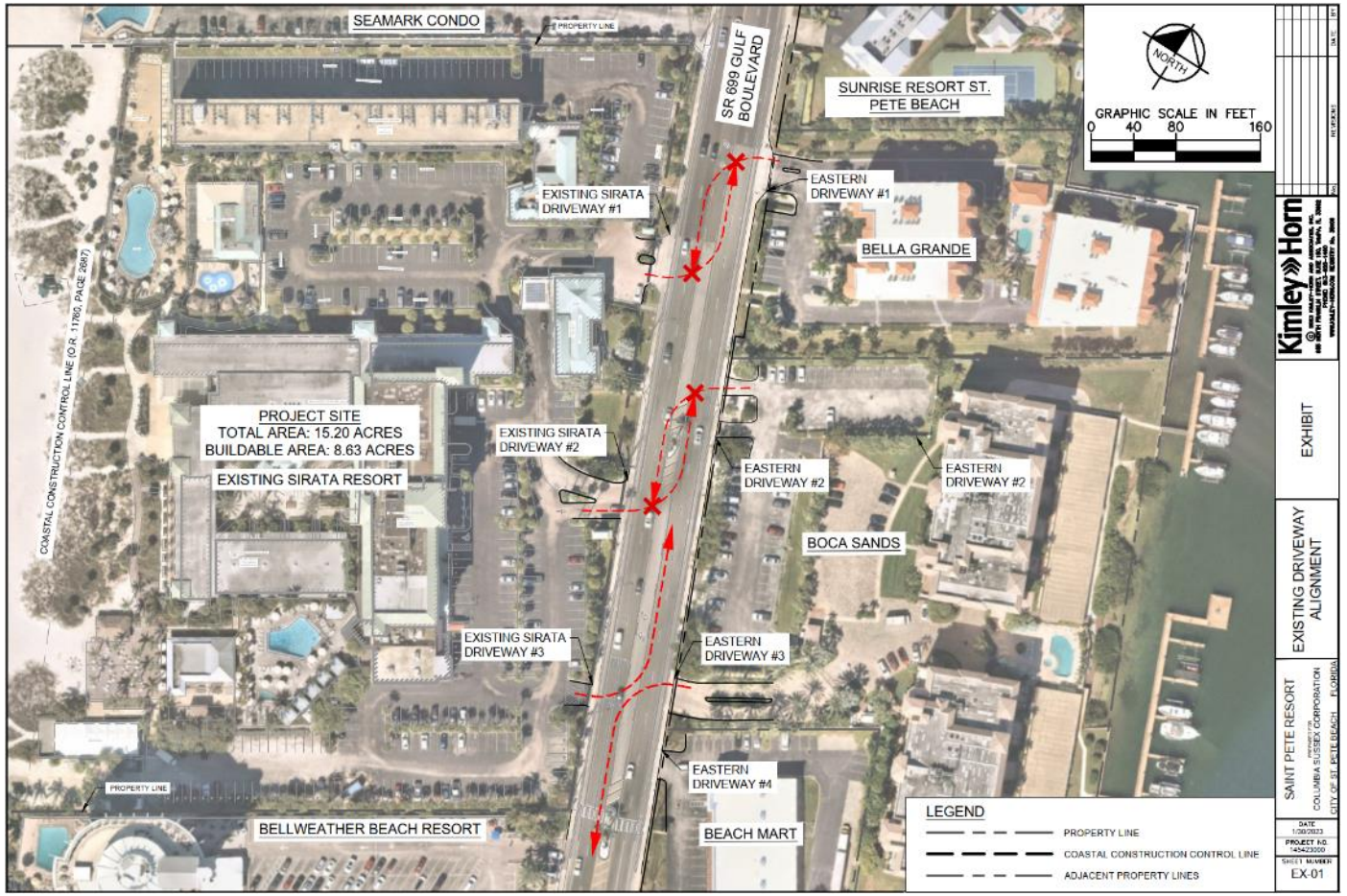
Professional Engineer – Florida #63945

Driveway Alignment
Existing Condition

Offset from opposing driveways on Gulf Blvd

Overlapping turning movements

Two points of conflict for the north and central driveways

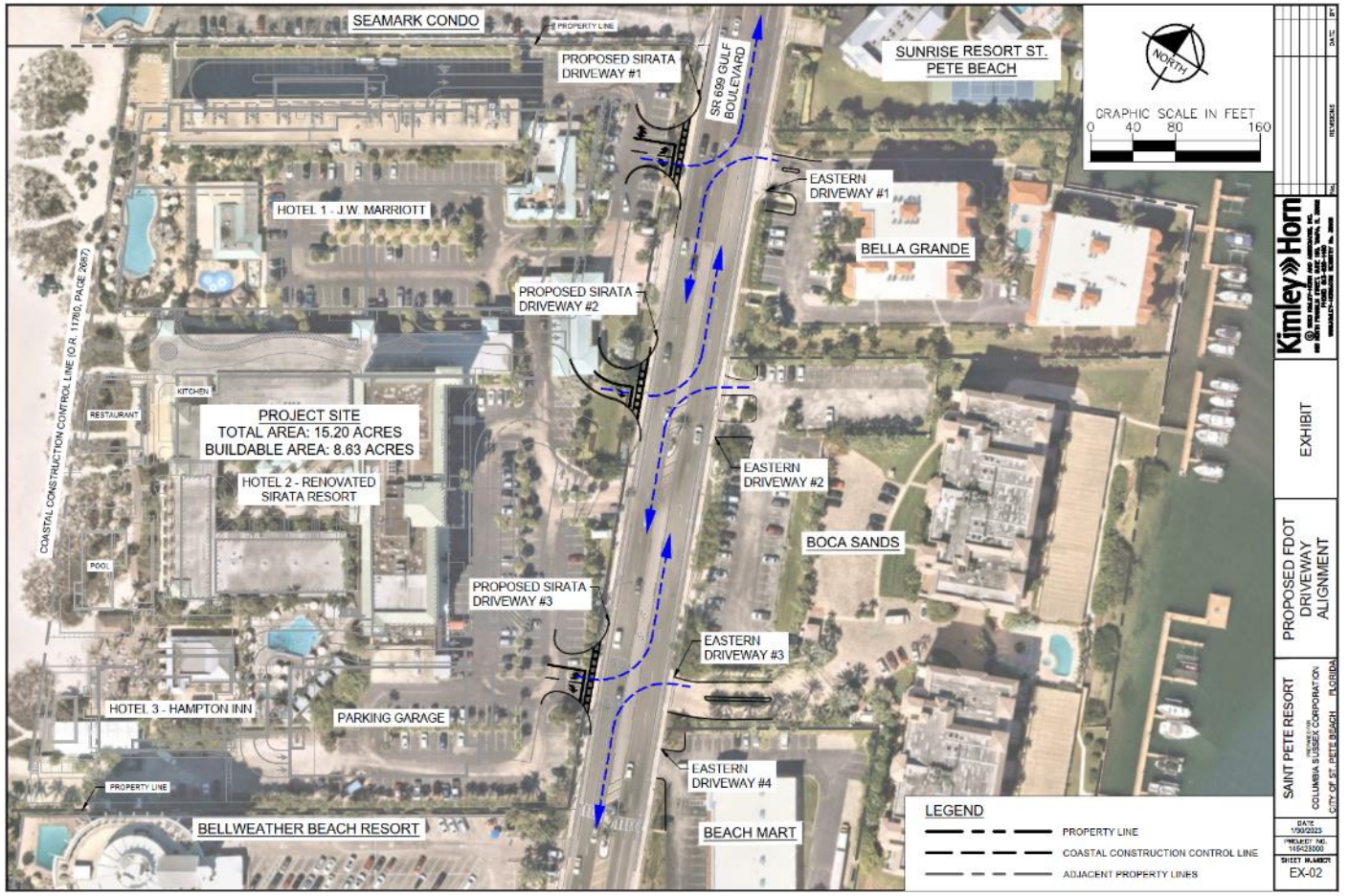


Driveway Alignment Proposed Condition

Driveways aligned forming typical intersection condition

FDOT approved concept

Points of conflict reduced

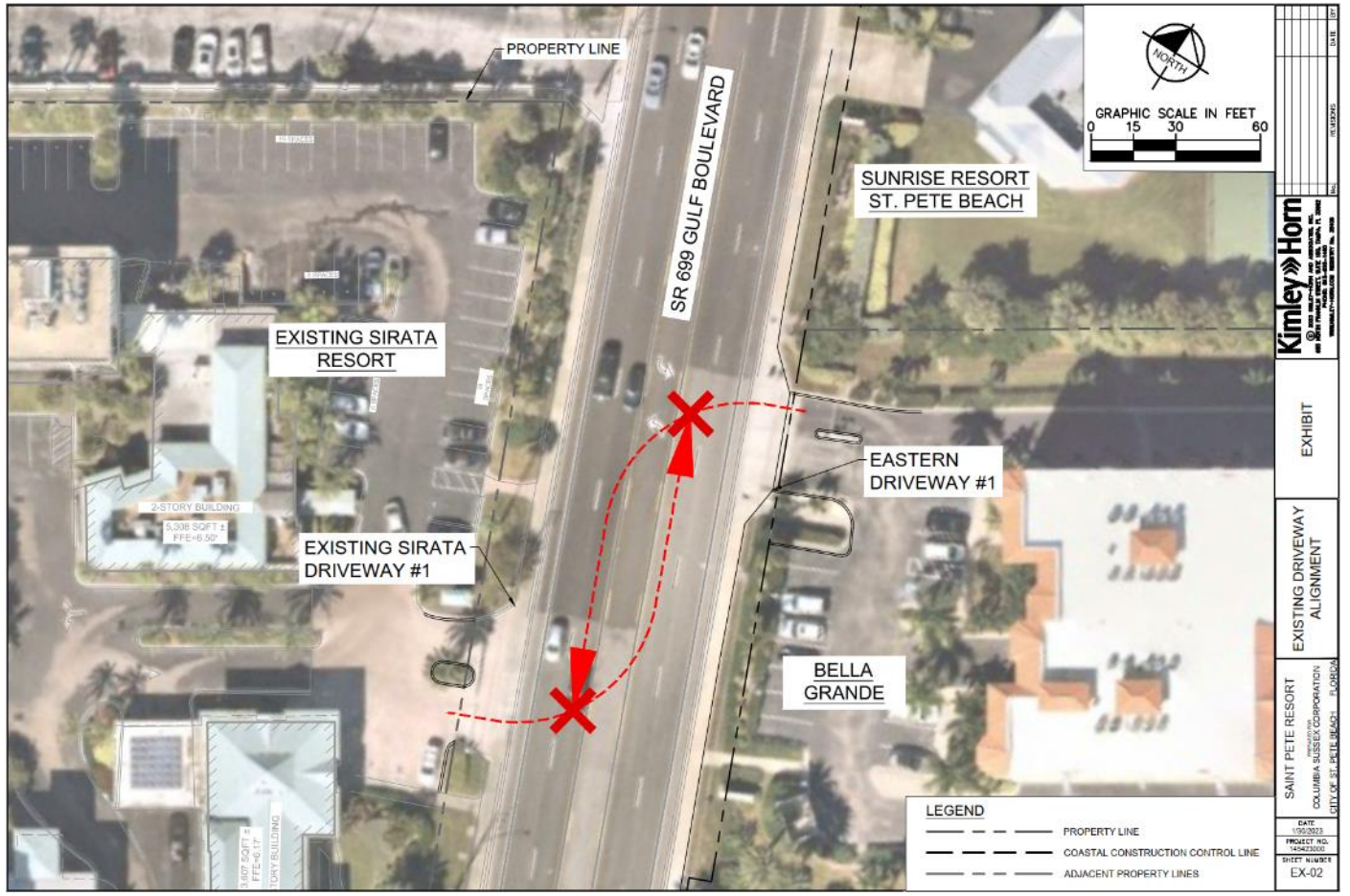


Driveway Alignment
Existing Condition

Offset from opposing driveways on Gulf Blvd

Overlapping turning movements

Two points of conflict for the north and central driveways



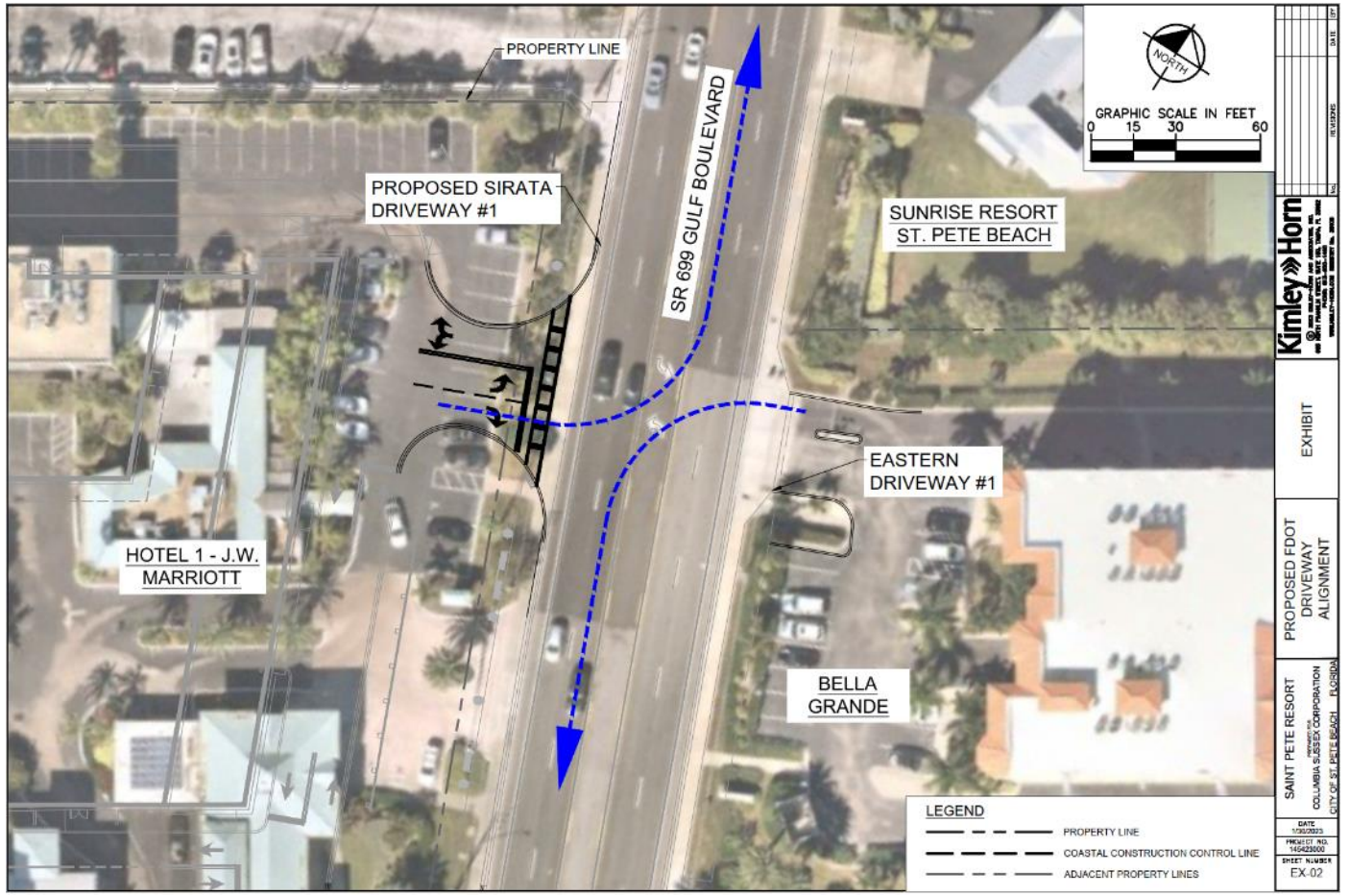
Driveway Alignment Proposed Condition

Driveways aligned forming typical intersection condition

FDOT approved concept

Reduce points of conflicts

Improved pedestrian and vehicular safety



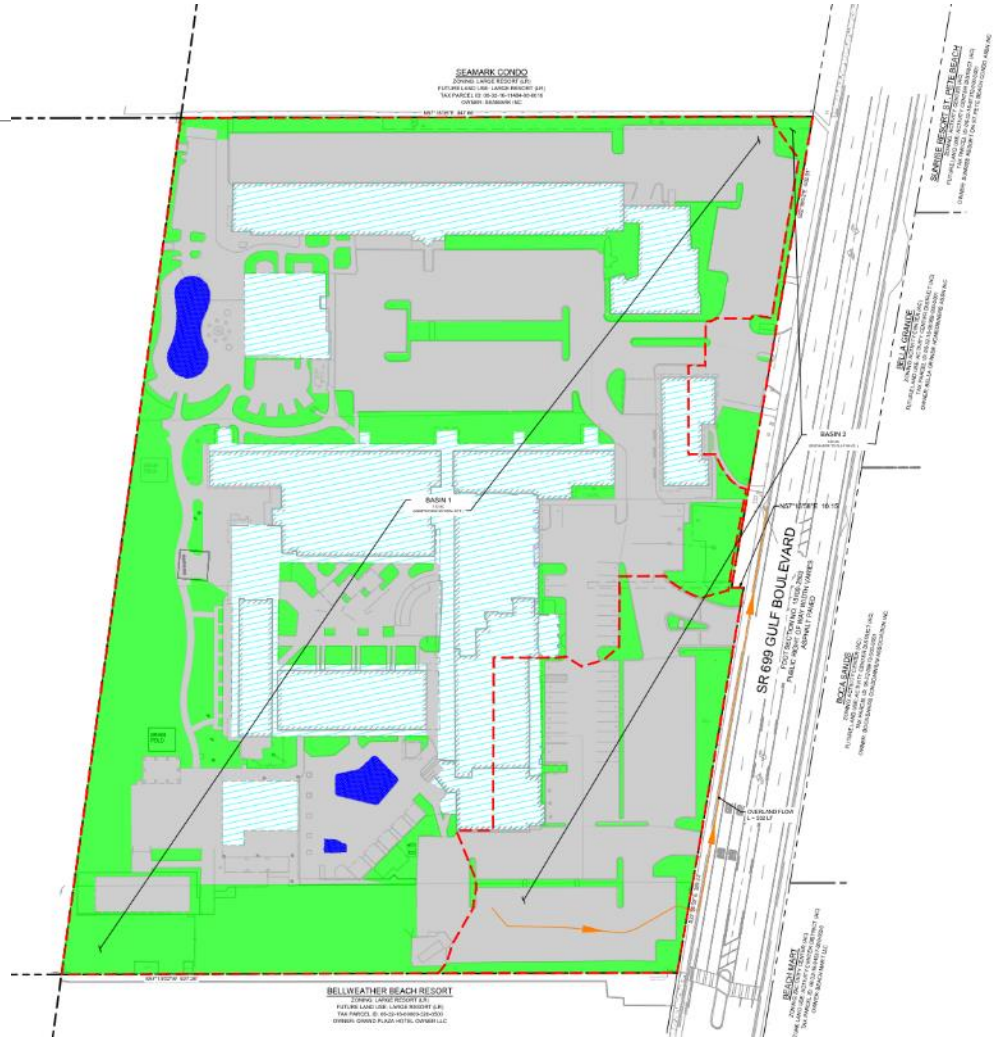
Stormwater Design Requirements

City of St. Pete Beach
- Naturally Unimproved Site (C=0.30)
- Discharge: 21.98 cfs

SWFWMD
- 25-Year, 24-Hour Design Storm (C=0.85)
- Discharge: 10.84 cfs

FDOT
- 3-Year Critical Design Storm (3-Year, 1-Hour)
- Discharge: **2.77 cfs***

*Most conservative requirement used in analysis



Stormwater Required vs Provided

Offsite Discharge

Storm Event	Required	Provided
CoSPB (25-yr, 24-hr)	Natural Unimproved Site: **21.98 cfs**	**0 cfs**
SWFWMD (25-yr, 24-hr)	**10.84 cfs**	**0 cfs**
SWFWMD (100-yr, 24-hr)	**8.69 cfs**	**0 cfs**
FDOT	3-yr, 1-hr: **2.77 cfs**	100-yr, 72-hr: **1.99 cfs**

Discharge Volumes

- FDOT 100-yr, 72-hr
  - Total Rainfall (15.9-in Rainfall Event): **498,098 FT^3**
  - Discharged Stormwater Runoff: **62,389 FT^3 (12.5% of Total Rainfall)**

Stormwater Proposed Conditions

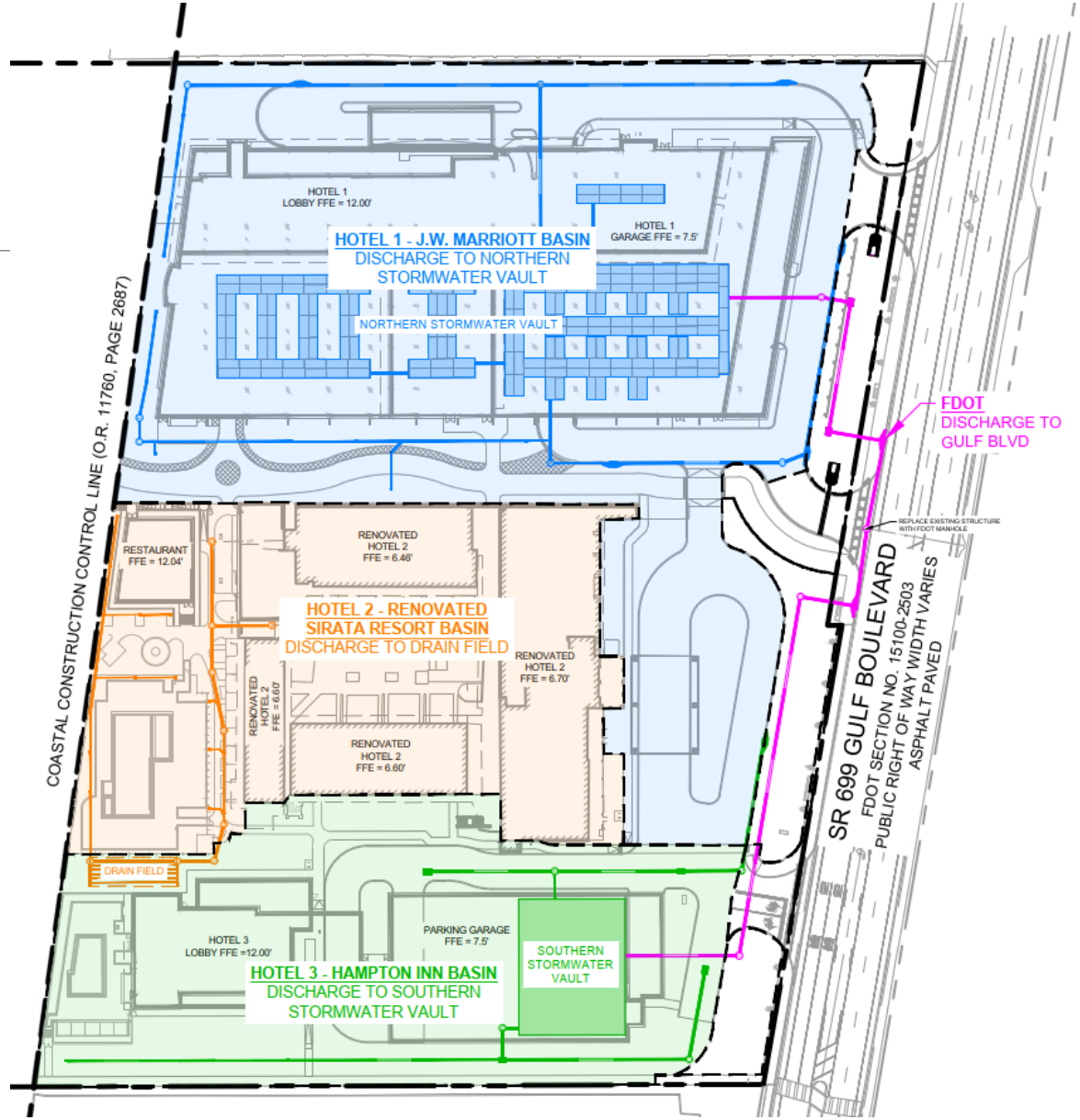
Percolation

Attenuation

Treatment

Erosion control

Resiliency



Stormwater Proposed Conditions

Percolation

- Horizontal Conductivity: 40 fpd
- Vertical Conductivity: 26.6 fpd
- Natural method of discharge on a barrier island

Treatment

- Infiltration through sandy soils

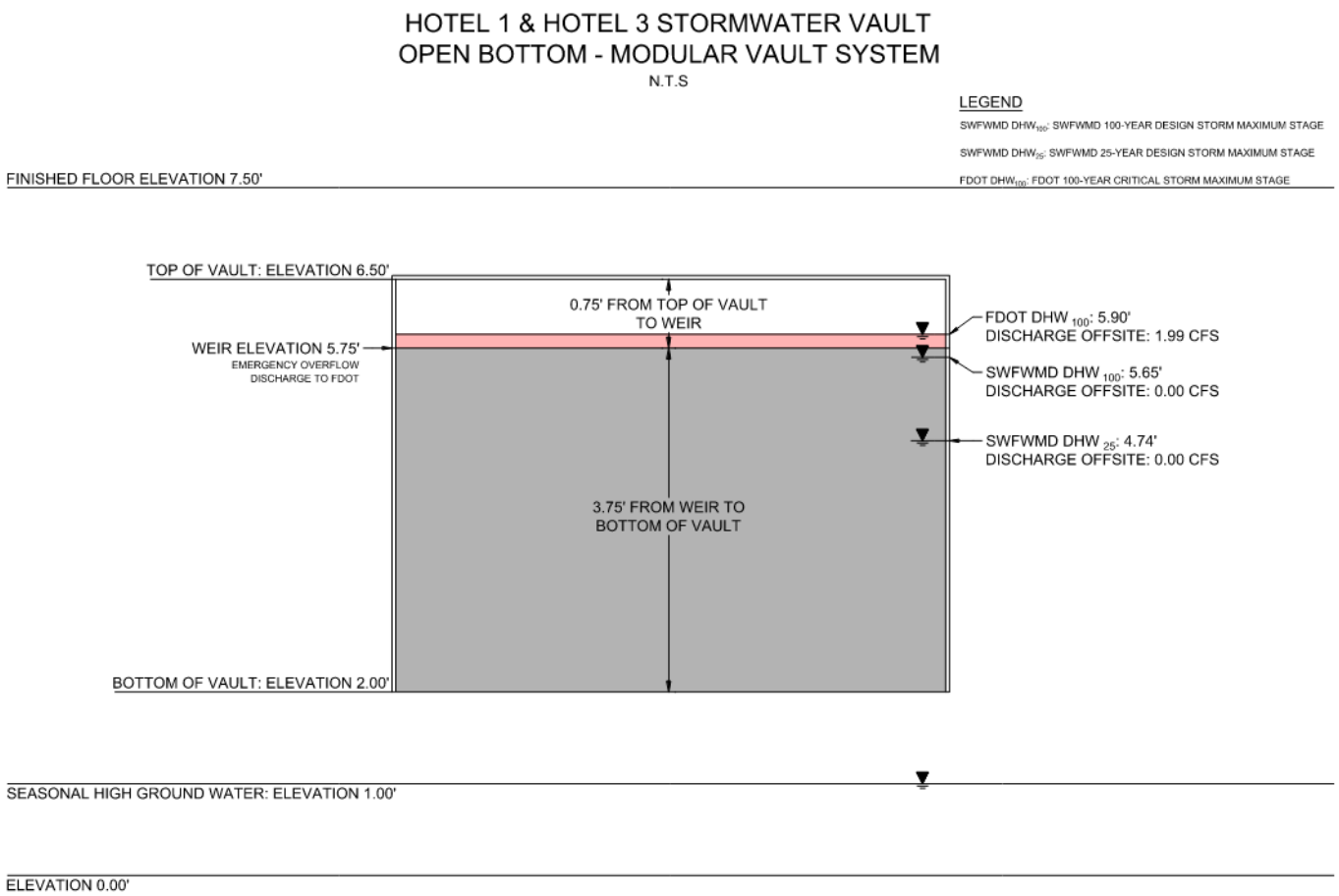
Attenuation

- All design storms retained onsite
- Emergency outfall in the largest storm events

Visualization of how quickly water infiltrates into beach sand

Storm Trap open bottom stormwater vault

Stormwater
Vault Design Schematic



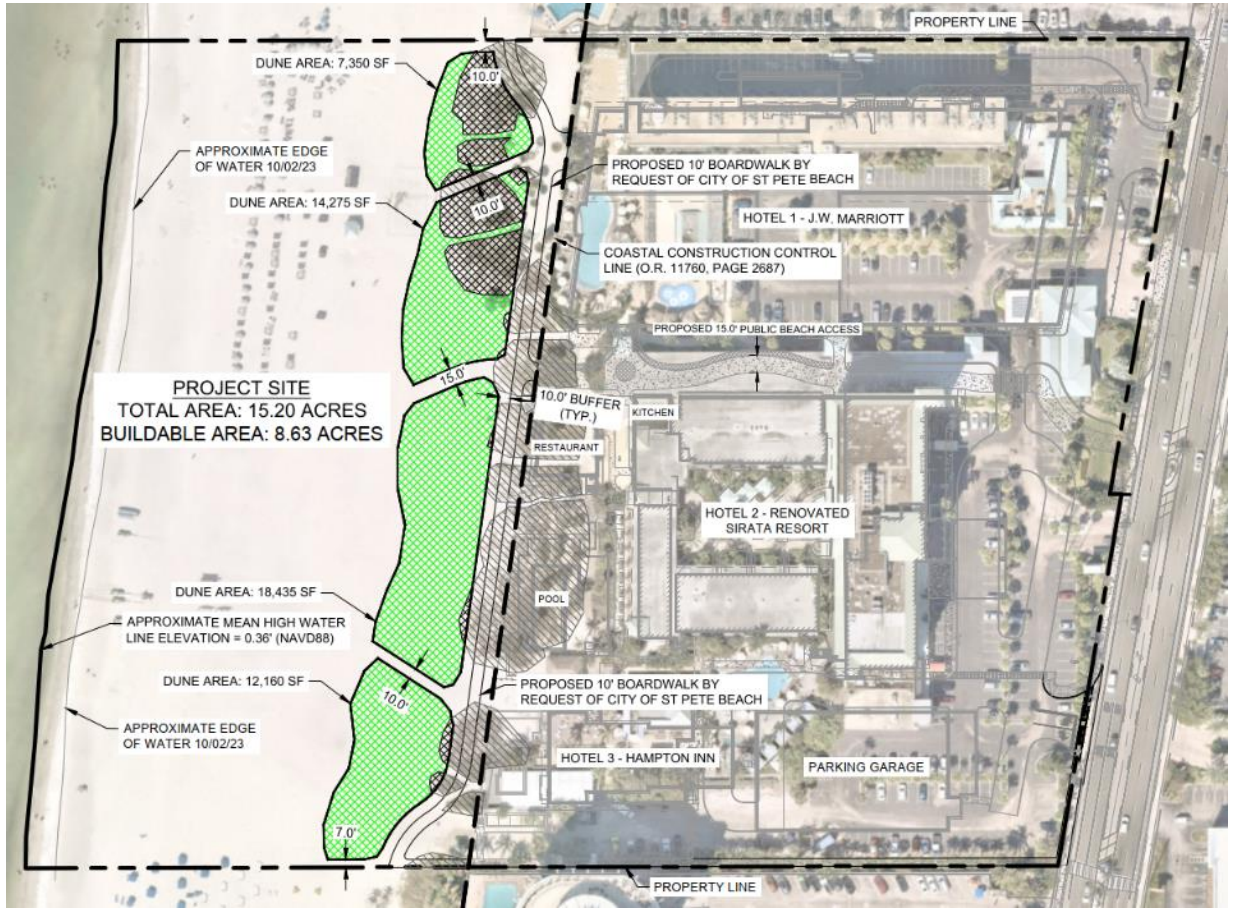
Stormwater Proposed Conditions

Erosion control

- Discharge to beach eliminated
- Stormwater management system
- Dunes stabilized with plantings

Resiliency

- Dune Restoration
- 158 hotel rooms removed from flood zone



Dune Restoration Area & Volume

Additional 10,840 sf of dunes

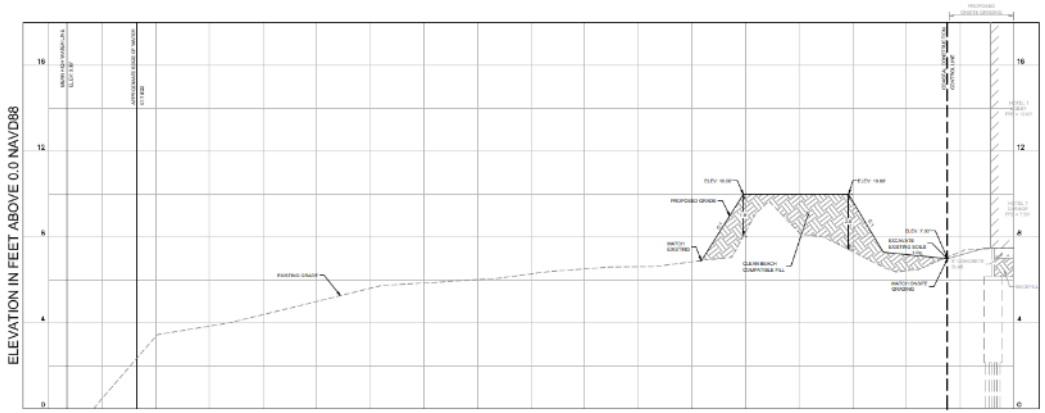
0.58 acres of existing dunes seaward of the CCCL

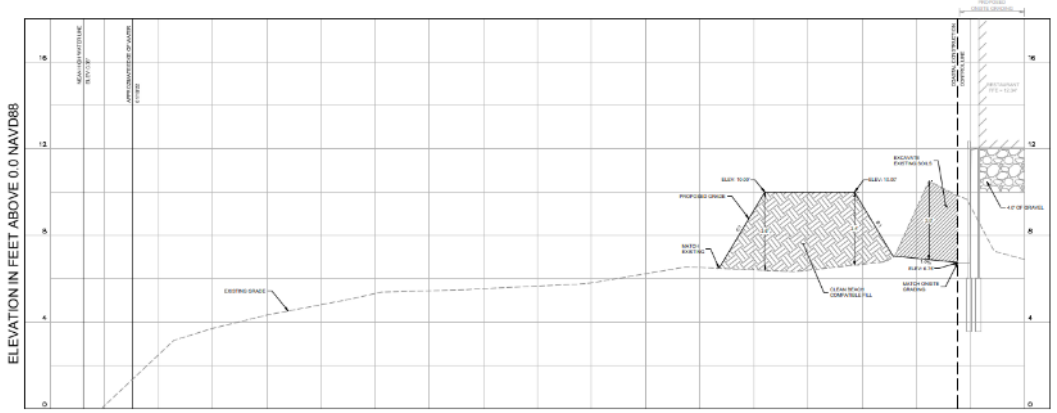
1.20 acres of proposed dunes seaward of the CCCL

4,400 CY of beach sand imported

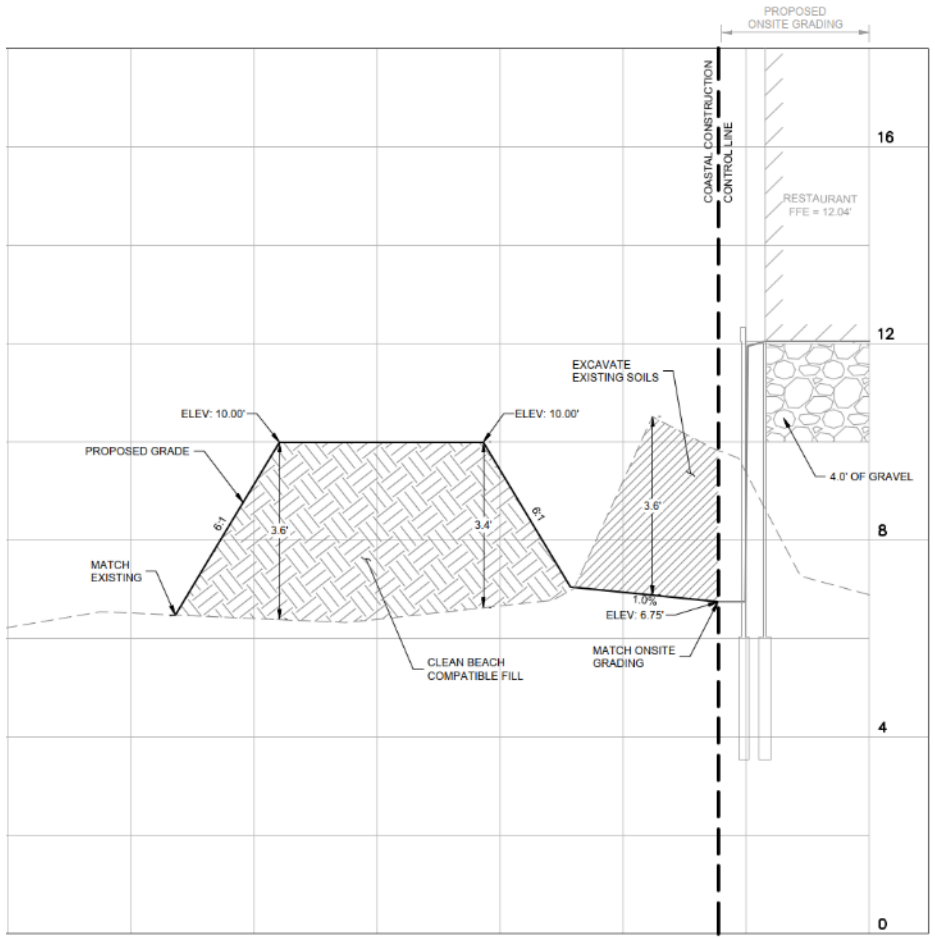
DUNE AREA			
	AREA SEAWARD OF CCCL	AREA LANDWARD OF CCCL	**TOTAL AREA**
EXISTING DUNES TO REMAIN	10,400 SF (0.24 AC)	0 SF (0.00 AC)	10,400 SF (0.24 AC)
EXISTING DUNES TO BE REMOVED	14,830 SF (0.34 AC)	16,330 SF (0.37 AC)	31,160 SF (0.71 AC)
TOTAL EXISTING DUNES	25,230 SF (0.58 AC)	16,330 SF (0.37 AC)	**41,560 SF (0.95 AC)**
ADDITIONAL PROPOSED DUNES	42,000 SF (0.96 AC)	0 SF (0.00 AC)	42,000 SF (0.96 AC)
TOTAL PROPOSED DUNES	52,400 SF (1.20 AC)	0 SF (0.00 AC)	**52,400 SF (1.20 AC)**

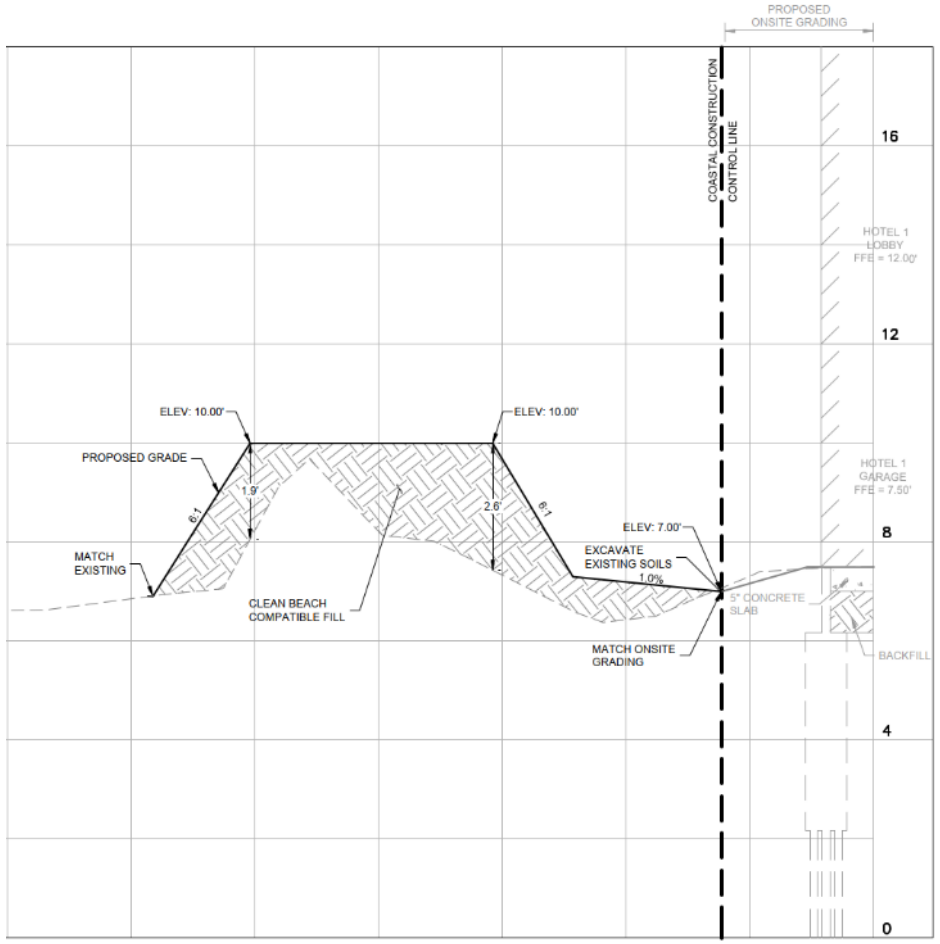
DUNE EXCAVATION AND FILL ANALYSIS	
EXCAVATION	
	VOLUME (CUBIC YARDS)
SEAWARD OF CCCL	0
LANDWARD OF CCCL	4904
REQUIRED FILL	
	VOLUME (CUBIC YARDS)
SEAWARD OF CCCL	4400





Dune Restoration Cross Sections





Kevin B. Reali
Land Use Attorney

<u>Education:</u>

B.S., *magna cum laude*, Mechanical Engineering University of South Florida, 2006

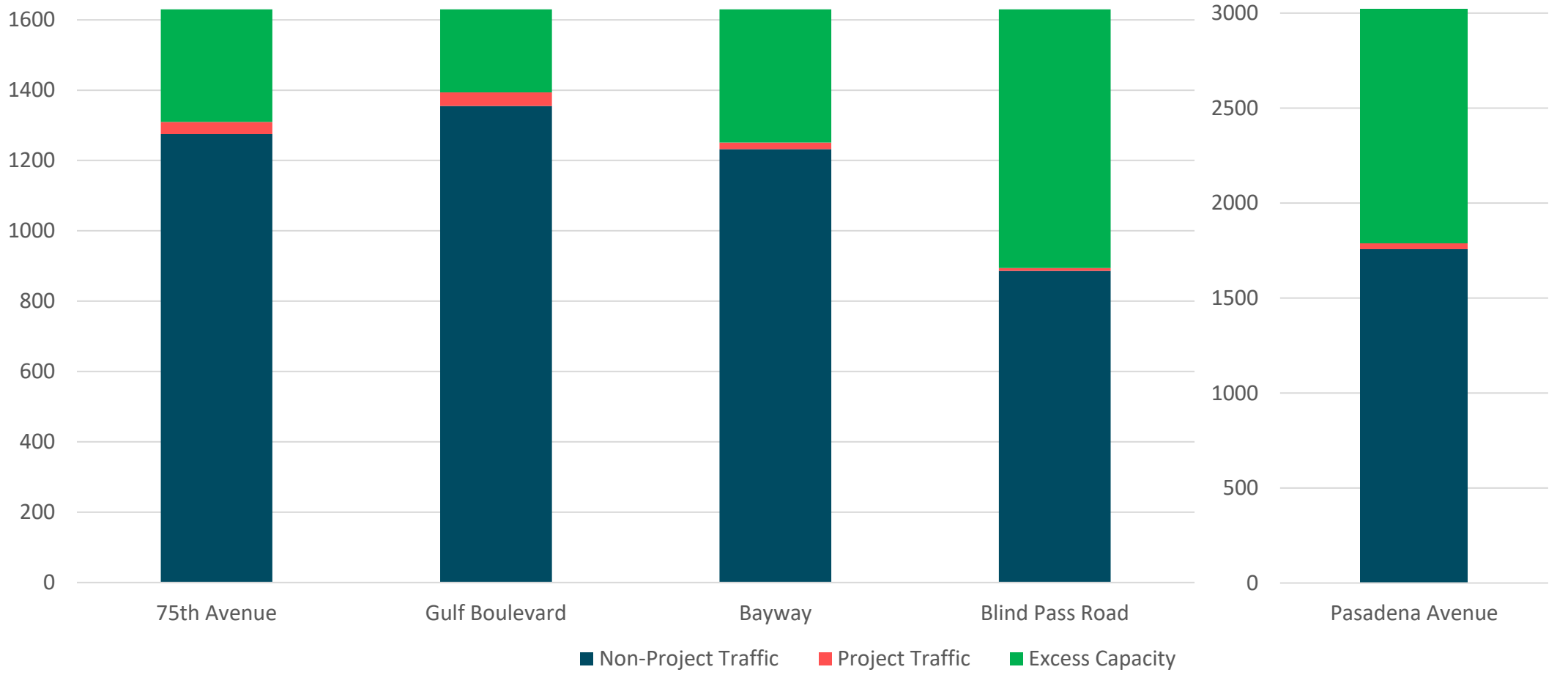
Naval Nuclear Power Training Command, 2009

J.D., *magna cum laude*, Stetson University College of Law, 2018

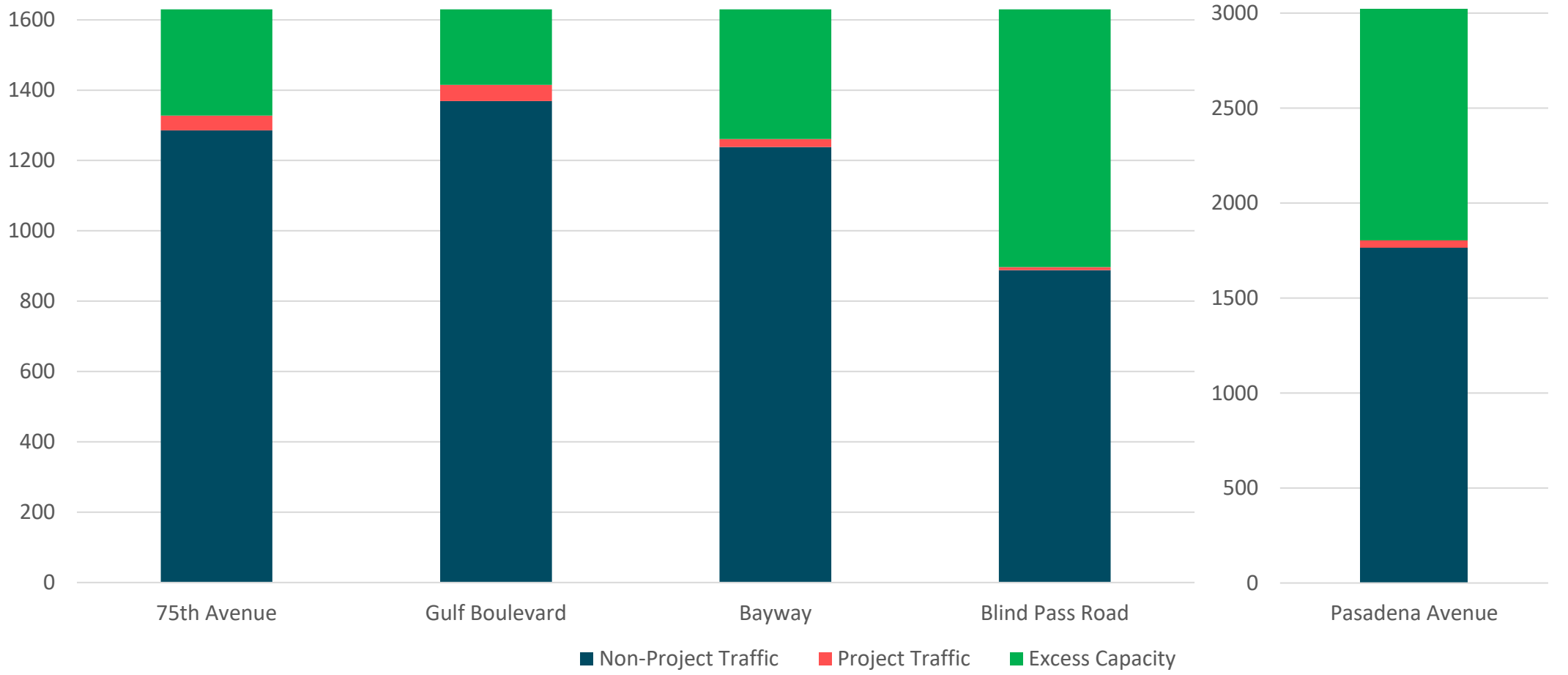
How the TIA is Overly Conservative

- Trip Generation
  - Actual Counts < ITE Generation
- Growth Rate
  - MPO Historical data showed -2.34% growth rate
  - Applicant proposed 2% Growth
  - All approved project traffic included
- Uses 2023 MPO data

Average Weekday Peak Hour Volumes



Average Weekend Peak Hour Volumes



Stormwater & Resiliency

- New construction *is* resiliency
  - Better flood control
  - Better flood resistance
  - Hardened structures
- Resiliency *is more than* new construction
  - FEMA rule limits repairs
  - Direct effect on recovery
  - Direct effect on City economics

Cynthia D. Spidell, MBA, AICP
Associate Director of Planning

<u>Education:</u>

M.B.A., Thunderbird School of Global Management, 1990
Study Abroad – Germany

B.A., with honors, State University of New York at Binghamton, 1989

<u>Certifications:</u>

American Institute of Certified Planners
Kaizen Process Improvement

Planning Report

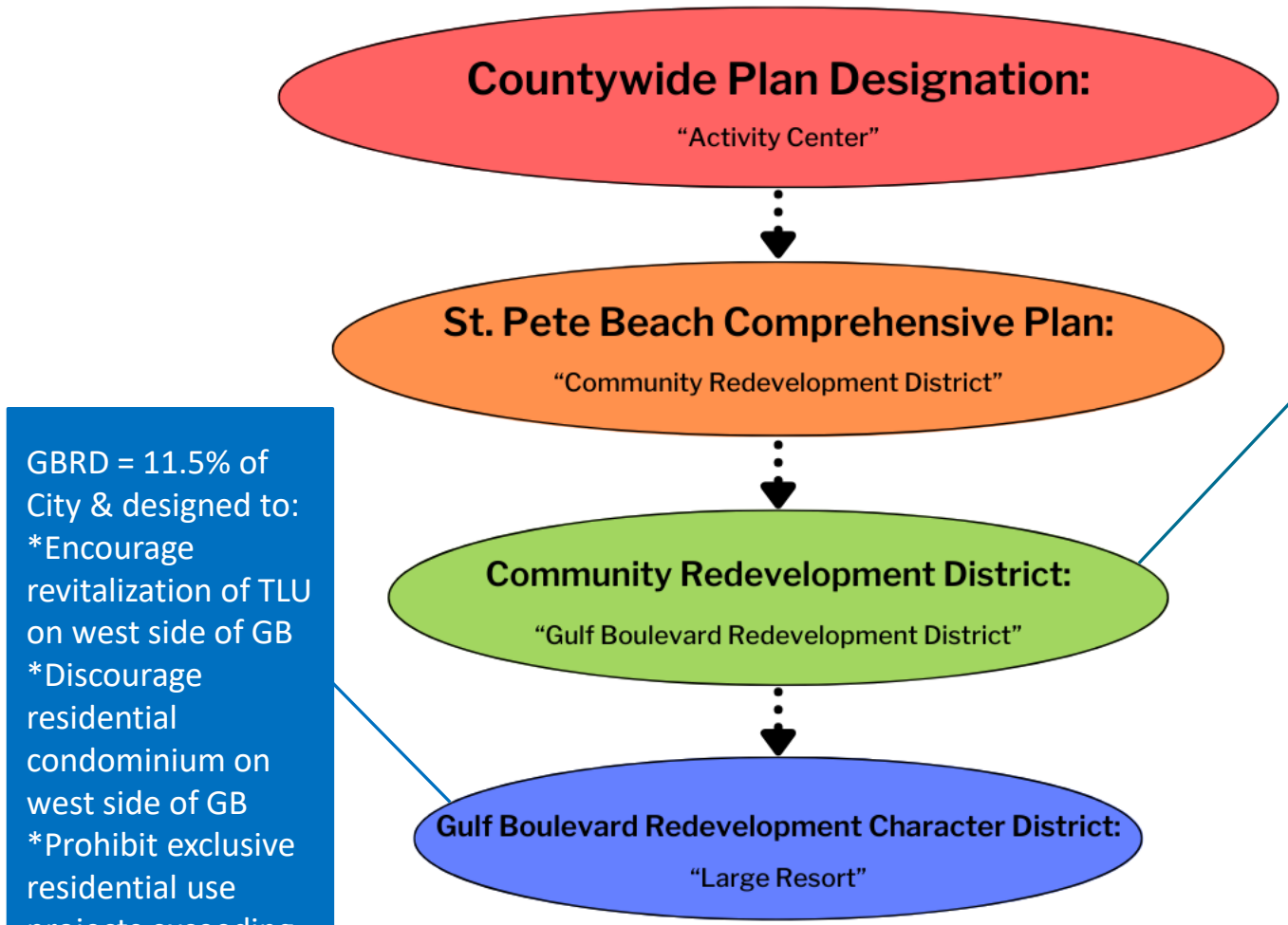
Executive Summary

- Compatibility
- Scale & Massing
- Character
- Redevelopment vs Overdevelopment

Planning Report

Consistency & Compatibility

- Report provides in depth analysis of all applicable regulatory documents and policies
- Special Designation of CRD in Comprehensive Plan – Incentivize Redevelopment
- Gulf Boulevard Redevelopment District – Encourage resorts & discourage condominium residential on west side of Gulf Boulevard
- Defined Character is Large Resort

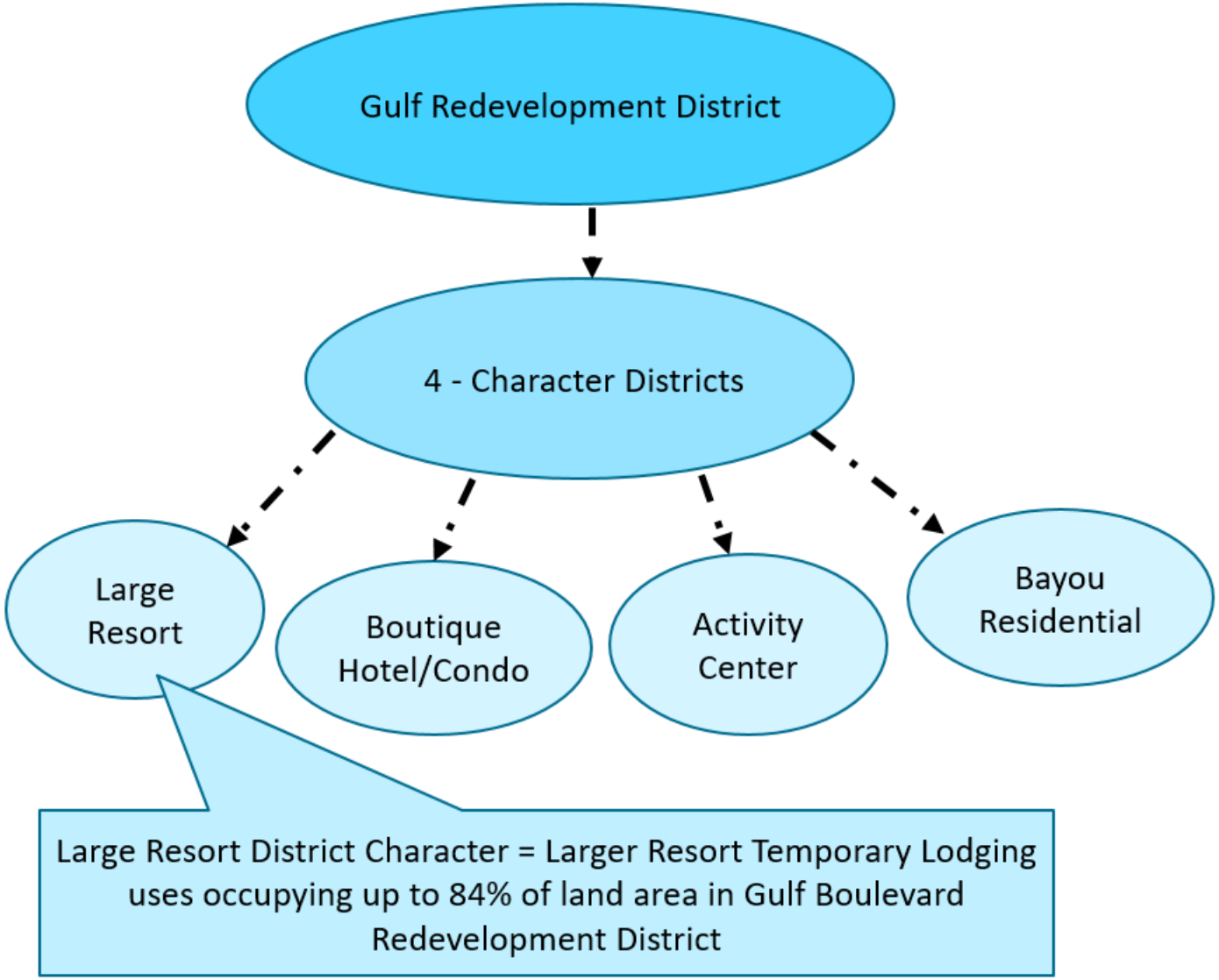


Planning Report

Consistency & Compatibility

Comprehensive Plan identifies following risks which the policies seek to address:

- City suffered detrimental economic loss in terms of hotel rooms & tourism jobs;
- Vacancy Rate stagnation;
- Risk of decline of commercial reinvestment;
- Address Economic Disparity between residential condominiums and temporary lodging by increasing the supply of hotel rooms relative to residential condominiums.



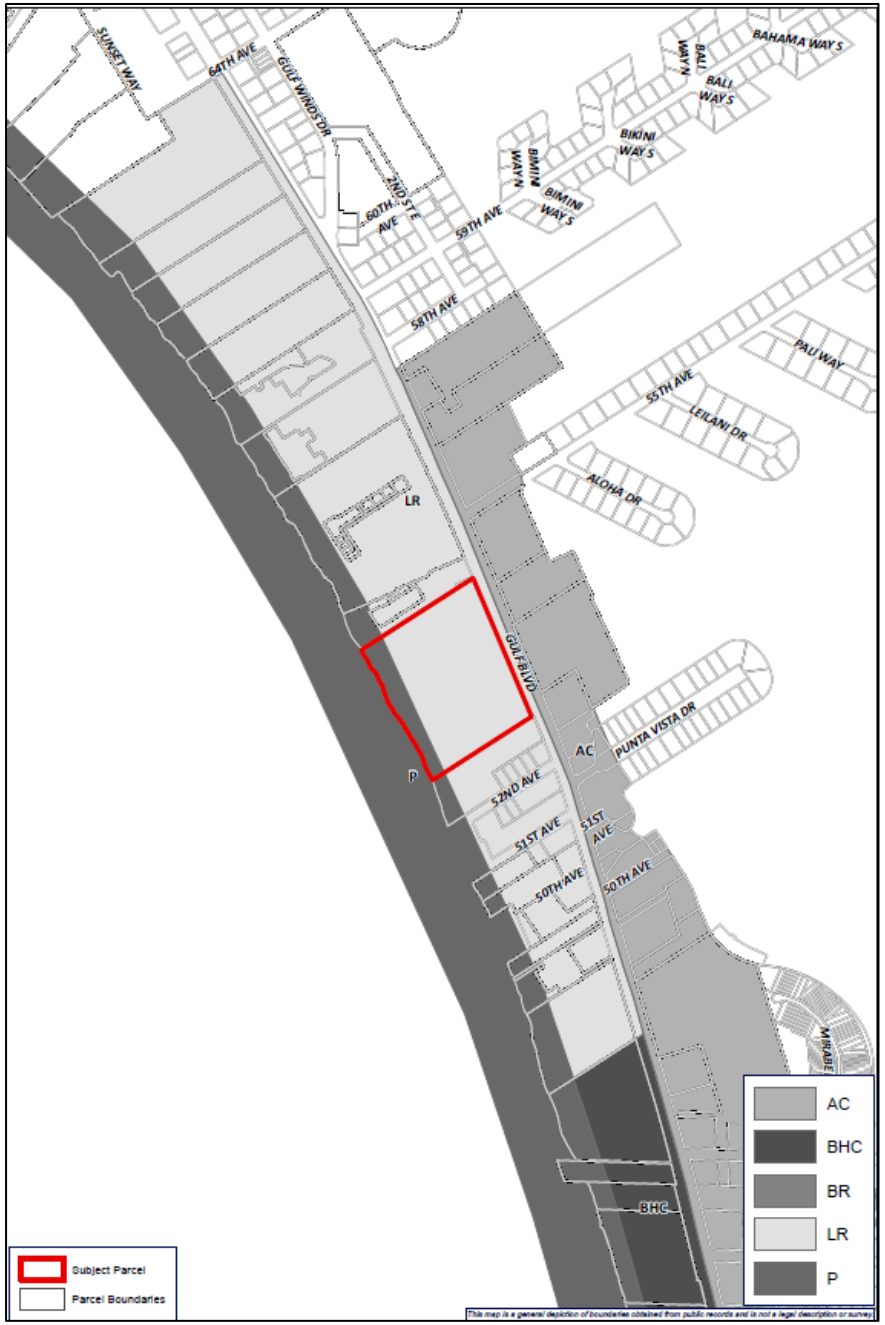
Planning Report

Consistency & Compatibility

The City of St. Pete Beach Comprehensive Plan is the official statement of land development policy in the City of St. Pete Beach.

Large Resort is:

- The defined character for this area of the Gulf Boulevard Redevelopment District
- A primary use
- Redevelop & Revitalize



Comprehensive Plan Definition

- Redevelopment
- Dedicated Section of Definitions within Community Redevelopment District
- “21) Redevelopment – means the conversion, relocation, reconstruction, structural alteration or enlargement of any existing building and/or use”

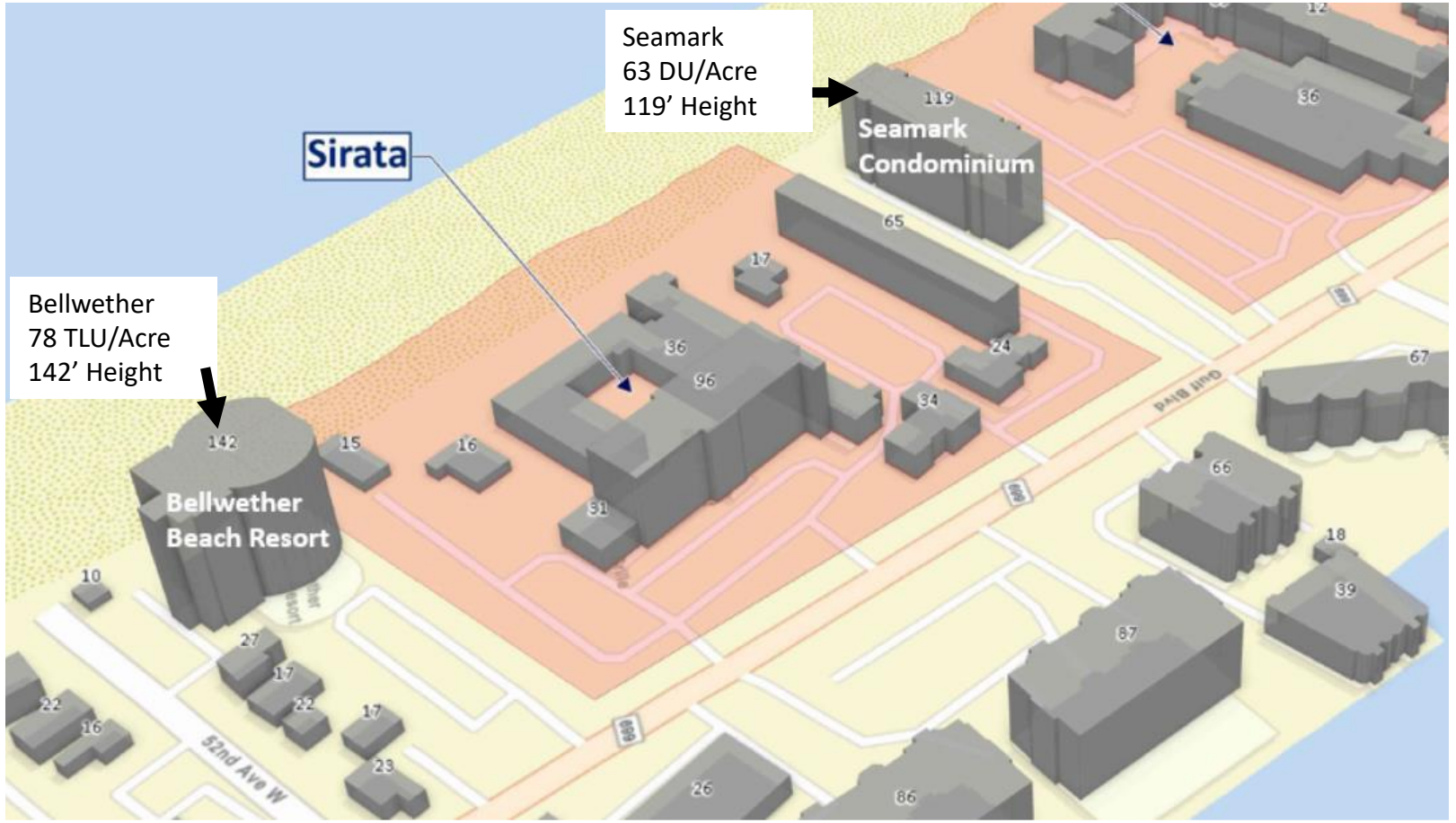
Comprehensive Plan Core Goals & Objectives

Comprehensive Plan seeks to address risks to the City of St. Pete Beach including:

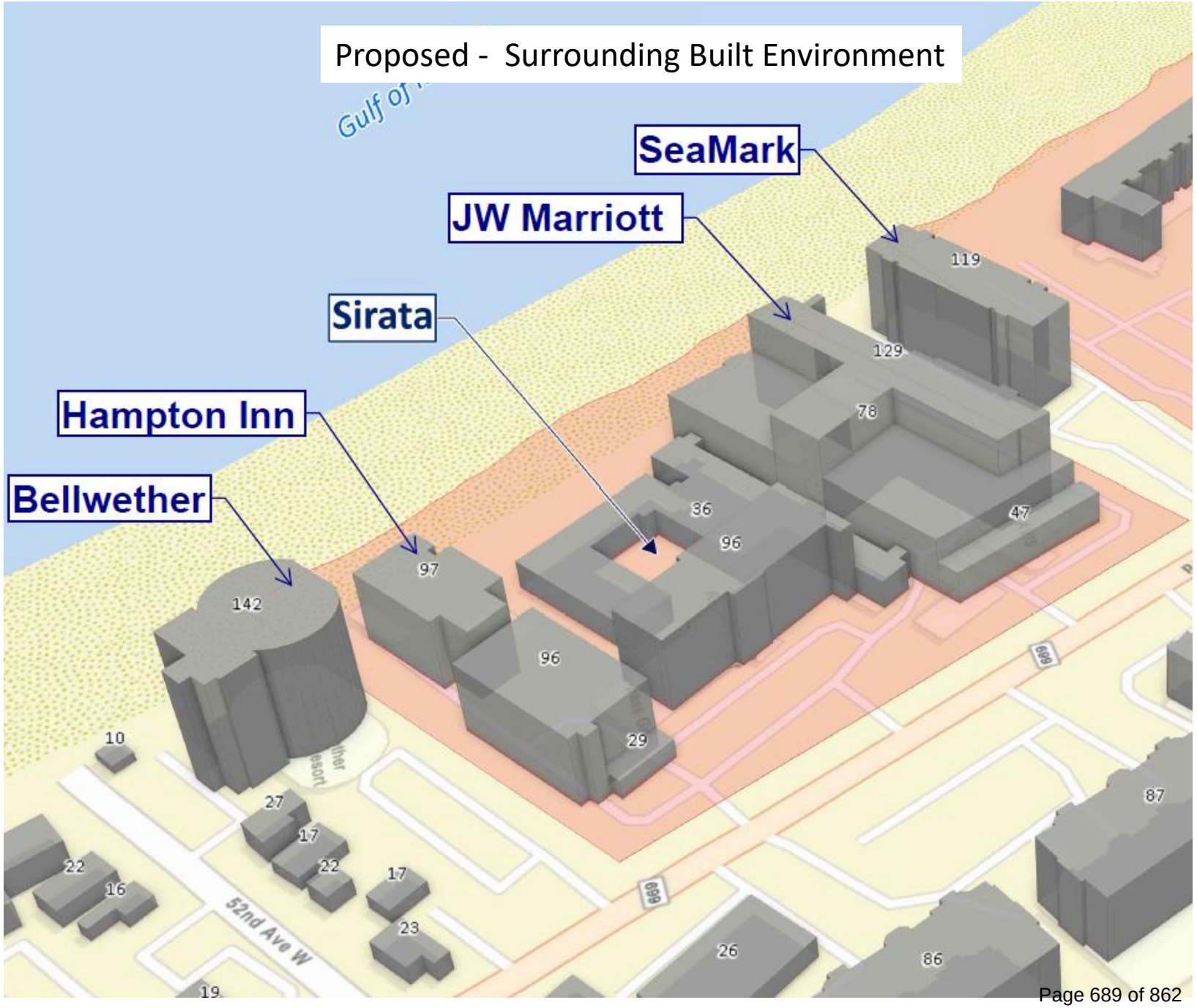
- Economic Risk – Replace Obsolete Buildings to attract and revitalize business;
- Coastal Resiliency – Replace Obsolete Buildings to improve resiliency
- By allowing resort/temporary lodging, this reduces the amount of permanent residents in direct proximity of the coast.

Compatibility with Surrounding Area

Current Surrounding Built Environment



Compatibility with Surrounding Area



Compatibility with Surrounding Area

Surrounding Built Environment

Source: bellwetherbeachresort.com

Bellwether:
78 TLU/Acre
Large Resort
*Encouraged by Comp Plan

Source: Google Maps

Seamark:
63 DU/Acre
Residential Condominium
*Discouraged by Comp Plan

Comprehensive Plan: Balancing Public Welfare with Property Rights

- Correlation between Land Use Policy and Financial Implications;
- Shift and ensure Tax Burden shared by Tourism and Commerce vs Permanent Residents
- Large Resort/Temporary Lodging Unit as the Equalizer post redevelopment
- Equalizing will not occur without Redevelopment

Comprehensive Plan – Large Resort District – Purpose & Intent

A decline in commercial reinvestment results in a decline in commercial property value. When combined with the increase in residential property values as a result of market conditions and new construction, the overall effect is a disproportionate tax burden shift from the commercial property tax base to the residential property tax base.

In 2007, that local tax revenue is allocated at approximately 88% residential and 12% commercial. As commercial property reinvestment remains stagnant, values will continue to decline and the tax burden shift will become increasingly progressive rather than lineal. This trend must be reversed to re-establish a sustainable and healthy economy or eventually, residents will shoulder nearly 100% of the City's operating and capital costs with no alternative revenue sources except property taxes, special assessments and user fees. Cuts in City services may also result if a shortfall in property tax revenue is not otherwise funded. To achieve a balanced and healthy local economy in a City of this size and population, a minimum of 25% of the local tax revenue should be derived from commercial properties. Ideally, for the healthiest economy, approximately 30% to 40% of local tax revenue should be generated by commercial properties while only occupying 15%-20% of the total land area or less. Increased commercial property tax revenue plus sales tax create a long-term stable economy that reduces the tax burden on residents.

To achieve this tax allocation correction and shift a greater tax burden back to commercial properties and away from residents, commercial reinvestment and redevelopment must be encouraged through regulatory means. As a result of the disparate regulatory density scheme between residential condominiums and temporary lodging uses that has existed in the community at least since 2001, there is a significant opportunity to accomplish a tax burden correction simply by adjusting the outdated land development regulations. By increasing density only for temporary lodging use, this will stimulate reinvestment and revitalization of tourist lodging uses and discourage or limit the redevelopment of residential uses. This regulatory correction should rebalance the current disproportionate tax burden on residents by increasing commercial property values, and as a result, increase the percentage share of local tax revenue collected from commercial properties.

This type of redevelopment has several additional advantages over residential condominium development. These advantages include: 1) reduced daily vehicular travel demand; 2) improved evacuation procedures; 3) decreased number of residents needing to evacuate in the event of a hurricane watch or warning; 4) reduced demands on public facilities and services by hotel guests as compared to residents since full service resorts provide most of the services and amenities otherwise needed by a resident; 5) increased assessed property valuations that are not subject to homesteading; 6) increased sales tax that helps fund Penny for Pinellas projects that has included several parks and a portion of the Community Center in St. Pete Beach; and 7) and bed tax revenue paid only by temporary lodging uses that currently is the only source of revenue to provide the local matching funds needed for beach renourishment projects within the City and County.

(c)Economic Disparity. The only way to eliminate all or most of the existing economic disparity between the development of a residential condominium and a temporary lodging use is to level the economic playing field through increased density for hotels only. Many recent studies, including the Opportunities Assessment & Strategies Analysis dated May 2003 prepared by Owen Beitsch, a nationally renowned economist with Real Estate Research Consultants, Inc., found that in today's modern economy there is roughly a 5 or 6: 1 ratio of hotel rooms needed to equal the value of one Gulf front condominium. The existing Comprehensive Plan Resort Facilities Medium land use designation and zoning category provide only a 2:1 ratio of permitted temporary lodging units compared to permitted residential condominium unit density allowed.

Comprehensive Plan: Balancing Public Welfare with Property Rights

- Compensation for 2003 Countywide Preservation Designation
- This is in addition to the regulatory reduction prior to 2003 for every property abutting the Gulf Beaches in 2003.
- Source: St. Pete Beach Florida, Comprehensive Plan

Comprehensive Plan – Large Resort District – Purpose and Intent cont. "TLU Compensation"

(d) Nonconforming Densities. Further exacerbating the economic disparity described above, **the existing temporary lodging properties located within the Large Resort District lost approximately 16.5 acres to the City's implementation of the Countywide Preservation designation in 2003.** Prior to 2003, those 16.5 acres were calculated by the City for density purposes at thirty (30) temporary lodging units per acre. **As a result, 495 potential temporary lodging units were lost after November 2003.**

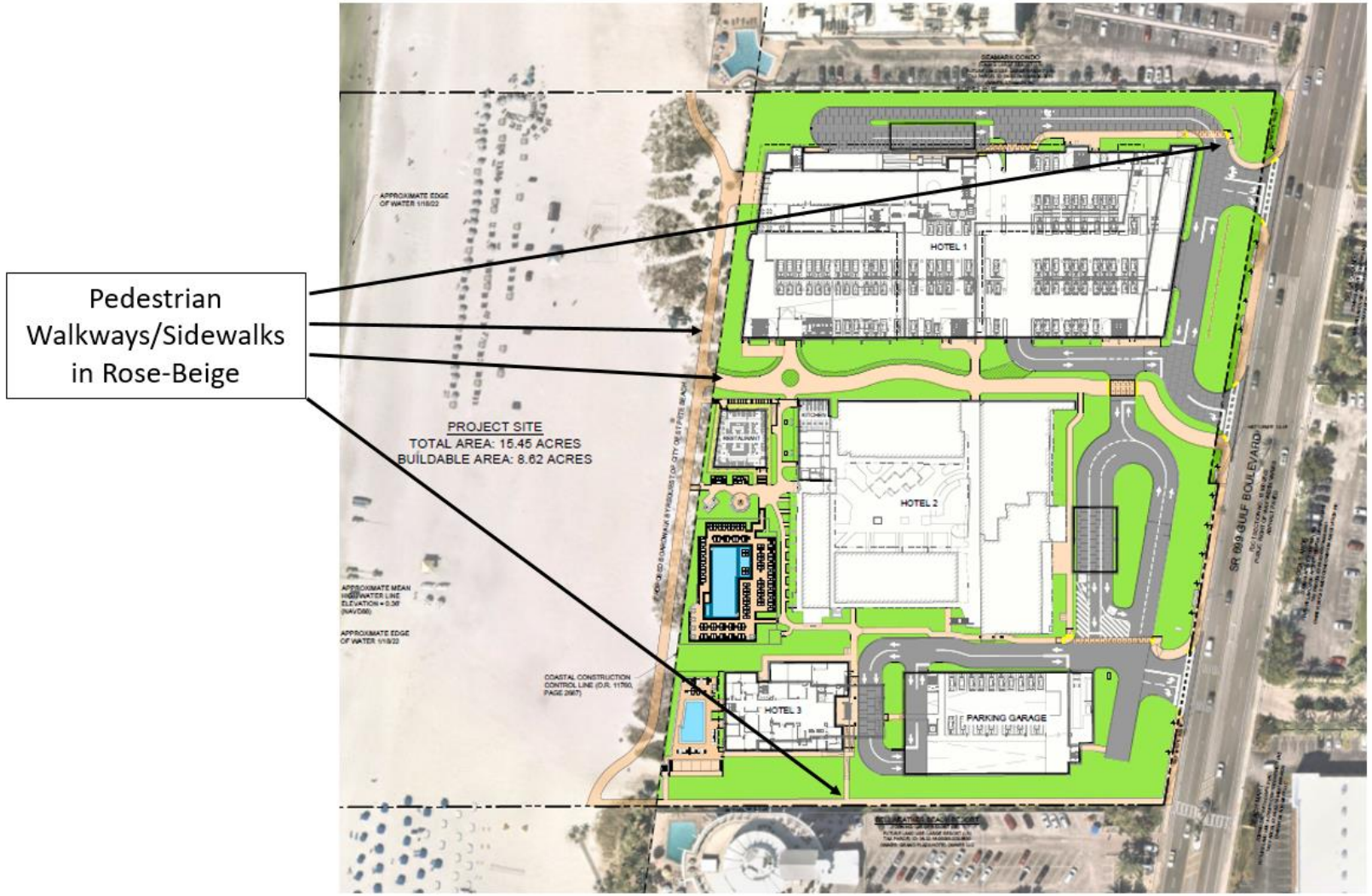
In addition, the reduction of acreage by government regulation for every property abutting the Gulf beaches in 2003 created a significant disconnect between the number of units actually built on the ground as compared to the number of units that are potentially allowed under the current land development regulations. This circumstance is referred to as non-conforming density for a permitted land use.

The existing as-built density on the ground in the Large Resort district averages approximately 50 hotel units per acre, some properties are more, some just slightly less. One hotel property is already over 80 units per acre as it is built today. However, the current land use and zoning classifications only allow thirty (30) units per acre, or roughly 60% or less of the number of units actually built. The result is that every single existing hotel and motel along the west side of Gulf Boulevard has a non-conforming density.

Non-conforming density status prohibits the rebuilding of the existing number of units in the event of a natural disaster, and also precludes or severely limits financing or refinancing needed for reinvestment in these aging properties. Reinvestment into non-conforming properties is not practical or feasible unless a portion of the property is sold off as residential condominiums to raise capital for reinvestment. **The non-conforming status of these temporary lodging properties as they continue to age and reach functional obsolescence, only serves to encourage redevelopment as residential condominiums, unless a regulatory remedy is adopted.**

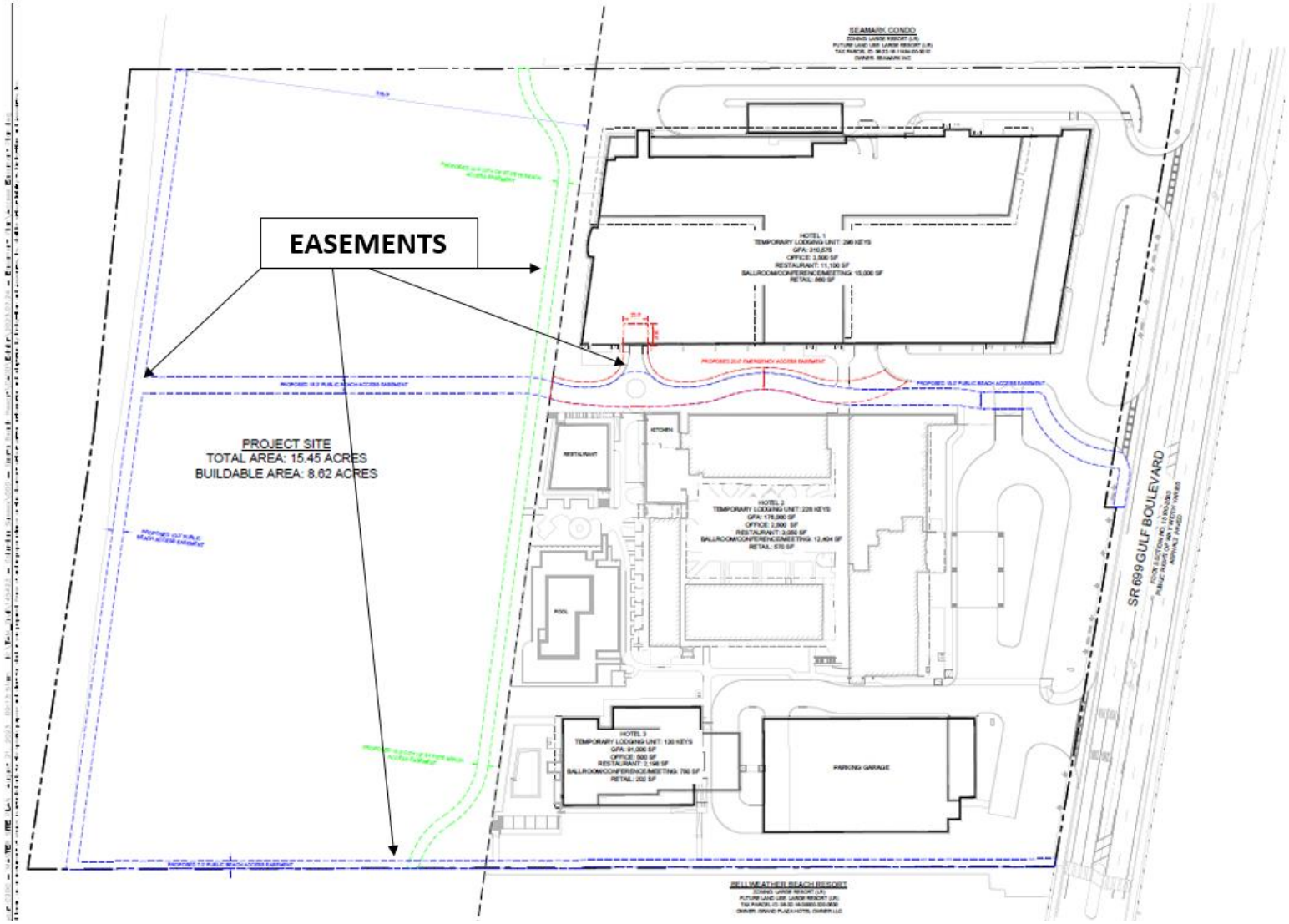
Planning Report Conditional Use Process

City’s chosen mechanism to verify and ensure, impact mitigation, beach access, landscape buffers, etc.



Planning Report Conditional Use Process

City’s chosen mechanism to verify and ensure, impact mitigation, beach access, landscape buffers, etc.



Planning Report

- Professional, Expert Opinion:
  - As Conditioned, the Proposal is *consistent* with the applicable provisions of the Comprehensive Plan and Land Development Code
  - Proposal is *compatible* with surrounding area, i.e. “built environment”

Community Benefits

1. Transportation/Access [public safety]:
   - Enhanced on site-queuing
   - Elimination of Access Point Conflicts
   - Addition of 10’ sidewalks along Gulf Blvd
   - Addition of Public Beach Accesses
     - Exceed Code requirements
     - Addition of Public Boardwalk Easement Commitment
2. Stormwater
3. Public Access Easement on beach 15’ landward of MHWL
4. Dune Restoration
   - Erosion Control
   - Beautification of Beach
   - Wildlife protection and habitat
5. Resiliency
   - On site
   - For community
6. Resident Discounts

Conclusion

Questions?

Rebuttal

Legal Framework – Statutory Construction

1. Courts cannot defer to a local government's interpretation of its Land Use Plan
2. Land Use regulations must be viewed in *totality*
3. Specific land use regulations control over more general ones
4. When provisions conflict, later adopted provisions apply
5. One provision in a Land Use Regulation cannot be interpreted to render other provisions superfluous
6. Land Use Regulations must be read in harmony to avoid absurd results
7. Inconsistencies must construed in favor of property owner

Courts Cannot Defer to a Local Government's Interpretation of its Land Use Plan

- Comprehensive Plans are land use constitutions that control and direct the use and development of property in a county or municipality.
  - *Nassau County v. Willis*, 41 So. 3d 270, 276 (Fla. 1st DCA 2010).
- Courts cannot defer to a local government's interpretation of its Land Use Regulations when that interpretation is contrary to the Land Use Regulations' plain language.
  - *Realty Assocs. Fund IX, L.P. v. Town of Cutler Bay*, 208 So. 3d 735, 738 (Fla. 3d DCA 2016).
- This makes sense because otherwise, discretion is placed in whoever "composes the membership of the government body's planning department at any given time."
  - *Dixon v. City of Jacksonville*, 774 So. 2d 763, 765 (Fla. 1st DCA 2000).

Land Use Regulations Must be Reviewed in Totality

- Courts will interpret comprehensive plans to accord meaning to every word and clause.
  - *Jones v. ETS of New Orleans, Inc.*, 793 So. 2d 912, 914–15 (Fla. 2001).
- All parts of a comprehensive plan or land development code "should be given effect in order to achieve a harmonious whole."
  - *Florida Wildlife Federation v. Collier County*, 819 So. 2d 200, 203 (Fla. 1st DCA 2002).

Specific Land Use Regulations Control Over More General Ones

- Specific regulation will control over general ones.
  - *Florida Virtual School v. K12, Inc.*, 148 So. 3d 97, 102 (Fla. 2014) (quoting *State v. J.M.*, 824 So. 2d 105, 112 (Fla. 2002)).

- "Where there is in the same statute a specific provision, and also a general one which in its most comprehensive sense would include matters embraced in the former, the particular provision must control, and the general provision must be taken to affect only such cases within its general language as are not within the provisions of the particular provision . . . ."
  - *School Board of Hillsborough County v. Hillsborough County*, No. 07-CA-010048, 2008 WL 9457104 (Fla. 13th Cir. Ct. Sept. 25, 2008) (quoting *Parker v. Baker*, 499 So. 2d 843, 845 (Fla. 2d DCA 1986)).

One Provision in a Land Use Regulation Cannot be Interpreted to Render Other Provisions Meaningless or Lead to an Absurd Result

- Land Use Regulations may not be interpreted in such a way that one provision renders another superfluous or meaningless.
  - *Katherine's Bay, LLC v. Fagan*, 52 So. 3d 19, 28 (Fla. 1st DCA 2010).
- Land Use Regulations also must be interpreted to avoid an unreasonable result.
  - *Quarantello v. Leroy*, 977 So. 2d 648, 654 (Fla. 5th DCA 2008); *Johnson v. Presbyterian Homes of Synod of Fla., Inc.*, 239 So. 2d 256, 263 (Fla. 1970).

It is Presumed that Local Governments Have Knowledge of Their Existing Land Use Regulations when New Regulations are Adopted

- "The courts presume that statutes are passed with knowledge of prior existing statutes and that the legislature does not intend to keep contradictory enactments on the books or to effect so important a measure as a repeal of a law without expressing an intention to do so."
  - *See Woodgate Dev. Corp. v. Hamilton Inv. Tr.*, 351 So. 2d 14, 16 (Fla. 1977) ; *Jean-Marie v. State*, 339 So. 3d 1084 (Fla. 3d DCA 2022).
- Accordingly, "when two statutes are in conflict, the later promulgated statute should prevail as the last expression of legislative intent."
  - *McKendry v. State*, 641 So. 2d 45, 46 (Fla. 1994).

Inconsistencies Must Be Construed in Favor of the Property Owner

- Where there is any question about what the zoning authority's objective review criteria are, the Florida Supreme Court has made clear that land use and zoning regulations are in derogation of private property rights and must be construed in favor of the property owner.
  - *Rinker Materials Corp. v. City of N. Miami*, 286 So. 2d 552, 553 (Fla. 1973).

Legal Framework: Competent Substantial Evidence

- Lay witnesses cannot give opinions on technical matters (traffic, wetlands, stormwater, or listed species)
- Subjective testimony may not be given a cumulative effect
- Desire to maintain the status quo may not be considered
- Information outside the record may not be considered

“Views and Vistas” – Competent Substantial Evidence

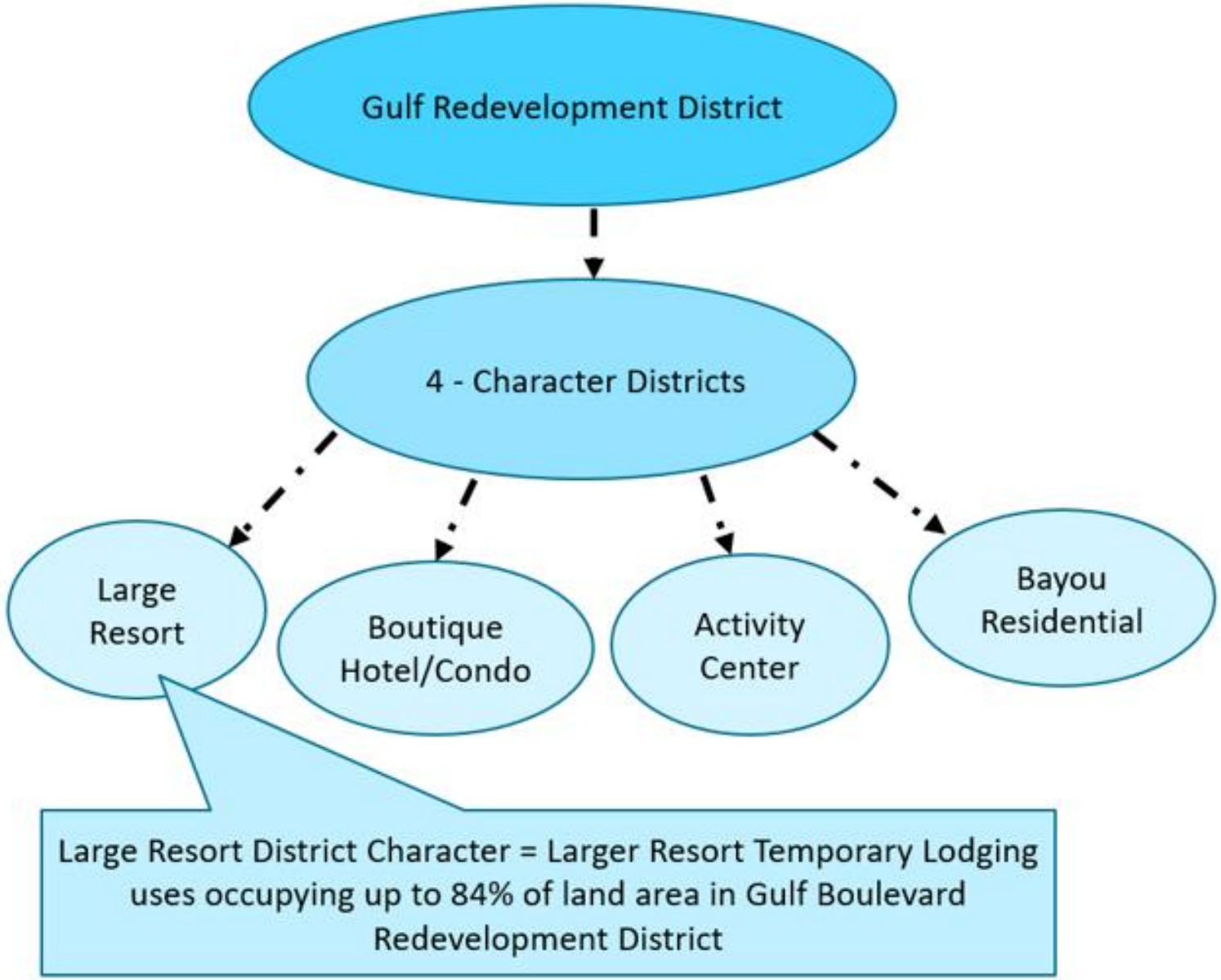
1. **City expert planner confirms no unreasonable or disproportionate negative impact to views or vistas.**
2. **Definition of vista “a pleasing view, especially one seen through a long, narrow opening”**
3. **Heard testimony how site design preserve views for adjoining properties**
4. **Florida law does not recognize a right to an unobstructed view of the water for landowners not adjacent to the water**

“Wildlife”

1. Degraded current dune system
2. Creation of +/1.2 acre new dune system (bird nesting habitat)
3. Hooded sea turtle lighting
4. Compliance with new Beach Ordinances
5. Creation of significantly more landscaping, trees and shrubbery onsite (currently asphalt)

Character

1. Character is SPECIFICALLY DEFINED by character districts.
2. As you have heard from our expert Planner, this is exactly they type of development intended for the character of the Large Resort District.
3. More specific provisions control over the more general ones.



Traffic: Expert Testimony

1. TIA confirms Acceptable Level of Service
2. TIA confirms Adequate Capacity
3. TIA based on Overly Conservative Methodology
4. Public Observation
5. No competent substantial evidence that there will be a transportation failure or inadequate capacity

Rooftop Pool Amenity

SIRATA: ROOFTOP POOL

HOTEL ZAMORA ROOFTOP BAR/LOUNGE

STEARNS WEAVER MILLER

Cynthia D. Spidell, MBA, AICP

Non-Lawyer
Tampa Office
cspidell@stearnsweaver.com
Phone: 813-222-5064

PRACTICE AREAS

- Planning/GIS Services
- Land Development, Zoning & Environmental
- Land Development/Land Use/Zoning
- Litigation - Land Use, Environmental & Property Rights
- Environmental & Natural Resources
- Real Estate
- Construction
- Transportation
- Government & Administrative

LANGUAGES

German

OVERVIEW

Cynthia D. Spidell is the Firm's Associate Director of Planning. She is a certified planner with over 25 years of experience in the public and private sectors.

Cynthia's strong public/private sector relationships and intimate understanding of local regulations afford her the ability to easily navigate, mediate and resolve complex land use, zoning, and permitting matters amidst competing interests at all levels of the regulatory planning process. Cynthia provides an in-house ability to identify and effectively deal with key land use and permitting issues. She routinely works with clients to strategically analyze properties and maximize opportunities for development.

Prior to joining the Firm, Cynthia spent 4 years with Ardurra (formerly King Engineering) where she served as Project Manager for several transformative projects throughout Central and Southwest Florida including in Hillsborough, Manatee, Pasco, Pinellas and Sarasota Counties. Prior to Ardurra, she spent 11 years with the Pasco County Board of County Commissioners, 9 of which were in a planning capacity and 2+ as Capital Budget Coordinator.

Prior to her planning career, Cynthia had a diverse and extensive career in Investment Banking, working for nearly a decade at leading multinational investment banks. Cynthia's strong fiscal background, combined with her understanding of land development trends, was an essential skill set in her capacity as Capital Budget Coordinator for Pasco County and is a unique and valuable asset to clients.

REPRESENTATIVE EXPERIENCE

Lead Planner for Eagle II EC-MPUD, a 321-acre light industrial/employment center project in Pasco County's Central

Pasco Employment Village for 2,000,000 square feet of Corporate Business Park/Target Business/Light Industrial Uses and 150,000 square feet of Support/Commercial Office Use (approved August 2022).

Lead Planner for Cross Park PD/MPUD, a 280-unit multifamily/mixed use project with 45,000 square feet of medical office, 5,000 square feet of vertically integrated retail, and 5,000 square feet of free standing pet center/pet day care/veterinary services (approved August 2022). Facilitated both the comprehensive plan amendment and zoning modification process.

Lead Planner for three minor rural subdivision projects located in the Northeast Pasco Rural Protection Overlay. (North/Platt Road Farms 78 MRS approved August 2022).

Lead Planner for Outlaw Ridge MPUD, a 38-unit rural single family detached community on 59-acres in Pasco County's Central Pasco Employment Village.

Lead Planner for Project Arthur MPUD, a 7000-acre project in Pasco County (approved June 2019).

Coordinated planning activities related to the North Park Isle Planned Development annexation, rezoning, and comprehensive plan amendments into Plant City.

Provided planning expertise and support to the City of Clearwater to complete the necessary approvals for an expansion of the City's Solid Waste Transfer Facility, including a flexible development plan, comprehensive plan amendment and zoning amendment.

Coordinated approval process for a Tier 3 Wireless Facility for New Cingular Wireless (AT&T) in Pasco County.

Lead Planner for Eagle I EC MPUD, a 141.6-acre project in Pasco County's Central Pasco Employment Village. (approved in 2019, and facilitated a Nonsubstantial MPUD Modification which was approved in August 2022).

Facilitated the Eagle I EC MPUD through the Employment Center MPUD process and the Pasco Economic Development Council (PEDC) Ready Site Program.

Represented development community at Pasco County Horizontal Roundtable, the PEDC Ready Site Task Force, the PEDC Industrial Authority Task Force, and the Pasco County MPO Technical Advisory Committee.

As Coordinator of the Capital Improvement Plan (CIP) for Pasco County:

Developed revenue projections including Penny for Pasco, gas tax, tax increment, and development permit projections for impact/mobility fee projections.

Balanced all capital related revenue funds for budget and ensured proper allocation of revenue consistent with legal requirements.

Facilitated project priority and budgeting for all branches (e.g. Engineering Services/Project Management).

Coordinated and facilitated mobility fee credit tracking for CIP impacts.

Facilitated CIP Budget Workshops for the Pasco County Board of County Commissioners.

As Project Leader and Planner for Developments of Regional Impacts (DRI) for Pasco County:

Crafted development conditions, worked extensively with private developers, negotiated and facilitated complex issues and assisted with other project management capabilities.

Prepared agendas and presentations for hearings, presentation & public speaking at public hearings.

Provided internal and external customer service for any issues pertaining to planning related issues for DRIs and large mixed-use developments in Pasco County such as: Wiregrass Ranch, Starkey Ranch, Connerton, Bexley Ranch, SunWest Harbourtowne, Cypress Creek Town Center, Long Lake Ranch, Ashley Glen, and Trinity.

Other experience at Pasco County:

Represented Pasco County for DRI process within the Tampa Bay Region. Included coordination with various agencies such as: the Florida Department of Economic Opportunity, Florida Department of Transportation, Florida Department of Environmental Protection, Tampa Bay Regional Planning Council and Tampa Bay Water.

Worked closely with the Transportation Planners to ensure long range planning of transportation network is implemented throughout the development review process.

Participated in the Mobility Fee System implementation, which replaced Transportation Impact Fees and eliminated transportation concurrency.

Developed implementable urban design standards to reduce vehicle miles traveled (Mixed Use Trip Reduction Measures).

Created and updated standard language with the County Attorney's Office for Development Orders and Development Agreements.

Facilitated Socioeconomic Data Forecast/Growth Projections for Pasco MPO and the 2040 Long Range Transportation Plan.

Facilitated web design and migration to improve communication, customer service, and product delivery for entire Development Services Division. (Member of Web Portal Governance Board).

PROFESSIONAL & COMMUNITY INVOLVEMENT

Pasco County Economic Development Council, 2021-Present

Sustainability Task Force, Chair, 2021

Talent Attraction Task Force, Member, 2023

Metropolitan Planning Organization Technical Advisory Committee (MPO TAC), 2021-Present; Chairman, 2022; Co-Chairman, 2023-Present

American Planning Association (APA), Florida Chapter

PUBLICATIONS & PRESENTATIONS

Events: We Have Adopted a Comprehensive Plan, Now What? Implementing your Comprehensive Plan Through Adversity & Conflict while Managing Legal Implications of Tough Policy Decisions
2023 Florida Planning Conference | | September 2023

Land Development News Update, Publications: Pasco County Expands Multi-Family Moratorium while Hillsborough County Plans to ?Extend Another Moratorium
Stearns Weaver Miller News Update | February 2022

Land Development News Update, Publications: **Hillsborough County Studying Comprehensive Plan Updates to Facilitate Affordable Housing**
Stearns Weaver Miller News Update | July 2021

Land Development News Update, Publications: **Update: Tampa Bay Local Governments Continue to Enact Burdensome Moratoria**
Stearns Weaver Miller News Update | April 2021

Land Development News Update, Publications: **Tampa Bay Local Governments Forge Ahead in Limiting Property Rights with Burdensome Land Development Moratoria**
Stearns Weaver Miller News Update | February 2021

Land Development News Update, Publications: **What's Developing | Winter 2020-2021**
Stearns Weaver Miller News Update | January 2021

NEWSROOM

Firm Announcements: **Cynthia D. Spidell Joins Stearns Weaver Miller as Associate Director of Planning** | November 2020

EDUCATION

M.B.A., Thunderbird School of Global Management, 1990
Study Abroad - Germany

B.A., with honors, State University of New York at Binghamton, 1989

CERTIFICATIONS

American Institute of Certified Planners

Kaizen Process Improvement

Becca Bond, P.E.

Transportation Engineer

Rebecca (Becca) has over six years of civil engineering experience. Becca is a licensed Professional Engineer in both Florida and Texas. For two years, Becca worked in site development engineering for local and national private clients before transitioning to transportation and traffic engineering. Over the past four years, Becca has developed a focus in transportation planning and traffic operations and has extensive experience working with private development to prepare traffic impact assessments for developments of all sizes and complexities. Becca serves as a project manager for a wide range of transportation studies and traffic impact analyses for various sized retail, multifamily, single-family, industrial, and mixed-use developments. Her software experience includes Synchro and Florida Standard Urban Transportation Modeling Structure (FSUTMS).

Professional Credentials

- Bachelor of Science, Engineering Science, Trinity University
- Professional Engineer in Florida, #93870
- Professional Engineer in Texas, #142256

Relevant Experience

- One Tampa – 507 N Ashely Dr – Traffic Impact Analysis – Tampa, Hillsborough County, FL
- East River Ranch General Development Plan Traffic Impact Statement – Manatee County, FL
- East River Comprehensive Plan Amendment Traffic Impact Statement – Manatee County, FL
- Heritage Harbour DRI Amendment Traffic Impact Statement – Manatee County, FL
- Watercolor North Cottages FSP Traffic Impact Analysis – Manatee County, FL
- Avery at Port Charlotte Rezoning Traffic Impact Statement – Charlotte County, FL
- French Parcel Development Order Traffic Impact Analysis – Lee County, FL
- Golden Gate Commerce Park PUD Traffic Impact Statement – Collier County, FL
- Collier Boulevard Mixed Use PUD Traffic Impact Statement – Collier County, FL
- Florida International Tradeport Comprehensive Plan Amendment Traffic Impact Analysis – Manatee County, FL
- Florida International Tradeport General Development Plan Traffic Impact Analysis – Manatee County, FL
- Whiskey Joes & Hotel – Traffic Impact Statement – Charlotte County, FL
- Cypress at I-75 & Colonial – Traffic Impact Analysis – Fort Myers, Lee County, FL
- Vida San Antonio Master Plan Traffic Support and Traffic Impact Analysis – San Antonio, TX
- AT&T Center Special Event Management Evaluation – Bexar County, TX
- TxDOT San Antonio District On-Call Traffic Engineering – San Antonio, TX
- City of San Antonio Vision Zero Program Implementation Design – San Antonio, TX
- New Braunfels 2020 HSIP Design, New Braunfels, TX
- Legacy Traditional School Traffic Impact Analysis and Circulation Planning – Cibolo, TX
- Solana Development Traffic Impact Analysis – San Antonio, TX
- Big Country Development Traffic Impact Analysis – San Antonio, TX
- Tesla Collision Repair Center Traffic Impact Analysis – San Antonio, TX
- Kyle Seale Multifamily Traffic Impact Analysis – San Antonio, TX
- Miro Tract Traffic Impact Analysis – San Antonio, TX
- Calaveras Farms Traffic Impact Analysis – San Antonio, TX
- Alsatian Oaks Traffic Impact Assessment and Improvement Design – San Antonio, TX

Scott Gilner, P.E.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Clemson University
- Professional Engineer in Florida, #63945
- Certified Professional in Erosion and Sediment Control (CPESC)

PROFESSIONAL AFFILIATIONS

- Member, American Society of Civil Engineers (ASCE)
- Member, Urban Land Institute (ULI)
- Member, Real Estate Investment Council (REIC)
- Member, Society of Real Estate Professionals (SOREP)

Kimley»Horn

SPECIAL QUALIFICATIONS

Scott is a Principal with Kimley-Horn and has more than 20 years of experience as a project manager leading a variety of institutional, commercial, and residential projects. His experience includes permitting, general site layout, stormwater modeling and design, sanitary sewer and lift station design, potable water systems, off-site roadway design, and internal parking and roadway layout. As a project manager, Scott is responsible for providing clients with consulting services from initial conception through project development and completion. Scott is experienced in coordinating permitting and construction needs through local and state municipalities, including the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), National Pollutant Discharge Elimination System (NPDES), U.S. Army Corps of Engineers (USACE), Florida Department of Transportation (FDOT), and local county environmental departments.

RELEVANT PROJECTS

- Lake Nona Landing, Orlando, FL
- Sparkman Wharf, Tampa, FL
- The Offices at Sparkman Wharf, Tampa, FL
- Water Street District, Tampa, FL
- Water Street Communications Corridor, Tampa, FL
- The Tampa EDITION Residences and Hotel, Tampa, FL
- 1011 E Cumberland Avenue Residences, Tampa, FL
- JW Marriott, Tampa, FL
- Marriott Waterside, Tampa, FL
- Towers of Channeslide, Tampa, FL
- The Skyhouse at Channelside, Tampa, FL
- Block D Morgan Office, Tampa, FL
- Legacy Encore, Tampa, FL
- Tyler Street Residential, Tampa, FL
- X Tampa, Tampa, FL
- 940 Channelside, Tampa, FL
- Arris Downtown Condominium Tower, Tampa, FL
- LOCI - Tampa Heights, Tampa, FL
- Gateway Centre Business Park Parcel K, Pinellas Park, FL
- Longboat Key St. Regis, St. Pete Beach, FL
- Caddis Venice, Venice, FL
- Corey Landings, St. Pete Beach, FL
- Snug Harbor, St. Petersburg, FL

Shane Hanney, P.E.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, University of Florida
- Professional Engineer in Florida, #96935

PROFESSIONAL AFFILIATIONS

- Member, Urban Land Institute (ULI)

Kimley»Horn

SPECIAL QUALIFICATIONS

Shane has more than four years of civil engineering experience in the Tampa Bay area. He has had success completing a wide variety of land development projects, from commercial retail to mixed-use developments including residential, office, and hotel uses. He is adept at all aspects of the land development process, from entitlement and development services to design and permitting. His specific tasks include providing drainage analysis, water quality assessments, roadway design, utility coordination, permitting assistance, ADA compliance analysis, and construction phase services.

RELEVANT PROJECTS

- Seasons Apartments and Seasons Suites, Tampa, FL
- Tyler Street Residential, Tampa, FL
- Water Street District, Tampa, FL
- Water Street Communications Corridor, Tampa, FL
- Elan South Tampa, Tampa, FL
- Snug Harbor, St. Petersburg, FL
- Jabil Gateway Industrial & Marlowe at Gandy, St. Petersburg, FL
- Corey Landings, St. Pete Beach, FL
- Gateway Centre Business Park Parcel K, Pinellas Park, FL
- Longboat Key St. Regis, St. Pete Beach, FL

DAVID A. PERRY, PLA, ASLA

Principal/Managing Partner/Project Manager

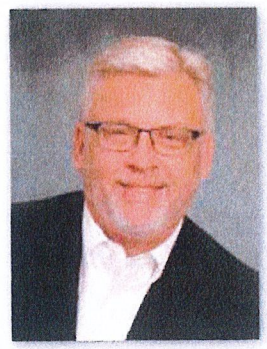
Mr. Perry is the managing partner for the firm, and has over 32 years of planning design and landscape architectural construction design experience on projects throughout the world, with specific focus on the U.S., Caribbean and Latin American markets. His areas of expertise include large scale community master planning, hospitality/resort planning and design, recreational design, urban redevelopment planning and themed entertainment venue design. Although his experience has propelled him to often lead multi-disciplinary design teams in the planning and design of many other resort projects, he regularly serves as the lead landscape architectural manager for projects, providing management from concept through construction management.

PROJECT EXPERIENCE

Destination/Resort Planning and Design

- Bimini Bay Resort & Marina, Bahamas
- Boynton Harbor Marina Village, Boynton Beach, FL
- Broken Sound Club, Boca Raton, FL
- Caliente Beach Resort, Dominican Republic
- Calypso Cove Cruise Destination Island
- Cap Jaluca Expansión, Anguilla
- Casa de Campo Resort, Dominican Republic
- Couples Barbados Beach Resort, Barbados
- Cuisinart Beach Resort, Anguilla N.A.
- Disney's Celebration, Orlando, FL
- Disney's Wilderness Lodge DVC Expansion, Orlando, FL
- Emerald Bay Harbor Yacht Club, Bahamas
- Four Seasons, Nevis, N.A.
- French Leave Resort, Bahamas
- Grace Bay Club, Turk & Caicos
- The Grove Resort & Spa, Orlando, Florida
- Harvest Caye-NCL Cruise Island , Belize
- Ibis Resort & Country Club, Palm Beach Gardens, FL
- Maho Hotel & Beach Club, St. Maarten, N.A.
- Marriott Frenchman's Reef, USVI
- Marriott Morning Star Resort, USVI
- Marriott Vacation Clubs, (US & Caribbean)
- Marriott Courtyard, (Multiple US Locations)
- Marriott Spring Hill Suites, Orlando, FL
- Marriott Town Place Suites, Orlando, FL
- Oyster Bay Beach Resort, St. Maarten, N.A.
- Paradise Island Yacht Villas, Grand Bahamas
- Playa Minitas Beach Club, Dominican Republic
- Progreso Cruise Destination Island, Mexico
- Ritz Carlton Hotel, Manalapan, Florida
- Ritz Carlton Club, St. Thomas, USVI
- Sandal's Emerald Bay Resort, Bahamas
- Sirata Beach Resort, St. Pete Beach, FL
- Scrub Island Resort, BVI
- Sugar Bay Resort, St. Thomas, USVI
- Sunseeker Resort, Port Charlotte, FL
- Viceroy, Anguilla, N.A.
- Windjammer Beach Resort, St. Lucia
- Westin St. John, USVI
- Sirata Beach Resort, St. Pete Beach, FL
- Tradewinds Resort, St. Pete Beach, FL
- Turtle Bay Resort, St. Kitts, N.A
- Zemi Beach House Resort, Anguila

(Numerous others through conceptual design throughout Florida and the Caribbean)



Professional Registration

Licensed Landscape Architect
Florida, Colorado, USVI

Affiliations/ Memberships

Urban Land Institute (ULI)

American Resort Development Association (ARDA)

Themed Entertainment Association (TEA)

Caribbean Chamber of Commerce

American Society of Landscape Architects (ASLA)

American Planning Association (APA)

Association of Zoos & Aquariums (AZA)

Education:

BSLA University of Florida

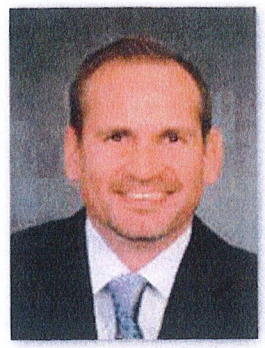
Years of Experience: 32

PERRY | BECKER

DUSTIN SERNA

Project Landscape Architect/Design Production

Mr. Serna serves as a Project Manager in the Landscape Architect design studio. With more than 22 years of experience in hospitality/resort planning and design, and landscape architecture design and construction, he is knowledgeable in all aspects of the design process and construction procedure. Dustin's project experience and expertise includes providing project management as well as conceptual and construction design as well as full construction management for some of the most successful hospitality projects in both the U.S. and internationally.



PROJECT EXPERIENCE

Destination/Resort Planning and Design

- Amador Convention Center, Panama City, Panama
- B Hotel. Lake Buena Vista, FL
- Bluegreen The Fountains Resort, Orlando, FL
- Bonnet Creek Resort, Orlando, FL
- Disney's Flamingo Crossings, Osceola County, FL
- Disney's Wilderness Lodge DVC Expansion, Orlando, FL
- Embassy Suites, Orlando, FL
- Hard Rock Hotel, Daytona Beach, FL
- Hyatt Port of Spain, Trinidad
- Marriott's Lakeshore Reserve at Grande Lakes, Orlando, FL
- Marriott Spring Hill Suites, Orlando, FL
- Marriott Town Place Suites, Orlando, FL
- Marriott Vacation Club, Harbour Lakes Resort, Orlando, FL
- Marriott Vacation Club, Playa Magna Resort, Cancun, Mexico
- Reunion Resort and Club, Osceola County, FL
- Sugar Mill Hotel, Antigua
- Sirata Beach Club Resort, St. Pete Beach, FL
- Sol y Vida Resort, Costa Rica
- The Grove Resort & Spa, Orlando, FL
- Tradewinds Resort, St. Pete Beach, FL
- Trilogy Orlando Clubhouse, Groveland, FL

Affiliations/ Memberships

Themed Entertainment Association

American Society of Landscape Architects

Education:

BLA, Ball State University, 2001

Years of Experience: 22

PERRY | BECKER

JAMES STAPLETON, AIA

CURRICULUM VITAE

EXPERIENCE

PIVOTstudio
Cincinnati, Ohio
January 2021 - Present
Founding Partner/Chief Operating Officer

FRCH DESIGN WORLDWIDE/NELSON WORLDWIDE
Cincinnati, Ohio
October 1998 – December 2020
Principal/Senior Vice President/Operations Manager/Design Architect
NELSON Worldwide Board of Directors

DIRK DENISON ARCHITECTS
Chicago, Illinois
May 1997 – October 1998
Senior Architect/Operations Manager/Design Architect

BARRY DESIGN ASSOCIATES
Los Angeles, California
July 1996 – May 1997
Project Manager/Operations Manager/Design Architect

JAMES STAPLETON ASSOCIATES
Pasadena, California
June 1993 – July 1996
President of Architecture and Construction Management Design Firm

HIMMEL BONNER ARCHITECTS
Chicago, Illinois
June 1986 – June 1993
Vice President/Operations Manager/Design & Project Architect

HOLABIRD & ROOT ARCHITECTS
Chicago, Illinois
May 1983 – June 1986
Intern Architect

SKIDMORE, OWINGS & MERRILL
Chicago, Illinois
Spring 1980, Summer 1981, Summer 1982
Student Intern

REGISTRATIONS

Licensed Architect

UNITED STATES

Arkansas, California, Connecticut, District of Columbia, Florida, Georgia, Idaho, Iowa, Illinois, Kansas, Kentucky, Louisiana, Maine, Michigan, Minnesota, Mississippi, Montana, Nevada, Nebraska, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Washington, West Virginia, Wisconsin, Wyoming, NCARB

Licensed General Contractor

California

EDUCATION

ILLINOIS INSTITUTE OF TECHNOLOGY

Chicago, Illinois

1983, Bachelor of Architecture

COMMUNITY INVOLVEMENT

DESIGN LAB/ARCHITECTURAL FOUNDATION OF CINCINNATI

Cincinnati, Ohio

2018 – Present

Regular Board Member

ARTSWAVE

Cincinnati, Ohio

2013-2014

Ex-Officio Board Member

ARTWORKS

Cincinnati, Ohio

2017- 2020

2004 - 2015

Past President, 2014-2015

President Board of Trustees, 2012-2013

Executive Committee, 2010 – 2015

Board Member 2004 – 2015, 2017 - 2020

BREWSTER CONDOMINIUM ASSOCIATION

Chicago, Illinois

1987 – 1993

Board President

CINCINNATI OPERA

Cincinnati, Ohio

2019 – Vice President, Executive Committee

2011 – Present Regular Board Member

CONTEMPORARY ARTS CENTER

Cincinnati, Ohio

2015 – 2020

Regular Board Member

TEACHING

UNIVERSITY OF CINCINNATI
Cincinnati, Ohio
2005-present
Guest Studio Critic

Summer 2014
Adjunct Instructor, 2nd Year Graduate Students

ILLINOIS INSTITUTE OF TECHNOLOGY
Chicago, Illinois
Spring 1991, Spring 1992
Visiting Studio Instructor, 1st Year Graduate Students

January 1984 – 1983, 1998
Guest Studio Critic, Undergraduate and Graduate Design Studios

MIAMI UNIVERSITY
Oxford, Ohio
September 2008-present
Guest Studio Critic, Undergraduate Design Studios

AWARDS

CINCINNATI BREWING HERITAGE TRAIL
Cincinnati, Ohio
2019 Cincinnati Design Awards, Honor Award for Experiential Graphics
2019 Cincinnati Preservation Association, Cultural Heritage Award
2019 SEGD (Society for Experiential Graphic Design), Global Design Award for Public Installations

CINCINNATI MUSIC HALL
Cincinnati, Ohio
2018 Building Design & Construction, Platinum Reconstruction Award, Environmental Graphics

CONTEMPORARY ARTS CENTER
Cincinnati, Ohio
2016 AIA Cincinnati, Merit Award

JARDIN D'AMIS
Cincinnati, Ohio
2015 CRANawards, AIA Cincinnati, Merit Award
2014 AIA Cincinnati, Honorable Mention

RENAISSANCE HOTEL CINCINNATI
Cincinnati, Ohio
2015 AIA Cincinnati, Merit Award
2015 DARC Awards-Best Interior Lighting Scheme, High Budget
2014 Rehabilitation Award, Cincinnati Preservation Association

SWAY RESTAURANT
Louisville, Kentucky
2013 Gold Key Award, Honorable Mention

COLUMBIA SUSSEX OFFICE BUILDING
Crestview, Kentucky
2008 AIA Cincinnati, Honor Award

FIFTH THIRD FOUNTAIN SQUARE
Cincinnati, Ohio
2009 IES Philament Award IES Philadelphia
2008 AIA Ohio, Urban Design Honor Award
2007 AIA Cincinnati, Honor Award

CORBETT OPERA CENTER
Cincinnati, Ohio
2005 AIA Cincinnati, Merit Award

GRECO RESIDENCE
Manhattan Beach, California
2000 Residential Architect Magazine, Award of Merit
2000 Custom Home Magazine, Award of Merit
1999 Society of American Registered Architects, National Design Award of Merit
1998 AIA Chicago, Distinguished Building Award of Honor

PLAYBOY ENTERPRISES NEW YORK
New York, New York
1993 AIA Chicago, Honor Award

OFFICE OF HIMMEL BONNER ARCHITECTS
Chicago, Illinois
1992 AIA Chicago, Honor Award

BOOGIES DINER NEW YORK
New York, New York
1992 AIA Chicago, Merit Award
1993 Monitor Magazine Design Award
1992 Illuminating Engineering Society, Award of Excellence

BOOGIES DINER CHICAGO
Chicago, Illinois
1991 Chain Store Executive Magazine, First Award
1990 Monitor Magazine, Design Award

PLAYBOY ENTERPRISES CHICAGO
Chicago, Illinois
1990 AIA Chicago, Honor Award

GLASSES LTD.
Chicago, Illinois
1990 National Glass Association Award, Excellence in Interior Design

FEDERAL RESERVE BANK
Chicago, Illinois
1989 AIA Chicago, Honor Award

CHICAGO HISTORICAL SOCIETY
Chicago, Illinois

1989 Commercial Renovation, Renovation Award
1988 AIA Chicago, Honor Award
1988 Building Design & Construction, Reconstruction Award

PUBLISHED WORK

CINCINNATI OPERA OPERAGANZA
Cincinnati, Ohio

2022, Cincinnati Business Courier, November 17th
2022, Cincinnati Movers and Makers, November

HYATT CENTRIC ARLINGTON
Arlington, Virginia

2016, Hotel Business, December 22nd
2016, Washington Business Journal, December 21st
2016, Politico, December 22nd

JAMES STAPLETON
Cincinnati, Ohio

2016, Cincinnati Refined, December 26th

MILLER GALLERY
Cincinnati, Ohio

2016, CityBeat, February 3rd

CINCINNATI BREWERY HERITAGE TRAIL
Cincinnati, Ohio

2015, Cincinnati Enquirer, April 4th

CONTEMPORARY ARTS CENTER
Cincinnati, Ohio

2017 Interior Design Magazine, January
2015 Retail Environments, May 27th
2015 Cincinnati Enquirer, May 10th
2015 Architect Magazine, May 6th
2015 Citybeat, April 29th
2015 archinet.com, March 23rd
2015 e-Architect.co.uk, March 22nd
2015 Cincinnati Magazine, March 17th
2015 Citybeat, March 13th
2015 Cincinnati.com, March 13th
2015 FOX19, March 12th
2015 WVXU, March 12th
2015 WCPO, March 11th
2015 Cincinnati Business Courier, March 11th
2015 WCPO, March 6th
2015 Citybeat, February 25th
2015 Cincinnati Enquirer, January 11th
2015 Fox19, TV Interview, January 5th
2015 WLWT 5, TV Interview, January 5th

2014 CAC Epicenter, Winter/Spring 2015
2014 Artdaily.com, November 24th
2014 Cincinnati.com, November 19th
2014 Cincinnati Business Courier, November 19th

RENAISSANCE CINCINNATI
Cincinnati, Ohio
2014 AEQAI, October 10th
2014, Boutique Design, September
2014 WCPO TV, August 29th
2014 Marketwatch, August 29th
2014 Cincinnati Business Courier, August 26h & 29th
2014 WLWT, August 29th
2014 WVXU, August 29th
2014 FOX19, August 28th
2014 Hospitality.net, August 29th

JARDIN D'AMIS
Cincinnati, Ohio
2015 Venue Magazine, June
2014 Soapbox Cincinnati, November 22nd
2014 Cincinnati Magazine, September

NIPPERT STADIUM EXPANSION
Cincinnati, Ohio
2015 Stadia Magazine, June 9th
2013 Cincinnati Enquirer, Cover Sports Page, July 23rd
2013 Cincinnati Enquirer, Cover Page, June 26th
2013 Cincinnati Enquirer, Cover Page, February 19th
2012 Cincinnati Enquirer, Cover Sports Page, December 23rd
2012 Cincinnati Enquirer, Cover Page, December 19th

SWAY RESTAURANT
Louisville, Kentucky
2012 Hospitality Style Magazine, Fall

FIFTH THIRD FOUNTAIN SQUARE
Cincinnati, Ohio
2008 Cincinnati Enquirer, November 30th
2006 Downtowner, June 20th
2006 Cincinnati Enquirer, June 14th

TROPICANA MEGA RESORT
Las Vegas, Nevada
2007 Bloomberg Business, April 1st
2006 Cincinnati Business Courier, December 29th
2006 Cincinnati Business Courier, September 11th

CORBETT OPERA CENTER
Cincinnati, Ohio
2005 Downtowner, January 25th
2004 Cincinnati Business Courier, March 8th
2002 Cincinnati Enquirer, February 20th & 25th

GRECO RESIDENCE
Manhattan Beach, California

2011 Digs Magazine Cover Story
2004 Residential Architect, November 2nd
1999 Design/Build Magazine Cover Story

PLAYBOY ENTERPRISES NEW YORK
New York, New York
1994, Interiors Magazine, May
1992, Interiors Magazine, June

PLAYBOY ENTERPRISES CHICAGO
Chicago, Illinois
1990 Numerous Publications

OFFICE OF HIMMEL BONNER ARCHITECTS
Chicago, Illinois
1992 Interiors Magazine, June

BOOGIES DINER NEW YORK
New York, New York
1993 Food Retail Design and Display
1992 Architectural Record Lighting, May
1991 Architectural Record, December
1991 Interiors Magazine, November
1991 Inland Architect, November/December
1991 VM&SD, December
1990 Chicago Architectural Club Show

BOOGIES DINER CHICAGO
Chicago, Illinois
1993 Art Institute of Chicago, Chicago Architecture & Design, 1923-1993
1990 Stores of the Year 6

GLASSES LTD.
Chicago, Illinois
1993 Stores of the Year 7
1990 Glass Magazine, July
1990 Interiors Magazine, August

JEFFREY NEMETZ & ASSOCIATES
Chicago, Illinois
1989 Interiors Magazine, June
1989 Inside Chicago, April/May

PRESTI RESIDENCE
Chicago, Illinois
1993 Art Institute of Chicago, Chicago Architecture & Design, 1923-1993
1989 Chicago Architectural Club Journal & Show

EAGLE RESIDENCE
Dallas, Texas
1990 Global Architecture, GA28
1989 Chicago Architectural Club Journal & Show

FEDERAL RESERVE BANK
Chicago, Illinois

1990 Building Design & Construction

CHICAGO HISTORICAL SOCIETY
Chicago, Illinois
1989 Inland Architect, May/June
1988 Building Design & Construction, October

GENERAL
Multiple Periodicals
2007 Business Week, April 2nd "Blueprint from India"
Hospitality Style Magazine
Hotel Business
Commercial Construction Magazine

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SIRATA REDEVELOPMENT
CONDITIONAL USE PERMIT NO. 23053

SUPPLEMENTAL PLANNING REPORT

*****

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As of November 10, 2023

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I. Introduction & Overview

This planning report provides an in depth regulatory planning summary to complement and supplement the conditional use permit application ("**CUP**") **(Exhibit A, Narrative)** for the redevelopment of the Sirata Beach Resort located on 5300 Gulf Boulevard (the "**Property**" or the "**Project**"). The Parcel ID for the Property is 06-32-16-80172-000-0010 and consists of approximately 10.005 acres. The area subject to the CUP is the developable acreage landward of the Coastal Construction Control Line ("**CCCL**") which is approximately 8.62 acres (See **Exhibit B, Location Map**).

Source: Pinellas County Tax Parcel Viewer

II. Executive Summary

In summary, this report further describes in detail how the proposed CUP is:

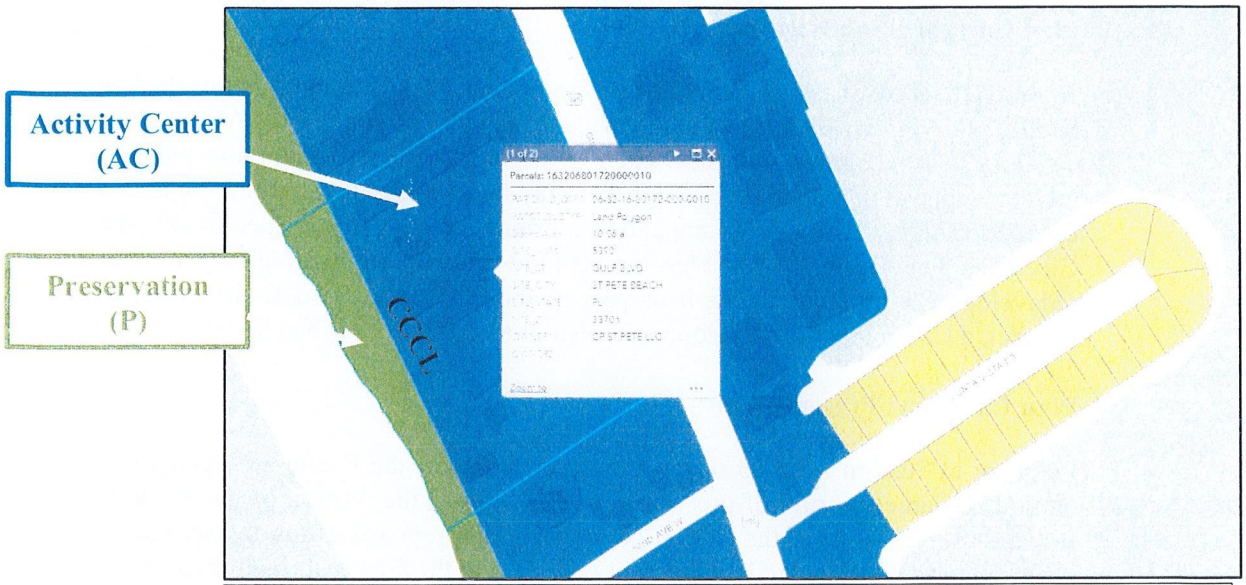
- Compatible with the surrounding built-environment;
- Consistent with the applicable provisions of the Comprehensive Plan and Land Development Code; and
- Satisfies all criteria established by the conditional use process to ensure compatibility and impacts adequately mitigated.

The proposed CUP is ***exactly*** what the Comprehensive Plan seeks to achieve in this area in terms of:

- ***Compatibility*** – The Comprehensive Plan actively incentivizes and promotes temporary lodging (and discourages residential condominium development);
- ***Scale & Massing*** – Building setbacks, visibility, view sheds, landscaping, beach access, are just a few of the examples for which standards established by the Comprehensive Plan and Land Development Code have been maximized to mitigate impacts;
- ***Character of the District*** – The proposed CUP implements and facilitates the character of the Gulf Boulevard Redevelopment District and the Large Resort District as summarized in Goal 1 of such District to attract residents and visitors to the core resort area as recreation, entertainment, resort and shopping destination.
- ***Redevelopment*** – Redevelopment is identified in the comprehensive plan as the necessary means to address the obsolescence of resorts in the Large Resort District & Gulf Boulevard Redevelopment District. This is not to be confused with or mischaracterized as massive overdevelopment of the area. Furthermore, obsolescence of structures is also a potential coastal resiliency risk. Redevelopment improves coastal resiliency by replacing older structures with new structures that must conform to the latest building code requirements.

III. Pinellas County – Countywide Map & Rules

A. The Property is designated as Activity Center ("AC") on the Countywide Planning Map. The area west of the CCCL is designated Preservation ("**P**"). (See **Exhibit C, Countywide Map**.)



Source: Pinellas County Wide Plan Map
https://forwardpinellas.org/guilding-plans/countywide-plan/

Forward Pinellas, who serves as the Pinellas Planning Council, is the land use and transportation planning agency for Pinellas County's twenty-four (24) cities and unincorporated Pinellas County. Forward Pinellas adopts and maintains the Countywide Plan and corresponding Rules for all 25 local governments. The Countywide Plan designates the land use while the Countywide Rules are the corresponding textual document. Together they guide and correlate local policy with county policy.

Pursuant to Section DIV.1.1 Purpose:

DIV. 1.1	PURPOSE.
	The purpose of these Countywide Rules, as amended, is as follows: 1) to establish the definitions, standards, criteria, and procedures required to implement and administer the Countywide Plan Map; 2) to establish parameters and procedures that will be used to determine whether or not the local government's future land use plans and land development regulations are consistent with the Countywide Plan Map and these Countywide Rules; 3) to maintain consistency between local government plans and regulations and the Countywide Plan Map and these Countywide Rules; 4) to encourage compatibility with and support the implementation of the Countywide Plan, of which they are a part; and 5) to coordinate the implementation of countywide land use and transportation planning, by establishing densities and intensities appropriate to support a multimodal transportation system.

Source: Pinellas County Wide Rules
https://forwardpinellas.org/document-portal/countywide-rules/

B. Plan Category: Activity Center

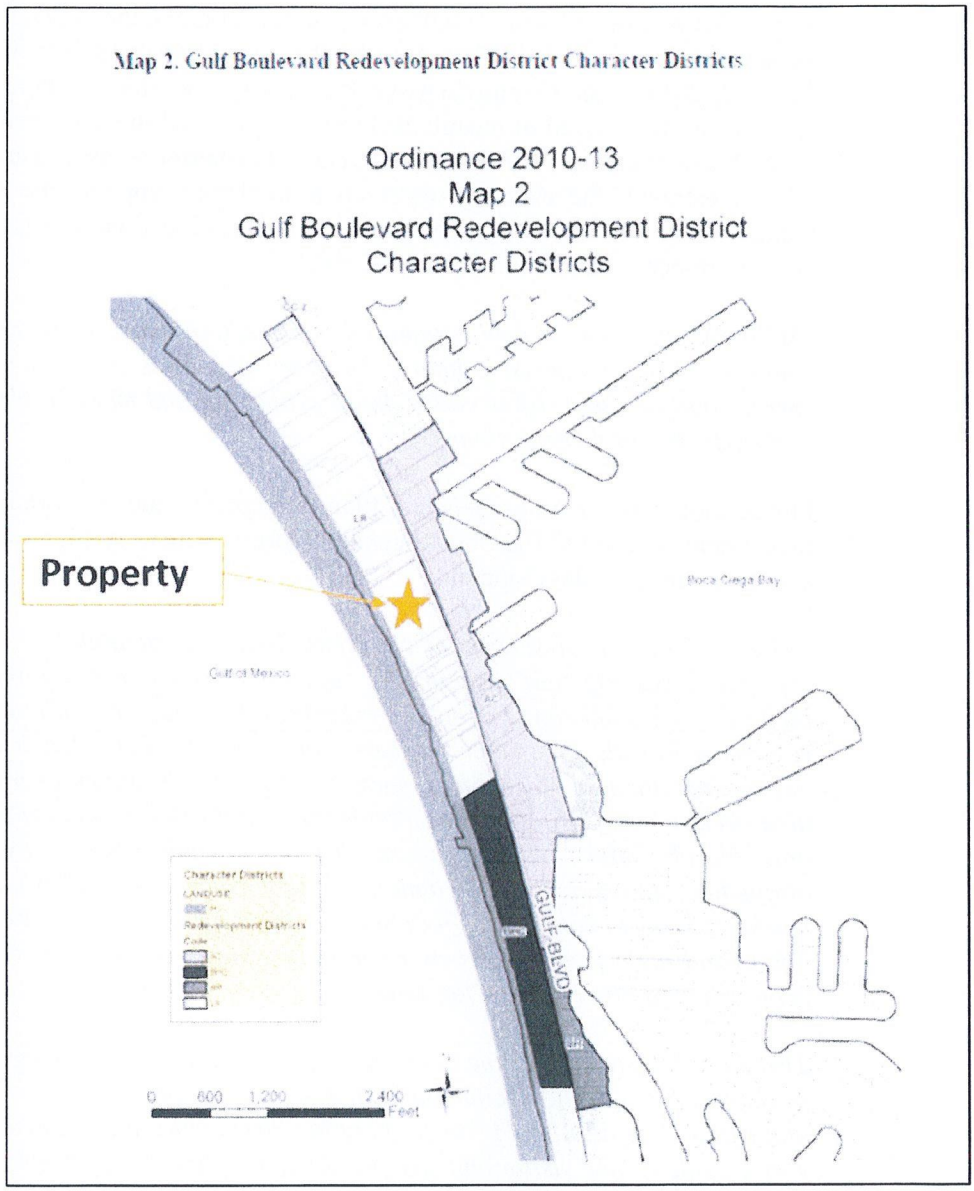
A complete copy of Countywide Rules Subsection 2.3.3.15 for AC is attached as **Exhibit D, Activity Center**. In summary, the primary purpose of the AC land use category is to recognize and allow each local government jurisdiction to plan the area in a special and detailed manner that may be appropriate based on the area's unique location, i.e. in this instance, beach oriented resort. More specifically, the City of St. Pete Beach ("**City**") has targeted the Property and surrounding area for redevelopment by recognizing it as part of the Gulf Boulevard Redevelopment District, a Community Redevelopment District as further described below.

C. Plan Category: Preservation

Pursuant to Section 2.3.3.13 of the Countywide Rules, the P category recognizes natural resources worthy of preservation. This area is the portion of the Property (toward the gulf) west of the CCCL. No impacts are proposed to this area as a result of the conditional use. All development is limited to the area east (landward) of the CCCL. This means no development west of the CCCL. The CCCL demarcation is acknowledged on all CUP related redevelopment plans.

IV. **City of St Pete Beach – Comprehensive Plan**

A. **Community Redevelopment District**. Pursuant to the City of St. Pete Beach Comprehensive Plan, Special Designation- Community Redevelopment District, ("**CRD**"), the Property is located in the CRD which is then further divided into targeted character areas. The Property is located within CRD character area identified as the Gulf Boulevard Redevelopment District (See **Exhibit E, Gulf Boulevard Redevelopment District Map 2**).



The creation of the CRDs, and related sub-character district(s), and in this case specifically, the Gulf Boulevard District is a critical component of the Comprehensive Plan that supports how large resorts are to be developed. As further described below in Section IV.C, and Section IV.C.1 Large Resort Policies Permitted Uses & Standards, there is no debate that the use is permitted. The Comprehensive Plan clearly and unequivocally supports the use, but recognizes the CUP process to set the criteria for "how" the Property is to be redeveloped.

To put this permitted use and CUP into historical context, the City adopted the CRD as part of Ordinance 2010-13 on July 12, 2011 (see **Exhibit F, Staff Report dated July 12, 2011**). The Comprehensive Plan recognizes that St. Pete Beach's core resort areas are in need of meaningful reinvestment and that such reinvestment had been absent over the prior thirty (30) years. Furthermore, as a result of such lack of reinvestment, the existing resort areas no longer support the needs of both residents and visitors. This is combined with coastal resiliency concerns. They are also no longer environmentally sustainable:

"With the exception of new residential construction, most of the core resort and commercial areas consist primarily of older structures that fail to comply with current building and safety codes, flood protection and management regulations, and environmental regulations."[1]

Furthermore, the Comprehensive Plan recognizes the importance of private investment to combat the obsolescence of prior regulatory plans which impeded and discouraged redevelopment:

"Much of the obsolescence of St. Pete Beach is attributable to an obsolete regulatory scheme that discourages and impedes the redevelopment of resort facilities with a full range of on-site amenities that compare with other destination resorts in Florida and other markets with which St. Pete Beach competes. The decline and attrition of existing resorts, boutique hotels and mom & pop motels has also been a result of a booming residential condominium market for many years until March, 2006 when it appears all types of reinvestment slowed or stopped altogether. However, it is only a matter of time before the residential condominium market returns to continue its march down our beaches as it slowly replaces aging hotels and motels, unless a new regulatory scheme is put in place to ensure the economic viability of resort facilities.

This slow and steady decline in the number and quality of temporary lodging units is also reflected in the decline and attrition of local businesses on Gulf Boulevard and within the traditional historic shopping district located on Corey Avenue which serve residents and visitors but are primarily supported by tourists. In addition, the existing main boulevard has narrow, poorly maintained sidewalks, virtually no landscaping, substandard lighting, inadequate and substandard bike lanes, inadequate and too few pedestrian crosswalks, too many curb cuts, or curb cuts that are too wide with a curb cut approximately every 15 feet. These conditions leave the pedestrian and bicyclist feeling unsafe and unprotected from passing cars. ***The character of Gulf Boulevard in terms of both safety and aesthetics, is not only a deterrent to reinvestment, it lacks almost all of the amenities and improvements of a quality livable community.***"[2]

---

[1] St. Pete Beach, FL Comprehensive Plan, Section II, Future Land Use Element, Special Designation – Community Redevelopment District

[2] St. Pete Beach, FL Comprehensive Plan, Section II, Future Land Use Element, Special Designation – Community Redevelopment District – A. Definitions

This proposed CUP is the City's regulatory mechanism to achieving the above referenced key goals of the City's targeted redevelopment including:

- Environmental Sustainability
- Economic Revitalization
- Multi-Modal/Multi-Faceted Improvements

The proposed CUP fulfills the much needed redevelopment identified by the City and will contribute to the City's overriding objective to create a "***quality livable community***."

B. **Gulf Boulevard Redevelopment District**: As stated above, the Property is located within the Gulf Boulevard Redevelopment District of the above referenced Community Redevelopment District. The Gulf Boulevard Redevelopment District is approximately 148.2 acres, representing 11.5% of the total land area of the City.[3] Future Land Use Element Subsection General Provision (b) identifies redevelopment and revitalization as the purpose and intent of this district:

> **Purpose and Intent; Redevelopment Incentives & Deterrents**. This District is one of two core redevelopment districts and this District is designed to:
>
> 1. Encourage revitalization and redevelopment of primarily:
>
> (i) Temporary lodging uses -resorts, hotels, resort condominiums and boutique hotels on the west side of Gulf Boulevard; and
>
> (ii) Commercial and mixed-use retail/residential projects on the east side of Gulf Boulevard with an emphasis on the central core Activity Center character district.
>
> 2. Discourage residential condominium development on the west side of Gulf Boulevard.
>
> 3. Prohibit exclusive residential use projects exceeding current height and density restrictions contained within the City's LDC.

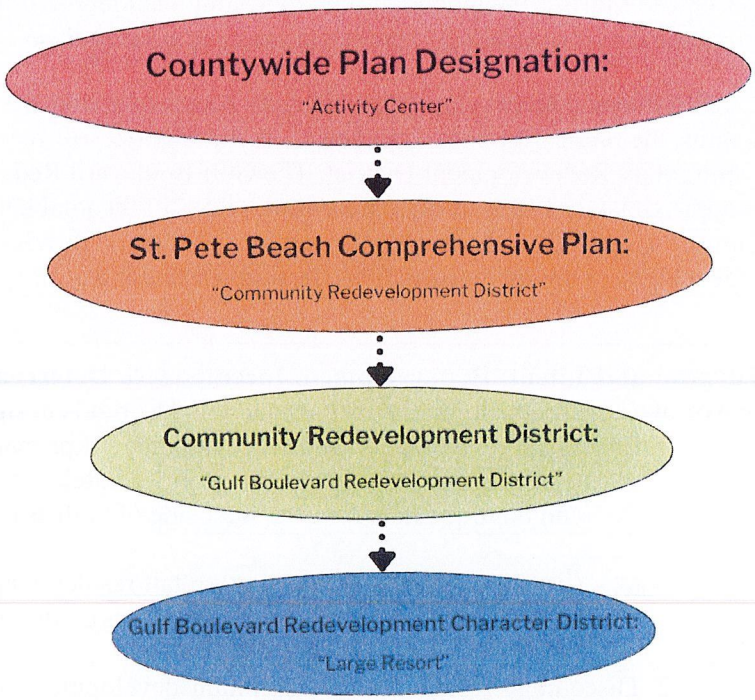
As described in the CUP narrative (**Exhibit A**), the proposed resort related uses are exclusively consistent with this purpose and intent. Only resort/transient accommodations and resort related accessory uses are proposed. No residential condominium or exclusive residential uses are proposed. Notably, residential uses are specifically discouraged.

The Gulf Boulevard Redevelopment District contains four (4) character districts:
1.) Large Resort District
2.) Boutique Hotel/Condo District
3.) Activity Center District
4.) Bayou Residential District

[3] St. Pete Beach, FL Comprehensive Plan, Section II, Future Land Use Element, Special Designation – Community Redevelopment District – C. Gulf Boulevard Redevelopment District, General Provisions (a) Location and Character

The developable portion of the Property is located within the Large Resort District which serves as both the Future Land Use designation and the Zoning District. A full analysis of the Large Resort District is provided in Section C, Future Land Use, below.

In summary, a hierarchal depiction of the county and City comprehensive plan regulatory planning framework for the Property is as follows:



Below is a full analysis of the Comprehensive Plan Goals, Objectives and Policies for the Gulf Boulevard Redevelopment District, followed by an analysis of the Large Resort Character District. Within the comprehensive planning framework, goals are general statements about desirable future conditions; objectives are statements of measurable outcomes in furtherance of such goal; and policies are statements of intent with enough clarity to guide decision making.[4] Consistent with the American Planning Association accepted methodology for comprehensive planning, a discussion is provided after each policy (as opposed to each Objective and each Goal). Project consistency with each policy implements and achieves the Goals and Objectives for the Gulf Boulevard Redevelopment District.

GOAL 1: Gulf Boulevard shall be a place that attracts people for living, employment and recreation. The City shall encourage the revitalization of Gulf Boulevard through commercial and temporary lodging redevelopment that will attract residents and

[4] PAS Quicknotes No. 52, A Publication of the American Planning Association, ISSN 2169-1940, © 2014

visitors to the Gulf Boulevard core resort area as a recreation, entertainment, resort and shopping destination.

Objective 1.1: All development and redevelopment within the Gulf Boulevard Redevelopment District shall further the goals, objectives and policies of the Community Redevelopment District, this District and each character district within which development occurs; and shall comply with the design guidelines and the applicable land development regulations for the respective character district.

Objective 1.2: High-rise residential condominium projects in the Gulf Boulevard Redevelopment District are prohibited along the Gulf beaches and intracoastal waterways by prohibiting height and density increases for exclusively residential uses on Gulf Boulevard.

Objective 1.3: The Gulf Boulevard Redevelopment District shall maintain, and where practical, expand parks and recreational activities, including waterfront recreation that serves residents and visitors.

Objective 1.4: The Gulf Boulevard Redevelopment District shall be a safe environment for both residents and visitors, and real and perceived public safety issues will be addressed including improved lighting, improved pedestrian circulation on the east and west sides of Gulf Boulevard and crossing Gulf Boulevard, improved bicycle lanes for safer circulation for all modes of non-vehicular transportation, and shall consider traffic flow devices and improvements to assist in daily traffic flow and emergency evacuation.

Objective 1.5: The City shall recognize the unique features of Gulf Boulevard and shall implement the Gulf Boulevard Improvement Program or develop a Master Boulevard plan that promotes uniform beautification landscape standards, provides a pedestrian and bicyclist-friendly and safe environment that minimizes pedestrian-vehicular conflict and bicycle-vehicular conflict.

Objective 1.6: Public beach access will be preserved and expanded through redevelopment of temporary lodging uses.

Objective 1.7: All new building construction shall comply with current Building and Safety Codes, FEMA and National Flood Insurance program regulations to maximize protection of the City's built infrastructure from all manner of hazards, natural disasters and flooding. The City shall ensure compliance not only through the building permit process but through Code Enforcement and inspections as necessary to maintain the highest FEMA rating achievable for a coastal barrier island.

Objective 1.8: The City shall recognize the importance of temporary lodging uses and public beach access to its residents and visitors in preserving and maintaining its socio-economic quality of life; and further, the City recognizes that additional high-rise residential development along the Gulf beaches is not desirable and not in keeping with

the City and its residents' desire to preserve and expand public beach access and temporary lodging uses that if lost, and replaced with high-rise residential uses, will adversely impact the City's tourism-based economy; and as a result, such high rise residential development shall be discouraged throughout the Gulf Boulevard Redevelopment District and shall not be allowed to exceed current height limitations of five stories over parking for exclusively multifamily residential use projects in the Gulf Boulevard Redevelopment District.

GOAL 2: Create a quality livable community where people and vehicles can circulate in the Gulf Boulevard Redevelopment District area safely, comfortably and efficiently.

Objective 2.1: Gulf Boulevard shall be reclaimed as a functioning local street to the maximum extent permitted by FDOT to operate within the Gulf Boulevard Redevelopment District for vehicular, non-vehicular and pedestrian circulation.

Objective 2.2: Temporary lodging redevelopment shall be required to file an enforceable mandatory closure and evacuation plan that complies with County Emergency evacuation and management procedures and local emergency management rules and procedures, which shall be updated and amended as may be required by the County and/or City, from time to time.

Objective 2.3: A Master Boulevard Plan shall be implemented to enhance the pedestrian and vehicular environment, invite residents and visitors into the Gulf Boulevard Redevelopment core resort area, improve traffic circulation and encourage private reinvestment and investment, subject to FDOT approval.

Objective 2.4: A variety of parking solutions for motorized and non-motorized vehicles shall be pursued to support redevelopment, while maintaining ease of access and adequate parking throughout the Gulf Boulevard Redevelopment District.

Objective 2.5: Large-scale temporary lodging redevelopment shall be required to develop and implement a Transportation Management Plan that includes shuttles to and from the airport and may include shuttles to off-site amenities and attractions, an employee ridesharing or vanpooling program and a guest bicycle program.

Objective 2.6: Public and private sector development shall create and contribute to pedestrian and bicycle linkages throughout the Gulf Boulevard Redevelopment District for safety, as part of the Green practices initiative to reduce Greenhouse gas emissions.

Objective 2.7: Development of on-site and off-site public parking, as well as additional and enhanced trolley stops, shall be pursued in proximity to public beach access points, pedestrian crosswalks and major retail and entertainment areas.

GOAL 3: Maintain and improve Gulf Boulevard as a memorable place to be enjoyed by residents and visitors that emphasizes pedestrian mobility, waterfront and Gulf beach access, a quality built environment that focuses on retail services and entertainment.

Objective 3.1: The existing parks shall be improved to provide residents and visitors a memorable experience.

Objective 3.2: Public beach access points will be preserved, expanded and improved through redevelopment and coordinated with pedestrian crosswalks, bike lanes and sidewalks, trolley stops and entrances to major residential neighborhoods on the east side of Gulf Boulevard to the maximum extent practical and feasible.

Objective 3.3: Redevelopment is encouraged to create a vibrant Gulf Boulevard core resort environment containing a variety of building forms and styles of exceptional architectural design and high quality finishes that respect the Gulf Boulevard resort character and heritage, increase Green space, reduce paved surface parking, increase side yard setbacks, increase setbacks from Gulf Boulevard, and provide amenities, retail services, restaurants and waterfront beach bars that serve guests and residents alike.

Policies

Policy 1: All development shall be consistent with building and site design guidelines and standards that establish the quality of design features expected for renovation, redevelopment and new construction in the Gulf Boulevard Redevelopment District.

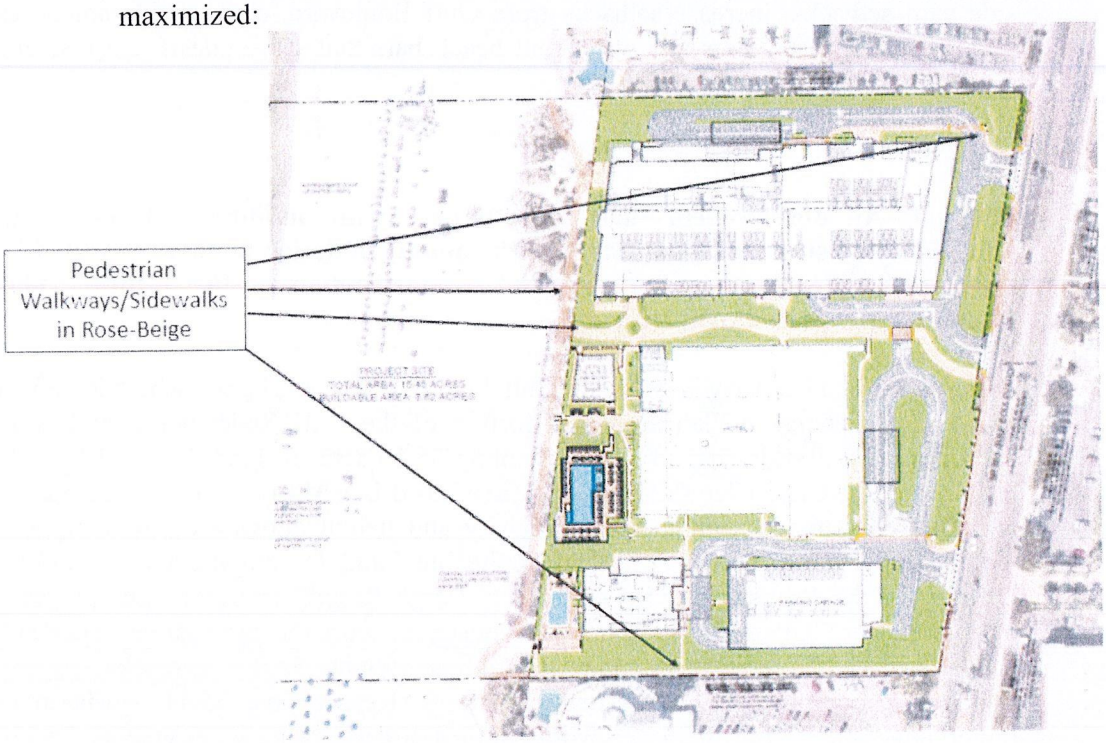
Discussion: The Property is located within the Large Resort District, which is defined in the Comprehensive Plan as a that portion of the Gulf Redevelopment District consisting of a .9 mile strip of land containing 65.16 acres of land or 5% of the total land area of the City. (See **Exhibit G, Future Land Use Map**). Hotel redevelopment is highly encouraged with increased density and height allowances for temporary lodging only. The implementing and applicable Land Development Code Zoning District for the Property is also defined as Large Resort. Therefore this proposed redevelopment/CUP shall be developed consistent with the dimensional standards enumerated in Code Sections 35.8 - Building Height, 35.9 - Setbacks, 35.10 - Temporary Lodging Amenity Requirements & Restrictions, 35.11 - Maximum Impervious Surface Ratio, 35.12 - Minimum off-street parking requirements, 35.13 - Landscaping, 35.14 – Design Requirements, and 35.15 – Signs.

Policy 2: The character of each district shall be reinforced through the site plan review and approval process. Projects shall be consistent with and contribute positively to the vision of the character district in which they are located.

Discussion: Acknowledged. An illustrative master site plan has been included with this CUP application to ensure that the consistency with the character district and its positive contribution to the area. Once the CUP is approved, the next step will be implementation via site plan. Division 5 of the Land Development Code of St. Pete Beach, Florida details the procedures for site plan approval and standards for review.

Policy 3: The design of all projects in the Gulf Boulevard Redevelopment District shall make meaningful contributions to a safe and comfortable pedestrian environment through site and building design, internal connections between adjacent properties, and external connections to and along Gulf Boulevard.

Discussion: Acknowledged. The proposed illustrative master site plan shows various pedestrian connection points and public access from Gulf Boulevard to the beach as well as in interconnection to the south (Bellwether Resort). No additional connections to the private residential community to the north (Seamark Condominiums) are proposed other than via the Gulf Boulevard sidewalk. All opportunities to improve sidewalk connectivity, access to the beach and access to adjacent properties have been maximized:



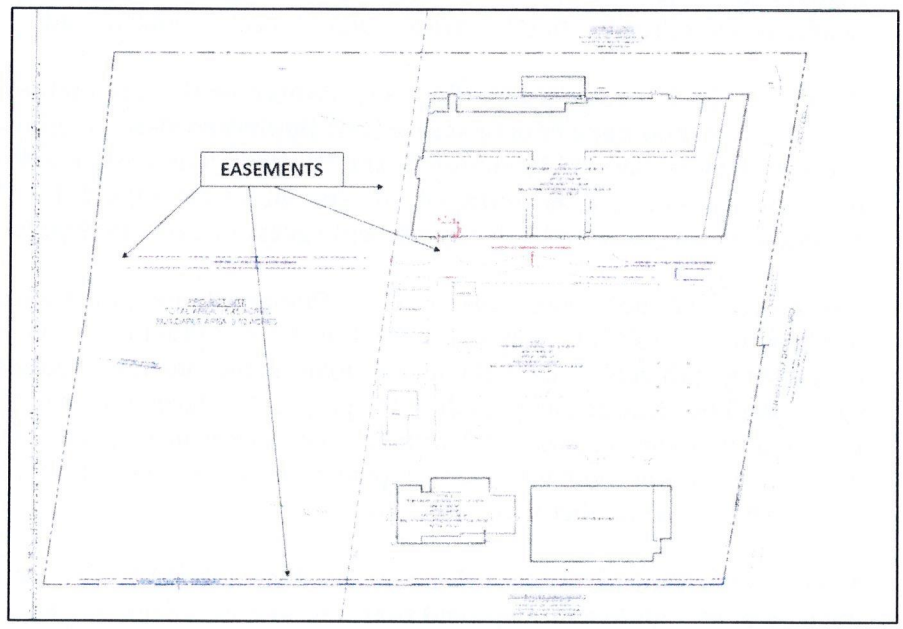
Policy 4: On-site overhead utilities shall be placed underground as part of all development projects.

Discussion: Acknowledged and to be demonstrated as part of site plan process.

Policy 5: Utility and sidewalk easements along Gulf Boulevard may be required as part of all development projects if the existing site conditions

and redevelopment plans permit the location of such easements that can be integrated into the redevelopment site plan without undue hardship to the property owner. The City may also require the construction of a sidewalk along Gulf Boulevard in a location that can be coordinated with existing off-site sidewalks and integrated with the proposed site plan to provide a continuous safe pedestrian pathways.

***Discussion*:** Acknowledged and see response above to Policy 3. The Access Easement Exhibit has been provided with the Technical Review Committee CUP resubmittal on August 23, 2023:



Policy 6: Property owners/developers are encouraged to meet with area neighborhood associations/business groups prior to submitting a major redevelopment project for City review.

Discussion: Acknowledged. Two community meetings were held on April 13, 2023 and April 20, 2023.

Policy 7: Residential developments shall provide on-site recreational opportunities wherever possible.

Discussion: N/A. This is not a residential development. Only resort/transient lodging is proposed. This is consistent with the Comprehensive Plan's Gulf Boulevard Redevelopment District purpose and intent to discourage residential condominiums on the west side of Gulf Boulevard.

Policy 8: Shared parking for commercial, office and mixed uses shall be accomplished wherever possible.

Discussion: The site is a fully integrated resort with three (3) hotels and related accessory uses including office, restaurants and other related resort amenities. All parking is fully shared and integrated within the resort site.

Policy 9: All new development and redevelopment shall mitigate potential flood, hurricane and tropical cyclone hazards.

Discussion: The development is required to comply with all applicable regulatory requirements addressing flood, hurricane and tropical cyclone hazards.

Policy 10: To improve traffic flow and reduce pedestrian/bicyclist - vehicular conflict, vehicular curb cuts to access Gulf Boulevard shall be minimized, shared access driveways should be pursued, and internal connectivity between adjacent properties should be encouraged, to the practical extent feasible to allow reasonable, adequate and safe ingress and egress to new development.

Discussion: No new curb cuts to Gulf Boulevard are proposed; however, the northernmost one shall be realigned. The Illustrative Master Site Plan shows the three (3) existing curb cuts to Gulf Boulevard. Reasonable, adequate and safe ingress and egress shall be enhanced as a result of the proposed redevelopment of the Property. A pre-application meeting was held with the FDOT to evaluate potential improvements necessitated by the proposed redevelopment and to further evaluate and finalize a realignment of the northernmost access point.

Policy 11: A Transportation Management Plan (TMP) shall be required on all development and redevelopment that increases density or intensity of development on a site. Physical and operational improvements and strategies should be considered as part of any project Transportation Management Plan.

Discussion: Acknowledged. This has been submitted.

Policy 12: Pedestrian bridges over Gulf Boulevard shall be pursued at critical intersections along Gulf Boulevard to ensure safe and continuous pedestrian linkages between major activity core areas such as Dolphin Village and the County Park/Resort Districts as well as East and West Corey Avenue shopping, business and entertainment districts.

Discussion: This is N/A to this Property.

Policy 13: Increased setbacks from Gulf Boulevard for any building exceeding fifty (50) above based flood elevation.

Discussion: Acknowledged. Please refer to the CUP site plan that was resubmitted on August 23, 2023, which shows all of the increased building setbacks beyond the 25' front yard setback.

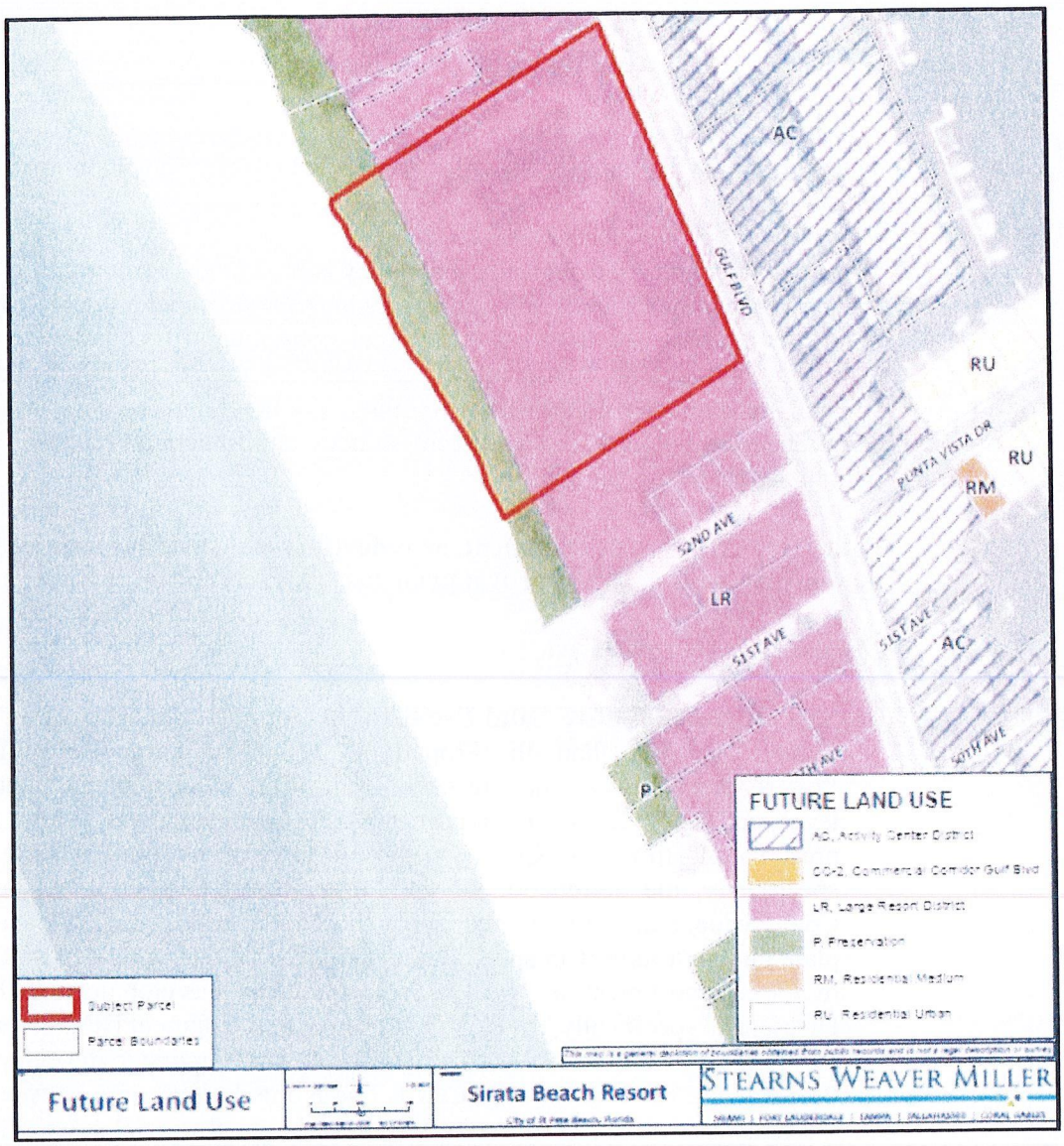
Policy 14: The assembly of smaller parcels into larger development sites will be encouraged.

Discussion: Although technically this policy is N/A to this Property, it is noteworthy to mention that the Property fully integrates multiple uses including three (3) different hotels with accessory uses on one parcel consisting of 8.62 developable acres. Therefore, although no smaller parcels are being assembled, the fact that the Property is being redeveloped cohesively with three (3) hotels and accessory uses with a comprehensive public access/easement strategy and integrated parking is consistent with the intent of this policy.

Policy 15: All new development or redevelopment shall be required to obtain administrative site plan approval prior to construction.

Discussion: Acknowledged.

C. **St. Pete Beach Future Land Use Plan**: According to the City of St. Pete Beach Future Land Use Plan, the Property is designated Large Resort District and Preservation. This designation is the result of the combined efforts at the county level and City level to support targeted redevelopment while recognizing preservation from the CCCL westward toward the Gulf of Mexico. More specifically, the designation of the Large Resort District is the result of the Countywide Plan effort to recognize the City's desire to develop a regulatory planning environment in specific targeted areas unique to its needs. This resulted in the establishment of the City's Community Development Redevelopment District and specifically, the Gulf Boulevard Redevelopment District and ultimately the Large Resort Character District all of which guide redevelopment of the Property. As noted above, the CCCL line is the dividing line between the beach (partially designated Preservation) and the Large Resort District. The proposed CUP will only apply to lands east of the CCCL (area clearly demarcated as Large Resort District).



Notably, the Comprehensive Plan contains a separate and distinct "Definitions" section specific to the Community Redevelopment Plan.

"21) Redevelopment – means the conversion, relocation, reconstruction, structural alteration or enlargement of any existing of any existing building and/or use."[5]

This definition contemplates expansions such as that proposed by the CUP and clearly includes increases in intensity and density of existing structures and uses on the Property.

[5] St. Pete Beach, Florida – Comprehensive Plan II – Future Land Use Plan Element – Special Designation – Community Redevelopment

As stated above, the Large Resort ("**LR**") District is one of the four (4) character districts within the adopted Gulf Boulevard Redevelopment District. The LR District was specifically identified in the Comprehensive Plan as that area devoted exclusively to large resort temporary lodging. Additionally, the Comprehensive Plan recognizes that the Property is one of the few properties eligible for redevelopment and thus is the intended recipient of increased height and density as contemplated by the CUP application. The long overdue redevelopment of this resort is critical to the revitalization of the area as contemplated by the City's Comprehensive Plan. Specifically, hotel redevelopment is encouraged by increasing permitted density and height for temporary lodging use only. Residential uses are "discouraged" with corresponding decreases in permitted density and the limitation of allowable height for residential uses. The City through its Comprehensive Plan cites their desire to overcome the following economic challenges:

1.) The City has suffered a detrimental economic loss in terms of hotel rooms and tourism jobs;
2.) Vacancy rates are stagnant;
3.) The City is concerned with its loss in market share as a result of aging properties;
4.) Risk of decline in commercial reinvestment resulting in a corresponding decline in property values.
5.) Address economic disparity between residential condominium and temporary lodging by increasing supply of hotel rooms relative to residential condominiums.
    i. This economic disparity is the reason why the Large Resort Character District has a higher transient/resort density incentive than the other standard Future Land Use categories in the Comprehensive Plan. To compensate for the said disparity, the exclusive temporary lodging use needed to be increased from 30 units per acre to 50-75 units per acre while simultaneously decreasing multifamily residential density of 18 units per acre to 15 units per acre.

These items combined if not addressed place an undue tax burden on existing residents. However, adherence to the incentives supported in the foundation of the comprehensive plan will foster a re-balance in tax revenue from the City's residential citizens to commercial/hotel developers by stimulating reinvestment of such temporary resort lodging/hotel uses. By increasing the supply of temporary lodging/hotel rooms while decreasing the supply of multifamily/condominium residential, the disparity in the value ratio between hotels and residential condominiums will be reduced. Therefore, the City's Comprehensive Plan correlates land use policy with financial implications.

Furthermore, the City's Comprehensive Plan also seeks to incentivize temporary lodging density as a result of the unintended consequence of the City's implementation of the Countywide Preservation designation in 2003. This loss in acreage totaled 16.5 acres equating to a loss of 495 potential temporary lodging units. Applying this math to the Property which has approximately 1.474 acres of Preservation equates to 44 resort/transient

units. Therefore, out of the proposed increase of 264 units, 44 can be attributed back to the 2003 Countywide Preservation designation of 2003 and the City's desire to provide a commensurate amount of density to landowners for the regulatory reduction. This is in addition to the regulatory reduction prior to 2003 for every property abutting the Gulf beaches in 2003.[6] This demonstrates and confirms the City efforts to balance public health safety and welfare with private property rights.

Furthermore, by fostering redevelopment, coastal resiliency will also be promoted. As old and obsolete structures are replaced with new and improved "to code" structures, the City's resiliency in the face of storms (such as the recent Hurricane Idalia which impacted the Gulf Coast on August 29 and 30, 2023) and related storm surge will be improved. Improving resiliency of the City's coastal resorts is a critical component to promoting public safety and welfare. Additionally, transient resort rooms are more easily controlled during an emergency event. For example, the resort can close down and cancel room reservations which can lead to an easier mandatory evacuation relative to permanent residents. This too will relieve the burden on emergency services and ultimately on the City's financial coffers.

The City's Comprehensive Plan policies with respect to the Large Resort Character District are as follows:

1. **Large Resort Policies**

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.

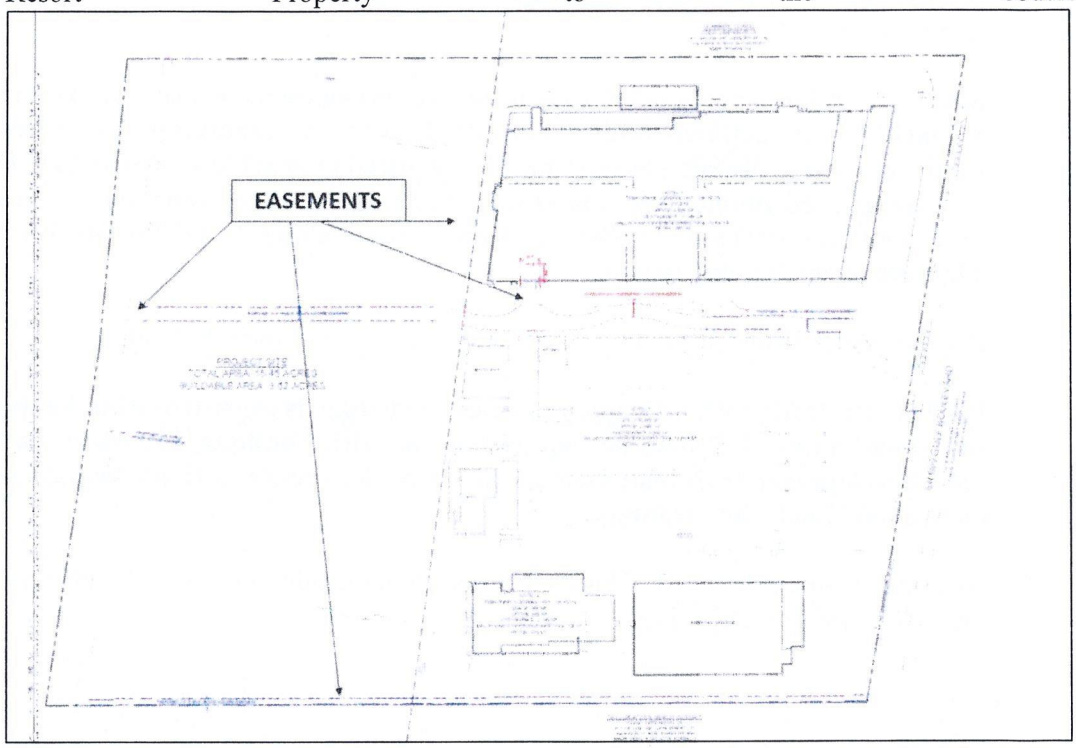
Discussion: A complete set of architectural renderings have been included with this CUP application. The following photos represent samples from different view sheds:

[6] St. Pete Beach, Florida – Comprehensive Plan II – Future Land Use Plan Element – Special Designation – Community Redevelopment, C. Gulf Boulevard Redevelopment District, Large Resort District, (d) Nonconforming densities.

Policy 2: At least one functional public beach access a minimum of ten (10) feet average width shall be provided on all temporary lodging use development projects if: (a) the buildable site is at least three gross acres in size; and (b) new construction exceeds 67% or more of the total aggregate floor area located on the buildable site; and (c) the buildable site has a westerly boundary abutting the Gulf beaches or is part of an overall unified development that has a westerly boundary abutting the Gulf beaches. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Any combined public beach access shall be an average fifteen (15) feet in width. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

Discussion: The proposed illustrative master site plan and related Access Easement Exhibit demonstrate how this redevelopment will provide beach access above and beyond comprehensive plan minimum requirements. A full 15' public beach access easement will be provided between Hotel 1 and Hotel 2 from Gulf Boulevard all the way to the beach. The existing built environment beyond the ownership of this Property does limit shared access with the residential condominium to the north; however, an additional 7' public beach access easement will be provided immediately abutting the Bellweather Beach

Resort Property to the south.



Policy 3: A functional public beach access may be required that shall not exceed seven (7) feet average width for temporary lodging use redevelopment projects if: (a) new construction is 67% or less but exceeds 50% of the total aggregated floor area located on the buildable site; (b) the site has a westerly property boundary abutting the Gulf beaches; and (c) only if the conditions of site redevelopment permit its location without causing undue hardship on the property owner as a result of existing site conditions that may impede the reasonable location of an easement for the public that can be integrated with the overall site development. Abutting resort owners will be encouraged to combine public beach access on adjacent boundaries in the site plan approval process to maximize the width and meaningful public access to the Gulf beaches wherever possible. Further, wherever practical and feasible, public beach access will be encouraged and pursued in coordination with trolley stops, crosswalks, bike and pedestrian pathways.

***Discussion*:** The proposed redevelopment as proposed by the condition use exceeds the requirements of this policy. See Discussion to Policy 2 above.

Policy 4: Public beach access will be by foot traffic and wheelchair only and shall be directed to marked paths or dune walkovers in order to protect the dune system. Emergency police, fire rescue and lifeguard response vehicles, or bicycles will be allowed access in a manner that minimizes adverse impacts to the dune system to the maximum extent possible.

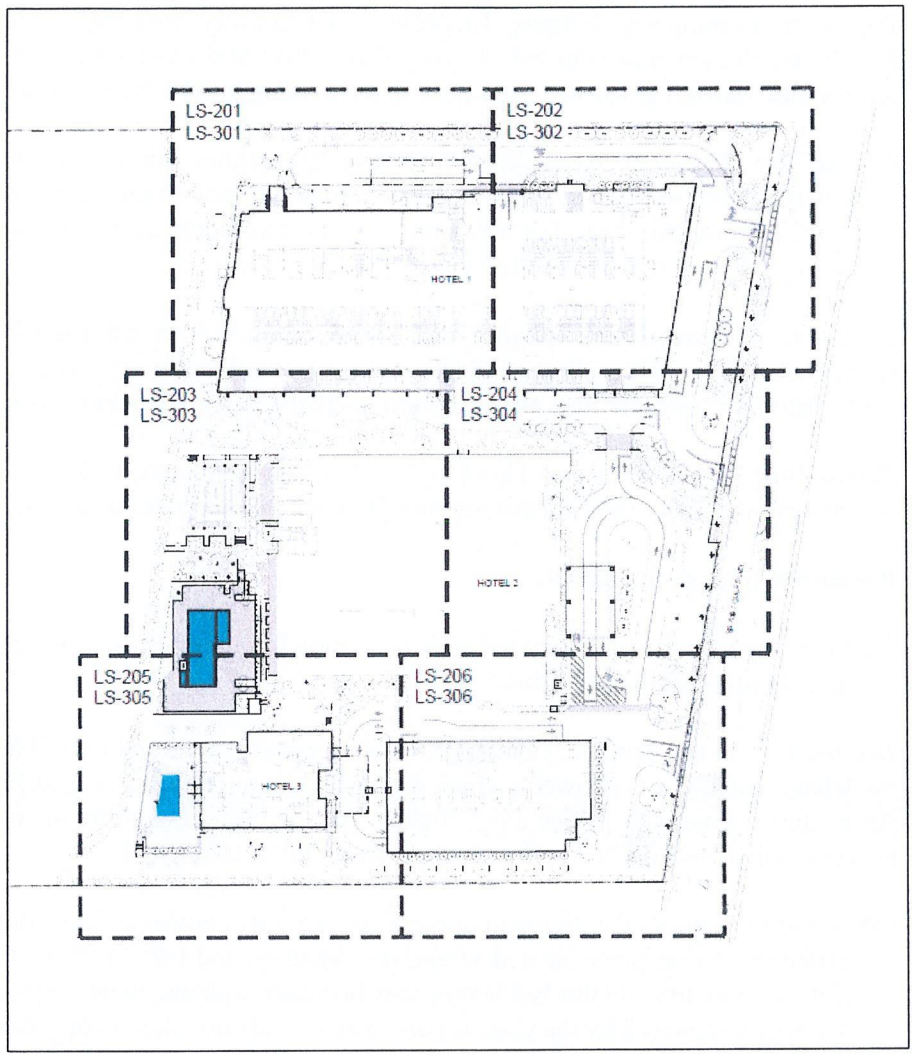
Discussion: Acknowledged. Please refer to the Access Easement Exhibit for proposed emergency access.

Policy 5: All large scale development and redevelopment projects approved under Scenario 2 as defined under Permitted Uses & Standards for this Large Resort character district category may be required to provide an easement to the City for unimproved public access landward of the mean high water line to provide a continuous, uninterrupted pedestrian beach system along the Gulf of Mexico prior to a building permit being issued.

Discussion: Acknowledged and shown on the Access Easement Exhibit.

Policy 6: Professional landscaping and design standards consistent with the standards contained in the LDC shall be required on the entire building site where any large-scale development or development of an entire site occurs, with particular emphasis on the Gulf Boulevard frontage.

Discussion: Acknowledged. This CUP application includes a full set of landscaping plans the cover sheet for which is as follows:



Policy 7: Professional landscaping and design standards consistent with the standards contained in the LDC shall be the minimum required for all redevelopment projects that are not redeveloping the entire buildable site for those areas of the development site being redeveloped only; and may be required where practical and feasible on the remainder of the development site if new construction exceeds 50% of the total buildable site area; all with particular emphasis on the Gulf Boulevard frontage. All landscape design including the type and quantity of plant material as well as hardscape design, shall be of exceptional quality and consistent with the character and vision of a high quality tropical resort destination.

Discussion: Acknowledged. Please see the Landscape Plans which show the proposed landscaping along Gulf Boulevard. This is another example of how redevelopment of this Property will enhance and revitalize the area.

Policy 8: Temporary lodging facilities shall comply with all County and local hurricane closure and evacuation procedures that will ensure orderly evacuation of guests and visitors prior to evacuation orders being issued for residents in Zone A.

Discussion: Acknowledged. Temporary lodging facilities improve the resiliency of the coastal high hazard area by reducing the number of permanent residents living in the coastal high hazard area. For example, hotels can implement evacuation orders by cancelling reservations or shuttling guests back to the airport.

Policy 9: All temporary lodging uses shall comply with adopted City rules and regulations that ensure that projects approved as temporary lodging facilities are built, function, operate and are occupied exclusively as temporary lodging uses.

Discussion: Acknowledged. This CUP application is exclusively for temporary lodging and related accessory uses consistent with the City's Comprehensive Plan.

Permitted Uses & Standards

(a) **Primary uses** - Temporary lodging uses - hotel, motel, resort condominium; medium density multifamily residential.

Discussion: Hotel/temporary lodging uses are primary permitted uses. Therefore, there is no debate whether it is allowed and the proposed amount of units is specifically permitted. As further enumerated in Section V below, the CUP process is the development review process that checks off "how" it is built and ***not*** "if" it is allowed.

(b) **Secondary uses** - Commercial and office; provided, however, any commercial and/or office use on property located within one-hundred and fifty (150) feet of the westerly right-of-way line of Gulf Boulevard may be under separate ownership from the primary use when approved by the City as part of an overall site plan incorporating the primary and secondary uses as an integrated project.

Discussion: Acknowledged. All resort related accessory uses are fully integrated into the proposed redevelopment as shown on the illustrative master site plan.

(c) **Density/Intensity Standards** - Density and intensity shall be calculated on the basis of those portions of the site which are landward of the Florida Coastal Construction Control Line and shall be permitted as follows:

A. Scenario 1: Existing development, and all development that does not qualify as Large-scale development under subsection B. Scenario 2 below:

1. Density - shall not exceed the following:

a. 50 temporary lodging units per acre; or

b. 15 residential dwelling units per acre; and

c. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.

2. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking, and outdoor amenities including but not limited to tennis courts, pools, and the like. The floor area ratio for Scenario 1 shall not exceed the following: []

a. 1.8 floor area ratio; and

b. Shall not include additional floor area for freestanding non-residential facilities; and

c. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.

B. Scenario 2 Large-scale Development: shall mean development of a parcel that is at least three gross acres in size or greater.

1. Density - shall not exceed the following:

a. 75 temporary lodging units per acre; or

b. 15 residential units per acre; or

c. A combination of residential and temporary lodging units which shall be prorated on an acreage basis allocated to each use, provided that a minimum of 200 temporary lodging units are provided; and

d. Variances to exceed the maximum density above as established in this Future Land Use Plan shall be prohibited.

2. Intensity Standards for Temporary Lodging Use - shall include indoor amenities and shall exclude structured parking and outdoor amenities including but not limited to tennis courts, pools and the like. The maximum floor area ratio for Scenario 2 shall not exceed the following:

a. 2.6 floor area ratio; and

b. As a bonus, street level retail and restaurant uses facing Gulf Boulevard that are accessible by pedestrians along Gulf Boulevard and serve the general public, may be constructed but shall not exceed an additional floor area ratio of 0.15 of the building site; and

c. The preceding intensities may include the normal ancillary residential for on-site security, maintenance and management, and normal ancillary non-residential guest facilities; and

d. Variances to exceed the maximum floor area ratio above as established in this Future Land Use Plan shall be prohibited.

4. Impervious Surface Ratio Standards. In both Scenarios 1 and 2, the maximum impervious surface ratio shall not exceed:

a. 0.85 for temporary lodging uses only;

b. 0.70 for residential use only; and

c. A combination of residential and temporary lodging units not to exceed the floor area ratio for each use set forth above, which shall be prorated on an acreage basis allocated to each use, and

d. Variances to exceed the maximum impervious surface ratios above as established in this Future Land Use Plan shall be prohibited.

Discussion: As the Property consists of 8.62 acres, according the Subsection B, Scenario 2, Large Scale, the temporary lodging density is 75 per acre. As stated above, the City's Comprehensive Plan explicitly encourages this higher density to encourage large resort style redevelopment. The increased density is a function of the City's objective to balance the economic disparity identified in the comprehensive plan with condominium/apartment style residential and to recognize private property rights, i.e compensate landowners for regulatory reductions to density based on designation of Preservation and acreage calculation reductions.

Acreage	District/Future Land Use	Density per Acre	Maximum	Proposed	Comprehensive Plan Reference
8.62	Large Resort	75	647	646	Subsection C. Gulf Boulevard Redevelopment District, Large Resort District, Permitted Uses & Standards (c)B.1

(d) **Height-Standards** - The maximum building height for each use within the LR District shall not exceed:

A. Residential use only, any temporary lodging use mixed with residential in same building. Building height shall not exceed 50 feet.

B. Any temporary lodging or commercial use building located within 200 feet of a property occupied by an existing residential use located outside the Community Redevelopment District. Building height shall not exceed 50 feet or the height of the adjacent residential building located outside the Community Redevelopment District, whichever is greater.

C. Temporary lodging use only. Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve feet or less in height above the roof line.

D. Any variance to increase the maximum height for each type of use set forth above for this Large Resort character district shall be prohibited.

E. Building height for the above uses shall be measured in accordance with the "height" definition as set forth under the definition section of the Special Designation — Community Redevelopment District in this plan.

Discussion: The applicable height standard is Subsection C: Temporary lodging use only. Building height shall not exceed 116 feet not including any decorative features or rooftop amenities extending twelve (12) feet or less in height above the roof line. The CUP site plan demonstrates consistency with this policy requirement.

(e) **Setback Standards** — Any new building construction or building addition within the Large Resort (LR) District shall comply with the following setbacks:

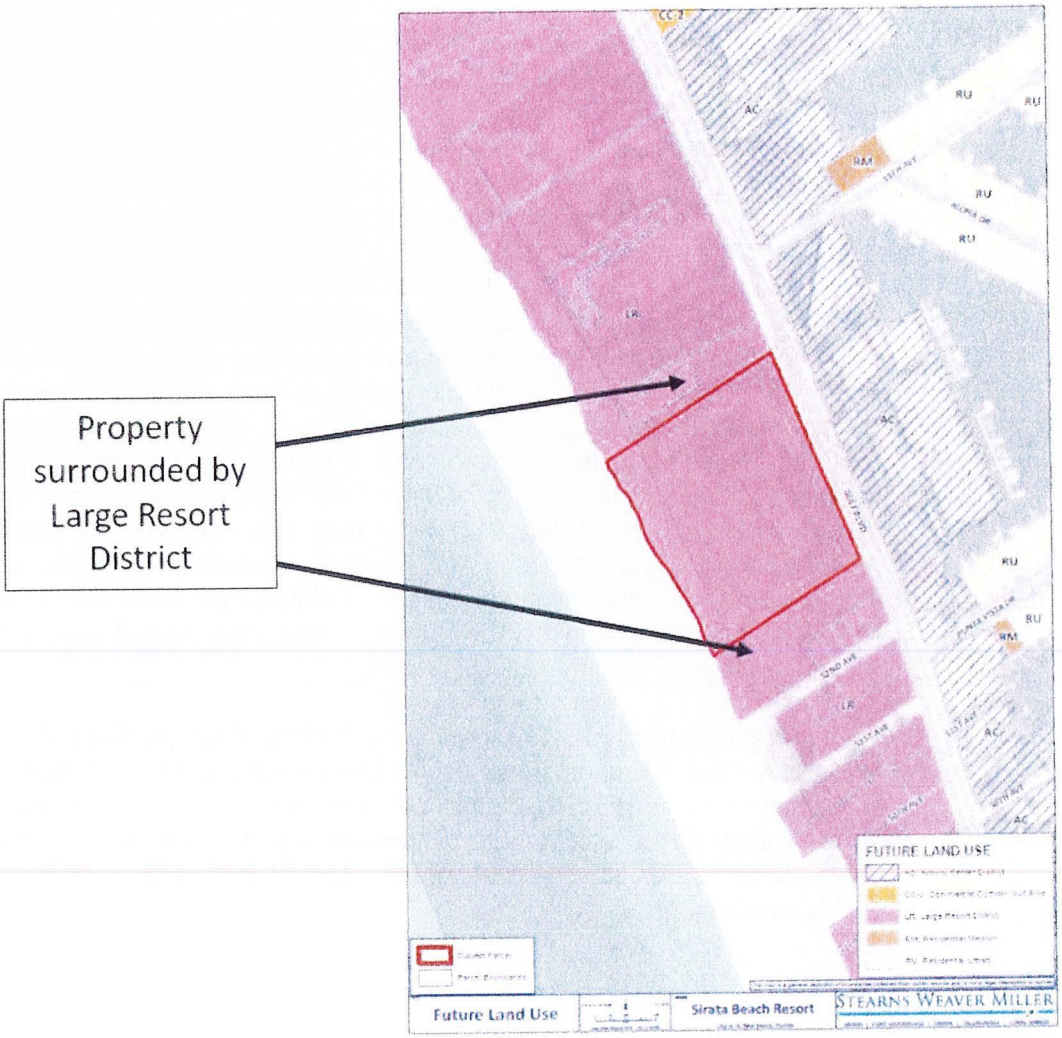
A. Front Yard. The minimum front yard setback for buildings 50 feet in height or lower shall be 25 feet. The minimum front yard setback for that portion of a

building rising above 50 feet in height shall be equal to the height of the building unless a lesser setback is approved by the City through the CUP process to provide for increased compatibility with adjoining properties.

Discussion: Acknowledged. The CUP site plan has been designed specifically with the building setbacks relative to height in mind. The setbacks have been specifically denoted on the CUP site plan corresponding to the varying heights to demonstrate consistency with this policy.

B. Side Yards. The minimum side yard setback shall equal ten (10) percent of the lot width of the subject property, or thirty (30) feet on one side, whichever is less, not to exceed sixty (60) feet combined for both setbacks. Provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum side yard setback shall equal twenty (20) percent of the lot width of the subject property or 60 feet, whichever is less, provided that in no event shall the setback be less than 30 feet, for that side yard abutting the existing residential use. The City Commission may increase the minimum side yard setback for that portion of a proposed building rising above 50 feet in height when determined to be in the public interest upon evaluating a CUP request.

Discussion: Acknowledged. The abutting uses on both the north side and south side are all located within the Large Resort District and the subject Property is not adjacent to an existing residential use located outside the Large Resort District. Therefore, the lesser of ten (10) percent of lot width or thirty (30) feet on one side not to exceed sixty (60) applies. The CUP site plan is consistent with this requirement.



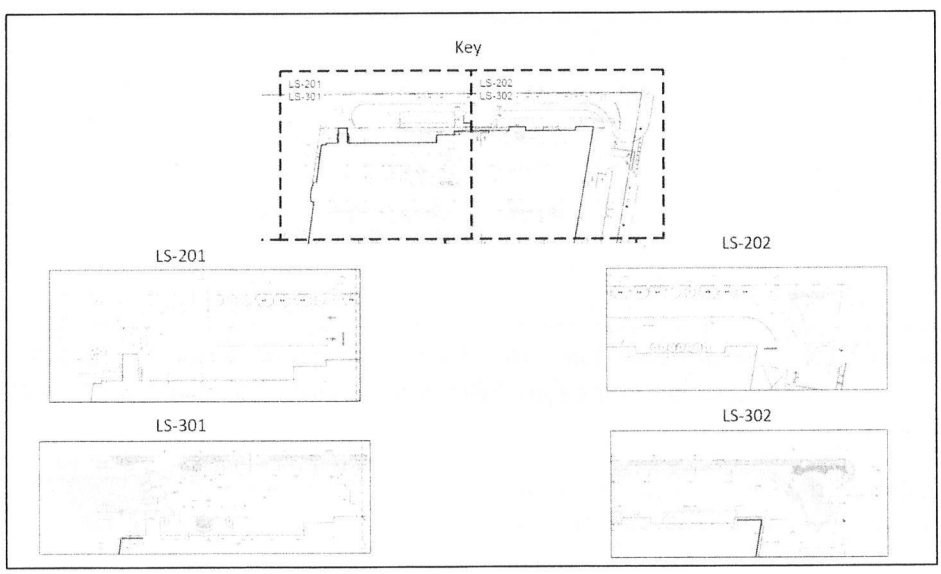
C. Rear Yard. For non-waterfront parcels, the minimum rear yard setback shall be 20 feet. For waterfront parcels, the minimum rear yard setback shall be the Florida Coastal Construction Control Line, provided, however, when the subject property is adjacent to an existing residential use located outside the Large Resort District, the minimum rear yard setback shall be increased as follows:

1. 50 feet landward of the Florida Coastal Construction Control Line or in alignment with the existing rear yard setback of the adjacent residential use, whichever is less, for buildings 50 feet in height or lower.
2. 50 feet landward of the Florida Coastal Construction Control Line plus an additional one-half foot of rear yard setback for every one-foot in building height for that portion of the building above 50 feet.

Discussion: The Property is a waterfront parcel and the CCCL rear yard setback applies. The CUP site plan demonstrates consistency with this policy.

(f) **Required Buffering** - New construction of a temporary lodging use that exceeds 50 feet in building height or adjoins an existing residential property located outside the Large Resort District shall provide a minimum 30 foot wide landscape buffer along the entire length of a required side yard with the specific landscape plan to be reviewed and approved as part of the CUP permitting process. The landscape buffer may contain any required public access to the beach, but no accessory uses. New construction of a temporary lodging use adjoining an existing residential property located outside the Large Resort District shall include the same buffer for rear yard along the adjoining residential property line, if applicable. The City Commission may reduce the width of the required buffer by up to 50 percent based upon its design and compatibility review of the project and any superior alternatives presented unless it adjoins an existing residential use located outside the Large Resort District, in which case there shall be no reduction to the required buffer width.

Discussion: As stated above, the Property is located within the LR District. There is no adjacent residential outside the Large Resort District. Therefore, the applicable landscape buffer width is thirty (30) feet with the ability to reduce 50% based on design and compatibility review. The CUP site plan complies with the applicable 30-foot landscape buffer to the south. A 50% reduction for a portion of the northern side is requested to accommodate safe vehicular movement. The landscaping plans demonstrate how the buffer will be enhanced to ensure such reduction is justified. The full proposed landscaping is detailed in the landscape plans, snippets of which are provided below for the reviewer's ease of reference:



V. Conditional Use Process

A. The City of St. Pete Beach Land Development Code defines a conditional use as:

> ***Conditional Use*** means a use that has operational, physical and other characteristics that may be different from those of the predominant permitted uses in a zoning district, but which is a use that complements or may otherwise be compatible with the intended over-all development within a district, provided that specified standards are met.

Source: City of St. Pete Beach, Land Development Code, Division 2, Definitions, Sec. 2.1. - Words, terms and phrases defined

This definition suggests that the conditional use may not be specifically identified as a permitted primary use. However, temporary lodging is a specifically permitted primary use within the Large Resort District in both the City's Comprehensive Plan and the Land Development Code. The CUP process is the mechanism the City has chosen for temporary lodging where heights in the Community Redevelopment District ("**CRD**") are above 50 feet and density above 30 temporary lodging units per acre:

Sec. 35.3. - Permitted principal and secondary uses and structures.

Subject to the provisions or restrictions contained in this section and elsewhere in this Code, permitted uses and structures in the LR District are as follows:

(a) *Primary uses.*

(1) Temporary lodging uses, including hotels, motels, resort condominium hotels 50 feet or less in building height or a density of 30 temporary lodging units per acre or lower;

(2) Multi-family residential.

(b) *Primary uses requiring conditional use approval.* Subject to the provisions or restrictions contained in this section and elsewhere in this Code, allowable primary uses requiring conditional use approval in the LR District are as follows:

(1) Temporary lodging uses, including hotels, motels, resort condominium hotels greater than 50 feet in building height or a density above 30 temporary lodging units per acre.

(2) Eating and drinking establishments, full-service restaurant, outdoor dining and/or drinking areas that may provide for outdoor music, roof dining and/or drinking areas, subject to section 6.24 of this Code as may be applicable.

(3) Commercial parking lot/structure.

Source: City of St. Pete Beach Land Development Code, Division 35, Large Resort District, Section 35.3, Permitted principal and secondary uses and structures.

This section of the City's Land Development Code is required by and consistent with the City's Comprehensive Plan for redevelopment in the CRD:

(c) **Review and Approval of Conditional Uses.** In order to ensure compatibility with adjoining existing uses, to fully evaluate impact on the City's infrastructure, and to ensure the entire development project meets City standards, the City shall amend its Land Development Code to require conditional use approval subject to quasi-judicial public hearings before the Planning Board and City Commission, for any temporary lodging use in the Community Redevelopment District proposed to have a building height greater than fifty (50) feet or a density greater than 30 temporary lodging units per acre as may be allowed by this plan and the City's Land Development Code. This review process shall include, but not be limited to, considerations of:

- Utility infrastructure, including sanitary sewer, reclaimed water, potable water electric, fire, law enforcement, and natural gas services, and data transmission and telecommunications services;
- 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 trans t infrastructure and amenities, and public sidewalks and roadways;
- Hydrological features and storm water management infrastructure;
- 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;
- Site landscaping, open space provision and impervious surface limitations;
- 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;
- Fire suppression and facility security;
- Emergency management and hurricane evacuation provisions;
- 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
- 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.

Source: City of St. Pete Beach Comprehensive Plan, II. Future Land Use Element, Special Designation, B. Community Redevelopment District, Other Standards for the Community Redevelopment District (CRD).

Conditional uses are permitted provided that the general and specific criteria relating to such use have been met.[7] The City's Comprehensive Plan is essentially utilizing the CUP process to further its redevelopment objectives in the area by allowing heights and transient lodging density more intensely than a standard district would. This process promotes flexibility and creativity to developers while allowing the City to ensure that the proposed use mitigates its impacts. Examples of typical conditions to address impacts include building size, setbacks, building orientation, and site features.[8] If the review standards for the CUP have been met and the impacts mitigated proportionately to what is proposed pursuant to adopted review standards, there is little or no discretion authorized to the review board to assign standards beyond those specified.[9] In summary, the CUP process is the mechanism on "how to build" and more specifically as it applies to this CUP application, how to build transient lodging density of more than thirty (30) units per acre with heights that exceed 50'.

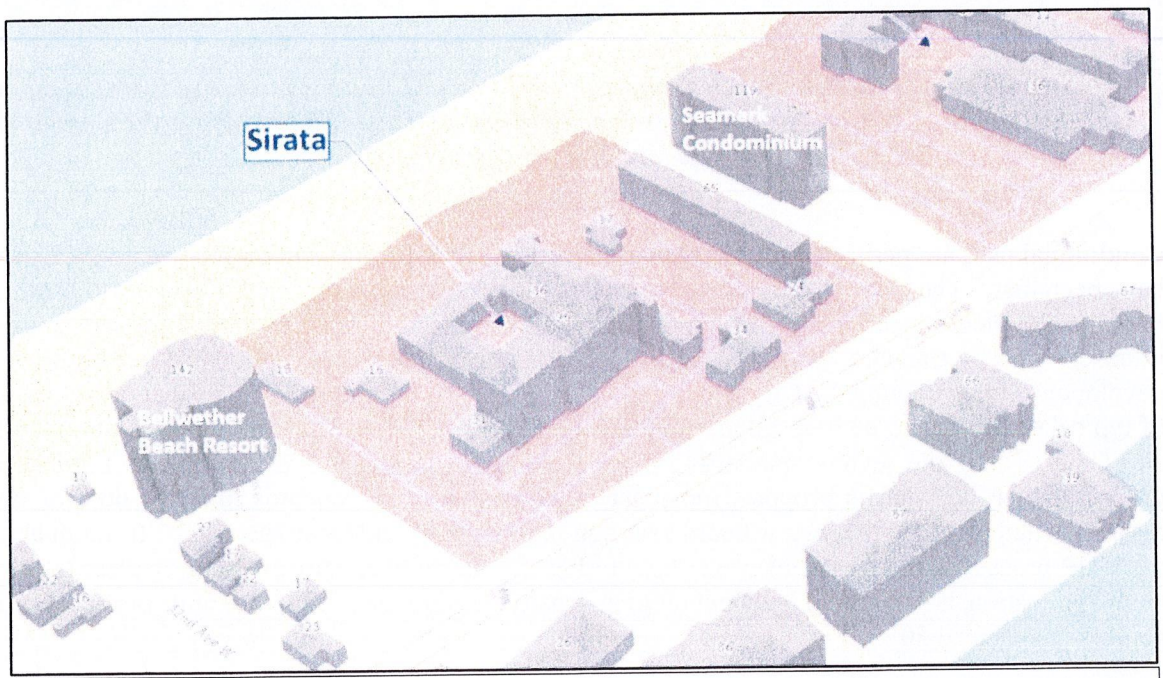
Currently, the Property consists of 9 buildings, 382 rooms, and 222,303 gross square feet according to the Pinellas County Property Appraiser's information:

[7] PAS Quick Notes 41, A Publication of the American Planning Association (**Exhibit I**)
[8] Zoning Practice, American Planning Association, Practice Conditional Uses May 2006
[9] Zoning Practice, American Planning association, Practice Conditional Uses May 2006

Heated SF	Gross SF	Living Units	Buildings
171,546	222,303	10	9

Current Transient Lodging density:
As the resort currently has 382 rooms/units, this represents a current transient lodging density of 44 rooms per acre. As this number exceeds 30 units per acre, the ability to exceed 30 units per acre (up to 44 units per acre) was already determined to be compatible on the Property.

Current Height:
The current height of the structures within the Property and the surrounding area is attached hereto as **Exhibit H**. The Property heights vary with the highest structure currently at 96', which is above the CUP trigger of 50'. The structures immediately adjacent to the Property, i.e. the Bellweather Beach Resort (to the south) has a height of 142 feet high and the Seamark Condominiums ("**Seamark**") (to the north) has a height of 119 feet:



Source: Current Surrounding Height - Exhibit H

Therefore, heights above 50' have already been approved for the Property and immediate surrounding area.

Source: bellwetherbeachresort.com

Source: Google Maps

Per the CUP application (**Exhibit A**), the maximum building height requested is 115.8 feet above the base elevation in accordance with Section 34.3(b)(1), with allowances for decorative features and rooftop amenities in accordance with Sec. 35.8(a)(3). As the Property is immediately adjacent to structures which are higher, the proposed height is consistent and compatible with the surrounding built environment. Notably, not all structures on the Property will reach the maximum requested, but rather they will vary in height. The CUP site plan demonstrates consistency how the redevelopment will comply with all height, setback and buffering requirements.

B. LDC CUP Criteria Analysis

The following summarizes the City's conditional use criteria set forth in the Land Development Code ("**LDC**"):

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.

Discussion: Section IV above provides a full analysis of the CUP's consistency with the goals, objectives, and policies of the Comprehensive Plan, the Community Redevelopment District, the Gulf Boulevard Redevelopment District and the Large Resort Character District. The proposed CUP is consistent with the Comprehensive Plan and all related special area sub-districts.

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;

Discussion: As stated above, the surrounding area is at a minimum of equal scale and intensity (and in some cases more). The Property is already an active large resort. Careful attention to the City's Comprehensive Plan and LDC have been given and is shown on the CUP site plan to ensure compatibility with the surrounding area using the tools specified in the City's Comprehensive Plan.

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);

Discussion: This is N/A. No resources are located on the Property.

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;

Discussion: The City's Comprehensive Plan and LDC list out specific criteria to ensure compatibility with the surrounding area. Consistency with each policy/criterion ensures that the redevelopment is compatible with the surrounding area. These include requirements such as (and as completely described in Section III above):

- If proposed height is above 50 feet, then the front yard setback for that portion of a building rising above 50 feet in height shall be equal to the height of the building.

- If new construction of a temporary lodging use exceeds 50 feet in building height, a 30-foot wide landscape buffer shall be provided. A 50% reduction may be granted based on design.

- If a waterfront property, rear yard setback is the CCCL.

- Side yard setbacks shall be the lessor of 10% of the lot width or thirty (30) feet each side for a total of sixty (60) feet.

The CUP site plan has been carefully designed to be consistent with all policies/criterion. Please refer to Section IV above which discusses each policy with respect to height, landscaping, and setbacks. In summary, the CUP site plan is consistent with all applicable provisions provided in the comprehensive plan/land development code. This consistency demonstrates and ensures compatibility with the surrounding area.

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;

Discussion: As stated in the narrative for the CUP, several design components have been included to mitigate perceived impacts such as: locating hallways internal to the Project, locating the pool at Hotel 1 on the south side of the tower away from the Seamark, locating loading berths and services within Hotel 1 and Hotel 3, and enclosing two (2) levels of parking in Hotel 1 to screen headlights from the Seamark.

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);

Discussion: As stated in the narrative for the CUP, the applicable traffic analysis and access management permit will address these items. The FDOT will be the regulatory agency governing access to Gulf Boulevard. Preliminary analyses have demonstrated that adequate capacity exists.

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);

Discussion: The proposed parking exceeds the code minimum requirements. The CUP site plan demonstrates consistency with truck loading, unloading and turning movements. Below is a snapshot of the parking table from the CUP site plan:

PARKING		
	REQUIRED SPACES	
TEMPORARY LODGING UNITS	0.9/UNIT	581 SPACES
OFFICE	1/300 SF	22 SPACES
RESTAURANT	1/200 SF	82 SPACES
BALLROOM/CONFERENCE/MEETING (TRANSIENT ACCOMMODATIONS)	1/600 SF	47 SPACES
RETAIL	0	0 SPACES
TOTAL REQUIRED PARKING	732 SPACES (15 ADA)	
TOTAL PROPOSED PARKING	827 SPACES (17 ADA) (179 COMPACT 21.6% PROVIDED)	

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

Discussion: As stated in the CUP narrative, the Project meets or exceeds all of the LDC provisions required to preserve public health, safety and welfare. In implementing the current LDC requirements, conditions related to stormwater control, access, vehicle queuing, pedestrian access, beach access, and on-site delivers are improved and generally preserve the public health safety and welfare. In addition the two new hotels will be built to modern hurricane resistant standards further preserving public welfare and safety.

Furthermore, by promoting transient lodging versus permanent residency in the Coastal High Hazard Area, evacuation needs in emergencies can be more easily facilitated as hotels cancel reservations and ensure the area is vacated.

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,

Discussion: As stated in the CUP narrative, Columbia Sussex Corporation is a family owned company of over fifty (50) years. It is the largest full service owner and operator for the Marriott and owns/operates 41 hotels with nearly 14,000 hotel rooms in 17 states. The development history and portfolio, alone, demonstrate the financial and technical capacity to complete the Project.

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.

Discussion: As stated above in this report, the CUP site plan ensures compliance with all additional standards imposed by the City of St Pete Beach's regulatory requirements.

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

Discussion: As stated in the CUP narrative: When the comprehensive plan was adopted (as a result of litigation), infrastructure studies were conducted to ensure that adequate infrastructure was available for a maximum build out scenario for all and use categories. Other than sewer (which has been addressed by the City's sewer improvement investment) adequate capacity was shown to

exist. Sufficient services are available. Additionally, all of the new development of the Project will undergo a final concurrency analysis at the time of construction plan approval.

2. 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.

Discussion: As stated in the CUP narrative: The FDOT conducted a preliminary review of the Project's design to ensure proper ingress and egress. The Project proposes an internal vehicle circulation network that substantially improves on-site queuing, connects the three (3) hotels and provides sufficient parking for each of the uses, including patrons and employees. Loading areas are designed into the internal circulation of the site so that deliveries are completed on-site and screened from the public. Finally, pedestrian transit is improved through an inter-connected site, with a ten-foot sideway added along Gulf Boulevard, and two beach accesses.

3. Hydrological features and storm water management infrastructure.

Discussion: As stated in the CUP narrative: The impervious surface ratio will remain relatively unchanged at the Project's completion. The stormwater management on site will be greatly improved. The current site design pre-dates any significant stormwater regulations and currently the stormwater sheet flows off the Property. As proposed, the Project requires the development to control stormwater flow off-site at a rate that is equal to or less than if the site were completely vacant. More importantly, the Project is designed to retain and treat stormwater in underground vaults located on the Property, which will significantly reduce any sheet flow from the Project. As a result of compliance with the modern stormwater regulations, the Project will greatly improve the hydrological features and stormwater management of the Property which shall also help with current flooding in the area.

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.

Discussion: As stated in the CUP narrative: The Project incorporates comments and recommendations from the FDOT to locate access points to maximize the efficiency of Gulf Boulevard. Hotel 1 and Hotel 3 are consistent with and comparable with the height, massing, design and appearances of the Seamark and Bellwether Resort ("**Bellwether**"). Hotel 1 and 3 are located 19.6 and 43.4 feet from the CCCL to preserve existing Gulf views of adjacent properties. In addition, Hotel 1 is setback 59.9 feet from the Seamark property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC. Vistas from Gulf Boulevard are protected by significant building setbacks from Gulf Boulevard, tiered building massing, lush landscaping along Gulf Boulevard and a decorative screen wall that will enhance the pedestrian street level experience.

5. Site landscaping, open space provision and impervious surface limitations.

Discussion: As stated in the CUP narrative: The Project meets or exceeds the open space, landscaping requirements and impervious surface requirements set forth in the LDC, as more particularly depicted and described in the landscaping plans prepared by Perry Becker. The existing development includes a great deal of surface parking, that the impervious surface ratio is, essentially, unchanged by the proposed. The impervious surface ratio proposed is 0.8, which is lower than what is permitted by the LDC. The Project's proposed floor area ratio is +/-1.53, well below the permitted maximum of 2.0.

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.

Discussion: As stated in the CUP narrative: The Bellwether will not be negatively impacted by the Project, as it is also a resort hotel use. The primary concern for operational and functional impacts relate to the residents of the Seamark. The applicant met with representatives of the Seamark's homeowner's association and implemented several changes to the Project to ensure no unreasonable or disproportionately negative impacts on the Seamark. Regarding views and sunlight, Hotel 1 is setback 59.9 feet from the Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC preserving views of the residents of the Seamark. The criteria set forth in paragraph six above are met in the following ways:

i. The entrance to and the north wall of the parking garage will be screened to ensure no light pollution from car headlights will shine into Seamark;
ii. Screening is proposed along the north property line;
iii. Solid waste and loading/deliveries for Hotel 1 will be internal to the parking structure and screened from Gulf Boulevard mitigating perceived noise, light and odor impacts;
iv. The Hotel 1 rooftop pool amenity, with the dining, drinking, and/or music is designed to isolate that amenity on the opposite side of the Hotel 1 guest room tower to reduce any potential noise and light impacts on Seamark and residents east of Gulf Boulevard;
v. Hotel 1 is proposed to be a luxury brand hotel and, as such, maintenance of the facility will be at a high standard;
vi. Improved queuing on-site will reduce stacking and improve the functionality of Gulf Boulevard benefitting neighboring properties;
vii. Stormwater system improvements will reduce existing flooding along Gulf Boulevard in front of the Project;
viii. A ten foot sidewalk will be constructed along Gulf Boulevard; and
ix. Beach access enhancements will be provided through a 15' pathway and 7' pathway, an easement in favor of the City for the construction of the proposed boardwalk, and a public access easement 10' landward of the mean high water line.

7. Fire suppression and facility security.

Discussion: As stated in the CUP narrative: Buildings design conforms with the current Florida Building Code requirements for High Rise Buildings. Additionally, the building design conforms with Marriott Hotel Standards for Life Safety that exceed those in typical model codes used in jurisdictions like St. Pete Beach. The additional building setbacks mentioned above also promote fire suppression and security by making it much less likely that life safety events will impact neighboring structures.

8. Emergency management and hurricane evacuation provisions.

Discussion: As stated in the CUP narrative: The Comp Plan points out that transient accommodation uses reduce the number of residents needing to evacuate in a storm event. Additionally, tourists tend to cancel plans and evacuate earlier than residents who need to prepare for the storm. Thus, the Project is not expected to have an appreciable impact on evacuation provisions. Additionally, the Project will redevelop property with modern construction and hurricane resilient buildings, which will exceed many of the existing developments of similar scale within the City.

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:

    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

    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.

Discussion: As stated in the CUP narrative: The layout and design of the Project includes consideration of both building separation and proximity to the CCCL to preserve the view of neighboring properties while also developing a reasonable and workable hotel on the Property.

To the south, the Bellwether is also a resort hotel use and (i) is taller than the proposed development, (ii) is constructed closer to the CCCL then the Project, and (iii) provides essentially no setback to the north along the Project boundary. Hotel 3 is proposed with a side yard setback of 30 feet and a CCCL setback of 43.4 feet, which given the location protects Bellwether's views and access to sunlight.

Seamark's views and access to sunlight are protected by Hotel 1 providing a 59.9 feet setback from the northern Property boundary (53.9 feet to guestroom balconies) and 19.6 setback from the CCCL. When you combine the proposed setbacks with the current location of the Seamark and its amenities, (Seamark is located ON the CCCL and its amenities are seaward of the CCCL), view and access to sunlight are preserved.

VI. **Conclusion:**

In summary, it is my professional planning opinion that the CUP as proposed is consistent with the applicable provisions of the comprehensive plan and land development regulations. The CUP as proposed satisfies all conditional use criteria and standards established by the Comprehensive Plan and Land Development Code ensuring compatibility with the surrounding area. It is also my opinion that the CUP as proposed, the City of St Pete Beach Comprehensive Plan and the City of St Pete Beach's corresponding Land Development Regulations collaboratively successfully represent key policies adopted and promoted by the American Planning Association including climate action, infrastructure, and zoning reform which drive planning outcomes that make communities more prosperous, equitable and resilient. [10]

Cynthia D. Spidell is an AICP certified planner with over 18 years of public and private planning experience. According to the American Planning Association AICP Code of Ethics and Professional Conduct (Exhibit F):

> ***"The American Institute of Certified Planners provides the only nationwide, independent verification of planners' qualifications. Certified planners pledge to uphold high standards of practice, ethics, and professional conduct, and to keep their skills sharp and up to date by continuously pursuing advanced professional education."***

Additionally, the AICP Code of Ethics: "Principles to Which We Aspire" were updated in 2021 to more fully account for a planner's role in social justice and racial equity, while accepting responsibility to eliminate historic patterns of inequity tied to planning decisions.

[10] American Planning Association, Federal Policy Priorities, 2023 Federal Priorities for Planning and Communities, www.planning.org/policy/priorities/

Exhibit List

Exhibit A: Conditional Use Permit Narrative

Exhibit B: Location Map

Exhibit C: Countywide Map

Exhibit D: Countywide Rules Subsection 2.3.3.15, Activity Center

Exhibit E: Gulf Boulevard Redevelopment District Map 2

Exhibit F: Staff Report dated July 12, 2011 of Ordinance 2010-13 on July 12, 2011

Exhibit G: American Planning Association & Revised AICP Code of Ethics.

EXHIBIT "A"

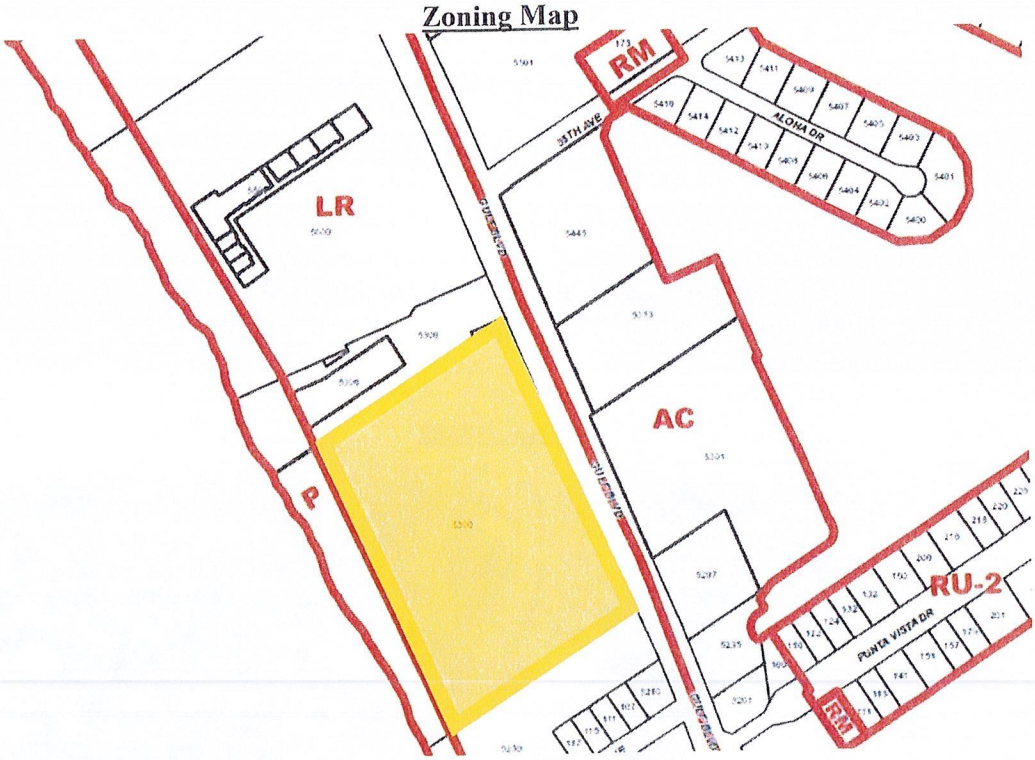
Conditional Use Application Narrative

Property Information

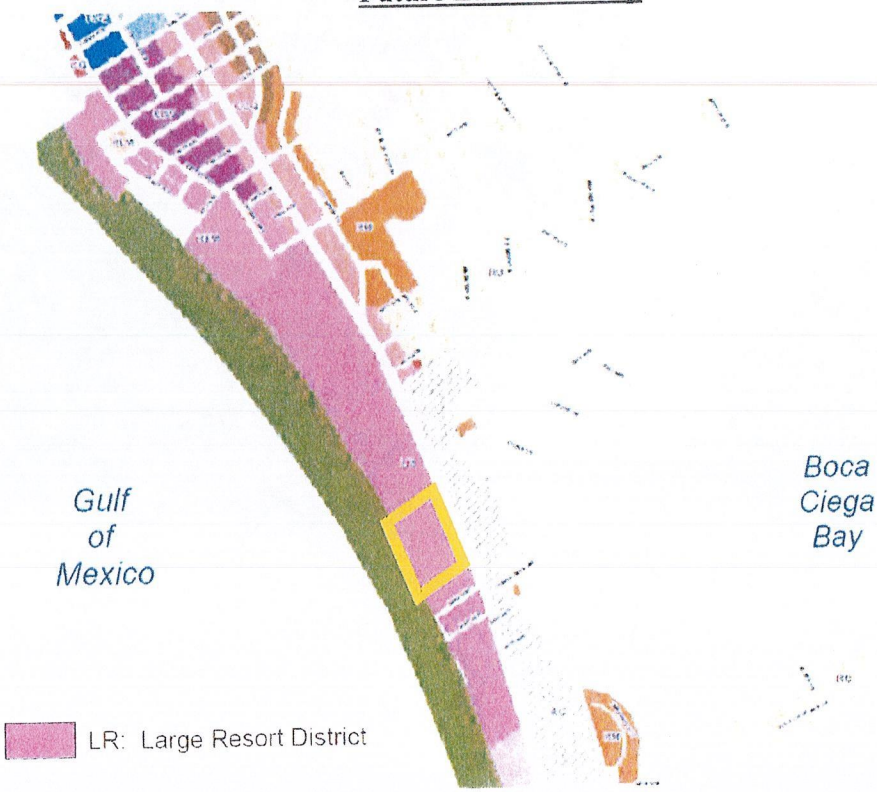
The property subject to this application includes parcel number 06-32-16-80172-000-0010 (the "**Property**") within the City of St. Pete Beach (the "**City**"). The Property is comprised of +/- 15.45 total acres with +/- 8.62 buildable acres located landward of the Coastal Construction Control Line (the "**CCCL**"). The Property is currently zoned Large Resort and the Future Land Use category of the Property is Large Resort.

Aerial Image

Zoning Map



Future Land Use Map



Overview

This CUP application ("**CUP**") reflects the proposed redevelopment of the existing Sirata Resort. Today, the Sirata Resort includes two main buildings, ancillary support structures, surface parking, and 382 transient accommodation units. The proposed redevelopment would:

1. Remove the red hatched building depicted in Figure 1, which would eliminate 98 transient accommodation units;

Figure 1

2. Remove several ancillary buildings as depicted in Figure 2;

Figure 2

3. Remove a portion of the building depicted in Figure 3 which would eliminate 57 transient accommodation units; and

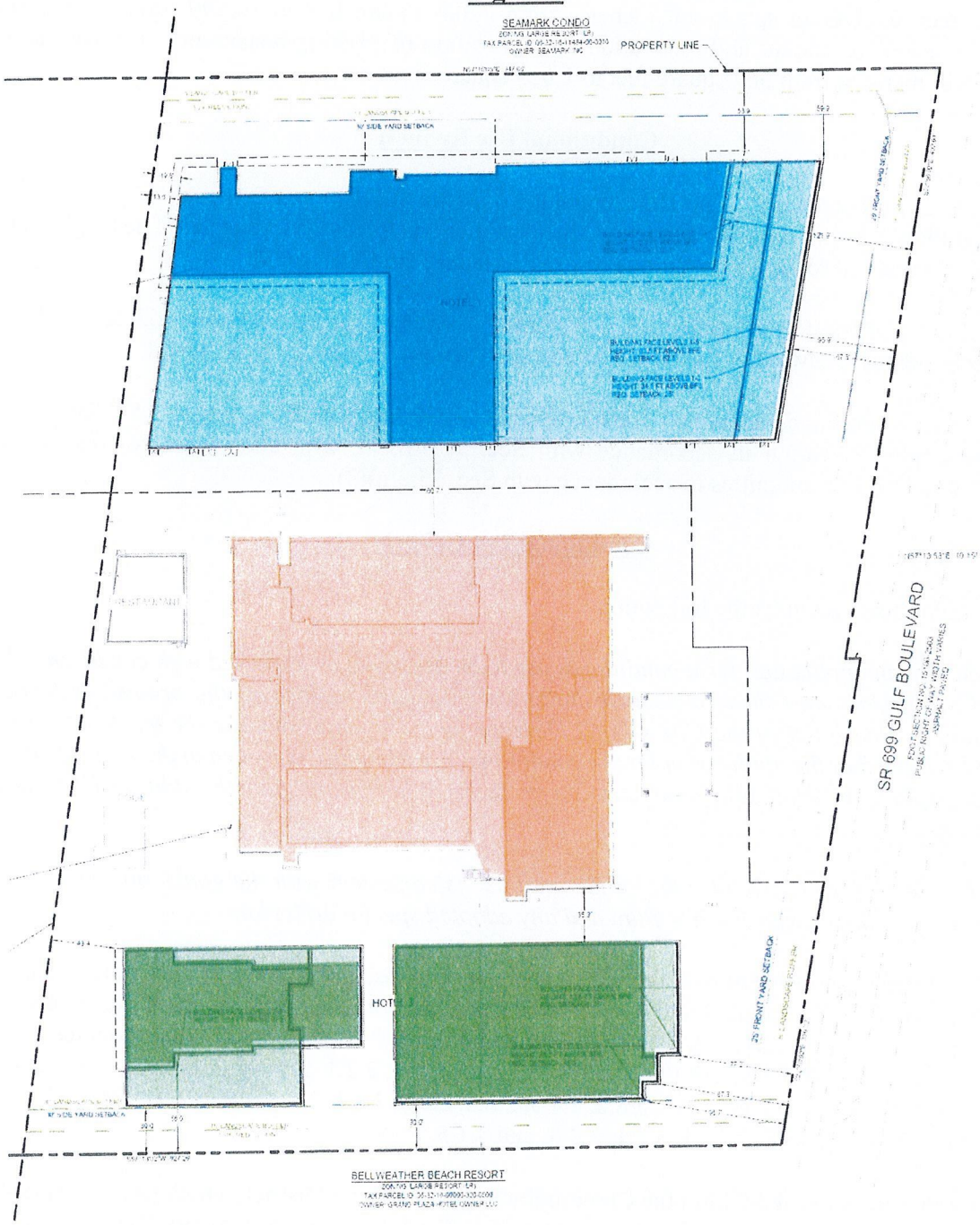
Figure 3

4. Add two new hotel buildings on either side of the remaining Sirata Resort as depicted in Figure 4.

The proposed project as depicted in Figure 4 would include:

I. A new luxury hotel (depicted in blue) with 290 transient accommodation units operated under a luxury name brand with resort amenities ("**Hotel 1**");
II. A renovated Sirata Resort (depicted in orange) with 226 transient accommodation units, which will continue to operate as the Sirata Resort ("**Remaining Sirata**"); and
III. A new Select Service hotel (depicted in green) with 130 transient accommodation units operated under a national brand name with kitchenette amenities ("**Hotel 3**").

Figure 4



The total number of transient accommodation units proposed is 646 (which is a net increase of 264 units) and related accessory uses (the "**Project**"). Accessory uses include amenities, office, restaurants, meeting space, and retail. In addition, certain amenity areas would also be redeveloped. Resort amenities for Hotel 1 and Hotel 3 would be included within each respective

hotel. Total office space would increase from 3,000 square feet to 6,500 square feet distributed throughout the Project. Meeting space will be reduced from 33,404 square feet today to 30,370 square feet. Restaurant space will increase from 8,380 square feet to 10,890 square feet (this includes a new restaurant and renovation and relocation of existing restaurant). Finally, retail space will increase from 567 square feet to 1,629 square feet.

Conditional Use Request

The City of St. Pete Beach Land Development Code (the "**LDC**") and Comprehensive Plan (the "**Comp Plan**") permit the proposed uses at the densities and intensities requested. The heights and densities requested require a conditional use. Specifically the CUP would:

1. Permit development of 646 transient accommodation units on 8.62 acres of the Property located landward of the CCCL in accordance with Section 35.3(b)(1); and

2. Permit development of the Property at a maximum building height 115.8 feet above the base flood elevation in accordance with Sec. 35.3(b)(1), with allowances for decorative features and rooftop amenities in accordance with Sec. 35.8(a)(3).

Conditional Use Criteria

The CUP process requires the following:

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. 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 is consistent with numerous goals, objectives, and policies of the Comprehensive Plan. Within the Future Land Use Element, the proposal supports Goals 1, 2, 3, and 4; Objectives 1.2, 1.3, 2.1, 2.2, 2.3, 2.4, 2.7, 2.8, 2.9, 2.11, 2.13, 3.2, and 4.1; and Policies 1.1.4, 1.2.3, 1.2.4, 1.2.6, 1.2.9, 1.3.1, 1.3.2, 1.3.3, 2.1.1, 2.1.12, 2.2.1, 2.3.3, 2.3.4, 2.3.5, 2.3.7, 2.4.1, 2.7.1, 2.7.2, 2.7.7, 2.7.14, 2.8.1, 2.8.2, 2.8.3, 2.8.4, 2.8.5, 2.8.6, 2.9.1, 2.9.2, 2.9.3, 2.9.6, 2.11.1, 2.11.2, 2.11.3, 2.13.2, 2.13.3, 3.2.1, 3.2.3, and 4.1.5.

   The Project is located within the Community Redevelopment District, which has various sub-districts and designations. The Project supports Goal 1 of the Community Redevelopment District through Objective 1.1, and Policies, 1.1.4, 1.1.5, 1.1.9, 1.1.10, 1.1.12 and 1.1.13; Goal 2 through Objectives 2.1-2.2, and Policies 2.1.1, 2.2.3, and 2.2.4; Goal 3 through Objective 3.1, and Policies 3.1.1 and 3.1.3. Within the Gulf Boulevard Redevelopment District sub-district, the Project supports Goals 1-3; Objectives 1.1, 1.2, 1.4, 1.5, 1.6, 1.7, 1.8, 2.2, 2.4, 2.5,

2.6, 3.2, 3.3; and Policies 1, 2, 3, 4, 5, 6, 9, 10, 11, 13, and 15. Finally, within the Large Resort District, the Project supports Policies 1, 2, 4, 5, 6, 8, and 9.

In addition to the significant support within the Future Land Use Element, the Project supports various other elements and policies. Transportation Element Goal 1 is supported by the Project through Objective 1.1, and Policies 1.1.1, 1.1.2, and 1.1.3; Objective 1.2 and Policy 1.2.1; Objective 1.3, and Policies 1.3.1, 1.3.2, and 1.3.4; Objective 1.4 with Policies 1.4.3 and 1.4.4; and Objective 1.5 with Policies 1.5.2 and 1.5.3. The Project supports Infrastructure Plan Element Goals 1 and 2; Objectives 1.1, 1.2, 2.1, and 2.2; and Policies 1.1.4, 1.1.5, 1.2.1, 2.1.1, 2.1.6, 2.2.2. Goals 1-2 of the Coastal and Conservation element are supported through Objectives 1.2, 1.4, 1.8, 1.9, 2.2, and 2.4; and Policies 1.2.1, 1.4.1, 1.4.2, 1.4.7, 1.8.2, 1.8.5, 1.9.1, 1.9.3, 1.9.6, 2.2.2, and 2.4.4. Policy 1.4.3 and associated Objection 1.4 and Goal 1 are supported within the Recreation and Open Space element. Finally, the Project supports Goal 1 of the Capital Improvement element through Objectives 1.3 and 1.5; and Policies 1.3.1, 1.3.2, 1.3.3, 1.3.4, 1.5.1, 1.5.2, 1.5.3, 1.5.5, and 1.5.7.

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 Comp Plan establishes the character of the Large Resort Character District (the "**District**") as the preferred location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The Project design will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area. The Project is bordered on the north by high rise residential, high rise resort to the south, and mid-rise residential/resort condominiums and retail to the east. Development to the east is across Gulf Boulevard within the Activity Center District.

      More specifically, the Project is bordered on the north by the Seamark Condominium ("**Seamark**"), a legal nonconforming residential development at a density greater than 60 DU/A and a height of 11 stories, and on the south by the Bellwether Beach Resort (the "**Bellwether**"), a legal nonconforming hotel at a density greater than 75 TAU/acre and a height of 12 stories. The new building heights within the Project range from eight to ten stories at a conforming density just under 75 TAU/acre, which is compatible with the adjacent development with respect to uses, densities and scale of development.

      The architectural style is modern Florida Resort Hotel architectural style, which features an all-white exterior with light gray accents and balconies on all guestrooms; a style seen

throughout Florida and the Gulf Coast. The goal is to also create a lush and vibrant landscape design that becomes part of the buildings architecture through the use of planters/green walls and waterfalls. The proposed style and scale is compatible with and will complement the surrounding area.

The Project's site design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed Project is consistent with the abutting residential and hotel uses to the north and south. Because the Property is over 15 acres in size, the Project is able to incorporate design elements that enhance both beach front and street front elements improving the character of the District. These elements include new beach connections, improved pedestrian connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

The purpose of the District and the Community Redevelopment Area was to encourage this type of redevelopment.

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 City, state or federally designated historic, scenic, archaeological, or cultural resources at or on the Property.

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 Comprehensive Plan identifies the District as the location for Large Resort development and redevelopment setting the expectations for overall scale, intensity and character in the District. The proposed redevelopment as designed will enhance the overall appearance and function of the area while significantly furthering the District's Goals, Objectives and Policies and the purpose of the Community Redevelopment Area.

The Project's design takes into consideration abutting properties views of the Gulf/beach utilizing buffering, setbacks and building placement. The height/scale of the proposed redevelopment is consistent with the abutting residential and hotel uses to the north and south. Due to the redevelopment's larger site, the Sirata Resort is able to incorporate design elements that enhance both beachfront and street front elements improving the character of the District. These elements include beach connections, improved connectivity, improved pedestrian/vehicular circulation and public realm along Gulf Boulevard.

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 any significant adverse impacts. The Project is designed to include features that mitigate perceived impacts such as:

i. Locating hallways internal to the Project;
ii. Locating the pool at Hotel 1 on the south side of the tower away from Seamark; and
iii. Locating loading berths and service areas within Hotel 1 and Hotel 3.

In addition, the developer has incorporated specific site design modifications to address the concerns by the residents of Seamark including enclosing two levels of the parking structure of Hotel 1 to screen headlights from Seamark and providing additional building setbacks form the CCCL to protect views.

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);*

Preliminary traffic analyses indicate the existing roadway network and nearby intersections have adequate capacity to support (i) existing traffic volumes, (ii) proposed Project traffic, (iii) recently approved projects such as Corey Landings, and (iv) the proposed Tradewinds Resort redevelopment. A traffic impact analysis is underway to confirm the preliminary analysis and provide a detailed analysis of street capacity, street level of service, and an operational analysis of any impacted roadways, intersections, and/or site connections. The Project's primary access points are from Gulf Boulevard, a Florida Department of Transportation ("**FDOT**") controlled arterial roadway. The applicant met with FDOT to coordinate access locations to minimize the impact to Gulf Boulevard and to maximize safety.

In addition, the Project is designed to add additional queuing on-site so that queueing does not back up onto Gulf Boulevard. Public transit is already available adjacent to the Property. Employees are, and will continue to be, offered subsidies to use public transportation to travel to and from work via bus to reduce the impact to the local roadway network. The Project will meet or exceed all City parking requirements, and when the Project is complete employee and guest parking will all be provided on-site. The current leased overflow parking located across Gulf Boulevard will be eliminated once the Project is complete and employees will no longer need to use leased parking facilities across Gulf Boulevard.

The Project includes multiple sidewalk improvements internal to the Project and along Gulf Boulevard. These improvements will enhance pedestrian connectivity to the beach, within the development and to adjacent developments. These improvements will mitigate neighborhood impacts related to transportation and allow for increased pedestrian safety.

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);*

   Currently, there are 379 on-site parking spaces, 102 off-site leased spaces, and no dedicated loading spaces. The Project will include 747 parking spaces, exceeding the requirements of the LDC. The Project provides two screened loading spaces within the new hotels. The parking and loading is an improvement over the current development, which uses off-site parking to fully meet parking demand.

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

   The Project meets or exceeds all of the LDC provisions required to preserve the public health, safety and welfare. In implementing the current LDC requirements, conditions related to stormwater control, access, vehicle queueing, pedestrian access, beach access, and on-site deliveries are improved and generally preserve the public health safety and welfare. In addition, the two new hotels will be built to modern hurricane resistant standards further preserving the public safety.

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,*

   Columbia Sussex Corporation is a family owned company of over fifty years. It is the largest full service owner and operator for Marriott, and owns/operates 41 hotels, with nearly 14,000 hotel rooms, in 17 states. The development history and portfolio, alone, demonstrate the financial and technical capacity to complete the Project.

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 provisions of the Comp Plan and the LDC. The applicant's design specifically addresses those requirements particular to the proposed use related to height and density.

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

When the Comp Plan was adopted (as a result of litigation), infrastructure studies were conducted to ensure that adequate infrastructure was available for a maximum build out scenario for all land use categories. Other than sewer (which has been addressed by the City's sewer improvement investment), adequate capacity was shown to exist. Sufficient services are available. Additionally, all of the new development for the Project will undergo a final concurrency analysis at the time of construction plan approval.

2. *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.*

   The FDOT preliminarily reviewed and commented on the Project's design to ensure proper ingress and egress. The Project proposes an internal vehicle circulation network that substantially improves on-site queueing, connects the three hotels, and provides sufficient parking for each of the uses, including patrons and employees. Loading areas are designed into the internal circulation of the site so that deliveries are completed on-site and screened from the public. Finally, pedestrian transit is improved through an inter-connected site, with a ten-foot sidewalk added along Gulf Boulevard, and two beach accesses.

3. *Hydrological features and stormwater management infrastructure.*

   The impervious surface ratio will remain relatively unchanged at the Project's completion. The stormwater management on site will be greatly improved. The current site design pre-dates any significant stormwater regulations and currently the stormwater sheet flows off the Property. As proposed, the Project requires the development to control stormwater flow off-site at a rate that is equal to or less than if the site were completely vacant. More importantly, the Project is designed to retain and treat stormwater in underground vaults located on the Property, which will significantly reduce any sheet flow from the Project. As a result of compliance with the modern stormwater regulations, the Project will greatly improve the hydrological features and stormwater management of the Property which will also help with current flooding in the area.

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 incorporates comments and recommendations from the FDOT to locate access points to maximize the efficiency of Gulf Boulevard. Hotel 1 and Hotel 3 are consistent and comparable with the height, massing, design and appearances of the Seamark and Bellwether. Hotel 1 and 3 are located 19.6 and 43.4 feet from the CCCL to preserve existing Gulf views of adjacent properties. In addition, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC. Vistas from Gulf Boulevard are protected by significant building setbacks from Gulf

Boulevard, tiered building massing, lush landscaping along Gulf Boulevard and a decorative screen wall that will enhance the pedestrian street level experience.

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

The Project meets or exceeds the open space, landscaping requirements and impervious surface requirements set forth in the LDC, as more particularly depicted and described in the landscape plans prepared by Perry Becker. The existing development includes a great deal of surface parking, that the impervious surface ratio is, essentially, unchanged by the proposed. The impervious surface ratio proposed is 0.8, which is lower than what is permitted by the LDC. The Project's proposed floor area ratio is +/-1.53, well below the permitted maximum of 2.6.

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.*

The Bellwether will not be negatively impacted by the Project, as it is also a resort hotel use. The primary concern for operational and functional impacts relate to the residents of Seamark. The applicant met with representatives of the Seamark association and implemented several changes to the Project to ensure no unreasonable or disproportionately negative impacts on Seamark. Regarding views and sunlight, Hotel 1 is setback 59.9 feet from Seamark's property boundary (53.9 feet to guestroom balconies), which is essentially twice what is required by the LDC preserving views of the residents of Seamark. The criteria set forth in paragraph six above are met in the following ways:

i. The entrance to and the north wall of the parking garage will be screened to ensure no light pollution from car headlights will shine into Seamark;
i. Screening is proposed along the north property line;
ii. Solid waste and loading/deliveries for Hotel 1 will be internal to the parking structure and screened from Gulf Boulevard mitigating perceived noise, light and odor impacts;
iii. The Hotel 1 pool was designed to be located south of the Hotel 1 tower to reduce any potential noise and light impacts on Seamark;
iv. Hotel 1 is proposed to be a luxury brand hotel and, as such, maintenance of the facility will be at a high standard;
v. Improved queuing on-site will reduce stacking and improve the functionality of Gulf Boulevard benefitting neighboring properties;
vi. Stormwater system improvements will reduce existing flooding along Gulf Boulevard in front of the Project;
vii. A ten foot sidewalk will be constructed along Gulf Boulevard; and
viii. Beach access enhancements will be provided through a 15' pathway and 7' pathway, an easement in favor of the City for the construction of the proposed boardwalk, and a public access easement 10' landward of the mean high water line.

7. *Fire suppression and facility security.*

Buildings design conforms with the current Florida Building Code requirements for High Rise Buildings. Additionally, the building design conforms with *Marriott* Hotel Standards for Life

Safety that exceed those in typical model codes used in jurisdictions like St. Pete Beach. The additional building setbacks mentioned above also promote fire suppression and security by making it much less likely that life safety events will impact neighboring structures.

8. *Emergency management and hurricane evacuation provisions.*

The Comp Plan points out that transient accommodation uses reduce the number of residents needing to evacuate in a storm event. Additionally, tourists tend to cancel plans and evacuate earlier than residents who need to prepare for the storm. Thus, the Project is not expected to have an appreciable impact on evacuation provisions. Additionally, the Project will redevelop property with modern construction and hurricane resilient buildings, which will exceed many of the existing developments of similar scale within the City.

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:*

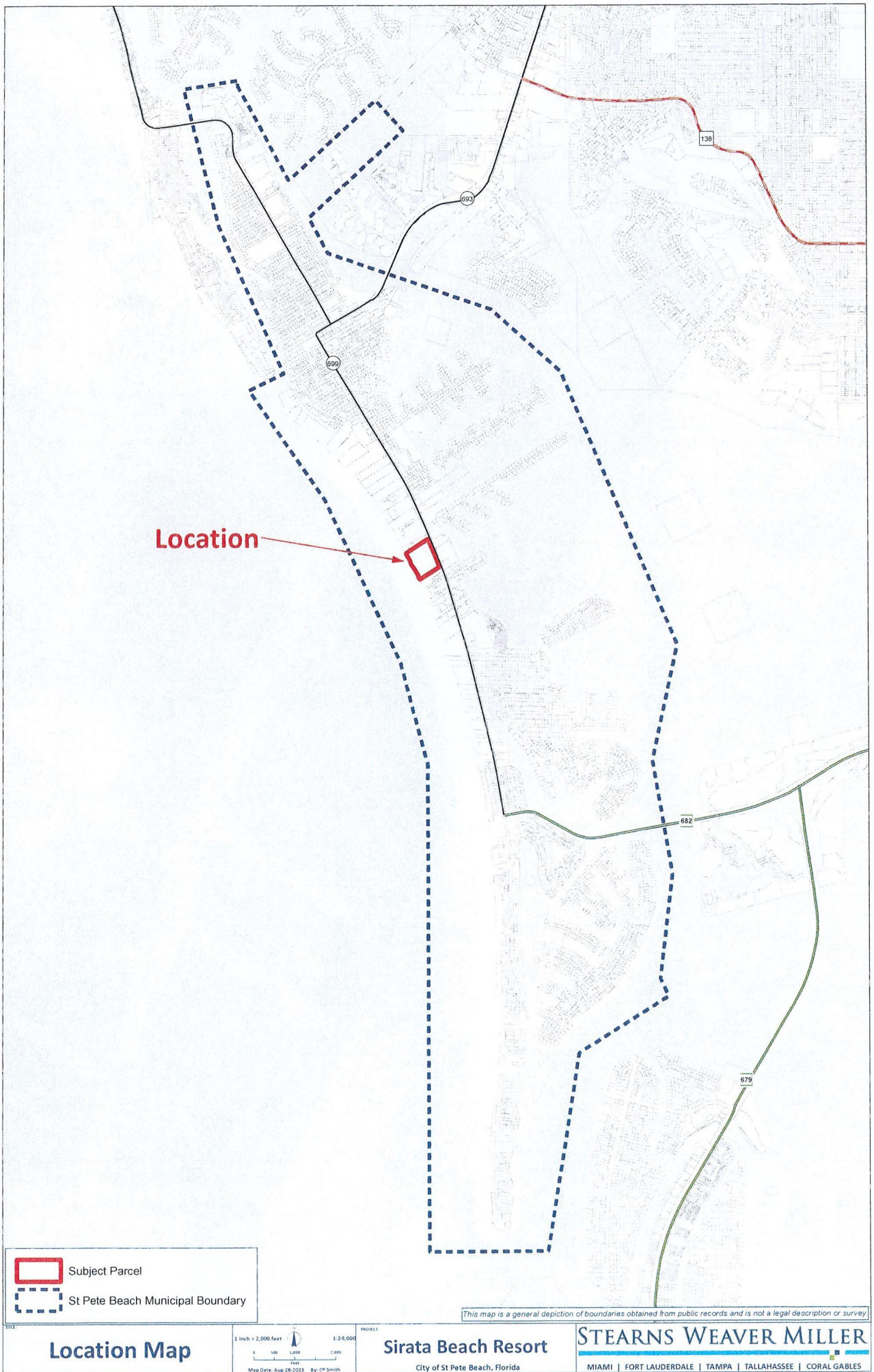
   a. *The amount of separation provided between the proposed temporary lodging use and any existing buildings on adjoining properties and resulting impact on sunlight and views; and*

   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.*

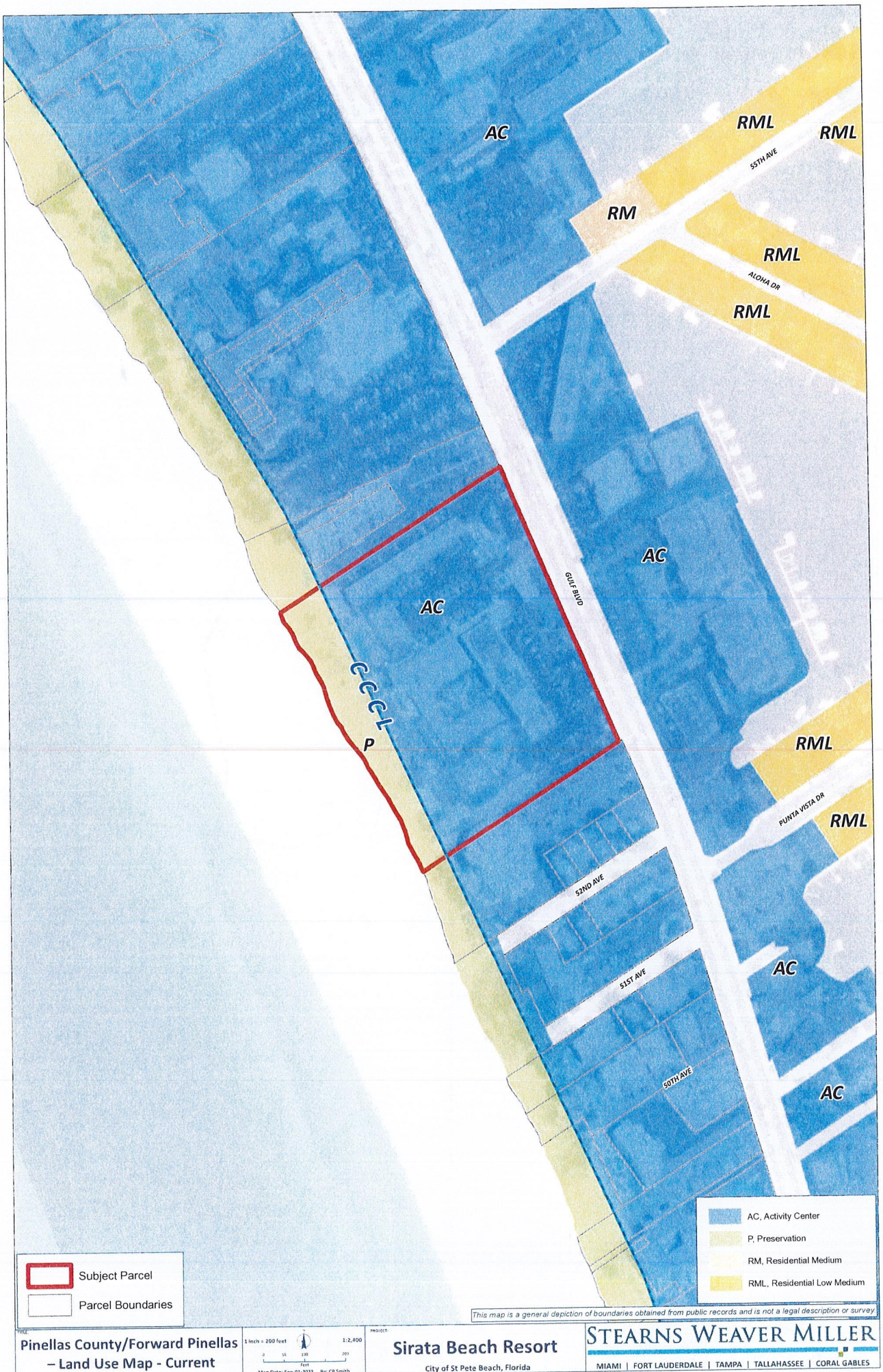
The layout and design of the Project includes consideration of both building separation and proximity to the CCCL to preserve the view of neighboring properties while also developing a reasonable and workable hotel on the Property.

To the south, the Bellwether is also a resort hotel use and (i) is taller than the proposed development, (ii) is constructed closer to the CCCL then the Project, and (iii) provides essentially no setback to the north along the Project boundary. Hotel 3 is proposed with a side yard setback of 30 feet and a CCCL setback of 43.4 feet, which given the location protects Bellwether's views and access to sunlight.

Seamark's views and access to sunlight are protected by Hotel 1 providing a 59.9 feet setback from the northern Property boundary (53.9 feet to guestroom balconies) and 19.6 setback from the CCCL. When you combine the proposed setbacks with the current location of the Seamark and its amenities, (Seamark is located ON the CCCL and its amenities are seaward of the CCCL), view and access to sunlight are preserved.


138
693
699
Location
682
679
Subject Parcel
St Pete Beach Municipal Boundary
This map is a general depiction of boundaries obtained from public records and is not a legal description or survey.
Location Map
1 inch = 2,000 feet
1:24,000
Map Date: Aug-28-2023 By: CP Smith
Sirata Beach Resort
City of St Pete Beach, Florida
STEARNS WEAVER MILLER
MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES

EXH
B


AC
RML
RML
55TH AVE
RM
RML
ALOHA DR
RML
AC
GULF BLVD
AC
CCCL
P
RML
PUNTA VISTA DR
RML
52ND AVE
AC
51ST AVE
50TH AVE
AC
AC, Activity Center
P, Preservation
RM, Residential Medium
RML, Residential Low Medium
Subject Parcel
Parcel Boundaries
This map is a general depiction of boundaries obtained from public records and is not a legal description or survey.
Pinellas County/Forward Pinellas – Land Use Map - Current
1 inch = 200 feet
1:2,400
Map Date: Sep-01-2023 By: CP Smith
Sirata Beach Resort
City of St Pete Beach, Florida
STEARNS WEAVER MILLER
MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES

CC-2
AC
RU
RU
RM
55TH AVE
RU
ALOHA DR
RU
LR
P
AC
GULF BLVD
RU
PUNTA VISTA DR
RU
RM
52ND AVE
LR
51ST AVE
51ST AVE
AC
50TH AVE
P
FUTURE LAND USE
AC, Activity Center District
CC-2, Commercial Corridor Gulf Blvd
LR, Large Resort District
P, Preservation
RM, Residential Medium
RU, Residential Urban
Subject Parcel
Parcel Boundaries
This map is a general depiction of boundaries obtained from public records and is not a legal description or survey
Future Land Use
1 inch = 200 feet
1:2,400
Map Date: Sep-01-2023 By: CP Smith
Sirata Beach Resort
City of St Pete Beach, Florida
STEARNS WEAVER MILLER
MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES

EXH C

2.3.3.15 Category/Symbol – Activity Center (AC).

Purpose – The purpose of this category is to recognize those areas of the county within each local government jurisdiction that have been identified and planned for in a special and detailed manner, based on their unique location, intended use, appropriate density/intensity, and pertinent planning considerations. In particular, it is the intent of this category to recognize those important, identifiable centers of business, public, and residential activity, as may be appropriate to the particular circumstance, that are the focal point of a community, and served by enhanced transit commensurate with the type, scale, and intensity of use. Activity Centers are designed at a size and scale that allows for internal circulation by pedestrians, bicyclists, and transit users, and typically encompass areas developed in a radial pattern within walking distance (¼ to ½ mile) of a central point or hub served by transit.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses – As determined by the local government's implementing regulations adopted pursuant to Section 6.2.3.2. Amendments to permitted uses shall be pursuant to Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.

- Locational Characteristics – The Land Use Strategy Map and Table 2-4 below identify locations appropriate to be designated as Activity Center utilizing one of four subcategories. Additional locations may be deemed appropriate pursuant to the Countywide Plan Map amendment process for Activity Centers and Multimodal Corridors provided in Division 6.2.

- Scenic/Noncommercial Corridor (SNCC) – Amendments adopting or modifying the Activity Center category within SNCCs are governed by Section 6.5.4.1.4, which restricts the category to certain SNCC classifications. Where an existing Activity Center overlaps a designated SNCC, the local regulatory provisions governing the Activity Center adopted pursuant to Section 6.2.3.2 shall take precedence.

EXH D

- Traffic Generation Characteristics – The standard for the purpose of calculating typical traffic impacts relative to a Countywide Plan Map amendment for each Activity Center subcategory are listed in Table 2-3 below.

Density/Intensity Standards – Maximum permitted density-intensity standards for each Activity Center subcategory are listed in Table 2-3 below, and shall be subject to the following:

- Residential Use – Local governments can choose to use either the common standard of units per acre (UPA) in determining how many dwellings are allowed on a parcel, or floor area ratio (FAR) can be used as the measure instead, regardless of the number of dwelling units included. Vacation Rentals pursuant to the provisions of Section 509.242(1)(c), Florida Statutes are subject to the residential density/intensity standard.

- Temporary Lodging Use – Local governments can choose to use either the temporary lodging UPA standard in determining how many temporary lodging units are allowed on a parcel, or FAR can be used as the measure instead, regardless of the number of units included. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.

- Mixed-Use – For mixed-use projects, either an all-inclusive FAR or a proportionate share of UPA and FAR can be used. In the alternative, the mixed-use bonus provisions of Section 4.2.4.6 may be used.

- When Located in a Target Employment Center – See Section 2.3.3.14, Table 2-2.

- Density/Intensity Averaging – Maximum density and/or intensity standards may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

Other Standards – Shall include the following:

- Amendment Process – Adoption or amendment of the Activity Center category is subject to the tiered review process provided in Division 6.2.

- Size Criteria – The size of an Activity Center shall be consistent with the acreage range for the applicable subcategory listed in Table 2-3 below, except as follows:

  - If an Activity Center exceeds the applicable maximum acreage, it will be considered consistent if it is organized into one or more smaller subarea(s) that are individually consistent with the applicable size range, and which facilitate internal circulation of pedestrians, bicyclists and transit users within each subarea.

  - If an Activity Center is less than the applicable minimum acreage, it will be considered consistent if it is located adjacent to, and functions in concert with, an existing Activity Center; or if geographic constraints of the jurisdiction prevent the minimum size from being achieved.

- Employment-Related Land Use Categories – Adoption or amendment of the Activity Center category is subject to the provisions of Section 6.5.4.4.

- Map Delineation – Amendments to Activity Center utilizing one of the four subcategories will be designated as the Activity Center category on the Countywide Plan Map and identified with the applicable subcategory on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map than indicated by the locational characteristics of Table 2-4, the Land Use Strategy Map shall prevail.

- Subcategories – The Activity Center plan category includes four subcategories, enumerated in Tables 2-3 and 2-4 below.

Table 2-3
Standards Applicable to Activity Center Subcategories

Activity Center Subcategory	Acreage Range	Maximum Density/Intensity Standard[1]			Traffic Generation Rate (Average Daily Trips Per Acre)
		Residential Density (Units Per Acre)[3]	Temporary Lodging Density (Units Per Acre)[2]	Nonresidential or Mixed-Use Intensity (Floor Area Ratio)[3]	
Urban Center	200 to 500	200	330	8.0	724
Major Center	100 to 500	150	250	5.0	542
Community Center	50 to 500	90	150	3.0	325
Neighborhood Center	20 to 500	60	100	2.0	216

Notes:

[1] Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.3.

[2] For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.2, the density and intensity standards set forth in Table 5-1 may be used.

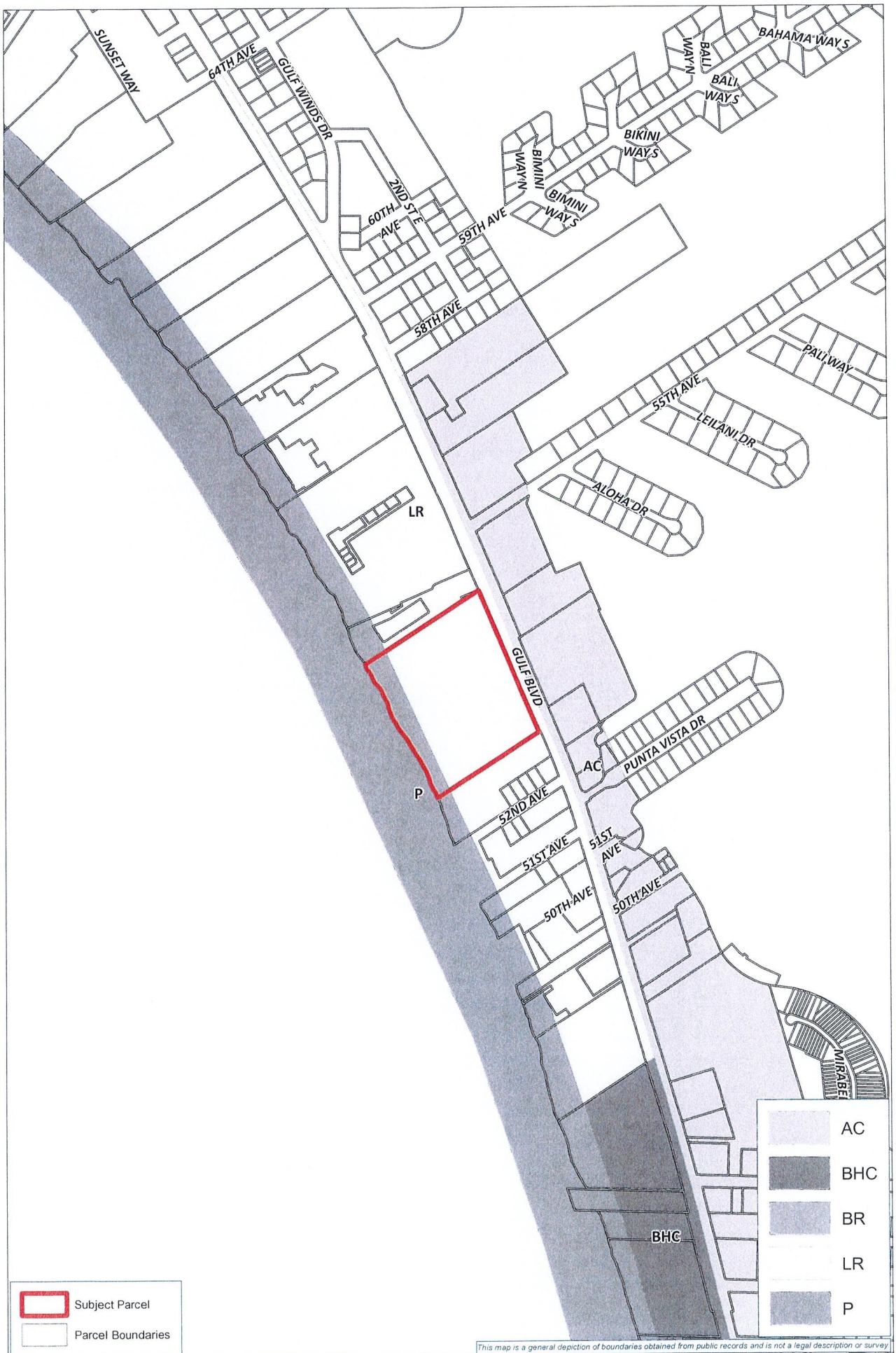
[3] For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.4.6 may be used.

Table 2-4
Locational Criteria for Activity Center Subcategories

Appropriate Intersections[1, 2, 3]		Multimodal Corridor or Future Transit Corridor					
		Premium Transit Corridors	Primary Corridors	Secondary Corridors	Supporting Corridors	Other Arterials	Other Collectors
Multimodal Corridor or Future Transit Corridor	Premium Transit Corridors	Urban Center	Urban Center	Major Center	Major Center	Community Center	Neighborhood Center
	Primary Corridors	Urban Center	Major Center	Major Center	Community Center	Community Center	Neighborhood Center
	Secondary Corridors	Major Center	Major Center	Community Center	Community Center	Community Center	Neighborhood Center
	Supporting Corridors	Major Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
	Other Arterials	Community Center	Community Center	Community Center	Neighborhood Center	Neighborhood Center	Neighborhood Center
	Other Collectors	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center	Neighborhood Center

Notes:

1. Intersections are as depicted on the Land Use Strategy Map. In locations where three or more corridor types intersect, the two corridor types with the most permissive density and intensity standards shall take precedence.
2. Local governments may choose to use more restrictive subcategories; for example, at an intersection deemed appropriate for a Major Center, a Community Center or Neighborhood Center is also considered appropriate.
3. Additional locations appropriate for an Activity Center subcategory may be approved through the Countywide Plan Map amendment process and shall be depicted on the Land Use Strategy Map. Where a more permissive subcategory is depicted on the Land Use Strategy Map, it shall supersede Table 2-4.


SUNSET WAY
64TH AVE
GULF WINDS DR
2ND ST E
60TH AVE
59TH AVE
58TH AVE
BAHAMA WAY S
BALI WAY N
BALI WAY S
BIKINI WAY S
BIMINI WAY N
BIMINI WAY S
PALI WAY
55TH AVE
LEILANI DR
ALOHA DR
LR
GULF BLVD
AC
PUNTA VISTA DR
P
52ND AVE
51ST AVE
51ST AVE
50TH AVE
50TH AVE
MIRABEL
BHC
AC
BHC
BR
LR
P
Subject Parcel
Parcel Boundaries
This map is a general depiction of boundaries obtained from public records and is not a legal description or survey
Gulf Boulevard Redevelopment District
1 inch = 400 feet
1:4,800
Map Date: Sep-01-2023 By: CP Smith
Sirata Beach Resort
City of St Pete Beach, Florida
STEARNS WEAVER MILLER
MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES

EXH. E

St. Pete Beach City Commission
Agenda Report

Issue Considered:	Second Reading and Public Hearing of Ordinance 2010-13 amending the Future Land Use Plan Element of the Comprehensive Plan.
Date:	July 12, 2011
Prepared By:	Catherine M. Hartley, AICP, Senior Planner
Summary of Issue:	The ordinance proposes several amendments to the Future Land Use Element. First, it corrects the maps transmitted with Ordinance 2008-15, which inadvertently left out the Preservation Future Land Use designation within the CRD, nor did the maps contain a legend, scale, or north arrow, as required. Proposed maps 1, 2, and 3 correct these scrivener's errors. Secondly, the amendment allows for limited transient accommodations in the Activity Center and Bayou residential Character districts, the density for which may be pulled from the TC-2 density pool allocated in the Plan. Heights and densities are established for these districts. Horizontal, in addition to vertical mixed use, is permitted in the Activity Center District. Maximum heights for all character districts are clarified that they shall not exceed the maximums established in each district. Maps 10 and 11 are deleted, as they are redundant, and map 12 is renumbered to map 10.
Requested Motion:	"I move to approve Ordinance 2010-13 (read title)"
Attachments:	Ordinance 2010-13
Reviewed by City Manager:	MB

EXH
F

CITY OF ST. PETE BEACH

ORDINANCE NO. 2010-13

AN ORDINANCE OF THE CITY OF ST. PETE BEACH, PINELLAS COUNTY, FLORIDA, PROVIDING FOR AMENDMENTS TO THE FUTURE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN; AMENDING MAPS 1, 2, AND 3 IN THE COMMUNITY REDEVELOPMENT DISTRICT TO CORRECT SCRIVENER'S ERRORS; DELETING MAPS 10 AND 11 IN THE COMMUNITY REDEVELOPMENT DISTRICT AND REFERENCES THERETO; ALLOWING TRANSIENT ACCOMMODATIONS AS A PERMITTED USE IN THE ACTIVITY CENTER AND BAYOU RESIDENTIAL CHARACTER DISTRICTS AND ESTABLISHING HEIGHT AND DENSITY LIMITS; ALLOWING THE ACTIVITY CENTER AND BAYOU RESIDENTIAL DISTRICT TO PULL FROM THE TC-2 DENSITY POOL; ALLOWING FOR HORIZONTAL MIXED USE IN THE ACTIVITY CENTER DISTRICT; CLARIFYING HEIGHT LIMITATIONS IN THE COMMUNITY REDEVELOPMENT DISTRICT; CLARIFYING THAT THE DENSITY POOL FOR THE UPHAM BEACH VILLAGE DISTRICT IS FOR THE REDEVELOPMENT OF CURRENTLY LICENSED TRANSIENT ACCOMMODATIONS ONLY; PROVIDING FOR THE REPEAL OF ORDINANCES OF PARTS OF ORDINANCES IN CONFLICT HEREWITH, TO THE EXTENT OF SUCH CONFLICT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Citizens of St. Pete Beach authorized the adoption of a large scale comprehensive plan amendment, establishing what is known as the Community Redevelopment District in 2008; and

WHEREAS the City has found scrivener's errors in some of the maps illustrating the Community Redevelopment District and its related character districts; and

WHEREAS the City has found that certain language relating to building heights, permitted uses, and density should be clarified; and

WHEREAS maps 10 and 11 in the Community Redevelopment District Section of the plan are repetitive and unnecessary; and

WHEREAS the City has found that it is in the best interest of the city to allow for expanded uses within the district without increasing the overall number of permitted temporary lodging uses in the Community Redevelopment District; and

WHEREAS the Planning Board of the City of St. Pete Beach and the City Commission of the City of St. Pete Beach conducted public hearings noticed pursuant to Florida law and

conducted pursuant to Ordinance 88-36 of the City of St. Pete Beach and Section 3.4 of the Land Development Code; and

WHEREAS, the City Commission finds this Comprehensive Plan amendment to be in the best interest of the citizens of the City of St. Pete Beach.

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

Section 1. The Future Land Use Element of the Comprehensive plan is hereby amended as exhibited in "Attachment A".

Section 2. All ordinances or parts of ordinances, in conflict herewith are hereby repealed to the extent of any conflict with this Ordinance.

Section 3. If any portion or part of this Ordinance is declared invalid by a court of competent jurisdiction, the valid remainder hereof shall remain in full force and effect.

Section 4. This Ordinance shall become effective 30 days from the date of adoption.

STEVE MCFARLIN, MAYOR

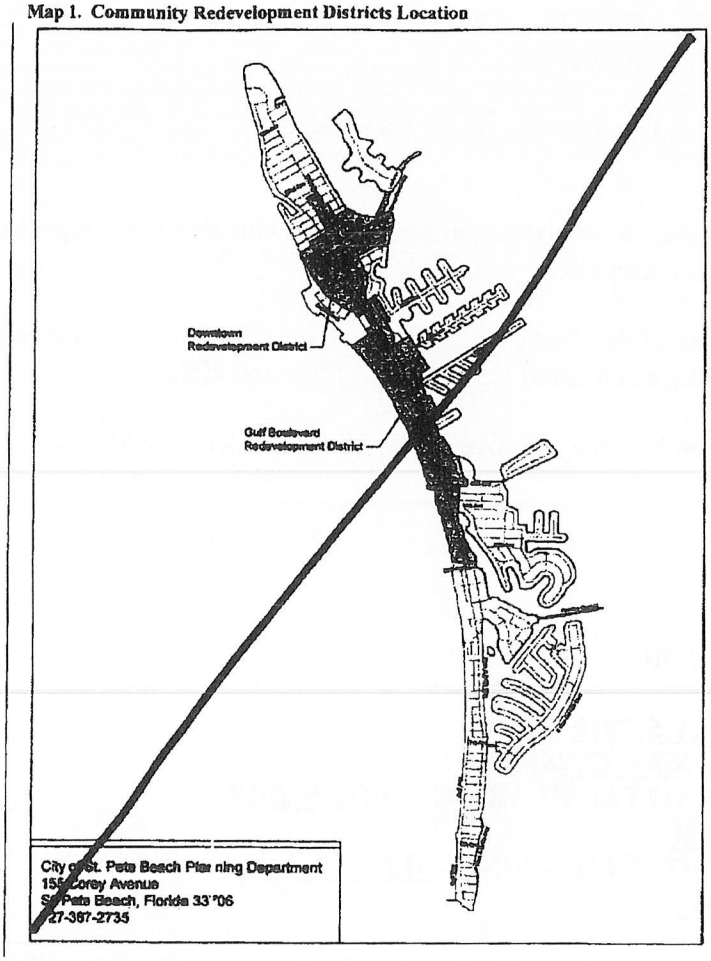
LPA AD PUBLISHED: MAY 5, 2010
LPA PUBLIC HEARING: MAY 12, 2010
FIRST READING/TRANSMITTAL HEARING: JUNE 8, 2010
PUBLISHED : MAY 30, 2010
SECOND READING/ADOPTION HEARING: JULY 12, 2011
PUBLISHED : JULY 3, 2011

I, Rebecca Haynes, 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 12th day of July, 2011.

Rebecca Haynes, City Clerk

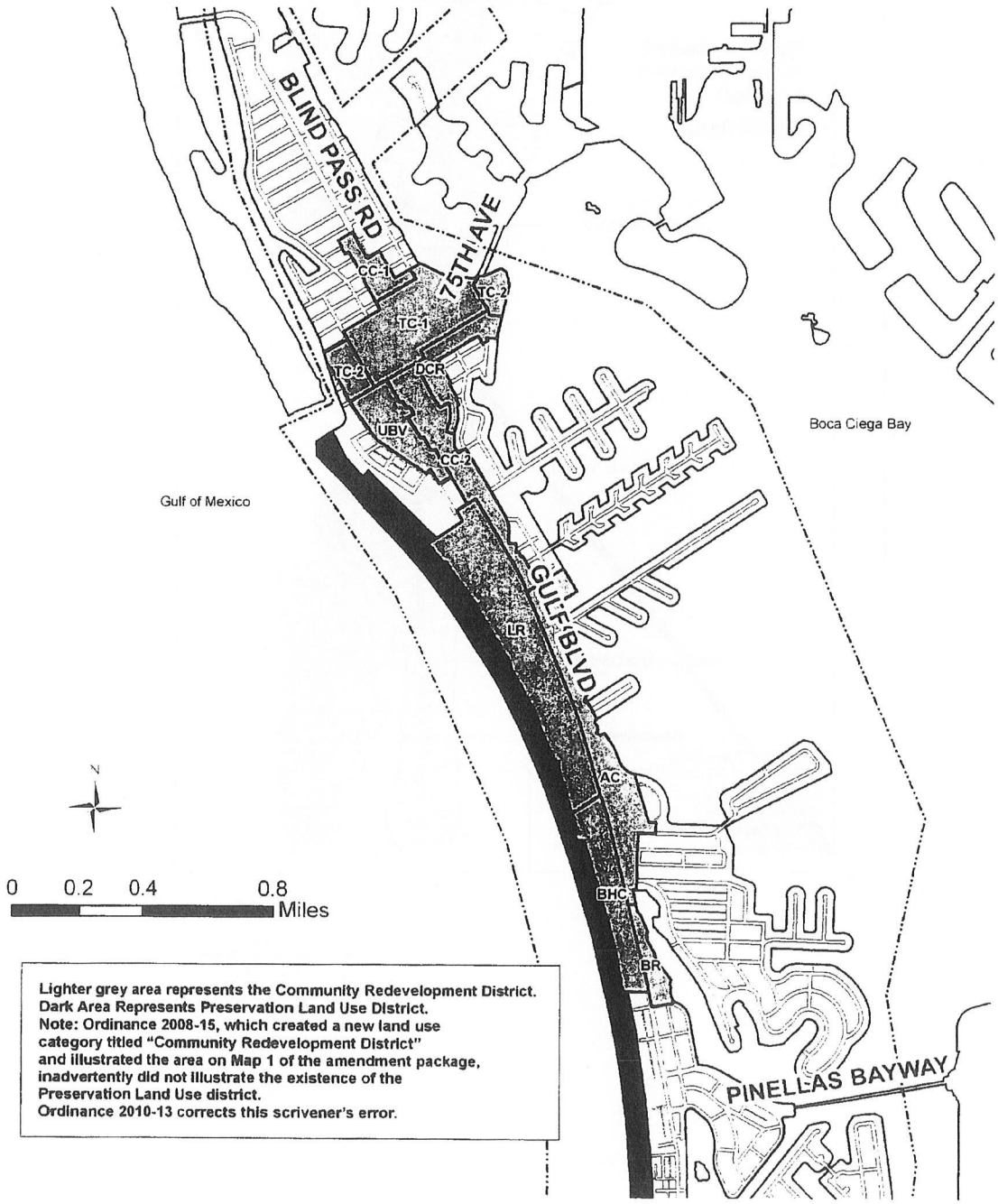
Attachment A

Map 1. Community Redevelopment Districts Location



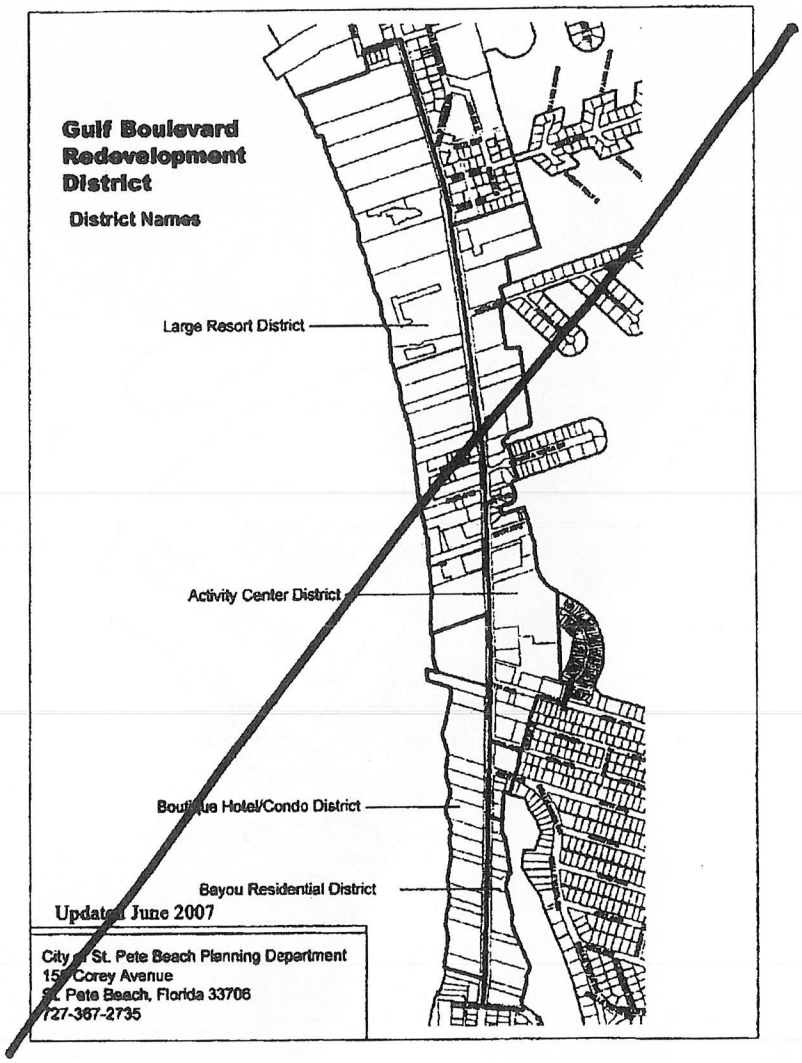
Map 1 – Corrected

Ordinance 2010-13
Map 1
Community Redevelopment District



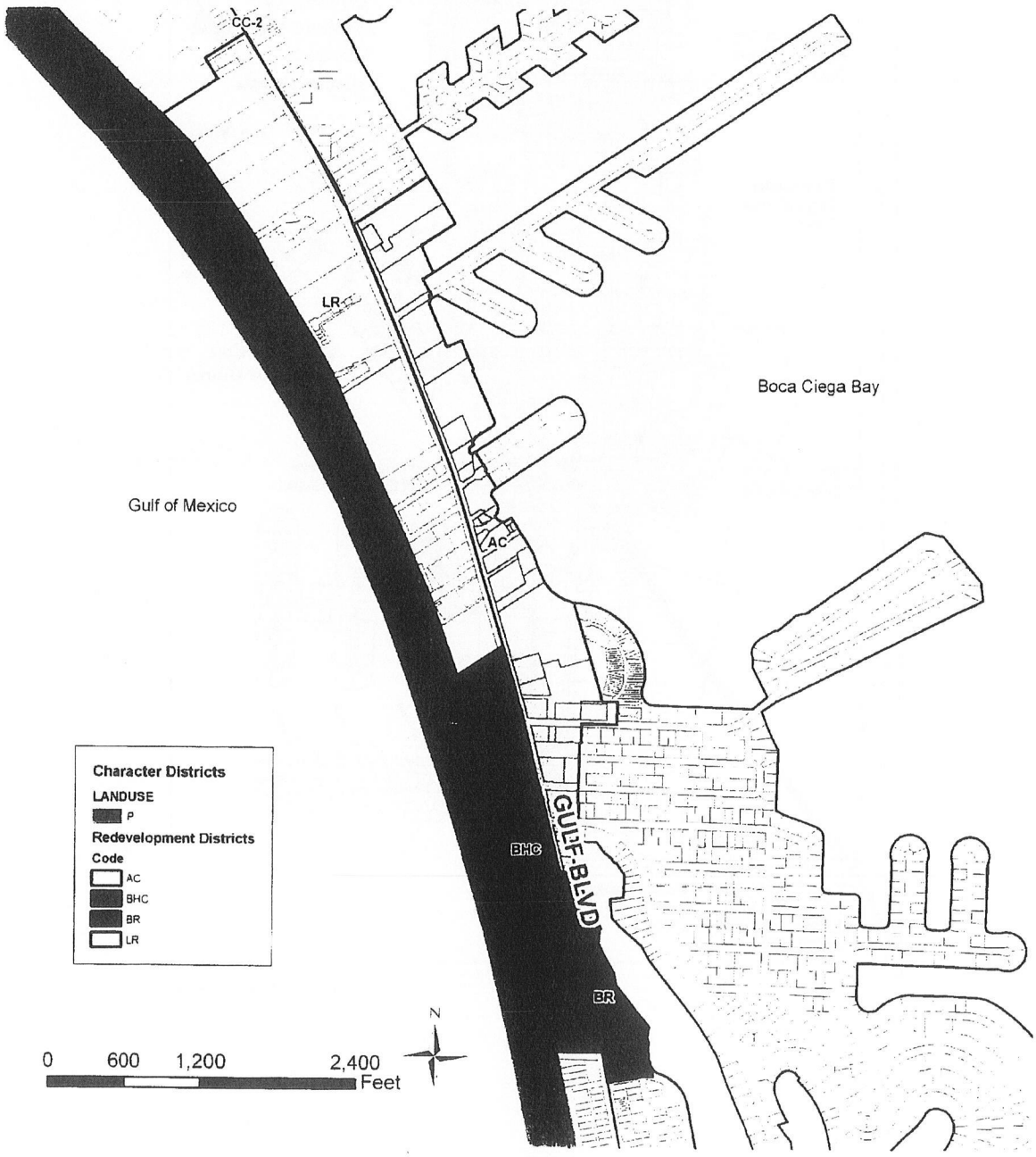
Lighter grey area represents the Community Redevelopment District.
Dark Area Represents Preservation Land Use District.
Note: Ordinance 2008-15, which created a new land use category titled "Community Redevelopment District" and illustrated the area on Map 1 of the amendment package, inadvertently did not illustrate the existence of the Preservation Land Use district.
Ordinance 2010-13 corrects this scrivener's error.

Map 2 Gulf Boulevard Redevelopment District Character Districts

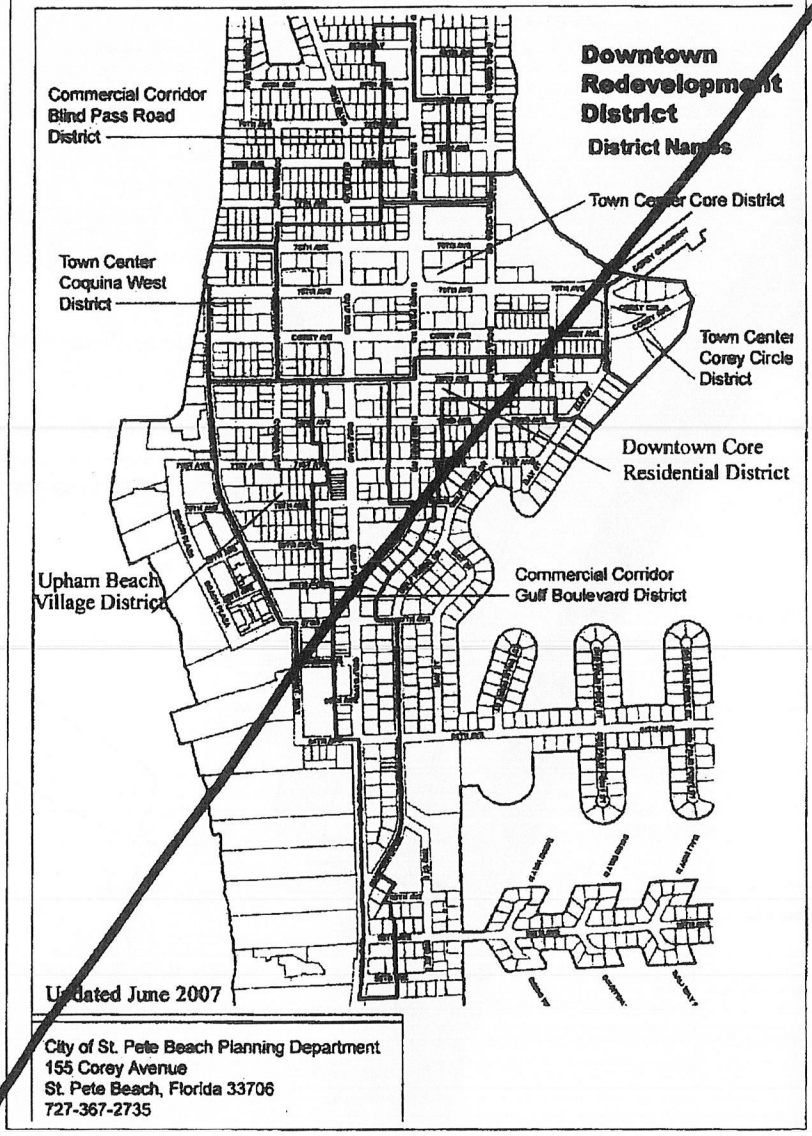


Map 2- Corrected

Ordinance 2010-13
Map 2
Gulf Boulevard Redevelopment District
Character Districts

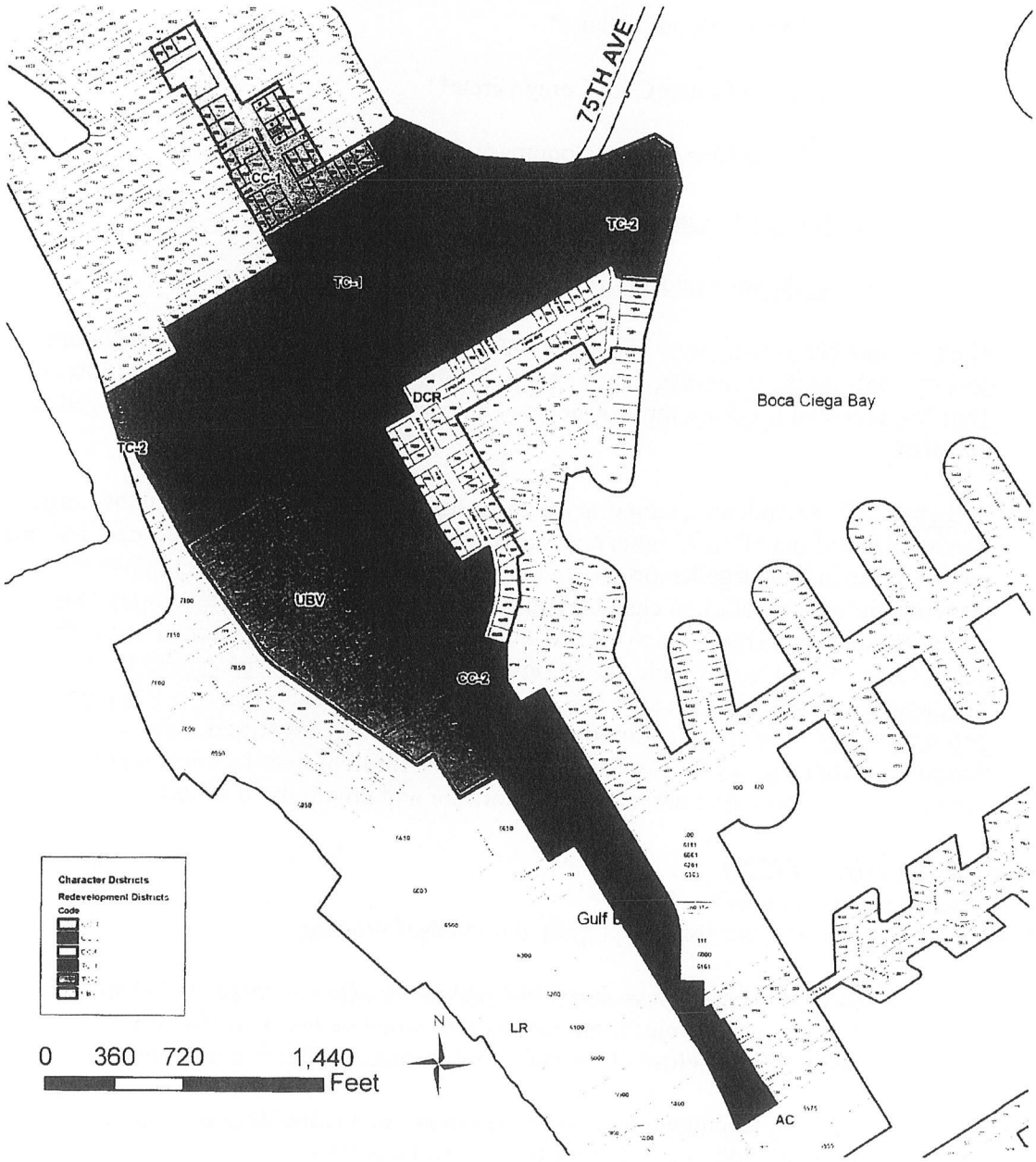


Map 3 Downtown Redevelopment District 1



Map 3- Corrected

Ordinance 2010-13
Map 3
Downtown Redevelopment District
Character Districts



3. **TLU Density Pools Established.** TLU Density Pools shall be established in the following seven ~~five~~ specific character districts*:

a. Boutique Hotel/Condo*.

b. Town Center Core*.

c. Upham Beach Village*.

d. Town Center Core Corey Circle**.

e. Town Center Core Coquina West**.

f. Activity Center **.

g. Bayou Residential**

The total number of temporary lodging units approved in 2005 as part of transient unit density pools for the three character districts designated with one asterisk* was 350 units. That 350 unit total for those three designated character districts* remains unchanged in this plan.

In the~~this~~ 2007 amendment, temporary lodging use density was ~~is~~ reduced in the Large Resort District from 80 to 75 units per acre over 65.16 acres. The total temporary lodging unit decrease in the Large Resort District is 325 units. Therefore, these 325 units are available for redistribution to character districts with the potential for temporary lodging use redevelopment. These 325 available units are redistributed for potential use in the Town Center Core Corey Circle, ~~and~~ Coquina W~~w~~est, Activity Center, and Bayou Residential Districts ** upon approval of a conditional use request and on a first come, first serve basis. These two additional character districts are identified as having temporary lodging use redevelopment potential as a result of their location at either terminus of the Corey Avenue main street corridor and proximity to waterfront.

Large Resort District (LR)

Small scale development

3. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Eight (8) stories above structured parking or o~~One hundred (100) feet above base flood elevation, inclusive of structured parking, for any building that exclusively contains only temporary lodging uses; or

b. Fifty (50) feet above base flood elevation for any building containing temporary lodging and residential dwelling units; or

c. Fifty (50) feet above base flood elevation for any building containing residential dwelling units only; and

Large Scale Development

a. ~~Twelve (12) stories or~~ One hundred-forty six (146) feet above base flood elevation, inclusive of structured parking, for any building exclusively contains only temporary lodging uses as part of a Large-scale Development project; or

b. Fifty (50) feet above base flood elevation, inclusive of structured parking, for any building containing multi-family residential units combined with temporary lodging units; or

c. Fifty (50) feet above base flood elevation, for any buildings containing residential dwelling units only;

Boutique Hotel/Condo District (B-HC)

(e) Height shall not exceed, but shall be permitted up to the following…

1. ~~Six (6) stories above parking or s~~Seventy-six (76) feet above base flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of one hundred (100) feet from Gulf Boulevard; or

2. ~~Five (5) stories above parking or s~~Sixty-five (65) feet above based flood elevation for any building that exclusively contains only temporary lodging uses with a minimum setback of seventy-five (75) feet from Gulf Boulevard; or

Activity Center District (AC)

Permitted Uses and Standards

(b) Secondary uses – Multi-family Residential or temporary lodging as part of a mixed use retail ~~residential~~ project only. Exclusive residential or tourist lodging uses shall be prohibited, however, the site may be horizontally mixed as long as pedestrian, bicycle, and vehicular accessibility is maintained within the site~~.~~

(c) Density/Intensity and Height Standards.

Commercial/Office/Residential/Temporary Lodging use project shall not exceed:

a. 15 dwelling units per acre combined or 40 temporary lodging uses per acre, not to exceed a total of 50 units per project nor the density pool allocated, with a maximum 1.0 floor area ratio on a minimum one (1) acre buildable site. To qualify for mixed use densities and intensities, a minimum of four (4) residential units, or 10 temporary lodging units, mixed with a minimum of ~~and~~ 0.35 floor area ratio for commercial or office uses shall be required; or

b. 18 dwelling residential units per acre combined with a maximum 1.0 floor area ratio on a minimum four (4) acre buildable site; and

c. the combination of commercial, office, temporary lodging, and/or residential uses shall not exceed the preceding density and intensity which shall be prorated on an acreage basis allocated to each use; and further, provided that the commercial and office uses are the primary use of the property and residential use is secondary;

3. **Impervious Surface Ratio** shall not exceed -

b. 0.70 impervious surface ratio for any residential use or combined residential or ~~and~~ temporary lodging use mixed with a commercial or office use; and

4. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Two (2) stories or~~ Twenty-eight (28) feet for exclusively commercial or office development; or

b. ~~Three (3) stories or f~~Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use above and located on a minimum one (1) acre parcel; or

c. ~~Seven (7) stories or e~~Eighty-six (86) feet, inclusive of structured parking, for a building containing non-residential uses on the first floor mixed with a secondary residential use above and located on a minimum parcel size of four (4) acres or more; and

d. Commercial mixed with residential or temporary lodging uses may be mixed horizontally under the following conditions:

- Neither the commercial nor the residential/temporary lodging use may exceed 40 feet in height;
- The development site is a minimum of one acre in size;
- The commercial and residential uses shall have internal pedestrian, bicycle, and vehicular circulation.

~~d.~~ e. Any increases to, including variances to increase, the maximum height for each type of use set forth above for this Activity Center character district shall be prohibited unless approved by voter referendum, if required by the City Charter.

5. Temporary Lodging Unit Density Pool ("TLU Density Pool") -The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2, Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:

a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and

b. Such allocation may be up to but shall not exceed twenty (40) temporary lodging

units per acre and further, the cumulative allocation shall not exceed sixty (50) units per development project; and

c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and

d. *This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.*

Bayou Residential District (BR)
Permitted Uses and Standards
(c) Density/Intensity and Height Standards.

1. **Residential and Tourist Lodging use** – shall not exceed:

c. 18 dwelling units per acre for multifamily residential or 40 temporary lodging units per acre not to exceed a total of 50 units per project nor the density pool allocated, plus an additional bonus of no less than 0.2 and no more than 0.3 floor area ratio, for the development of a primary residential or tourist lodging project mixed with a secondary retail commercial on a minimum buildable site of two acres; and

2. **Height** shall not exceed, and shall be permitted up to the following…
   a. ~~Two (2) stories above parking or t~~Thirty-five (35) feet above base flood elevation for an exclusively residential use 15 dwelling units per acre or less located on less than a two acre buildable site with a minimum setback of twenty (20) feet from Gulf Boulevard; or

   b. ~~Three (3) stories above parking or F~~forty-five (45) feet above base flood elevation for an exclusively residential use exceeding 15 dwelling units per acre located on a minimum two (2) acre buildable site with a minimum setback of thirty (30) feet from Gulf Boulevard; or

   c. ~~Four (4) stories above parking or F~~fifty-four (54) feet above base flood elevation for a mixed use residential or temporary lodging project with a secondary retail component exceeding 15 residential dwelling units or 20 temporary lodging units per acre located on a minimum parcel size of two acres with a minimum setback of forty (40) feet from Gulf Boulevard; and

4. Temporary Lodging Unit Density Pool ("TLU Density Pool") -The City shall establish a TLU Density Pool not to exceed a total of 325 units for the entire TC-2,

Bayou Residential, and Activity Center districts and the following shall govern the allocation of density from the TLU Density Pool:

a. The TLU Density Pool shall be allocated to individual projects by ordinance of the City Commission upon request of an individual property owner; and

b. Such allocation may be up to but shall not exceed twenty (40) temporary lodging units per acre and further, the cumulative allocation shall not exceed sixty (50) units per development project; and

c. The number of available temporary lodging units remaining after such project allocation shall be specified in each City Commission ordinance allocating such units and each such ordinance shall provide that no units beyond those TLU Density Pool units remaining available to the TC-2 and Activity Center districts shall be allocated to any subsequent temporary lodging use project; and

d. *This limitation shall be absolute and shall apply regardless of the proposed size or density of the project requesting such allocation. Such units shall be established exclusive of any other use provided for in the District.*

Town Center Core District (TC-1)

4. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Two (2) stories or t~~Twenty-eight (28) feet for an exclusively nonresidential development; or

b. ~~Three (3) stories or f~~Forty (40) feet for a building containing nonresidential uses on the first floor mixed with a secondary residential use located above the first habitable floor; and

Town Center Corey Circle District (TC-2)

3. **Temporary Lodging Use.** Density and Intensity shall be approved… subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle ~~and~~ Coquina W~~w~~est, Activity Center, and Bayou Residential Districts.

4. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Two (2) stories or t~~Twenty-eight (28) feet for exclusively nonresidential uses; or

b. ~~Six (6) stories inclusive of parking or s~~Seventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential and temporary lodging use; or

c. ~~Seven (7) stories inclusive of parking or~~ Eeighty-six (86) feet above base flood elevation for buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or

more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level; and

Town Center Coquina West District (TC-2)

3. **Temporary Lodging Use.** Density and Intensity shall be approved by Conditional use only… subject to the requirements, restrictions and limitations established below for the TLU Density Pool for the Town Center Core Corey Circle, ~~and~~ Coquina Wwest, Activity Center, and Bayou Residential Districts.

4. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Two (2) stories or~~ Ttwenty-eight (28) feet for an exclusively nonresidential use; or

b. ~~Six (6) stories inclusive of parking or~~ Sseventy-six (76) feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level mixed with a primary residential component above; or

c. ~~Seven (7) stories inclusive of parking or~~ Eeighty-six (86) feet above base flood elevation buildings containing nonresidential uses on the first habitable floor accessible at street level and either a minimum of fifty (50) temporary lodging units or a primary residential use above the first floor or all three uses in one or more buildings as part of a unified development project, provided that the main principal building provides retail/commercial uses at street level; and

TC-2 Temporary Lodging Use

(a) Density -TC-2 Temporary Lodging Unit Density Pool ("TC-2 TLU Density Pool"): The City shall establish a TC-2 TLU Density Pool, not to exceed a total of three-hundred and twenty-five (325) units for the entire Town Center Corey Circle and Coquina West Districts (TC-2). These density pool units may also be allocated to the Activity Center and Bayou Residential Districts. The following shall govern the allocation of temporary lodging units from the TLU Density Pool:

Downtown Core Residential District (DCR)

2. **Height** for residential buildings shall not exceed:

a. ~~Two (2) stories over parking or~~ Tthirty-five (35) feet above base flood elevation inclusive of structured parking; and

Upham Beach Village District (UBV)

4. **Height** shall not exceed, but shall be permitted up to the following…

a. ~~Two (2) stories above parking or~~ Tthirty-five (35) feet above base flood elevation, inclusive of structured parking, for single family homes, duplexes and multi-family uses 18 dwelling units per acre or less; or

b. ~~Three (3) stories above parking or~~ Fforty-five (45) feet above base flood

elevation, inclusive of parking, for multi-family residential use exceeding 18 dwelling units per acre and all temporary lodging uses; and

Commercial Corridor Blind Pass Road District (CC-1)

3. **Height** shall not exceed, but shall be permitted up to, the following…

a. ~~Two (2) stories or t~~Twenty-eight (28) feet for an exclusively nonresidential use only; or

b. ~~Three (3) stories or F~~forty (40) feet for mixed-use development projects located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor; and

Commercial Corridor Gulf Boulevard District (CC-2)

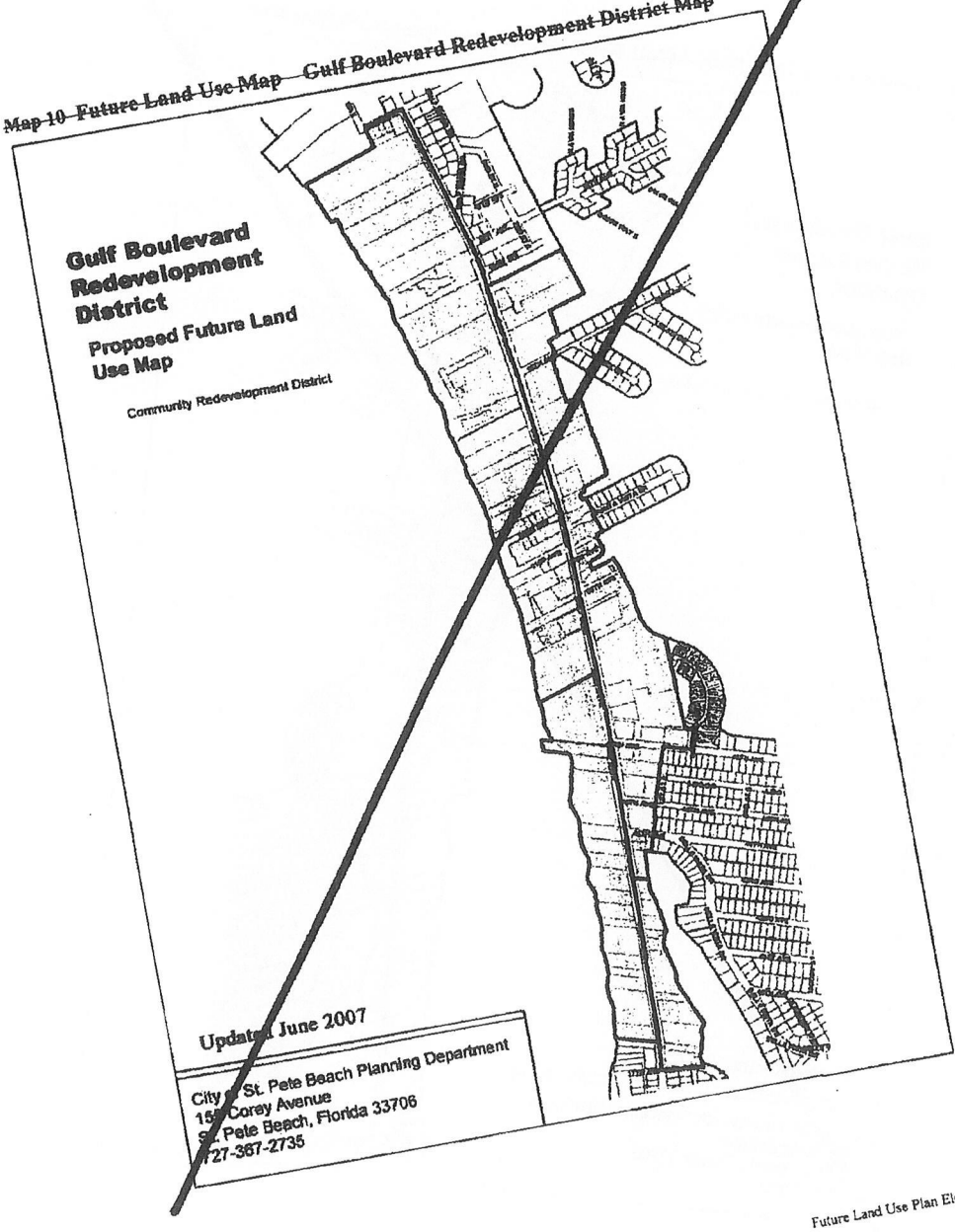
3. **Height** shall not exceed, but shall be permitted up to, the following…

a. ~~Two (2) stories or T~~twenty-eight (28) feet for an exclusively nonresidential use only; or

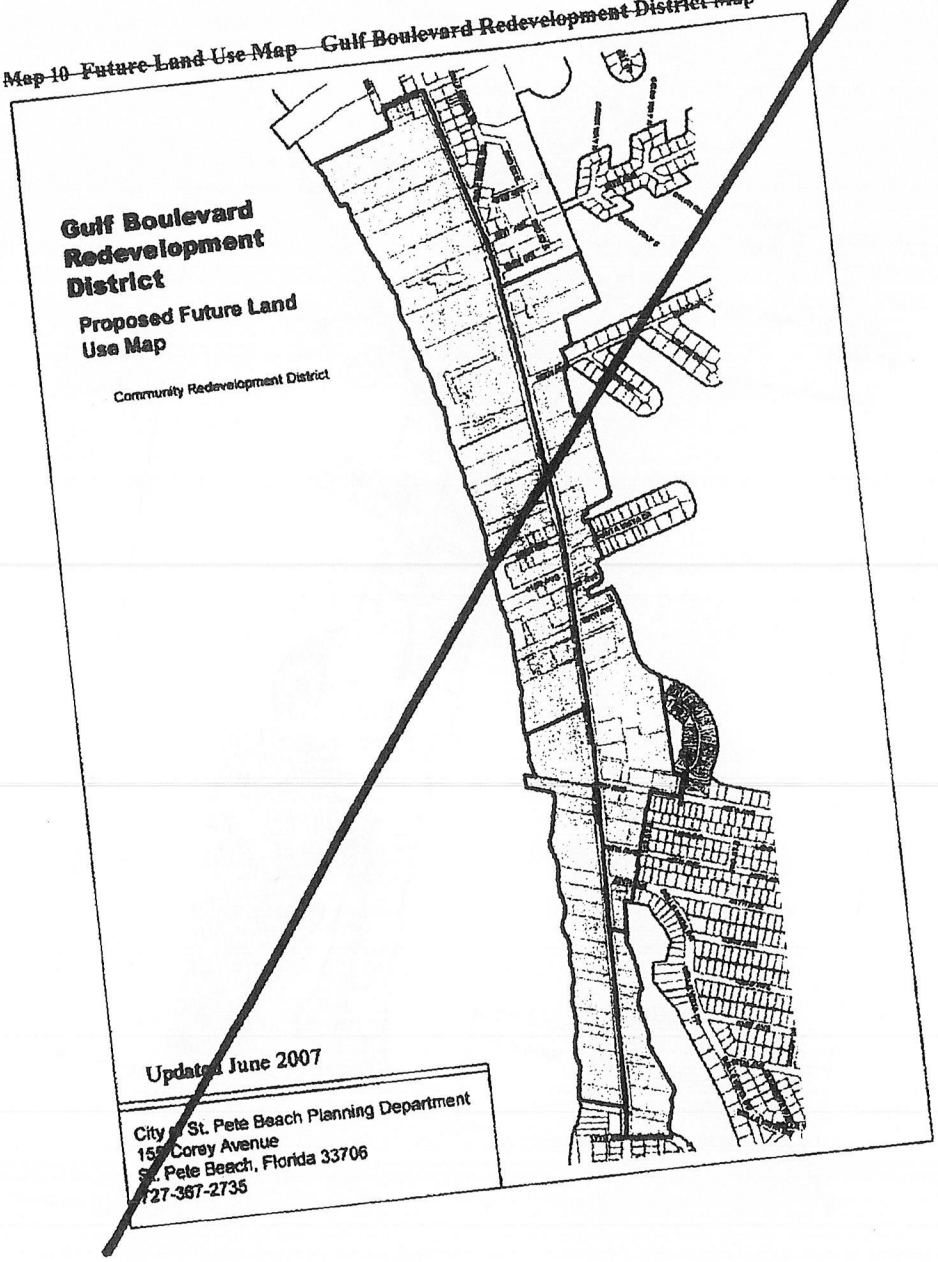
b. ~~Three (3) stories or F~~forty (40) feet for a mixed-use development project located on a minimum ½ acre buildable site with a retail or office component on the first floor at street level and the residential use located above the first floor; and

Maps 10, 11 and 12 (10 and 11 deleted, 12 renumbered to map 10)

~~Map 10 Future Land Use Map Gulf Boulevard Redevelopment District Map~~

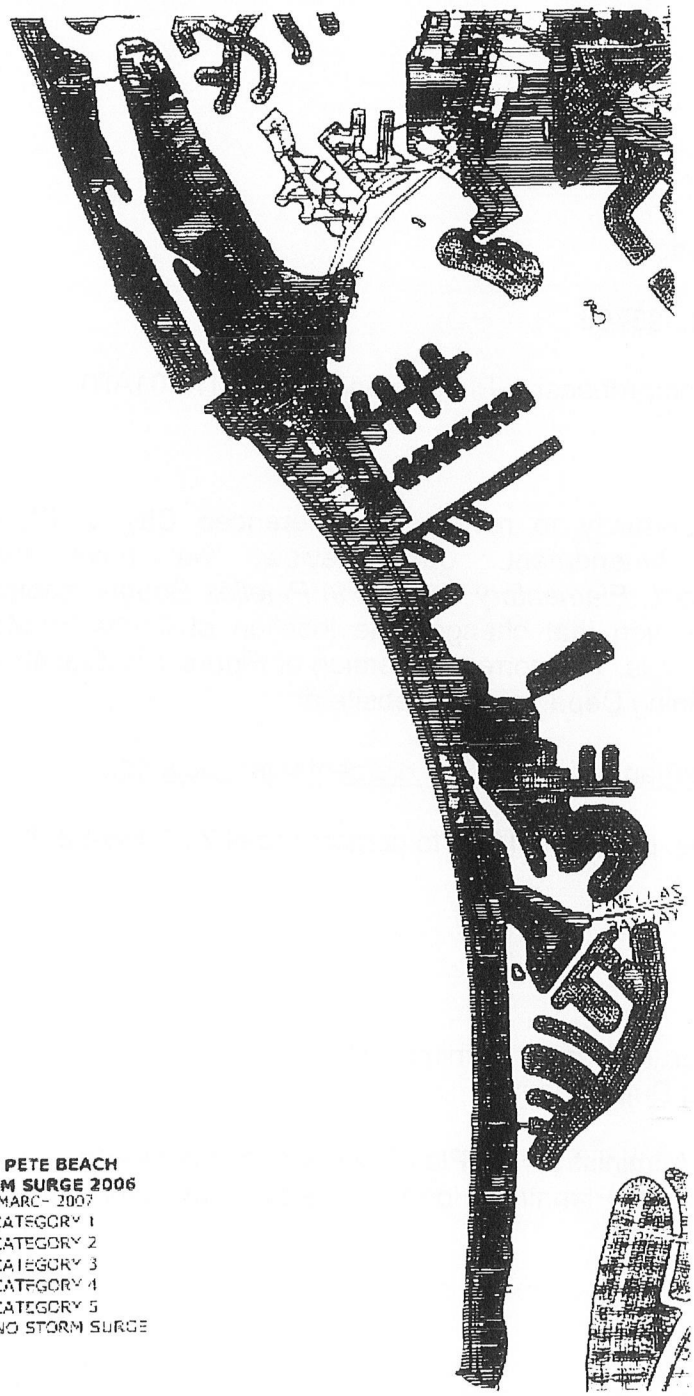


~~Map 10 Future Land Use Map Gulf Boulevard Redevelopment District Map~~



Map 102 Coastal High Hazard Area - Storm Surge for Category 1 (2007), St. Pete Beach, FL

Source: Pinellas County Planning Department, March 6, 2007



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Pinellas County PLANNING

July 14, 2010

Ms. Catherine M. Hartley
Senior Planner
City of St. Petersburg Beach
155 Corey Avenue
St. Petersburg Beach, FL 33706

Re: St. Pete Beach Comprehensive Plan Amendment (2010-01AR)

Dear ~~Ms. Hartley~~ Catherine:

Thank you for the opportunity to review the referenced City of St. Pete Beach Comprehensive Plan Amendment. Upon review, we have the following recommendation: *Figure 1, Elementary Schools in Pinellas County*, should be revised to reflect a recent correction that changed the location of Curtis Fundamental and Dunedin Elementary Schools. The corrected version of *Figure 1* is available online from the Pinellas County Planning Department's website at:

www.pinellascounty.org/Plan/pdf_files/Fig1_elementaryschools.pdf.

If you have any questions, please feel free to contact me at 727-464-8200.

Sincerely,

Gordon Beardslee, General Planning Administrator
Pinellas County Planning Department

cc: D. Ray Eubanks, Administrator of Plan Review and Processing,
Division of Community Planning, Florida Department of Community Affairs

PLEASE ADDRESS REPLY TO:
600 Cleveland Street
Suite 750
Clearwater, Florida 33755
Phone: (727) 464-8200
Fax: (727) 464-8201
Website: www.pinellascounty.org

The American Planning Association's
Professional Institute
American Institute of Certified Planners

Creating Great Communities for All

AICP Code of Ethics and Professional Conduct

Adopted March 19, 2005,
Effective June 1, 2005,
Revised April 1, 2016
Revised November 2021

This AICP Code of Ethics and Professional Conduct serves three purposes: first, defining the aspirational principles for all those who participate in the planning process, whether as planners, as advisory bodies, or as decision-makers (Section A); second, defining the rules of practice and behavior to which all members of the American Institute of *Certified Planners* are held accountable (Section B); and third, defining the procedures for enforcement of these rules (Sections C, D, and E). Please refer to a glossary of frequently used terms in the Code located at the bottom of this page.

Our primary obligation as planners and active participants in the planning process is to **serve the public interest** and these principles further that purpose. All who engage in the planning process should seek to achieve high standards of integrity, proficiency, and knowledge. As the basic values of society can come into competition with each other, so can the values we espouse under this Code. For AICP planners, both the principles and the rules are intended to be used together. The aspirational principles, while not enforceable, present the foundation for the profession's shared values, and the basis for the rules.

All those who participate in planning should commit themselves to making ethical judgments in the public interest balancing the many competing agendas with careful consideration of the facts and context, informed by continuous, open debate.

To meet our obligation to the public, we aspire to the following principles:

Section A: Principles to Which We Aspire

1. People who participate in the planning process shall continuously pursue and faithfully serve the public interest.

1. Examine our own cultures, practices, values, and professional positions in an effort to reveal and understand our conscious and unconscious biases and privileges as an essential first step so we can better serve a truly inclusive public interest promoting a sense of belonging.
2. Be conscious of the rights of others. Develop skills that enable better communication and more effective, respectful, and compassionate planning efforts with all communities, especially underrepresented communities and marginalized people, so that they may

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fully participate in planning. Respect the experience, knowledge, and history of all people.

3. Have special concern for the long-range consequences of past and present actions.
4. Pay special attention to the interrelatedness of decisions and their unintended consequences.
5. Incorporate equity principles and strategies as the foundation for preparing plans and implementation programs to achieve more socially just decision-making. Implement, for existing plans, regulations, policies and procedures, changes which can help overcome historical impediments to racial and social equity. Develop metrics and track plan implementation over time to measure and report progress toward achieving more equitable outcomes.
6. Systematically and critically analyze ethical issues in the practice of planning. Strengthen organizational capabilities to apply ethical principles in serving the public, including establishing procedures that promote ethical behavior, mentoring emerging professionals in ethical behavior and holding individuals and organizations accountable for their conduct.

2. People who participate in the planning process shall do so with integrity.

1. Provide timely, adequate, clear, accessible, and accurate information on planning issues to all affected persons, to governmental bodies, to the public, to clients and to decision makers.
2. Facilitate the exchange of ideas and ensure that people have the opportunity for meaningful, timely, and informed participation in the development of plans and programs that may affect them. Participation should be broad enough to include those who lack formal organization or influence, especially underrepresented communities and marginalized people. Attention and resources should be given to issues of equity, diversity, and inclusion and should reflect the diversity of the community.
3. Promote excellence in design. Conserve and preserve the integrity and heritage of the natural and built environment. Use principles of sustainability and resilience as guiding influences in our work.
4. Identify the human and environmental consequences of alternative actions including the short and long-term costs and benefits. Identify social and cultural values which should be preserved as well as natural elements.
5. Enhance our professional education and training in our career as well as in our ability to work as a participant in the planning process and with allied professionals.
6. Educate and seek to empower the public about planning issues and their relevance to everyone's lives.
7. Describe and comment on the work and views of other professionals in a fair and professional manner.

8. Respect the rights of all persons and groups and do not discriminate against or harass others.

3. People who participate in the planning process shall work to achieve economic, social and racial equity.

1. Create plans that ensure equitable access to resources and opportunities which, in turn, structure prospects for upward economic mobility, a sense of belonging, and an enhanced quality of life. Recognize our unique responsibility to eliminate historic patterns of inequity tied to planning decisions represented in documents such as zoning ordinances and land use plans
2. Seek social justice by identifying and working to expand choice and opportunity for all persons, emphasizing our special responsibility to plan with those who have been marginalized or disadvantaged and to promote racial and economic equity. Urge the alteration of policies, institutions, and decisions that do not help meet their needs.
3. Recognize and work to mitigate the impacts of existing plans and procedures that result in patterns of discrimination, displacement, or environmental injustice. Plan for anticipated public and private sector investment in historically low-income neighborhoods to ensure benefits defined by the local community. Promote an increase in the supply and quality of affordable housing and improved services and facilities with equal access for all residents, including people with disabilities.
4. Promote the inherent rights of indigenous people and -work with indigenous peoples on developments affecting them and their lands and resources

4. People who participate in the planning process shall safeguard the public trust.

1. Deal fairly with all participants in the planning process.
2. Exercise fair, honest, skilled, informed and independent professional judgment.
3. Do not let any official action be influenced by personal relationships.
4. Serve as advocates for the public or private sector only when the client's objectives are legal and consistent with the public interest.
5. Avoid a conflict of interest or even the appearance of a conflict of interest in accepting assignments from clients or employers.
6. Disclose to the public all personal and pecuniary interests, considered broadly, that a participant, serving as an advisor or decision-maker, may have regarding any planning process decision to be made. If at all possible, abstain completely from direct or indirect participation as an advisory or decision-maker in any matter in which there is a personal or pecuniary interest, and leave any chamber in which such a matter is under deliberation
7. Neither seek nor accept any gifts or favors, nor offer any, under circumstances in which it might reasonably be inferred that the gifts or favors were intended or expected to

influence a participant's objectivity as an advisor or decision-maker in the planning process.

8. Do not participate in any matter unless adequately prepared and able to render thorough and diligent services.
9. Do not deliberately commit a wrongful act which reflects adversely on the planning process.
10. Do not seek business by stating or implying the ability or willingness to influence decisions by improper means.
11. Expose corruption wherever discovered.

5. Practicing planners shall improve planning knowledge and increase public understanding of planning activities.

1. Contribute to the development of, and respect for, our profession by improving knowledge and techniques, and sharing the results of experience and research that contribute to the body of planning knowledge. Make work relevant to solving community problems and increase the public's understanding of planning activities.
2. Examine the applicability of planning theories, methods, research, and standards to the facts and analysis of each particular situation and do not accept the applicability of a customary solution without first establishing its appropriateness to the situation.
3. Strive to achieve high standards of professionalism, including integrity, knowledge, and professional development. Obtain professional education throughout one's planning career and for those that are Members of AICP, comply with Certification Maintenance requirements.
4. Expand recognition of the value of AICP and FAICP credentials and acknowledge those who achieve and maintain it.
5. Commit to the advancement of the planning profession. Contribute time and resources to the professional development of students, interns, beginning professionals, and other colleagues. Increase the opportunities for members of underrepresented groups to enter and succeed in the profession, and to achieve AICP certification.
6. Contribute time and effort to our communities, particularly to those groups lacking in adequate planning resources, through pro bono planning activities.

Section B: Our Rules of Conduct

We adhere to the following Rules of Conduct informed by the Aspirational Principles, and we understand that our Institute will enforce compliance with these rules. If we fail to adhere to these Rules we could receive sanctions, the ultimate being the loss of our certification:

Quality and Integrity of Practice

1. We shall not deliberately fail to provide adequate, timely, clear and accurate information on planning issues.
2. We shall not accept an assignment from a client or employer when the services to be performed involve conduct that we know to be illegal or in violation of this Code.
3. We shall not accept work beyond our professional competence, but may with the understanding and agreement of the client or employer, accept such work to be performed under the direction of, another professional competent to perform the work and acceptable to the client or employer.
4. We shall not accept work for a fee, or pro bono, that we know cannot be performed with the promptness required by the prospective client, or that is required by the circumstances of the assignment.
5. We shall not direct or pressure other professionals to make analyses or reach findings not supported by available evidence.
6. We shall not deliberately commit any wrongful act, whether or not specified in the Rules of Conduct, that reflects adversely on our professional fitness or the planning profession.

Conflict of Interest

7. We shall not, as public officials or employees, accept from anyone other than our public employer any compensation, commission, rebate, or other advantage that may be perceived as related to our public office or employment.
8. We shall not perform work on a project for a client or employer if, in addition to the agreed upon compensation from our client or employer, there is a possibility for direct personal or financial gain to us, our family members, or persons living in our household, unless: a) our client or employer, after full prior written disclosure from us, consents in writing to the arrangement; and b) we make full disclosure of the potential conflict part on the public record at every public meeting and in all written reports related to the work.

Improper Influence/Abuse of Position

9. As public officials or public employees, we shall not engage in private communications with planning process participants if the discussions relate to a matter over which we have authority to make a binding, final determination.
10. We shall not engage in private communications with decision makers in the planning process in any manner prohibited by law or by agency rules, procedures, or custom.
11. We shall not solicit prospective clients or employment through use of false or misleading claims, nor shall we, in the conduct of our work, imply an ability to improperly influence decisions.

12. We shall not use the power of any office to seek or obtain a special advantage that is not a matter of public knowledge or is not in the public interest.

Honesty and Fair Dealing

13. We shall not disclose or use to our advantage, nor that of a subsequent client or employer, information gained in a professional relationship that the client or employer has requested be held inviolate or that we should recognize as confidential because its disclosure could result in detriment to the client or employer., except when disclosure is required: (1) by process of law, or (2) to prevent a clear violation of law, or (3) to prevent a substantial injury to the public.
14. We shall not deliberately misrepresent the qualifications, views and findings of other professionals.
15. We shall not misstate our education, experience, training, or any other facts which are relevant to our professional qualifications.
16. We shall not use the product of others' efforts to seek professional recognition, credit, or acclaim intended for producers of original work.
17. We shall not fail to disclose the interests of our client or employer when participating in the planning process. Nor shall we participate in an effort to conceal the true interests of our client or employer.

Responsibility to Employer

18. We shall not, as employees, undertake other employment in planning or a related profession, whether or not for financial remuneration, without having made full written disclosure to the employer who furnishes our pay and having received subsequent written permission to undertake additional employment, unless our employer has a written policy permitting such employment without consent. In no case shall a planner engage in any outside work that would create an actual conflict of interest.
19. We shall not accept an assignment from a client or employer to publicly advocate a position on a planning issue that is significantly different to a position we publicly advocated for a previous client or employer within the past three years unless (1) we determine in good faith our change of position will not cause present detriment to our previous client or employer, and (2) we make full written disclosure of the conflict to our previous and current client or employer.

Discrimination/Harassment

20. We shall not commit or ignore an act of discrimination or harassment.

Bringing a Charge/Lack of Cooperation with Ethics Officer

21. We shall not withhold cooperation or information from the AICP Ethics Officer or the AICP Ethics Committee if a charge of ethical misconduct has been filed against us or if it is determined by the Ethics Officer or Ethics Committee that we have information/knowledge relevant to a charge filed against another AICP member.
22. We shall not harass, retaliate or threaten retaliation against a person who has filed a charge of ethical misconduct against us or another planner, or who is cooperating in the Ethics Officer's investigation of an ethics charge.
23. We shall not use the AICP ethics process for any inappropriate purpose, including threatening to file, or filing an ethics charge against another planner for personal, pecuniary, or professional gain or filing of a meritless complaint against another planner.
24. We shall not fail to immediately notify the Ethics Officer by both receipted Certified and Regular First-Class Mail if we are convicted of a "serious crime" as defined in Section E of the Code; nor immediately following such conviction shall we represent ourselves as Certified Planners or Members of AICP until our membership is reinstated by the AICP Ethics Committee pursuant to the procedures in Section E of the Code.

Section C: Advisory Opinions

1. Introduction

Any person, whether or not an AICP member, may seek informal advice from the Ethics Officer, and any AICP member may seek a formal opinion from the Ethics Committee, on any matter relating to the Code of Ethics and Professional Conduct. In addition, the Ethics Committee may, from time to time, issue opinions applying the Code to ethical matters relating to planning.

2. Informal Advice

a) Any person with a question about whether specific conduct conforms to the Code of Ethics and Professional Conduct may seek informal advice from the Ethics Officer. Any such person should contact the Ethics Officer to arrange a time to discuss the issue. The Ethics Officer will endeavor to schedule a call promptly and to provide the advice promptly.
b) Informal advice will be given orally. However, the Ethics Officer will keep a record of the issue raised and the advice given.
c) Informal advice is intended to assist the person who seeks it, but it is not binding on AICP. Nevertheless, the Ethics Committee will take it into consideration if the Committee is subsequently called upon to consider a charge of misconduct against a Certified Planner who relied on the advice.

3. Formal Advisory Opinions Requested by A Member

a) Any AICP member with a question about whether specific conduct conforms to the Code of Ethics and Professional Conduct may seek a formal opinion from the Ethics Committee. Any such member should send a detailed description of the relevant facts and a clear statement of the question to the Ethics Officer.

b) The Ethics Officer shall review each such request and determine whether there is sufficient information to permit a fully informed response or whether additional information is required.

c) The Ethics Committee will not issue an Advisory Opinion if it determines that the request concerns past conduct that may be the subject of a charge of misconduct. It may also decline to issue an Advisory Opinion for any other reason. The Committee may, but is not required to, provide a reason for a decision not to issue an opinion.

d) If the Ethics Committee determines to issue an Advisory Opinion, it will endeavor to do so within ninety (90) days after receiving all information necessary to the provision of the opinion. Every Advisory Opinion will be in writing.

e) Any member who acts in compliance with a formal Advisory Opinion will have a defense to a charge of misconduct that is based on conduct permitted by the Opinion.

f) The Ethics Committee, in its sole discretion, shall determine whether, and how, to publish any formal Advisory Opinion. If the Committee determines to publish an Advisory Opinion, the published Opinion will not, without appropriate consent, include the name or other identifying information of any person except to the extent that identifying information is helpful in setting forth the issue or in explaining the Committee's decision.

g) Any AICP member who believes that a published formal Advisory Opinion is incorrect or incomplete may write to the Ethics Officer explaining the member's thinking and requesting reconsideration. The Ethics Officer shall transmit all such communications to the Ethics Committee. That Committee shall review such communications and determine what, if any, changes to make. The decision of the Committee shall be final.

4. Formal Advisory Opinions Issued Without Request of A Member

a) The Ethics Committee may from time to time issue, without a request from a member, formal Advisory Opinions relating to the Code of Ethics and Professional Conduct when it believes that an Opinion will provide useful guidance to members.

b) All formal Advisory Opinions issued under this paragraph shall be in writing and shall be published to the entire membership.

c) Any AICP member who believes that a formal Advisory Opinion issued under this paragraph is incorrect or incomplete may write to the Ethics Officer explaining the member's thinking and requesting reconsideration. The Ethics Officer shall transmit all such communications to the Ethics Committee. That Committee shall review such

communications and determine what, if any, changes to make. The decision of the Committee shall be final.

5. Annual Report of the Ethics Officer

a) Prior to January 31 of each year, the Ethics Officer shall provide to the AICP Commission and to the Ethics Committee an Annual Report of all formal Advisory Opinions and all interpretations of the Code issued during the preceding calendar year. That report need not contain the full text of each formal Advisory Opinion and interpretation of the Code.
b) The AICP Commission shall publish an Annual Report on ethics matters to the membership.

Section D: Adjudication of Complaints of Misconduct

1. Filing a Complaint

a) Any person, whether or not an AICP member, may file an ethics complaint against a Certified Planner. An ethics complaint shall be sent to the AICP Ethics Officer on a form developed by the Ethics Officer and posted on the AICP website. The complaint must be signed and include contact information so that the Ethics Committee and the Ethics Officer will know with whom to follow up if questions arise or if the situation otherwise requires follow up. The person making the complaint ("the complainant") may request confidentiality. The AICP will attempt to honor that request. However, it cannot guarantee confidentiality and will disclose the identity of the complainant if disclosure is needed in order to reach an informed result or otherwise to advance the thoughtful consideration of the complaint. The complaint may be accompanied by a brief cover letter.
b) The complaint shall identify the Certified Planner against whom the complaint is brought, describe the conduct at issue, cite the relevant provision(s) of the Code of Ethics and Professional Conduct, and explain the reasons that the conduct is thought to violate the Code.
c) The complaint should be accompanied by all relevant documentation available to the complainant.
d) The Ethics Officer shall determine whether the complaint contains all information necessary to making a fully informed decision. If the complaint does not contain all such information, the Ethics Officer shall contact the complainant to try to obtain the information.
e) The Ethics Officer shall maintain, for use by the Ethics Committee, a log of all complaints against Certified Planners.

2. Preliminary Review

a) The Ethics Officer shall review each complaint, together with any supporting documentation, to make a preliminary determination of whether a violation may have occurred. Before making this determination, the Ethics Officer may request from the complainant any additional information that the Officer deems relevant.

b) Within thirty (30) days after receiving all information that the Ethics Officer deems necessary to make a preliminary determination, the Ethics Officer shall make a preliminary determination whether a violation may have occurred.

c) If the preliminary determination of the Ethics Officer is that it is clear that no violation has occurred, the complaint shall be dismissed. The complainant shall be so notified. Appeal of the determination of the Ethics Officer is only available to members of AICP. If the complainant is a member of AICP, the complainant shall have twenty (20) days from the date of notification to appeal the dismissal of the complaint to the Ethics Committee.

d) If the preliminary determination of the Ethics Officer is that a violation may have occurred — or if, on appeal, the Ethics Committee reverses a preliminary dismissal, the Ethics Officer shall, within thirty (30) days, provide the complaint to the Certified Planner against whom the complaint was made ("the respondent"). The Ethics Officer shall request from the respondent a detailed response to the complaint, and any supporting documentation.

3. Fact Gathering

a) The respondent shall have thirty (30) days from the date of notification from the Ethics Officer to provide a response to the complaint, as well as any supporting documentation. The Ethics Officer may extend this time, for good cause shown, for a period not to exceed fourteen (14) days.

b) The Ethics Officer shall provide the response of the respondent to the complainant, and shall give the complainant an opportunity to comment on the response within fourteen (14) days.

c) If the Ethics Officer determines that additional information is needed from either the complainant or the respondent, the Ethics Officer shall attempt to obtain such information. The parties shall have fifteen (15) days to provide the requested additional information, with up to a fifteen (15) day extension at the discretion of the Ethics Officer if a request is made for additional time.

4. Exploration of Settlement

a) At any point in the process, the Ethics Officer may, after consultation with the Ethics Committee, attempt to negotiate a settlement of the complaint in accordance with the Code of Ethics and Professional Conduct.

b) The Ethics Committee shall be notified of — and permitted to comment on — any potential settlement at an early stage. Any settlement must be approved by the Ethics Committee before becoming final. Upon approval by the Ethics Committee, a settlement agreement shall be signed by the respondent and, where appropriate, by the complainant.

c) If a negotiated settlement is approved by the Ethics Committee and is signed in accordance with paragraph 4-b, the matter will be concluded, and no further action will be taken by AICP.

5. Decision

a) If neither the Ethics Officer nor the Ethics Committee determines to explore settlement or if the parties are unwilling to engage in settlement discussions or if a settlement is not reached, the Ethics Officer shall, after considering timely input from the parties, issue a written decision on the complaint. The Ethics Officer, at his or her sole discretion, may determine whether a hearing needs to be held. A hearing will be held by telephone or other electronic means unless all parties and the Ethics Officer agree that it should be held in person. The expenses of each party in connection with any hearing, such as transcripts, travel, and attorneys' fees, will be borne by that party.

b) The Ethics Officer may determine that there is inadequate evidence of an ethics violation and therefore dismiss the complaint. Alternatively, the Ethics Officer may find that there has been an ethics violation. In either situation, the Ethics Officer shall explain the basis for the decision in a written opinion that cites and discusses the relevant provision(s) of the Code of Ethics and Professional Conduct.

c) If the decision is that there has been a violation, the Ethics Officer shall impose such discipline as that Officer deems appropriate. The discipline may be: (1) a confidential letter of admonition, (2) a public letter of admonition, (3) suspension of AICP membership, or (4) revocation of AICP membership. The Ethics Officer shall explain the basis for the discipline imposed and may attach such conditions, e.g. requirement to get additional ethics training, as the Officer deems just.

d) The Ethics Officer shall transmit the decision to the Ethics Committee and shall notify the parties of the decision. However, the Ethics Officer may determine not to disclose the remedy to a complainant who is not a member of AICP.

6. Appeal

a) Only current members of AICP may appeal a determination of the Ethics Officer. Within thirty (30) days after issuance of the written decision of the Ethics Officer, either the AICP complainant or respondent may appeal the decision to the Ethics Committee by filing a timely written notice of appeal with the Ethics Officer.

b) If an appeal is timely filed, the party filing the appeal shall, within fourteen (14) days, provide the Ethics Officer with a written statement as to the basis for the appeal. The Ethics Officer shall, within ten (10) days, transmit that document to the party against whom the appeal is filed. That party shall have thirty (30) days to provide the Ethics Officer with a written statement of his or her position on the appeal. The Ethics Officer shall transmit all written statements of the parties to the Ethics Committee within ten (10) days after the record is complete.

c) After receiving any timely filed statements of the parties, the Ethics Committee shall issue a written decision on the appeal. Before issuing a decision, the Ethics Committee, in its sole discretion, may consult with the Ethics Officer. The Ethics Committee may also, in its sole discretion, determine whether to hold a hearing at which the parties may present their positions and answer questions posed by the Committee. A hearing will be held by telephone or other electronic means unless all parties and the Ethics Committee agree that it should be held in person. The expenses of each party in connection with any hearing, such as transcripts, travel, and attorneys' fees, will be borne by that party.

d) The Ethics Committee may (1) affirm the decision of the Ethics Officer; (2) affirm the decision but impose a different remedy; (3) vacate the decision of the Ethics Officer and return the case to the Ethics Officer for additional investigation, consideration of different Code sections or issues, or any other follow up; or (4) vacate the decision of the Ethics Officer and issue its own decision.

e) A decision to affirm the decision of the Ethics Officer, to impose a different remedy, or to vacate that decision and to issue the Ethics Committee's own decision shall be final.

f) If the decision is to return the case to the Ethics Officer for follow up, the Ethics Officer may seek to explore settlement or may issue a decision consistent with the decision of the Ethics Committee. Before issuing such a decision, the Ethics Officer may seek additional input from the parties in a manner and format consistent with the Code of Ethics and Professional Conduct.

7. Effect of Dropping of Charges by Complainant or Resignation by Respondent

a) If charges are dropped by the complainant, the Ethics Committee may, at its sole discretion, either terminate the ethics proceeding or continue the process without the complainant.

b) If the respondent resigns from AICP or lets membership lapse after a complaint is filed but before the case is finalized, the Ethics Committee may, at its sole discretion, either terminate the ethics proceeding or continue the process. As in any situation, the Ethics Committee may also determine to file a complaint with the appropriate law enforcement authority if it believes that a violation of law may have occurred.

8. Reporting

a) Any written decision of the Ethics Committee may, at the discretion of the Committee, be published and titled "Opinion of the AICP Ethics Committee".
b) Any written decision of the Ethics Officer shall be referenced in the Annual Report of the Ethics Officer.

Section E: Discipline of Members

1. General

AICP members are subject to discipline for certain conduct. This conduct includes (a) conviction of a serious crime as defined in paragraph 3; (b) conviction of other crimes as set forth in paragraph 4; (c) a finding by the Ethics Committee or Ethics Officer that the member has engaged in unethical conduct; (d) loss, suspension, or restriction of state or other governmental professional licensure; (e) failure to make disclosure to AICP of any conviction of a serious crime or adverse professional licensure action; or (f) such other action as the Ethics Committee or the Ethics Officer, in the exercise of reasonable judgment, determines to be inconsistent with the professional responsibilities of a Certified Planner.

2. Forms of Discipline

The discipline available under this Policy includes: (a) a confidential letter of admonition, (b) a public letter of admonition, (c) suspension of AICP membership, or (d) revocation of AICP membership. The Ethics Officer or the Ethics Committee may attach conditions to these disciplinary actions, such as the writing of a letter of apology, the correction of a false statement or statements, the taking of an ethics course, the refunding of money, or any other conditions deemed just in light of the conduct in question.

3. Conviction of a Serious Crime

a) The membership of a Certified Planner shall be revoked if the Planner has been convicted of a "serious crime". Membership shall be revoked whether the conviction resulted from a plea of guilty or nolo contendere, from a verdict after trial, or otherwise. Membership shall be revoked even if the Planner is appealing a conviction, but it will be reinstated if the conviction is overturned upon appeal.
b) For purposes of this Policy, the term "serious crime" shall mean any crime that, in the judgment of the Ethics Committee or the Ethics Officer, involves false swearing, misrepresentation, fraud, failure to file income tax returns or to pay tax, deceit, bribery, extortion, misappropriation, theft, or physical harm to another.

4. Conviction of Other Crimes

a) Discipline may also be imposed if a Certified Planner has been convicted of a crime not included within the definition of "serious crime," including an action determined by the Ethics Committee or the Ethics Officer to be inconsistent with the professional responsibilities of a Certified Planner.

b) Before any discipline is imposed under this section, the member shall have a right to set forth his or her position in writing to the Ethics Officer. The Ethics Officer shall, in that Officer's sole discretion, determine whether to give the member a hearing. The Ethics Officer shall notify the member of the decision.

c) A member who has had discipline imposed by the Ethics Officer shall have thirty (30) days from the date of notification of the adverse decision to file an appeal to the Ethics Committee. The member may do so by filing a timely notice of appeal with the Ethics Officer. The notice shall be accompanied by a statement of the basis for the appeal. The Ethics Officer will transmit any appeal and accompanying notice to the Ethics Committee. That Committee shall determine, in its sole discretion, whether to grant a hearing. The Ethics Committee shall, after considering the relevant information, issue a written opinion on the appeal.

5. Unethical Conduct

The forms of discipline set forth in paragraph 2 shall apply to any member who is found to have engaged in unethical conduct in accordance with the procedures established in the Policy on Adjudication of Complaints of Misconduct.

6. Revocation, Suspension, or Restriction of Licensure

a) The Ethics Committee or Ethics Officer shall impose such discipline as the Committee or Officer regards as just if a state or other governmentally-issued professional license of a Certified Planner has been revoked, suspended, or restricted for any reason relating to improper conduct by the Planner.

b) Before any discipline is imposed under this section, the provisions of section 4 (b) and (c) shall apply.

7. Duty to Notify Ethics Officer

a) A member who has been convicted of a serious crime or who has had his or her state or other governmentally-issued professional license revoked, suspended, or restricted for any reason relating to improper conduct by the member shall promptly report the relevant development to the Ethics Officer.

b) Failure of a member to report that he or she has been convicted of a serious crime or has had a professional license revoked, suspended, or restricted for a reason relating to improper conduct by that member may itself result in discipline of that member.

8. Other Conduct Inconsistent with the Responsibilities of a Certified Planner

a) The Ethics Officer shall have the right to discipline any member for any conduct not otherwise covered by this Policy that the Officer determines to be inconsistent with the responsibilities of a Certified Planner.

b) Conduct covered by this section shall include, but not be limited to, a finding in a civil case that the member has engaged in defamation or similar unlawful action, has knowingly infringed the copyright or other intellectual property of another, or has engaged in perjury.

c) Before any discipline is imposed under this section, the provisions of section 4-b and 4-c shall apply.

9. Petition for Reinstatement

a) Any Certified Planner whose membership or certification is revoked may petition the Ethics Committee for reinstatement no sooner than five years from the time of revocation. The Ethics Committee shall determine, in its sole discretion, whether to afford the petitioner a hearing and/or whether to seek additional information. The Committee shall determine, in its sole judgment, whether reinstatement is appropriate and what, if any, conditions should be applied to any such reinstatement. The Ethics Officer shall transmit the reinstatement determination to the Planner.

b) If the Ethics Committee denies the Petition, that Officer shall advise the Planner of the opportunity to file a subsequent petition after twelve (12) months have elapsed from the date of the determination.

10. Publication of Disciplinary Actions

The Ethics Committee, in its sole discretion, may publish the names of members who have had disciplinary action imposed and to state the nature of the discipline that was imposed. The authority to publish shall survive the voluntary or involuntary termination or suspension of AICP membership and certification. The Ethics Committee, in its sole discretion, may also determine not to publish such information or to publish only so much of that information as it deems appropriate.

AICP Code of Ethics and Professional Conduct Draft Glossary

October 2021

Diversity

"Diversity is an inclusive concept which encompasses, but is not limited to, race, ethnicity, class, gender, age, sexuality, ability, educational attainment, spiritual beliefs, creed, culture, tribal affiliation, nationality, immigration status, political beliefs, and veteran status. With greater diversity, we can be more creative, effective, and just, and bring more varied perspectives, experiences, backgrounds, talents, and interests to the practice of planning and to the communities we serve. We recognize that achieving diversity and inclusion is an evolutionary process that requires an ongoing renewal of our commitment."

Source: American Planning Association *Planning for Equity Policy Guide*. Page 6.

"Diversity is the presence of difference within a given setting. The presence of difference in a system aid in greater productivity, problem solving, enriched perspectives, and efficiency."

Source: PAS Memo May/June 2019. *More and Better: Increasing Diversity, Equity, and Inclusion in Planning*. By Kendra L. Smith, PhD. Page 2

Diversity is an inclusive concept which encompasses, but not is not limited to race, ethnicity, class, gender, age, sexuality, ability, educational attainment, spiritual beliefs, creed, culture, tribal affiliation, nationality, immigration status, political beliefs and veteran status. With greater diversity, we can be more creative, effective and just, and bring more varied perspectives, experiences, backgrounds, talents and interests to the practice of planning and to the communities we serve.

Source: *APA Equity, Diversity, and Inclusion Vision, Mission and Strategy*. Updated September 2019.
American Planning Association *Equity, Diversity, and Inclusion Vision Statement*.
Original source: Policy Link. "The Equity Manifesto." 20919.

Equity

Equity is giving attention to the advantages and disadvantages that exist among groups and individuals, correction of the inequities identified, and provision of access to resources and opportunities needed.

Equity is different from diversity. Diversity invites others in, but equity modifies practices to support inclusion and flourishing. This is why the distinction between diversity and equity is so important. Diversity is largely numbers-driven. It is easier to gauge and apply metrics to. Equity, on the other hand, is largely values-driven.

> Source: PAS Memo May/June 2019. *More and Better: Increasing Diversity, Equity, and Inclusion in Planning*, By Kendra L. Smith, Ph.D. Page 2

Equity is "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential. Unlocking the promise of the nation by unleashing the promise in us all." The inclusive, holistic nature of this definition provides the foundation for considering and applying an equity process in all facets of planning, all levels of planning, all means of planning, and in all planning policies, working to eliminate socio-economic disparities.

> *APA Equity, Diversity, and Inclusion Vision, Mission and Strategy*. Updated September 2019. American Planning Association *Equity, Diversity, and Inclusion Vision Statement*.

Environmental Injustice

Environmental justice is defined by the U.S. Environmental Protection Agency as "fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies." The movement toward environmental justice was started primarily by people of color and grew from a recognition that the poor and people of color are those who most often live in or near America's most polluted environments.

> Source: American Planning Association *Planning for Equity Policy Guide*, Page 8. Injustice is the absence of fair treatment and meaningful involvement.
>
> Source: American Planning Association *Planning for Equity Policy Guide*

Harassment

According to the EEOC, harassment is unwelcome behavior. It must be relatively severe or pervasive in nature. Petty slights, annoyances, and isolated incidents (unless extremely serious) will not rise to the level of harassment. Most of the unacceptable behaviors noted below are related to the workplace, but planners should make sure that information they communicate on any form of social media respect these norms.

Types of harassment and examples include:

1. Verbal/Written

- Sending emails with offensive jokes or graphics about race or religion

- Repeatedly requesting dates or sexual favors in person or through other forms of communication.
- Asking about family history of illnesses or genetic disorders
- Making derogatory comments about someone's disability or age
- Imitating someone's foreign accent behind their back.
- Posting information on social media of a derogatory nature.

2. Physical

- Lewd hand gestures or other gestures meant to convey curse words
- Unwanted touching of a person or their clothing
- Frequently following or standing too close to a person on purpose
- Making sexually suggestive facial expressions
- Playing music with offensive or degrading language

3. Visual

- Wearing clothing with offensive or vulgar language
- Displaying posters or pictures of a sexual nature
- Showing other people sexually suggestive text messages or emails or social media posts.
- Watching pornographic or violent videos
- Drawing violent or derogatory images

Source: 3 Types Of Workplace Harassment To Watch Out For, Everfi.com

Historic Patterns of Inequity

Low-income residents, communities of color, tribal nations, and immigrant communities have disproportionately experienced some of the greatest environmental burdens and related health problems. This inequity is the result of many factors: inappropriate zoning and negligent land use planning; failure to enforce proper zoning or conduct regular inspections; deed restrictions and other discriminatory housing and lending practices; the prioritization of business interests over public health; development patterns that tend to concentrate pollution and environmental hazards in certain communities; and the like.

> Source: American Planning Association *Planning for Equity Policy Guide*. Page 9 in a citation attributed to *SB 1000 Implementation Toolkit: Planning for Healthy Communities* which was published in 2017 by PlaceWorks and the California Environmental Justice Alliance.

Historically marginalized/underrepresented communities — Groups denied full participation in the mainstream cultural, political, and economic activities.

Groups and communities that experience discrimination and exclusion (social, political and economic) because of unequal power relationships across economic, political, social and cultural dimensions.

> Source: National Collaborating Center for Determinants of Health

Historically marginalized/underrepresented communities include:

- Cultural minorities
- Ethnic minorities
- Indigenous communities
- Low-income individuals
- LQBTQ+
- People of color
- People with health issues that are unseen
- People with disabilities
- People with limited English ability
- People with various political beliefs
- People with uncertain immigration status
- Prisoners
- Senior citizens

Inclusion

Inclusion "demonstrates an environment in which all individuals are treated fairly and respectfully; are valued for their distinctive skills, experiences, and perspectives; have equal access to resources and opportunities; and can contribute fully to the organization's success."

> Source: *APA Equity, Diversity, and Inclusion Vision, Mission and Strategy* Updated September 2019. American Planning Association *Equity, Diversity, and Inclusion Vision Statement*.
> Original source: American Library Association. "Equity, Diversity, Inclusion: An interpretation of the Library Bill of Rights." 2007.

Indigenous Peoples

Indigenous Peoples are distinct social and cultural groups that share collective ancestral ties to the lands and natural resources where they live, occupy or from which they have been displaced. The land and natural resources on which they depend are inextricably linked to their identities, cultures, livelihoods, as well as their physical and spiritual well-being. They often subscribe to their customary leaders and organizations for representation that are distinct or separate from

those of the mainstream society or culture. Many Indigenous Peoples still maintain a language distinct from the official language or languages of the country or region in which they reside.

Source: World Bank definition

Privilege

A right or benefit that is given to some people and not to others

Source: Merriam Webster Dictionary

White privilege is an institutional (rather than personal) set of benefits granted to those of us who, by race, resemble the people who dominate the powerful positions in our institutions. One of the primary privileges is that of having greater access to power and resources than people of color do.

Source: *Understanding White Privilege* by Francis E. Kendall, Ph.D., © 2002

Social Justice

The goal of social justice is not met when underserved populations shoulder the weight of untenable living conditions, and subsequently experience no material benefit after community improvements are implemented. Instead, social justice requires the examination of both the positive and negative impacts of community improvements on all community members so that all members benefit and no one group or neighborhood is unfairly disadvantaged. This results in "paying it forward," by improving conditions for future residents.

Source: American Planning Association *Planning for Equity Policy Guide*, Page 5

Substantial Injury

A real and immediate physical injury or a resulting adverse physical condition of a substantial nature to one or more persons.

Source: Lawinsider.com

The act or practice must cause or be likely to cause substantial injury to consumers. Substantial injury usually involves monetary harm. Monetary harm includes, for example, costs or fees paid by consumers as a result of an unfair practice. 5 An act or practice that causes a small amount of harm to a large number of people may be deemed to cause substantial injury. Actual injury is not required in every case. A significant risk of concrete harm is also sufficient. However, trivial or merely speculative harms are typically insufficient for a finding of substantial injury. Emotional

impact and other more subjective types of harm also will not ordinarily amount to substantial injury. Nevertheless, in certain circumstances, such as unreasonable debt collection harassment, emotional impacts may amount to or contribute to substantial injury.

Source: Consumer Financial Protection Bureau, Consumer Laws and Regulations, Page 2

Postcard Inn On The Beach
Hotels And Motels
Total ±AC (-CCCL): 6.82
Total DU's/Keys: 196
Calculated Density: 29 DU's/AC
Max. Density at 75 DU/AC = 511 keys

The Beachcomber - St. Pete Beach
Hotels And Motels
Total ±AC (-CCCL): 3.41
Total DU's/Keys: 102
Calculated Density: 30 DU's/AC
Max. Density at 75 DU/AC = 255 keys

Hilton Garden Inn St. Pete Beach - Hotel
Hotels And Motels
Total ±AC (-CCCL): 3.34
Total DU's/Keys: 136
Calculated Density: 41 DU's/AC
Max. Density at 75 DU/AC = 250 keys

Coastal Construction Control Line (CCCL)
Postcard Inn On The Beach
Dolphin Beach Resort, The Beachcomber, and Hilton Garden Inn
Overall Property Boundaries
Parcel Boundaries

ZONING

LR - Large Resort
P - Preservation

Sea Mark Condo
Condominium
Total ±AC (-CCCL): 1.67
Total DU's/Keys: 105
Calculated Density: 63 DU's/AC

Bellwether Beach Resort
Hotels And Motels
Total ±AC (-CCCL): 2.01
Total DU's/Keys: 156
Calculated Density: 78 DU's/AC

The Gulf Beach Resort
Condominium
Total ±AC (-CCCL): 0.5
Total DU's/Keys: 19
Calculated Density: 38 DU's/AC

Gulf 5000 Condominium
Condominium
Total ±AC (-CCCL): 1.65
Total DU's/Keys: 35
Calculated Density: 21 DU's/AC

Gulf Gate Resort
Condominium
Total ±AC (-CCCL): 0.93
Total DU's/Keys: 41
Calculated Density: 44 DU's/AC

Beach Haven Villas
Hotels And Motels
Total ±AC (-CCCL): 0.69
Total DU's/Keys: 18
Calculated Density: 26 DU's/AC

Beach Monde Condominiums
Condominium
Total ±AC (-CCCL): 1.61
Total DU's/Keys: 94
Calculated Density: 58 DU's/AC

Dolphin Beach Resort
Hotels And Motels
Total ±AC (-CCCL): 3.26
Total DU's/Keys: 173
Calculated Density: 53 DU's/AC
Max. Density at 75 DU/AC = 244 keys

SFR
SFR
SFR
SFR
Com. Retail
Restaurant
Duplex - 4-Plex
Duplex - 4-Plex
Restaurant
Duplex - 4-Plex
Duplex - 4-Plex

This map is a general depiction of boundaries obtained from public records and is not a legal description or survey.

TITLE:

Density Calculations

1 inch = 350 feet
1:4,200
0 100 200 400
Feet
Map Date: Nov-27-2023 By: CP Smith

PROJECT:

"Large Resort" Zoning District

City of St Pete Beach, Florida

STEARNS WEAVER MILLER

MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES