TECHNICAL REVIEW COMMITTEE MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS

Notice of Public Meeting
Technical Review Committee

Upstairs Conference Room

155 Corey Avenue, City Hall, St. Pete Beach, FL 33706

Wednesday, June 4, 2025
10:00 AM
Updated to add item 2.

Regular Meeting Agenda

This is an informal meeting between City staff and the applicant(s). The public is invited to attend, however no public comment shall be permitted.

Discussion Items

1. Conditional Use Permit 25069 - Corey Landings (0, 10, 71, 75 & 85 Corey Avenue; 0 Corey Circle; 73 75th Avenue; & 0 & 7345 Bay Street - see parcels)
Conditional use permit, pursuant to LDC Sec. 39.18 and 37.5.(d), for a mixed-use condo residential and commercial redevelopment of the nine subject parcels, containing a 158-unit residential development comprised of four towers on 4.8 buildable acres (32.9 units/buildable acres), Class A (four slip) and B (35 slip) docks, 8,500 sq. ft. of retail and 4,000 sq. ft. of restaurant space, and associated site improvements, which will involve drawing 43 of the requested 158 units from the Community Redevelopment District Residential Density Pool.

2. Temporary Use No. 25075 - 4901 Gulf Boulevard (Dolphin Village)
Temporary use permit to place a CVS pharmacy retail and separate restroom trailer on the south side of the Dolphin Village property for 90-120 days while the CVS is being reconstructed, for operation weekly between the hours of 8 AM and 8 PM.

Next Meeting: June 18, 2025

TECHNICAL REVIEW COMMITTEE MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS

Agenda Report

Agenda Title Name: Conditional Use Permit 25069 - Corey Landings (0, 10, 71, 75 & 85 Corey Avenue; 0 Corey Circle; 73 75th Avenue; & 0 & 7345 Bay Street - see parcels)

Action Request:

Strategic Objective:

Date: June 4, 2025

Prepared By: Sam Angelides
Brandon Berry, Senior Planner

Through: Laura Canary, Community Development Director

Summary of Issue: This request includes a significant modification to a project approved by the City Commission in 2022 (Resolution 2022-03 & Ordinance 2022-03), which comprised 195 residential apartment units, Class A and B dock slips in a different configuration and number, outdoor dining and drinking, and ground-level commercial in the primary structure along with a standalone restaurant. Pursuant to LDC Sec. 4.10.(a)(1),(2),(6),(8),(9), and (11) as preliminarily identified, this request shall be treated as a new conditional use permit as stated in LDC Sec. 4.10.(b). However, due to statutory development tolling begun in 2022 with Hurricane Ian and extended through Hurricanes Helene and Milton, the original project approval remains vested to the site.

Funding:

Attachments:

1. Application and Ownership Documentation
2. Site Plan
3. Survey
4. Fire Autoturn Exhibits
5. Traffic Impact Analysis - May, 2025
6. Elevations
7. Landscaping Plans
8. Renderings

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

COPY

S. Elise Batsel
401 East Jackson Street, Suite 2100
Post Office Box 3299
Tampa, FL 33601
Direct: (813) 222-5057
Email: ebatsel@stearnsweaver.com

May 5, 2025

VIA HAND DELIVERY

City of St. Pete Beach
Attention: Brandon Berry, Senior Planner
Community Development Department
155 Corey Avenue
St. Pete Beach, Florida 33706

Re: Conditional Use Application (the "Application")
KT Corey Ave, LLC

Dear Brandon:

Pursuant to Section 4.2(b) of the City of St. Pete Beach's Land Development Code, enclosed please find the following documents for your review:

1. Conditional Use Application Acknowledgement Checklist;
2. Conditional Use Application, along with Exhibits "A" and "B;"
3. Public Hearing Sign Posting Affidavit;
4. Owner's Authorization for Agent (with Sunbiz.org company information);
5. Copies of applicable vesting deeds;
6. Two copies (11x17) of the Survey; and
7. Two copies (11x17) of the CUP Site Plan.

Also enclosed is the application fee in the amount of $526.97 made payable to the City of St. Pete Beach. If staff requests any supplemental materials that are not required to be deemed sufficient under Section 4.2(b), please provide a list of supplemental materials requested. Please let me know if you have any questions or comments.

Very truly yours,

S. Elise Batsel

SEB/sjw
Enclosures
cc: Brain Van Slyke via e-mail @ bvanslyke@kolter.com
Steve Barber via e-mail @ bvanslyke@kolter.com
Frances Robustelli via e-mail @ frobustelli@stpetebeach.org

13618375.1

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.

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

JEB 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.

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

JEB 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.

JEB 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.

JEB 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

JEBoard 5.5.25

Signature of Applicant Date

St. Pete Beach
The Sunset Capital of Florida

CONDITIONAL USE APPLICATION

Case Number: _____

PROPERTY OWNER: KT Corey Ave, LLC

Name: KT Corey Ave, LLC

Address: 105 NE 1st Street

City: Delray Beach State: Florida

Zip: 33444 Telephone: 813-223-4800

Email: ebatsel@stearnsweaver.com (and swalker@stearnsweaver.com)

~~APPLICANT~~/**AGENT** (Attach agent authorization form)

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

Address: 401 E Jackson Street, Suite 2100

City: Tampa State: Florida

Zip: 33602 Telephone: 813-223-4800

Email: ebatsel@stearnsweaver.com (and swalker@stearnsweaver.com)

SUBJECT PROPERTY:

Address: See Exhibit "A" attached hereto

Current Name of Business: See Exhibit "A" attached hereto

Parcel ID: See Exhibit "A" attached hereto

Name of Project: Corey Landings

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

See Exhibit "B" attached hereto.

Signature of ~~Applicant~~/Agent

5.5.25
Date

EXHIBIT "A"

SUBJECT PROPERTY

Address	Current Name of Business	Parcel ID
85 Corey Avenue	Vacant/(Blue Parrot)	36-31-15-13590-000-0010
73 75th Avenue	Vacant	25-31-15-78084-000-0141
71 Corey Avenue	Vacant	25-31-15-78084-000-0142
Corey Circle	Vacant	25-31-15-78084-000-0143
10 Corey Avenue	Vacant	36-31-15-00000-140-0100
Corey Avenue	Vacant	36-31-15-00000-140-0300
7345 Bay Street	Vacant	36-31-15-00000-140-0400
75 Corey Avenue	Vacant/(Charlie's Transmission)	36-31-15-30672-063-0230
Bay Street	Submerged Lands	36-31-15-00000-140-0410

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 "B" ATTACHED HERETO AND INCORPORATED HEREIN

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.

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;

   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);

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;

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;

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);

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);

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

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,

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.

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.

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.

3. Hydrological features and storm water management infrastructure.

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.

5. Site landscaping, open space provision and impervious surface limitations.

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.

7. Fire suppression and facility security.

8. Emergency management and hurricane evacuation provisions.

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.

EXHIBIT "B"
CONDITIONAL USE APPLICATION

Overview

KT Corey Ave LLC (the "**Applicant**") requests modification of Conditional Use Permit No. 21080 (the "**Existing CUP**"), which the City of St. Pete Beach (the "**City**") approved in 2022, to add additional property, reduce units, and change from apartment to condo residential uses, as explained in more detail herein. The subject property is located at the terminus of Corey Avenue at Boca Ciega Bay. Collectively, the subject property is identified by the Pinellas County Property Appraiser as Parcel Numbers 36-31-15-30672-063-0230; 36-31-15-13590-000-0010; 25-31-15-78084-000-0141; 25-31-15-78084-000-0142; 25-31-15-78084-000-0143; 36-31-15-00000-140-0100; 36-31-15-00000-140-0300; and 36-31-15-00000-140-0400 (the "**Property**"). The Applicant owns all of the Property.

The Property

Current Entitlements

The Existing CUP, approved via Ordinance 2022-03 and Resolution 2022-03, permits: (1) 243 residential rental units, at a density of 62.63 dwelling units per acre; (2) 5,000 square feet of restaurant uses; (3) 8,264 square feet of retail uses; (4) 3,959 square feet of office uses; (5) Class A and Class B Docks; and (6) outdoor dining and drinking areas with outdoor music. The Existing CUP's density was obtained through an allocation from the General Residential Unit Density Pool Reserve (the "**Density Pool**") as permitted by Section 39.18 of the City's Land Development Code (the "**LDC**"). The Existing CUP obtained 150 of the 243 total units from the Density Pool.

Conditional Use Request

In addition to the property within the Existing CUP, the Applicant acquired Parcel Numbers 36-31-15-30672-063-0230 (formerly Charlie's Transmission Shop) and 36-31-15-13590-000-0010 (formerly the Blue Parrot Restaurant), which represents the balance of "Corey Landing." The Applicant requests modification of the Existing CUP to:

1. ***Reduce unit count*** from 243 to 158, which returns 107 units to the Density Pool;

2. ***Reduce density*** by almost 50% from 62.6 dwelling units per acre to 32.9 dwelling units per acre by adding additional property to the CUP (in addition to the unit reduction);

3. ***Reduce commercial uses*** from over 17,000 square feet to 12,500 square feet, commensurate with the density reduction (the request includes 4,000 square feet of restaurant uses and 8,500 square feet of retail uses);

4. ***Maintain*** the approval for Class A and Class B Docks; and

5. ***Remove outdoor dining and drinking*** areas based on the new location of the restaurant.

As described below, approval of this request (the "**Project**") will result in a transformative project that that will breathe new life into an underutilized part of the City.

Consistency Evaluation

The Project is consistent with the Comprehensive Plan and Land Development Code as documented by the following consistency findings:

A. Consistency with Comprehensive Plan

The City amended the Comprehensive Plan on May 28, 2024 pursuant to Ordinance No. 2023-10, which modified certain designations applicable to the Property as compared to those applicable at the time of approval of Ordinance No. 2022-03. The Property is located with the "SPA1: Special Planning Area 1" ("**SPA-1**") future land use category as referenced on the Future

Land Use Map, included as Map No. 2-1 in Ordinance No. 2023-10. The SPA-1 land use category replaces the former Community Redevelopment District. The SPA-1 is divided into two major redevelopment areas, the Gulf Boulevard Redevelopment District and the Downtown Redevelopment District, as referenced in the Future Land Use Element, under General Provisions and Maps, subsection (a). The Property is located within the Downtown Redevelopment District ("**DRD**") as depicted on Map No. 3, *Downtown Redevelopment District Character Districts.* Under General Provisions and Maps, subsection (a)(2) specifies that the DRD is divided into seven character districts, including the Town Center Coquina West District (henceforth, "**TC-2 West District**"), which applies to the Property. Map No. 1, *Special Planning Area 1 Character Districts*, includes a legend title, *Special Planning Area-1 Character Districts (2045 FLUM),* which also designates the Property with the TC-2 West District.[1] The Project is consistent with the SPA-1, DRD and TC-2 West District requirements regarding permitted uses, density and intensity standards and other objectives and policies as summarized below:[2]

1. Under General Provisions and Maps, subsection (d) permits residential and commercial as both primary uses and secondary uses in the SPA-1 as more specifically designated for each character district. **The Project is mixed use and includes both residential and commercial uses.**
2. Under Densities Reserved for Special Planning Area 1, subsection (c)(2) specifies 195 residential dwelling units are available from the Density Pool for any property within the SPA-1 boundaries without need for a comprehensive plan amendment. The Project utilizes 43 reserve units from the Density Pool.
3. Policy 3.1.1 requires all development within SPA-1 to comply with a minimum of two environmental standards to be established in Division 39 of the LDC. **The Project is consistent with the LDC as further evaluated.**
4. Under Special Planning Area 1 General Redevelopment Guidelines, Standards and Initiatives, subsection (c)(6) refers to maximum height standards to be set forth for each type of use within each character district.
5. Under Section II, Downtown Redevelopment District,
    a. Objective 1.1 requires all redevelopment within the DRD to further the goals, objectives and policies of SPA-1 where applicable, and requires redevelopment to be consistent with the character of the TC-2 West District and its design guidelines. As evaluated further under the Compatibility section below, **the Project is consistent with the character and design guidelines of the TC-2 West District.**
    b. Objective 1.2 prohibits exclusively residential use projects in the TC-2 West District. **The Project is mixed use and includes residential and commercial (retail and restaurant).**

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[1] Although the SPA-1 category is referenced as the FLUM category and the TC-2 West District is referenced as a character district, both are collectively interpreted herein as the FLUM category, given that the TC-2 West District provides more specific standards regarding permitted uses, density and intensity that are applicable to the Property.

[2] The consistency evaluation is limited to objectives and policies with mandatory language governing development and development plans. Objectives and policies with non-mandatory language, such as 'should' or 'encourage,' are not subject to consistency. Objectives and policies directing City actions and not specifically governing development and development plans are also not subject to consistency. However, in general, the Project implements the non-mandatory provisions of the Comprehensive Plan and does not contradict objectives or policies directed toward City actions.

6. Under Section II.III, Town Center Coquina West District (the "**TC-2 Zoning District**"):
    a. Policy 1 prohibits blank wall designs. **The Project does not include blank wall designs.** It will have covered walkways and storefront glass at the commercial spaces along Corey Avenue and residential units with balconies, railings, and other features that breakup the wall face along the waterfront.
    b. Policy 3 requires any proposed retail/restaurant uses to be located on the first floor or accessible from street level and near the pedestrian walkways. **The Project incorporates retail shops and a restaurant on the first floors of the two buildings nearest the entrance to the Project.**
    c. Policy 5 requires landscaping and design to be consistent with LDC standards where new development will occur.
    d. Under Permitted Uses and Standards, subsection (a) allows residential use as part of a mixed use development in a minimum two acre buildable site. **The Project is mixed use with residential and commercial. The Property includes 4.8 acres.**
    e. Under Permitted Uses and Standards, subsection (c)(1)a allows a base, maximum density of 24 units per acre, which may be increased through the use of reserved units drawn from the Density Pool as referenced in Finding No. 2 above. **The Project is consistent with a maximum of 115 units at 24 units per acre, requiring 43 reserved units for the proposed total of 158 units.** The Existing CUP was allocated 150 units from the Density Pool. The Applicant requests a reduction in the previously allocated Density Pool residential units from 150 to 43, which would return 107 units back into the Density Pool.
    f. Under Permitted Uses and Standards, subsection (c)(2), commercial shall not exceed a floor area ratio of .55. **The Project includes 12,500 square feet of commercial floor area for a floor area ratio of .06.**
    g. Under Permitted Uses and Standards, subsection (c)(4) permits a maximum impervious surface ratio of .70. The Project proposes a maximum impervious surface ratio of .70.
    h. Under Permitted Uses and Standards, subsection (c)(5)c permits a maximum building height of eighty-six (86') feet above base flood elevation for buildings containing non-residential uses on the first habitable floor accessible at street level and/or for unified development projects where the main principal building provides retail/commercial uses at street level. The Project includes four buildings each measuring 86 feet in height from base flood elevation to the roof slab. The Project is a unified development with two of the buildings containing non-residential on the first floor. **The Project is consistent with the maximum building height requirement.**

The Project is consistent with the St. Pete Beach Comprehensive Plan.

B. <u>Consistency with TC-2 Zoning District Development Standards</u>

The Property is located within the TC-2 Zoning District and the development standards referenced in LDC Division 37:

1. LDC Section 37.2 permits four of the proposed five uses as-of-right: subsection (a) permits retail uses (except automotive sales lots, pawn shops, liquor stores, and tobacco shops); subsection (d) permits eating and drinking establishments (without outdoor music); subsection (f) permits public parks and subsection (i) permits multi-family residential only as a component of a mixed use development where residential is not located on the ground floor. LDC Section 37.5(d) permits Class A and Class B commercial docks as conditional uses. **The Project is consistent with LDC Sections 37.2 and 37.5(d) in regard to permitted uses.**

2. LDC Section 37.7(a) implements the TC-2 Zoning District policy direction to allow a base, maximum density of 24 units per acre as a component of a mixed use development, and further permits the use of reserved units drawn from the Density Pool, subject to the requirements of LDC Section 39.18. LDC 39.18 allows any property within the Community Redevelopment District (now referenced in the Comprehensive Plan as SPA-1) to utilize units allocated from the Density Pool to exceed the base density "without further need to amend the Future Land Use Plan and Map." The Existing CUP was approved for 150 units allocated from the Density Pool. The Application proposes a reduction in the previously allocated Density Pool residential units from 150 to 43, which would return 107 units back into the Density Pool. **The Project is consistent with LDC Section 37.7(a) and LDC Section 39.18.**

3. LDC Section 37.7(b) limits maximum floor area to .55 for exclusively commercial/office/retail uses. As previously noted, this Project is mixed use and not exclusively commercial or retail. Therefore, this LDC provision is not applicable. **In any case, the proposed floor area ratio is .06 and is consistent with the TC-2 Zoning District standard as referenced in Section 6.f above.**

4. LDC Section 37.8(c) implements the TC-2 Zoning District and is verbatim text as set forth in the development standards for the TC-2 Zoning District. **The Project is consistent with maximum building height as addressed in Section 6.h above.**

5. LDC Section 37.9. The following setback requirements apply:

   Front Yard. Exceeds 10-foot minimum setback for building elements up to 28 feet in height and exceeds 30-foot minimum setback for building elements exceeding 28 feet in height.

   Side Yard. Exceeds 10% of lot width for each side yard for building elements up to 28 feet in height and exceeds 30' minimum side setback for building elements exceeding 28 feet in height.

   Rear Yard. Exceeds 20-foot minimum for building elements up to 28 feet in height and exceeds 30' minimum side setback for building elements exceeding 28 feet in height.

6. LDC Section 37.10 limits impervious surface ratio to .70. The Project achieves an impervious surface ratio of .70 and is consistent.

7. LDC Section 37.11 requires minimum off-street parking in accordance with the requirements of LDC Division 23. LDC Section 23.5 requires one parking space per multifamily bedroom (350 bedrooms), one parking space per 300 square feet for retail uses (8,500/300 = 28.3), one parking space per 100 square feet for restaurant use (4,000/100 = 40) and one parking space/four wet slips (35/4 = 8.75) for a total of 428 required parking spaces. **The Project includes a total of 440 parking spaces and is consistent with Section 37.11. Refer to CUP site plan for additional details.**

8. LDC Section 37.12 requires landscaping in accordance with LDC Division 22. Landscaping plans will demonstrate consistency with Division 22.

9. LDC Section 37.13 requires design in accordance with LDC Division 39. Architectural elevations and other graphics will demonstrate consistency with Division 39.

10. LDC Section 37.14 requires signs in accordance with LDC Division 26. Sign plans will demonstrate consistency with Division 26 during final permitting.

The Project is consistent with the TC-2 Zoning District development standards as set forth above. Although not a consistency requirement, the Project contributes toward the City's intent for the Density Pool allocation to act as a catalyst for revitalization. The proposed reduction in density and unit count is sought for that very purpose; to enable the Applicant to develop the Property in a thoughtful and transformative manner, while leaving additional room for public features and other City benefits.

In sum, the request removes the conditional use approval for outdoor music, changes the use type to fee ownership condos, reduces the unit count, further reduces density by adding acreage to the Project, and maintains significant community benefits, all while complying with all code requirements including but not limited to related to parking, height, and setbacks.

Compatibility

The Property forms a peninsular point that is ideally situated to enhance and support revitalization of downtown St. Pete Beach, while minimizing impacts on adjacent and nearby uses. The City has made concerted efforts to encourage the redevelopment of this portion of the "Corey Avenue District." In 2015, the City published a document entitled "A Vision for the Corey Avenue District," which described the City's public outreach efforts and set forth the resulting Corey Avenue Vision Plan (the "**Vision Plan**"). The Property is located within the portion of the Vision Plan labeled *From Mangrove Street to Sunrise*, which articulated a strategy for the redevelopment of this unique Property to serve as a catalyst to activate the east end of downtown. The Project implements the City's vision to transform this underutilized asset from an eyesore to a welcoming gateway for residents, workers and visitors entering the City via Corey Causeway. The Project incorporates the following key elements to achieve the vision and enhance the downtown experience:

- ✓ restoring the historic connection between downtown and Boca Ciega Bay;
- ✓ creating attractive waterfront view corridor from Corey Avenue;

- ✓ establishing a waterfront park and plaza as the east anchor of Corey Avenue;
- ✓ providing a waterfront promenade with connections to wet slip boardwalks/benches;
- ✓ improving Corey Circle with a roundabout, on-street parking and sidewalks;
- ✓ allocating additional, covered off-street parking for public use;
- ✓ locating additional retail and restaurant uses supporting downtown and the waterfront experience;
- ✓ incorporating high quality architecture, landscaping and lighting accents; and
- ✓ providing residential to further support an active, 18-hour downtown.

The Project embraces the City's vision through thoughtful planning and design that takes advantage of the unique location and shape of the Property. From a compatibility perspective, the Property is ideally situated and its triangular shape, while challenging in terms of development efficiency, effectively minimizes impacts to adjacent and nearby uses. With Boca Ciega Bay essentially surrounding the Project to the north, east and partially to the west, adjacent development exists only to the south, southwest and west.

The City recognized the uniqueness of the Property as articulated by its vision and as implemented through the designation of character districts and implementing zoning districts for the Property as well as adjacent and nearby areas. Indeed, the City applied the TC-2 (Character) District and TC-2 Zoning District to the Property to facilitate a mixed use redevelopment project. To ensure compatibility with the taller buildings permitted by the TC-2 Zoning District, the City created transitional land use categories and zoning districts that step down density and building height utilizing the DCR zoning district to the south, thereby effectively buffering nearby single family neighborhoods from the Property. Similarly, the TC-1 and CC-1 zoning districts step down density and building height to the west and southwest. The attached map (**Exhibit 1**) highlights these transitional districts. The character districts and zoning districts provide an effective transition, taking into account the existing uses adjacent to and in proximity to the Property as summarized below:

Table 1. Future Land Use Character Districts, Zoning and Existing Uses

	South	**Southwest**	**West**	**North and East**
Future Land Use Character Districts	DCR transitioning to CC-2 (east of Bay Street)	TC-1 along Corey Street and extending west to 77th Avenue and then transitioning to CC-1	TC-1 transitioning to CC-1	N/A
Zoning District	DCR transitioning to RU-1 (east of Bay Street)	TC-1 transitioning to RLM-2 and CC-1	TC-1 transitioning to RM-1 and CC-1	N/A
Existing Uses	Tourist lodging along Bay Street transitioning to single family homes; single family neighborhood south of Bay Street	City Hall and commercial along Corey Avenue; tourist lodging along Bay Street	Corey Causeway, Horan Park, St. Pete Beach Public Works, commercial	Boca Ciega Bay and marine activity

Downtown commercial uses occur along Corey Avenue along with a variety of non-residential uses to the west. Multifamily exists west of Bay Street within the DCR zoning district,

which functions as a buffer for single-family residential farther south. Transient lodging and multifamily occur on the east side of Bay Street and buffer single-family farther to the south, The City effectively arranged the character districts and zoning districts to maximize compatibility for the more intense TC-2 Zoning District planned for this unique peninsular Property that anchors the east end of downtown.

Section 163.3164(9), Florida Statutes, defines compatibility:

> (9) "Compatibility means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition."

In accordance with professionally accepted practice, LDC Section 4.4(a)(2) specifies compatibility factors that must be evaluated in considering a conditional use permit. Notably, two Project components trigger conditional use review – the allocation of units from the Reserve DU Pool and the proposed Class A/Class B wet slips. As previously noted, the Project utilizes fewer reserve units than the Existing CUP. The following matrix provides a summary of the compatibility factors that are appropriate for further evaluation for each use and structure within the Project:

Compatibility Factors	**Residential**	**Retail**	**Restaurant**	**Park**	**Wet Slips**
Visual (size/scale)	Positive	Positive	Positive	Positive	Positive
Glare	N/A	Low Impact	Low Impact	N/A	N/A
Noise	N/A	N/A	N/A	N/A	Low Impact
Dust	N/A	N/A	N/A	N/A	N/A
Fumes	N/A	N/A	Low Impact		N/A
Smoke	N/A	N/A	N/A	N/A	N/A
Odors	N/A	N/A	Low Impact	N/A	Low Impact
Late Night Operations	N/A	N/A	Low Impact	N/A	N/A
Truck Deliveries	N/A	Low Impact	Low Impact	N/A	N/A
Outdoor Activities	N/A	N/A	N/A	Low Impact	Low Impact
Litter	N/A	N/A	N/A	Low Impact	N/A
Privacy	Low Impact	N/A	N/A	N/A	N/A
Safety	N/A	N/A	N/A	N/A	N/A

Notes: N/A means that the use does not create an impact or the degree of impact is no greater than occurs from a single family home. Low impact means that the compatibility factor may be present for the indicated use, but will not impact nearby uses based on the intensity level and/or will be mitigated to achieve a compatible condition.

Compatibility Analysis Based on Applicable Factors

The potential impact of the five Project uses (retail, restaurant, waterfront park, wet slips and residential) are evaluated below based on the applicable factors identified in the compatibility matrix.

Retail and restaurant uses have the potential to generate glare based on their need for outdoor security lighting at grade level. Such lighting will be primarily oriented toward the center of the Property along the street and will not negatively impact adjacent and nearby properties. Such lighting will be designed with appropriate hoods to direct light downward to minimize glare. Low intensity accent and ornamental lighting will also be incorporated for visual appeal throughout the Property as further described by the photovoltaic/landscaping plan. Retail and restaurant uses will receive deliveries via relatively small-size, panel type vans/trucks with few deliveries anticipated from larger trucks. Moreover, due to the limited scale of the retail and restaurant uses, fewer deliveries will be required as compared to larger commercial uses. Based on these findings, noise from deliveries will not negatively impact adjacent and nearby uses.

The restaurant(s) may have late night operations. However, all activity will be within enclosed space. In addition, the restaurant location toward the interior of the Project will effectively buffer noise. As such, late night operations will not generate noise that will negatively impact adjacent and nearby uses. Odors will be minimized by properly maintaining dumpsters and garbage receptacles in accordance with City regulations. Likewise, fumes from the kitchen will be minimized through proper maintenance of the ventilation system. As such, restaurant activities will not negatively impact adjacent and nearby uses. It is also important to recognize that the City's future land use and zoning patterns allow for restaurants in proximity to residential uses in recognition that impacts can be minimized or mitigated. For that reason, restaurants without outdoor dining and music are permitted as-of-right in the TC-2 Zoning District.

The proposed waterfront public use area will be a positive contribution to the downtown area and essentially function as a passive park as envisioned by the City's 2015 Vision Plan. It is anticipated public access will be available from sunrise through the closing time of the restaurant. Public parking is planned along Corey Avenue in addition to off-street public parking serving the restaurant, retail and waterfront park. Noise is expected to be minimal due to the passive nature of the waterfront. Litter will be policed throughout the Project. The park will not result in negative impacts to adjacent and nearby uses and will be a complement to the downtown experience along with the retail and restaurant uses.

Class A wet slips will provide public access an enhancement to the restaurant, while Class B wet slips will be dedicated for use by Project residents only, as defined in LDC Section 2.1. 4 Class A wet slips are proposed along the north side of the Project, and 35 Class B wet slips are proposed along the north and south of the Project for a total of 39 wet slips. The Class A wet slips are expected to be available during the operating hours of the restaurant. Wet slips will generate minor noise and fumes from boats as occurs with any docking facility. In addition, the wet slips provide an access walk connecting to the waterfront promenade along with benches to enhance the waterfront experience for the public. The Project's waterfront features will contribute positively to the downtown experience with minimal impacts that will not negatively impact adjacent and nearby uses.

The proposed 158 multi-family units are distributed within four buildings that are oriented to maximize compatibility, while providing an enhanced waterfront view of Boca Ciega Bay from Corey Avenue. The Existing CUP approved one structure with greater massing. In comparison,

the proposed site plan reduces massing and creates an open corridor/plaza inviting the public to enjoy the waterfront park and promenade. The layout and orientation of the buildings effectively buffers adjacent properties from the activity occurring within the center of the Project. As summarized by the matrix, the residential component requires consideration of visual impact and privacy. Other compatibility factors are not applicable to the residential component. As previously emphasized, the City's land use and zoning pattern achieves a compatible condition by transitioning density and building height. The four buildings are each 86 feet in height as measured from the base flood elevation, and the architectural elements will positively contribute to the ambience of downtown. The adjacent buildings to the south are a mix of tourist lodging and residential units at one to two stories. Privacy will not be impacted given that the lower floors of the nearest project building are devoted to parking and non-residential use. It is also important to recognize that the waterfront to the south and west of the Property is already fully developed. The Project does not block views of Boca Ciega Bay for those nearby waterfront properties. Non-waterfront properties do not generally enjoy a waterfront view in this area. The proposed residential use and building height will not negatively impact adjacent and nearby uses.

The above findings confirm the Project as a whole and each of its components are compatible with adjacent and nearby uses. In addition, the Project reduces impact as compared to the previously approved Existing CUP.

Conditional Use Requirements

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

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

   As documented in the Consistency Evaluation, the Project is consistent with the permitted uses, density and intensity standards applicable to the SPA-1 and TC-2 West District as well as objectives and policies with mandatory language applicable to proposed development. In addition, the Project supports the following policies that are generally directed toward City actions:

   i. The Project would rehabilitate and develop a vacant, non-residential portion of the City in conformity with FLU Policy 1.4.1, which states: "The City shall, through administration of the Land Development Code, encourage the redevelopment or rehabilitation of existing non-residential areas and uses."

   ii. Much like Policy 1.4.1, the Project is directly supported by FLU Policy 1.4.2, which states: "The City shall, through administration of the Land Development

Code, encourage adaptive re-use or mixed-use redevelopment incentives of commercial properties that are no longer financially-viable, where appropriate."

iii. FLU Policy 1.4.3 states: "The City shall, while emphasizing residential uses in residential neighborhoods, encourage the creative redevelopment of non-viable properties by allowing for a mixture of compatible residential and non-residential uses within a single development site." The Project proposed redevelopment of a non-viable property with mixed residential and non-residential uses.

iv. The Project is a mixed-use project that is encouraged by DRD Objective 1.2, which states: "Residential uses in the Downtown are encouraged only as part of a mixed-use commercial project . . . ."

v. The Project proposes a park and public gathering space, as encouraged through DRD Objective 1.5, which refers to "expanded [parks] and recreational activities that serve residents and visitors shall be encouraged."

vi. Similarly, the Project provides a public gathering space directly along the Boca Ciega Bay, supporting DRD Objective 1.6, which seeks expansion of "[p]ublic waterfront access."

vii. The parking design promotes the Plan with a layout that is integrated into the interior of the main buildings, hidden from public view, as encouraged by TC-2 West District Policy 2.

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;*

   When completed, this Project will significantly enhance and improve the appearance of Corey Circle. The scale and intensity of the proposed development is compatible with existing uses in the area, including non-residential and multifamily adjacent to the Property and along Bay Street, which transition into single-family homes. This development pattern can be seen in many other locations in the City where higher density multifamily is located along the water in areas that then transition into single-family, for example Three Palms Pointe, Regency West, Sunrise Condos, and Boca Sands. The City Hall building is the only existing public

facility in proximity to the Project and will be complemented by the revitalization of the Property.

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);*

N/A

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

The proposed development is compatible with adjacent development. The City effectively ensured consistency through the arrangement of future land use categories and zoning districts. In particular, the SPA-1, TC-2 West District and TC-2 Zoning District specify development standards, including building heights, setbacks in relation to building height, buffering, landscaping and architectural design standards to ensure compatibility with adjacent uses. The Project is consistent with those standards. In addition, the Project reduces massing as compared to the Existing CUP by incorporating four smaller scale buildings rather than one larger building with greater massing. In addition, the Project incorporates features such as public retail liner elements, screened podium parking and appropriate building architecture to meets the scale, massing, and setback requirements of the LDC, which further ensures compatibility with the neighboring uses, including non-residential, transient lodging, and multifamily, that transition to single-family uses farther south. To the north, the Project will re-vitalize the entry into the City over the Corey Causeway.

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 removes the existing request for outdoor music, and the commercial uses are located central to Corey Avenue, so there will not be any impacts from noise that are incompatible with uses in or around the Project. The uses proposed do not create any incompatibilities related to dust, fumes, smoke, or odors. Glare from lights will be mitigated through the use of lighting fixtures that are shielded in conformance with Sec. 6.16 of the LDC. Any deliveries, outside activities, or nighttime operations will be minimal, based on the uses requested, and must comply with regular code requirements, which will ensure minimal impacts. Transportation impacts are discussed in more detail below, but generally the use type, and reduced nature of the request, presents minimal traffic impacts based on

traffic generation of multifamily uses. Finally, there is no reason to expect any significant adverse impacts from litter, privacy, or safety based on the uses proposed.

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);*

   The traffic impact analysis indicates that the existing roadway network and nearby intersections have adequate capacity to support not only existing traffic volumes, but also have adequate capacity to support (i) proposed Project traffic and (ii) background growth. The traffic impact analysis contains a detailed assessment of roadway capacity and level of service, as well as an operational analysis of any impacted roadways, intersections, and/or site access connections.

   The traffic impact analysis reviewed both the Pinellas County Public Works Capital Improvement Program and the FDOT District 7 Work Program for potential improvements that are currently planned and funded for construction within the buildout timeframe in the immediate vicinity of the Project site. No such improvements were identified at this time.

   The Project's primary access points are along the eastern terminus of Corey Avenue. Public transit is already available near the site, along 75th Avenue and Gulf Boulevard, and the Project proposes multiple sidewalk improvements internal to the Project and along Corey Avenue. These improvements will contribute to a pedestrian-friendly design and mitigate neighborhood impacts related to transportation, as well as allow for increased pedestrian safety. Moreover, the Project provides for two ride-share parking spaces for pickup and delivery, and it provides for 8 outdoor bicycle parking spaces, which will further lessen the impacts of automobile use.

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

   The proposed Project includes two separate proposed lots, each with its own proposed parking structure. However, as a singular CUP application, proposed parking is evaluated as a whole between the two parcels. Please refer to the submitted CUP Site Plan which includes required and proposed parking calculations. City code requires 428 vehicle spaces and the Project is proposing 436 vehicular spaces contained within the parking garage of each structure. The Project is also proposing 4 transient boat slips, thus resulting in a total of 440 spaces pursuant to the City code. No off-street surface parking is proposed as part of the Project.

   The proposed 436 parking spaces exceed code requirements for the Project uses – multifamily residential, retail, restaurant, and boat slips (non-live aboard). By code, the

multifamily component of the Project requires 350 parking spaces (1 space / bedroom per LDC Section 23.5). The Project is proposing 358 residential spaces for the luxury condominiums, which corresponds to a 2.27 spaces / dwelling unit ratio.

For additional consideration, please note per LDC Section 23.3 that the nonresidential components of the proposed Project are entitled to count up to 10% of existing on-street parking within 800 ft of the site towards onsite requirements. The Project is proposing a total of 32 on-street spaces as part of the proposed improvements to Corey Avenue and Bay Street. This brings the total available on-street parking within 800 ft of the proposed site to 88 spaces. The Project is *not* proposing to count the allowable 8 spaces (10% of 88) towards the required parking calculations, as demonstrated in the Site Data Table of the CUP Site Plan.

For additional consideration regarding the proposed multifamily parking ratio, the Project reviewed parking ratios of existing similar products (luxury condominiums) within the City limits. Based upon publicly available data and aerial imagery, please see the following parking ratios at existing luxury condominium products within the City limits:

- Three Palms Pointe: 199 units, 259 parking spaces → 1.3 space / unit
- Sea Mark: 105 units, 128 parking spaces → 1.2 space / unit
- Boca Shores: 191 units, 206 parking spaces → 1.1 space / unit
- San Seair: 150 units, 150 parking spaces → 1.0 space / unit

Compared to other existing products within the City limits, the proposed Project exceeds typical parking ratios for multifamily uses.

Each proposed structure will accommodate a dedicated loading space with dimensions in accordance with City LDC Section 23.12(a), those being 12'W x 30'L x 14'H.

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

For the reasons stated above, the health, safety and welfare of the public will be well preserved by the Project. The Project further ensures the public's protection by conformance with the policies and development standards of the Comp Plan, which exist for the very purpose of protecting the public. The LDC development standards including specifically the TC-2 Zoning District standards also implement the requirements of the Comp Plan to further protect public health, safety and welfare. The Project is consistent with the Comp Plan and LDC. Additionally, the Project will benefit the public by re-developing an abandoned area of the City, promoting economic development (a primary purpose of the SPF-1 land use category), providing housing diversity (as encouraged by FLUE Policies 2.1.1 and 2.4.2 and Housing Element Policy 1.1.3), providing public access to the water's edge through a re-imagine public park along the water, and creating a vibrant commercial mixed-use development.

6. *Whether the applicant has demonstrated the financial and technical capacity to complete any improvements and mitigation necessitated by the development as proposed and has*

made adequate legal provision to guarantee the provision of such improvements and mitigation; and,

The Applicant is an affiliate of Kolter Group. Kolter Group is a leading private residential developer in the southeastern portion of the United States. The group is made up of five divisions: Kolter Homes, Kolter Urban, Kolter Land, Kolter Hospitality, and Kolter Multifamily. Together they represent an investment of 100+ residential projects totaling over 80,000 expected units. The financial strength is backed by $30b + of completed, in-process and under contract residential projects.

Kolter Urban, which focuses on luxury condominiums, generally with waterfront, water-view or urban infill locations, is seeking this CUP modification to develop luxury condominiums. Kolter Urban has over 25 years of condominium experience, completing 22 projects with ≈ 4,500 units delivered representing over $3b in realized value. Kolter Urban has 16 projects in process that include ≈ 1,900 units and an expected value of over $5b. Examples include Saltaire in downtown St. Petersburg, Hyde Park House in Tampa, and the Ritz-Carlton Residences in Sarasota, each of which represent a scale and scope relatable to the Project.

While Kolter Urban seeks development of luxury condominiums, the Property was purchased with the understanding that the Property is entitled with the Existing CUP, as opposed to a purchase contract contingent on speculative entitlements. With a development bench that includes Kolter Multifamily, the Applicant, as an affiliate of Kolter Group, has the financial and technical capability to develop the Property for multifamily apartment or condominium uses. The Kolter Urban Financial and Technical Capability Deck is attached hereto as **Exhibit "2."**

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 Comp Plan and LDC; no variances are requested despite the unique physical configuration and challenges related to the Property.

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

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

   The Project will include both water main and gravity sewer main extensions within the ± 15-foot public alley which runs parallel to and in between Corey Avenue and 73rd Avenue. This was already coordinated and approved as part of the Existing CUP; thus, the utility

extensions sought for the Project do not materially differ from what is currently approved for the Property. The water main extension is sufficient to service both the Project's domestic and fire demands, and the relocation of existing City and Pinellas County water and sewer facilities will occur as part of the rights-of-way reconfiguration.

As for electricity, the Applicant will coordinate directly with Duke Energy for both electric service and for the relocation of existing facilities as part of the right-of-way reconfiguration. The existing utility lines will be undergrounded for the benefit of the public, and service will be available within the immediately adjacent rights-of-way. Likewise, natural gas services are available from immediately adjacent rights-of-way, as well as telecommunications, including Frontier and Verizon.

The use of the Density Pool for the Project is also relevant to the issue of utility infrastructure. The very purpose of the Density Pool is to protect the City from overdevelopment and the overburdening of utility infrastructure. The size of the Density Pool was based on infrastructure capability. The Project requests development within the density limitations of the Plan and Density Pool, which works within the confines of the CRD to allow development and protect from overburdening utility services. Additionally, the Comprehensive Plan requires, under FLUE Policies 2.9.1, 2.9.6, and 5.1.2, that future development orders for the Project only progress if City staff finds that the various level-of-service requirements are met. In summary, sufficient services are available, and a final concurrency analysis for the Project will occur at the time of construction plan approval. If for an unforeseen reason capacity is not available at the time of vertical development, the LDC will act to protect the City by blocking development that cannot demonstrate adequate levels of service concurrent with building permits.

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 Project includes a reconfiguration of the existing Corey Avenue to create a traffic circle for improved circulation in and out of the Property. Thus, ingress and egress from the public right-of-way will be provided through a full-access connection along the reconfigured Corey Avenue and traffic circle. The Project includes an internal vehicle circulation network that connects the residential, retail and restaurant uses and provides parking for each of the uses. Additionally, the Project proposes two full access connections along Bay Street for loading/solid waste collection, but these latter accesses will not be open for public or resident use.

   Additionally, pedestrian transit in and around the Property is improved through the construction of a ten-foot sidewalk circulating the interior of the site, as well as three new crosswalks at the intersection of Corey Avenue and Bay Street to promote pedestrian connectivity between the Project and Corey Avenue. An additional crosswalk within the proposed east end traffic circle (upon the reconfiguration of Corey Avenue) is also proposed.

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

In addition to local requirements, the Project will be engineered, permitted, and approved by state and federal agencies for stormwater management, both of which exceed local code requirements. It is important to note that the Project's location, along the inter-coastal waterway, is such that it will not have to burden the City's stormwater system the way a land locked development would because the project can retain, treat, and discharge all necessary stormwater without using City systems.

The Project is designed to retain and treat stormwater in underground vaults located on the Property—within the footprints of the proposed structures—which will significantly reduce any sheet flow from the Project. This treated stormwater will be discharged into the Boca Ciega Bay via storm outfalls constructed through the proposed new seawalls, as was approved within the Existing CUP.

The Boca Ciega Bay is considered a tidally influenced water body. Thus, water levels are dictated by such conditions such as tides and storm surges, rather than volumes of stormwater discharge to the water body. Since water levels into tidally influenced water bodies are not impacted by stormwater discharge, stormwater attenuation should not pose an issue to site development. Critically, while stormwater runoff was previously conveyed to City systems from the Property, the Project will actually convey stormwater runoff *away* from the City systems and out to the Boca Ciega Bay, resulting in improved drainage for the immediately surrounding rights-of-way.

In sum, because of the Applicant's compliance with the operative state and local stormwater regulations, the Project will greatly improve the hydrological features and stormwater management of both the Property and surrounding 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 was designed as a unified vision that reconfigures existing Corey Avenue creating a destination point at the eastern end of Corey Avenue. The structures within the Project border edges of the bay, creating a dynamic public space in between. The open space will not only offer the opportunity for community gatherings and events, but will also provide public access and connectivity to the bay. Any public space created in conjunction with the reconfiguration of existing Corey Avenue through a replat would contain public dedication language that enshrines its use for the benefit of the public into the future.

The buildings comply with all City Setbacks, Height and Massing without exception and have been shaped and articulated to maintain view corridors and vistas of Bay and neighboring properties. The Architectural Aesthetic is an appropriate Adaptation of

"Coastal Modern Architecture". This Design approach allows for a clean and uncluttered appearance that is not only compatible with neighboring structures but sets a soothing tone for this important Urban Site within St. Pete Beach. The light coloration and use of extensive glass enhance and reflect the unique waterfront environment of the site.

The Site Plan has been designed to enhance and extend Corey Avenue all the way to Boca Ciega Bay as a continuous public right-of-way with public parking, a public plaza and a public park, including direct access easements to the Waterfront. These unifying public design elements are in direct compliance with the City's Corey Avenue Vision-Plan. Further, the retail spaces along Bay Street and Corey Avenue help to reinforce public access features stipulated in the Vision Plan. These public retail spaces and condominium access lobbies provide "Liner Design Elements" that enhance public access and involvement in the Project. The buildings comply with all setbacks, height and massing without exception and have been shaped and articulated to maintain view corridors and vistas of Bay and neighboring properties. The architectural aesthetics are an appropriate adaptation of "Coastal Modern Architecture." This design approach allows for a clean and uncluttered appearance that is not only compatible with neighboring structures but sets a soothing tone for this important site within St. Pete Beach. The light coloration and use of extensive glass enhance and reflect the unique waterfront environment of the site.

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

The Project meets the open space, landscaping, and impervious surface requirements set forth in the LDC, as depicted and described in the Landscape Plan, and as reflected in the Site Data Table found on the CUP Site Plan. While the existing condition of the site may appear to include greenspace or other pervious surfaces, large portions of these areas contain dirt or gravel that has been compacted over time, reducing the infiltration ability of the surface while also not providing a conducive environment for true green space that will accept water as true green space.

Beyond simply considering the areas within the confines of private property, the Project proposes green space within the overall limits of the Property, both within private property and within the adjacent public rights-of-way. The Project proposes a public park at the east end of Corey Avenue, resulting in an overall increase in green space over the limits of the entire development. Thus, the Project is expecting to increase overall green space at the east at the east end of Corey Avenue and will meet or exceed green space requirements. The construction of a public park and gathering area also closely aligns with the City's Vision Plan for the east end of Corey Avenue. The landscape design concepts provides for shade, reinforcement and enhanced functionality of the amenity areas of the site.

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

This application does not request any special operations or functions. No use, business, or operation requests associated with the Project pose any operational issues requiring special operation limitations, special services, lighting, or noise abatement for compatibility.

The proposed development will be consistent with normal hours of retail operations, and the functional requirements, noise abatements, and facility maintenance needs of any similar project of this scale.

7. *Fire suppression and facility security.*

The Project will comply with all fire code requirements and have a professional management staff that will facilitate security. The building design as proposed conforms with the current Florida Building Code and applicable NFPA requirements. As detailed above, the Project will also construct a water main extension to the Property via an existing public alley, which will provide sufficient fire suppression demand for the Project. Moreover, the Applicant has enclosed within the request multiple fire access exhibits which demonstrate both fire emergency vehicle circulation and fire access land compliance, in addition to fire hose pull compliance around the proposed structures.

As to security, the Project proposes the use of Knox Box products at proposed gates onto private property, which provides a level of site security while remaining compliant with emergency access standards.

The proposed development will meet or exceed ALL Florida Building Code, Florida Fire Prevention Code, and any applicable City of St. Pete Beach Fire Code, Ordinances and the requirements of the Local Authority Having Jurisdiction. All buildings will be fully sprinkled with appropriate fire and smoke alarms, controls, and access as deemed to comply with the above requirements. Security and access control will be controlled by the residential and non-residential tenants.

8. *Emergency management and hurricane evacuation provisions.*

The Project will follow and subject to all local evacuation requirements. Since the project will be elevated and built to current standards, the Project will be more resilient to storms than many of the properties within the City such that the Project will not increase the burden created by emergency management and recovery, but rather provide increased resiliency.

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*

    N/A

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.*

N/A

In addition to the above criteria, Section 4.12(d) of the Code permits the City Commission to consider a non-exhaustive number of public benefits in order to utilize the Density Pool.

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

The Project provides a substantial number of desired public benefits that justify the re-allocation and reduction of units (43 reduced from 150 units) drawn from the Density Pool. First, the Project provides a surplus of on-site parking alongside the reconfiguration of existing Corey Avenue. The Project is proposing the construction of 32 on-street parking spaces, with 28 of these spaces to be placed along the reconstructed Corey Avenue, and 4 to be placed along the reconstructed Bay Street. The reconfiguration of the rights-of-way will provide a cleaner roadway section along Corey Avenue up to the Project's proposed roundabout at the proposed park, all of which will be designed to meet the current City's LDC. Under the current configuration of Corey Avenue, the existing roadway dead-ends into the Boca Ciega Bay, with a one-way directional roadway around the recently demolished structure that formerly housed Charlie's Transmission Shop; the existing pavement sections are as wide as 55', along which vehicles park without clearly designated parking spaces.

As referenced above, the proposed reconfiguration closely tracks the goals of the Vision Plan for this part of the City. More specifically, the Vision Plan for the Corey Avenue District expresses a desire for: additional on-street parking along Corey Avenue, encouraging pedestrian activity along Corey Avenue, and integrating streetscape elements to improve use experience. Beyond the above-referenced on-street parking spaces, the Project proposes two ride-share spaces to further enhance multimodal options, and it proposes 10' sidewalks along both the north and south sides of Corey Avenue, which either do not currently exist or exist in a deteriorated condition. Proposed street trees will provide shade and enhance visual interest as outlined in the Vision Plan.

Next, the Project provides for a public park with increased access to the water. This public access is further bolstered by the added on-street metered parking along Corey Avenue and the provision of four public boat slips. The Project also provides for a public art sculpture and other public art opportunities at the main arrival area (plaza/roundabout) for the

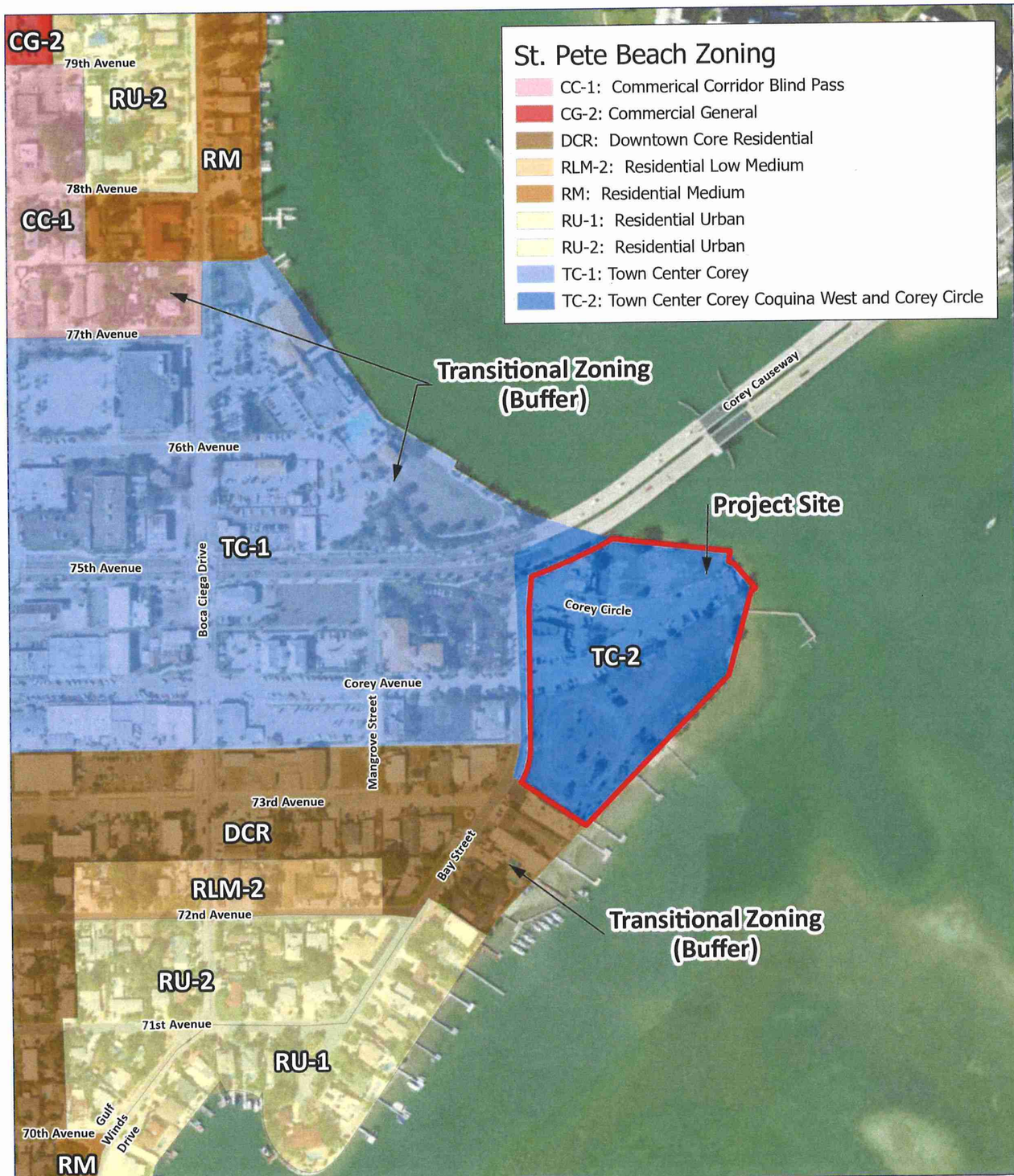
enjoyment of the residents and park users. Moreover, as encouraged by the City, many aspects of Green Building and Wellness Principles are incorporated into this development. Such features include: Low-E Coated Glazing, High Efficiency Energy Star HVAC Equipment & Residential and Commercial Appliances; Green Plaza Decks, Swimming Pools & Spas; and Fitness Rooms.

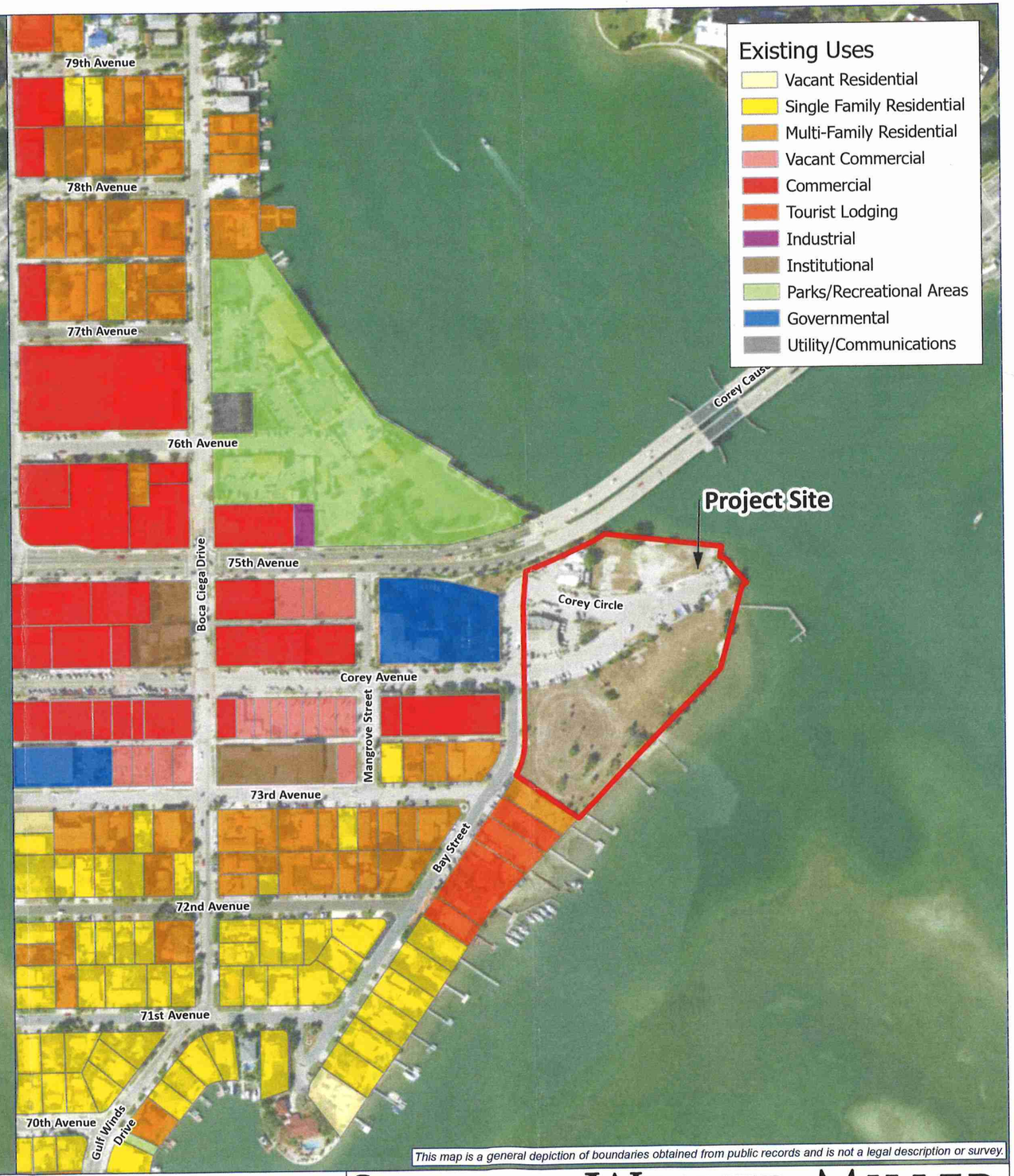
The visual aesthetic, environmental, and wellness considerations are further bolstered by the Project going above and beyond the landscaping requirements of the LDC. The landscape design provides that a minimum of 50% of the trees and palms, by both count and square footage ground-coverage, will be Florida-Friendly (as defined by University of Florida Plant Guide). At least 50% of the trees in required buffer areas are Florida natives adapted for Local Zone 10b (except in Fire Lane conditions where this is not possible). Landscaping has been generally grouped by water consumption habits to reduce the need for excessive irrigation and utilizes drought-resistant tree species or low-volume controlled drip systems as techniques to reduce volume or overall need for irrigation.

In addition to all of the foregoing public benefits, the Project will be a boom to the entire local economy by significantly increasing the residential real estate tax base and revitalizing a deteriorated, vacant portion of the City.

EXHIBIT “2”

EXHIBIT “1”





This map is a general depiction of boundaries obtained from public records and is not a legal description or survey.

TITLE:

Exhibit 1
Zoning and Existing Uses

1 in = 300 ft

1:3,600

0 150 300 600

Feet

Map Date: May-05-2025 By: S Halphen

PROJECT:

Corey Landings

City of St. Pete Beach, Florida

STEARNS WEAVER MILLER

MIAMI | FORT LAUDERDALE | TAMPA | TALLAHASSEE | CORAL GABLES

EXHIBIT “2”

ONE St. Petersburg, One Tampa, 1000 BLVD of the Arts Sarasota, Olana Naples

The Kolter Group

May 2025

Kolter Overview

THE**KOLTER**GROUP

The leading diversified private residential for-sale developer in the Southeast US

KOLTERHOMES

Focus: For-sale seniors housing in age-restricted/age-targeted, amenity-centric communities

Realized Projects: 22
~8,400 residences

Current Projects: *35*
~28,300 residences

2024 Revenues/Closings:
~$1.4b / ~1,650 residences

KOLTERURBAN

Focus: Luxury condominiums in waterfront, water view or urban in-fill locations

Realized Projects: 22
~4,500 units

Current Projects: 16
~1,900 units

2024 Revenues/Closings:
~$146m / ~95 units

KOLTERLAND

Focus: Land investment, lot development and sales to 3rd party homebuilders

Realized Projects: 55
~17,800 lots

Current Projects: *46*
~49,200 lots

2024 Revenues/Closings:
~$320m / ~2,400 lots

KOLTERMULTIFAMILY

Focus: Development and sale of market-rate and affordable rental communities

Realized Projects: 5
~2,100 units

Current Projects: *11*
~2,800 units

Pipeline Projects:
9 projects / ~3,100 units

Current Investment in 100+ Residential Projects Totaling 80,000+ Expected Units

Investment Approach

- ✓ Strategic
- ✓ Demographic Driven
- ✓ Capitalizing on Sunbelt Migration

# of active Kolter projects by State

- Concentration in **Southeast US** states expected to experience **population growth of 8-16%** between 2020-2030, outpacing the 7% growth projected in the US outside of Kolter's footprint
- Population of **56+ million**
- **Top 10 global economy** with 2023 GDP of **$4.0 trillion+,** equating to **14.6%** of the US economy and **3.8%** of the global economy

The Kolter Advantage

Reputational & Financial Strength

$30b+ of completed, in-process and under-contract residential projects

Cycle-Tested Management Team

Average tenure of **17+** years at the firm and **29+** years in the real estate industry (209+ years total)

Focus on Attractive Growth Markets

Significant market knowledge and relationships developed through long track record performing in specific Southeast markets, like the **Greater Tampa Bay area**

Established Operating Platform

Vertically integrated platform with 600+ employees offering **public company scale and credibility** coupled **with private company flexibility and innovation**

Kolter Urban Snapshot

Kolter Urban is the dedicated to development of condominiums in waterfront, water view or urban in-fill locations

Kolter Urban At a Glance

22 COMPLETED PROJECTS	**16** IN-PROCESS PROJECTS
~4,500 UNITS DELIVERED	**~1,900** IN-PROCESS UNITS
$3B+ REALIZED SELLOUT VALUE	**$5B+** EXPECTED SELLOUT VALUE
25+ YEARS CONDO DEVELOPMENT EXPERIENCE	**25+ YEARS** MANAGEMENT TENURE AT KOLTER URBAN

Kolter has a long track record developing marquee condo projects that routinely become the new luxury standard in each of their markets

5000 North Ocean– Singer Island, FL

Representative Completed Urban Projects

Saltaire
St. Pete, FL

192 Units
425K Sellable SF
2023 Completed

Hyde Park House
Tampa, FL

70 Units
178K Sellable SF
2022 Completed

Graydon
Atlanta, GA

45 Units
128K Sellable SF
2022 Completed

Ritz-Carlton Residences
Sarasota, FL

73 Units
267K Sellable SF
2021 Completed

ONE

ST PETERSBURG

PROJECT LOCATION

100 1st Avenue N
St Petersburg, FL 33701

PROJECT BACKGROUND

- 41-Stories, 450 Feet Tall
- 174 key Hyatt Place hotel occupying the Eastern block.
- 1-Acre Elevated Amenity Deck
- 253 residential condominium units ranging from 1,425 sf to 4,000 sf

TARGET METRICS

- Construction Start Date: April 2016
- Construction End Date: Fall 2018

KOLTER

100

Las Olas

HOTEL | RESIDENCES | RETAIL

PROJECT LOCATION

100 East Las Olas Blvd
Fort Lauderdale, FL
33301

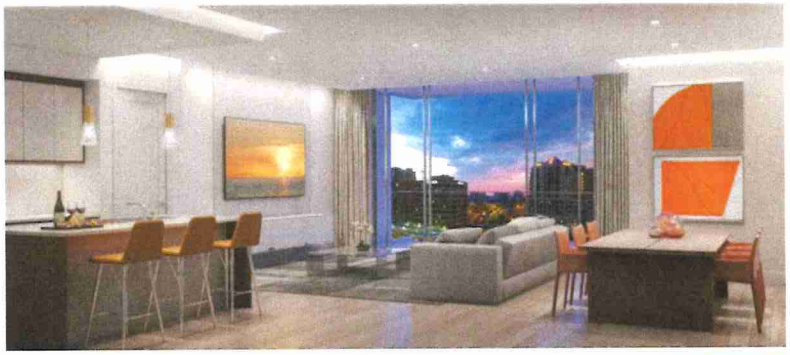
PROJECT BACKGROUND

- 46 Levels, 499 Feet
- 228 key Hyatt Centric hotel
- 113 residential condominium units
- 2 elevated amenity decks on the 8th and 16th Levels
- 8,000 sf of retail space on the ground floor

TARGET METRICS

- Construction Start Date: April 2017
- Construction End Date: Summer 2020

KOLTER



THE MARK
SARASOTA

PROJECT LOCATION

1400 State Street
Sarasota, FL 34236

PROJECT BACKGROUND

- 12 Levels
- 157 Residential Condominium Units
- Elevated Amenity Deck
- Lower Level Promenade Features 35,000 sf of Retail
- 11,000 sf of Executive Office Space

TARGET METRICS

- Construction Start Date: August 2017
- Construction End Date: Fall 2019

THE RITZ-CARLTON RESIDENCES

SARASOTA

PROJECT LOCATION

1111 Ritz Carlton Drive
Sarasota, FL 34236

PROJECT BACKGROUND

- 73 Luxury Condominiums averaging 3,700sf
- Elevated Pool & Amenity Deck overlooking waterfront.
- Contiguous to existing Ritz-Carlton Resort & Spa Campus

TARGET METRICS

- Construction Start Date: September 2018
- Construction End Date: Fall 2020

ART HOUSE

ST. PETERSBURG

PROJECT LOCATION

235 1st Avenue S
St. Petersburg, FL 33701

PROJECT BACKGROUND

- 42-Stories
- 244 residential condominium
- 459 parking spaces

TARGET METRICS

- Construction Start Date: September 2022
- Construction End Date: Fall 2025

KOLTER

ONE TAMPA

PROJECT LOCATION

520 N Ashley Drive,
Tampa, FL 33602

PROJECT BACKGROUND

- 42-Stories
- 225 residential condominium units ranging from 1,425 sf to 4,000 sf
- 464 parking spaces
- 5,000 sf of retail

TARGET METRICS

- Construction Start Date: Fall 2024
- Construction End Date: Spring 2027

Appendix: Notice to Recipients

The information in this document ("Presentation") is being furnished solely for informational purposes regarding The Kolter Group LLC and its affiliates (collectively, "Kolter"). This Presentation was prepared solely for the use of the City of St. Pete Beach, Florida ("City"). No other person or entity may rely upon any statement, information or representation contained in the Presentation or otherwise regarding the contemplated project except as provided in a written purchase and sale agreement by and between a buyer and the owner of the project.

In considering any information contained in the Presentation, past events and trends do not imply, predict or guarantee, and are not necessarily indicative of, future events or results. There can be no assurance that the contemplated project will achieve comparable results, achieve its objectives or that any expected results will be met. The information in the Presentation is summary in nature and has been included solely for illustrative or discussion purposes. No representations or warranties (express or implied) are made as to the accuracy or completeness of any information furnished by or on behalf of Kolter, who shall have no liability to any person arising out of or relating to the use of the information and/or any errors therein and/or omissions therefrom. Nothing contained in the Presentation is, or shall be relied upon as, a promise or representation as to the past or future performance of Kolter or the contemplated project.

The Presentation presents information as of the date it was created. Kolter does not intend to update, amend or otherwise revise the Presentation following its creation. Neither the subsequent delivery of the Presentation nor any other event shall be deemed a representation that there has been no change in the affairs, prospects, attributes and/or other information regarding Kolter and/or the contemplated transaction since the date thereof.

The Kolter Group LLC

St. Pete Beach
The Sunset Capital of Florida

PUBLIC HEARING SIGN POSTING AFFIDAVIT

S. Elise Batsel, c/o Stearns Weaver Miller on behalf of *

*Applicant, KT Corey Ave LLC, 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 E Jackson Street, Suite 2100, Tampa, FL 33602

Signature 5.5.25 *Date*

STATE OF FLORIDA)
HILLSBOROUGH) SS:
~~PINELLAS~~ COUNTY)

The foregoing instrument was acknowledged before me this 5th day of May 20 25 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:

SUZANNE J. WALKER
MY COMMISSION # HH 494944
EXPIRES: June 20, 2028

NOTARY:
Print Name:
Notary Public, State of Florida
(Notarial Seal)

DEAR APPLICANT:

PLEASE COMPLETE THE ATTACHED AFFIDAVIT WHEN PUBLIC HEARING DATES HAVE BEEN DETERMINED FOR YOUR APPLICATION. PRESENT THE COMPLETED NOTARIZED AFFIDAVIT TO COMMUNITY DEVELOPMENT AND YOU WILL BE GIVEN THE SIGN(S) TO POST ON THE SUBJECT PROPERTY.

It is your responsibility 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. The sign(s) must remain in place until the requested action has been heard and decided by the City Commission, Planning Board, Board of Adjustment, Historic Preservation Board or withdrawn. Multiple sign postings cannot 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.

You must maintain the sign(s) in good readable condition. If the said sign is destroyed, lost, or becomes unreadable, you or your 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 representative not later than 24 hours following the final decision by the City Commission, Planning Board, Board of Adjustment, or Historic Preservation Board.

A Notary Public is available in City Hall; 155 Corey Avenue.

St. Pete Beach

The Sunset Capital of Florida

Owner's Authorization for Agent

I/WE KT Corey Ave LLC, a Florida 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 Permit
(type of application: variance, conditional use, zoning, etc.)

**Robert Hall, and all employees of Groh Architecture, Scott Gilner, and all employees of Kimley-Horn, and Keith Morrow, and all employees of Morrow Design.

SEE ATTACHED SHEET FOR EXECUTION AND NOTARIZATION

Signature of Owner

Signature of Owner

Print Name of Owner

Print Name of Owner

The foregoing instrument was acknowledged before me this _____ day of _____, 20____, by _____ who is personally known _____ or produced _____ as identification.

(Notary Signature) (Date)

My Commission Expires

ATTACHMENT TO AFFIDAVIT TO AUTHORIZE AGENT

KT COREY AVE LLC, a Florida limited liability company

By: The Kolter Group LLC, a Florida limited liability company
Its: Manager

By: _____
DEVIN RADKAY
Its: Manager

STATE OF Florida
COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me by means of [X] physical presence or [___] online notarization, this 7th day of April, 2025, by DEVIN RADKAY, the Manager of The Kolter Group LLC, a Florida limited liability company, the Manager of KT Corey Ave LLC, a Florida limited liability company, on behalf of said entities, [X] who is personally known to me, or [___] who has produced the following identification: _____ _____ (check one).

Angela B. Mercado
Comm.: HH 437574
Expires: Aug. 24, 2027
Notary Public - State of Florida

Angela B. Mercado
Name: Angela B. Mercado (print)
NOTARY PUBLIC
Commission No.: HH437574
Commission Expiration Date: 08/24/2027

Detail by Entity Name

Florida Limited Liability Company
KT COREY AVE LLC

Filing Information

Document Number	L24000411858
FEI/EIN Number	99-5098910
Date Filed	09/24/2024
State	FL
Status	ACTIVE

Principal Address

105 NE 1ST STREET
DELRAY BEACH, FL 33444

Mailing Address

105 NE 1ST STREET
DELRAY BEACH, FL 33444

Registered Agent Name & Address

CORPORATION SERVICE COMPANY
1201 HAY STREET
TALLAHASSEE, FL 32301

Authorized Person(s) Detail

Name & Address

Title MGR

THE KOLTER GROUP LLC
105 NE 1ST STREET
DELRAY BEACH, FL 33444

Annual Reports

Report Year	Filed Date
2025	04/03/2025
2025	04/09/2025

Document Images

04/09/2025 -- AMENDED ANNUAL REPORT	View image in PDF format
04/03/2025 -- ANNUAL REPORT	View image in PDF format

09/24/2024 -- Florida Limited Liability

View image in PDF format

Florida Department of State, Division of Corporations

Detail by Entity Name

Florida Limited Liability Company
THE KOLTER GROUP LLC

Filing Information

Document Number	L09000122320
FEI/EIN Number	27-1556391
Date Filed	12/28/2009
State	FL
Status	ACTIVE
Last Event	LC NAME CHANGE
Event Date Filed	12/17/2010
Event Effective Date	01/01/2011

Principal Address

105 NE 1ST STREET
DELRAY BEACH, FL 33444

Changed: 07/16/2019

Mailing Address

105 NE 1st ST
Delray Beach, FL 33444

Changed: 01/29/2020

Registered Agent Name & Address

CORPORATION SERVICE COMPANY
1201 HAYS STREET
TALLAHASSEE, FL 32301

Authorized Person(s) Detail

Name & Address

Title MGR

ERBSTEIN, HOWARD
105 NE 1ST STREET
DELRAY BEACH, FL 33444

Title MGR

JOHNSON, WILLIAM
105 NE 1ST STREET
DELRAY BEACH, FL 33444

Title MGR

JULIEN, ROBERT
105 NE 1ST STREET
DELRAY BEACH, FL 33444

Title MGR

Radkay, Devin
105 NE 1ST STREET
DELRAY BEACH, FL 33444

Annual Reports

Report Year	Filed Date
2023	01/23/2023
2024	03/01/2024
2025	04/04/2025

Document Images

04/04/2025 -- ANNUAL REPORT	View image in PDF format
03/01/2024 -- ANNUAL REPORT	View image in PDF format
01/23/2023 -- ANNUAL REPORT	View image in PDF format
02/02/2022 -- ANNUAL REPORT	View image in PDF format
10/20/2021 -- AMENDED ANNUAL REPORT	View image in PDF format
01/13/2021 -- ANNUAL REPORT	View image in PDF format
02/19/2020 -- AMENDED ANNUAL REPORT	View image in PDF format
01/29/2020 -- ANNUAL REPORT	View image in PDF format
03/01/2019 -- ANNUAL REPORT	View image in PDF format
04/22/2018 -- ANNUAL REPORT	View image in PDF format
03/23/2017 -- ANNUAL REPORT	View image in PDF format
04/28/2016 -- ANNUAL REPORT	View image in PDF format
04/13/2015 -- ANNUAL REPORT	View image in PDF format
04/21/2014 -- ANNUAL REPORT	View image in PDF format
04/19/2013 -- ANNUAL REPORT	View image in PDF format
04/18/2012 -- ANNUAL REPORT	View image in PDF format
04/18/2011 -- ANNUAL REPORT	View image in PDF format
12/17/2010 -- LC Name Change	View image in PDF format
03/25/2010 -- ANNUAL REPORT	View image in PDF format
03/17/2010 -- Merger	View image in PDF format
12/28/2009 -- Florida Limited Liability	View image in PDF format

Florida Department of State, Division of Corporations

I#: 2024270330 BK: 22960 PG: 2488, 10/31/2024 at 02:56 PM, RECORDING 4 PAGES $35.50 D DOC STAMP COLLECTION $12250.00 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: CLK102878

Prepared by and return to:

Tyrone T. Bongard, Esq.
Gunster, Yoakley & Stewart, P.A.
777 S. Flagler Drive, Suite 500 East
West Palm Beach, FL 33401

PIN: 36-31-15-13590-000-0010

WARRANTY DEED

THIS INDENTURE is made as of the 30th day of October, 2024, by **PATRICIA E. LITTLE, INDIVIDUALLY AND AS TRUSTEE OF THE PATRICIA E. LITTLE TRUST** ("Grantor"), whose address is 7100 Sunset Way, Apartment 612W, St. Pete Beach, Florida 33706-3652, and **KT COREY AVE LLC**, a Florida limited liability company ("Grantee"), whose address is 105 NE 1st Street, Delray Beach, Florida 33444.

** "Grantor" and "Grantee" are used for singular or plural, as context requires.*

WITNESSETH:

THAT said Grantor, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said Grantor in hand paid by said Grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said Grantee, and Grantee's successors and assigns forever, the following described land, situate, lying and being in Pinellas County, Florida, to-wit:

See Exhibit "A" attached hereto and made a part hereof (the "Property").

SUBJECT TO taxes and assessments for the year 2024 and all subsequent years; covenants, restrictions and public utility easements of record; and all applicable existing zoning and governmental regulations.

TOGETHER WITH all easements, hereditaments and appurtenances belonging to such land.

GRANTOR warrants that at the time of this conveyance, the subject Property is not the Grantor's homestead within the meaning set forth in the constitution of the State of Florida, nor is it contiguous to or a part of homestead property. Grantor's residence and homestead address is 7100 Sunset Way, Apartment 612W, St. Pete Beach, Florida 33706-3652.

AND Grantor does hereby fully warrant the title to said land, and will defend the same against lawful claims of all persons whomsoever.

Signature page follows.

IN WITNESS WHEREOF, Grantor has hereunto set Grantor's hand and seal on the day and the year first above written.

Signed, sealed and delivered
in the presence of:

Jacquelin Smit
Print Name: Jacquelin Smit
Address: 1809 59th st. S
Gulfport Fla 33707

Patricia E. Little
PATRICIA E. LITTLE, INDIVIDUALLY AND AS TRUSTEE OF THE PATRICIA E. LITTLE TRUST

Print Name: Thomas Rodgers
Address: 5310 26th Ave S
Gulfport Fl. 33707

STATE OF FLORIDA)
COUNTY OF Pinellas)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 15 day of October, 2024, by PATRICIA E. LITTLE, INDIVIDUALLY AND AS TRUSTEE OF THE PATRICIA E. LITTLE TRUST, who [✓] is personally known to me or [ ] has produced _____ as identification.

BARBARA M. RODGERS
MY COMMISSION # HH 162803
EXPIRES: September 12, 2025
Bonded Thru Notary Public Underwriters

(Notary Seal)

Barbara M. Rodgers
Notary Public – State of Florida
Print Name: Barbara M. Rodgers

ACTIVE:35014297.1

Exhibit "A"

Property

Lots A and B, of CAROLINA AVENUE REPLAT, according to the Plat thereof, as recorded in Plat Book 21, Page 82, of the Public Records of Pinellas County, Florida.

Less that portion taken pursuant to Order of Taking recorded in Official Records Book 2010, Page 135, of the Public Records of Pinellas County, Florida, and as further described below:

That part of:

Lots A & B, Carolina Avenue Replat, in Section 36, Township 31 South, Range 15 East, according to the Plat thereof, as recorded in Plat Book 21, Page 82, of the Public Records of Pinellas County, Florida.

Lying within 40 feet of the Survey Line of State Road 690, Section 15110; said Survey Line being described as follows:

Begin on the Northwesterly extension of the Northwesterly extension of the Northeasterly boundary of Block 52, Georgia Avenue Replat in Section 36, Township 31 South, Range 15 East, according to the Plat thereof, as recorded in Plat Book 21, Page 18, of the Public Records of Pinellas County, Florida, at a point 494.53 feet North 30°09'10" West of the Easternmost corner of said Block 52; said point being on a curve concave to the Northwesterly having a radius of 1041.74 feet, thence from a tangent bearing of North 43°09'42" East, run Northeasterly along said curve 367.53 feet through an angle of 20°12'51" to the end of said curve; thence North 22°56'51" East 1048.54 feet to the beginning of a curve concave to the Southeasterly having a radius of 1909.86 feet; thence Northeasterly along said curve 1691.53 feet through a central angle of 50°44'45" through said Section 36 and into Section 30, Township 31 South, Range 16 East, to the end of said curve; thence North 73°41'36" East 237.27 feet to the beginning of a curve concave to the Northwesterly having a radius of 1432.40 feet; thence Northeasterly along said curve 1245.27 feet through an angle of 49°48'39" to the Easterly extension of the Southerly boundary of Tract 4, Corey Bridgehead Subdivision in said Section 30, according to the Plat thereof, as recorded in Plat Book 32, Page 29, of the Public Records of Pinellas County, Florida, at a point 475.26 feet South 89°45'02" East of the Southwesterly corner of said Tract 4.

And less portion conveyed by Deed recorded in Official Records Book 4032, Page 1527, of the Public Records of Pinellas County, Florida, and as further described below:

That part of:

Lots A & B, Carolina Avenue Replat, in Section 36, Township 31 South, Range 15 East, according to the Plat thereof, as recorded in Plat Book 21, Page 82, of the Public Records of Pinellas County, Florida.

Lying within 90 feet of the Survey Line on State Road 690, Section 15110, Southwesterly of Station 42+00; lying within 80 feet of said Survey Line, between Station 42+00 and Station Line 42+70; lying withing 90 feet of said Survey Line, Northeasterly of Station 42+70; said Survey Line and Stations being described and located as follows:

Begin on the Northwesterly extension of the Southwesterly line of Block 52, Replat St. Petersburg Beach Subdivision, in Section 35, Township 31 South, Range 15 East, according to the Plat thereof, as recorded in Plat Book 5, Pages 28 and 29, of the Public Records of Pinellas County, Florida, at a point 550.83 feet North 30°00'19" West of the most Southerly corner of said Block 52, run thence North 59°51'01" East 1.22 feet to the beginning of a curve concave to the Northwesterly having a radius of 1041.74 feet, thence Northeasterly along said curve 440.61 feet through an angle 24°14'01" to Station 42+00; continue thence Northeasterly along said curve 70 feet through an angle of 3°51'00" to Station 42+70; continue thence Northeasterly along said curve 160.35 feet through an angle of 8°49'09" to the end of said curve, thence North 22°56'51" East 1047.88 feet to the beginning of a curve concave to the Easterly having a radius of 1909.86 feet, thence Northeasterly along said curve (running from said Section 36, into Section 30, Township 31 South, Range 16 East) 1691.53 feet through a central angle of 50°44'45" to the end of said curve, thence North 73°41'36" East 237.27 feet to the beginning of a curve concave to the Northwesterly having a radius of 1432.40 feet, thence Northeasterly along said curve 1397.90 feet through a central angle of 55°54'57" to the end of said curve, thence North 17°46'39" East 156.65 feet to end right of way job designated as Station 70+00.00.

Less existing rights of way.

Parcel Summary (as of 12-Mar-2025)

Parcel Number

36-31-15-13590-000-0010

Owner Name
KT COREY AVE LLC

Property Use
2125 Restaurant, Cafeteria

Site Address
85 COREY CIR
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

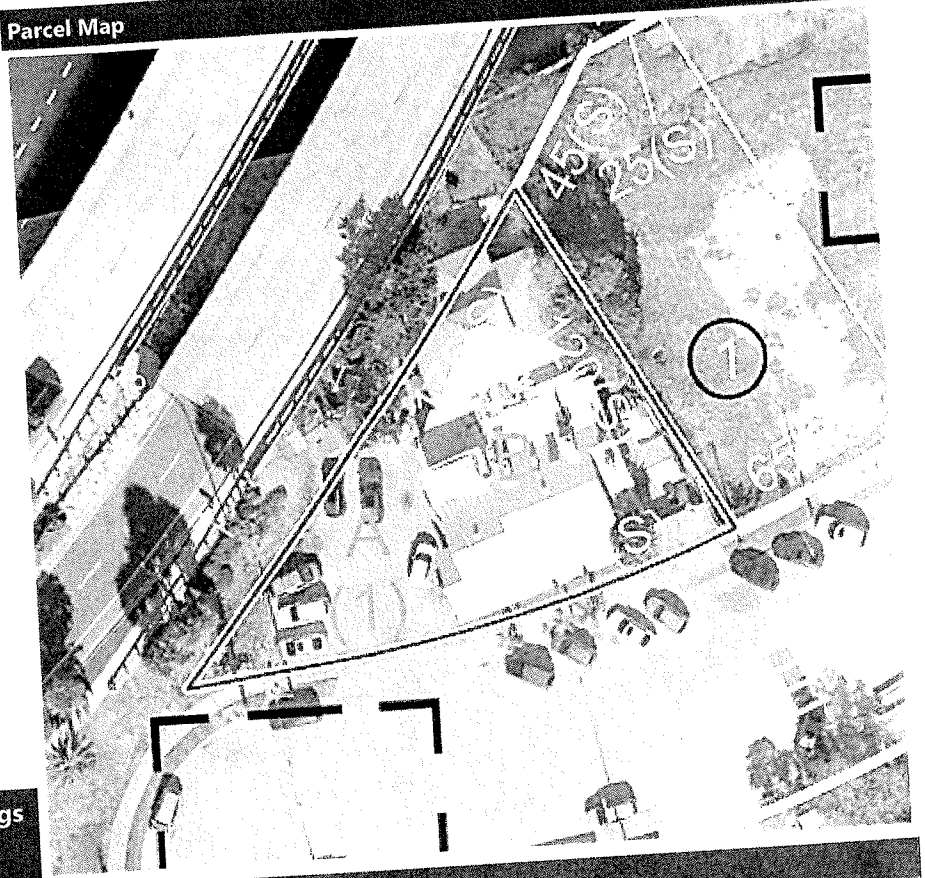
Legal Description
CAROLINA AVE REPLAT LOTS A & B LESS RD R/W

Current Tax District
ST PETE BEACH (SPB)

Year Built
1948

Heated SF	Gross SF	Living Units	Buildings
2,335	4,381	0	1

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22960/2488	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	21/82

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$447,000	$439,230	$439,230	$447,000	$439,230

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$400,000	$399,300	$399,300	$400,000	$399,300
2022	N	$380,000	$363,000	$363,000	$380,000	$363,000
2021	N	$330,000	$330,000	$330,000	$330,000	$330,000
2020	N	$355,000	$355,000	$355,000	$355,000	$355,000
2019	N	$340,000	$340,000	$340,000	$340,000	$340,000

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
15-Oct-2024	$1,750,000	U	I	LITTLE PATRICIA E TRE	KT COREY AVE LLC	22960/2488
06-Apr-1998	$0	U	I	LITTLE PATRICIA E	LITTLE, PATRICIA E TRE	10049/1542
17-Sep-1993	$290,000	U	I	DOREL INC	LITTLE, PATRICIA E.	08406/1602
29-Apr-1988	$155,000	Q				06732/1530
31-Dec-1980	$55,000	U				05023/0648

2024 Land Information

Land Area: ≅ 10,084 sf | ≅ 0.23 acres

Frontage and/or View: None

Seawall: No

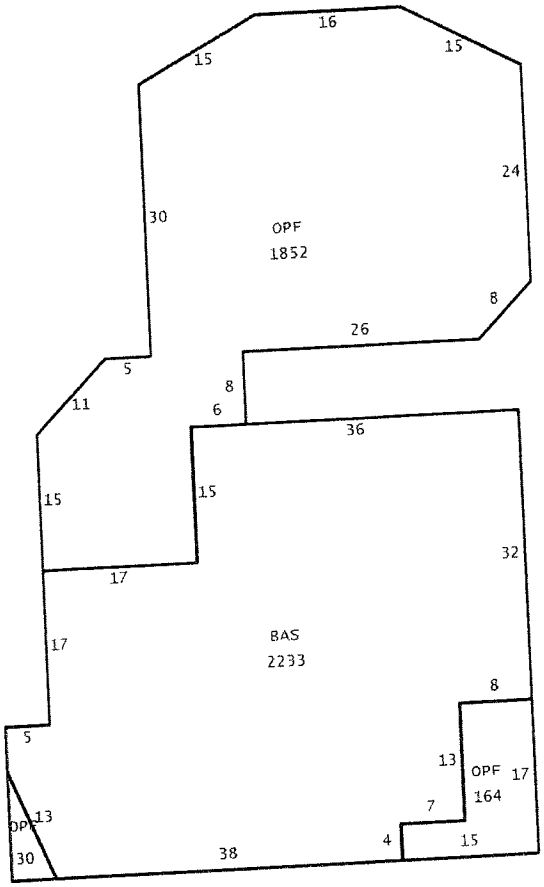
Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Restaurants/Cafe	169x0	$40	10,085	SF	1.0000	$403,400

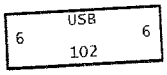
2024 Building 1 Structural Elements and Sub Area Information

Structural Elements

Foundation	Continuous Footing
Floor System	Slab On Grade
Exterior Walls	Siding Average
Unit Stories	2
Roof Frame	Gable Or Hip
Living Units	0
Roof Cover	Composition Shingle
Year Built	1948
Building Type	Restaurant / Lounge/Drive-In Rest.
Quality	Average
Floor Finish	Carpet Combination
Interior Finish	Dry Wall
Cooling	Heat & Cooling Pkg
Fixtures	12
Effective Age	37

Sub Area	Heated Area SF	Gross Area SF
Base (BAS)	2,233	2,233
Upper Story (USB)	102	102
Open Porch (OPF)	0	2,046
Total Area SF	**2,335**	**4,381**





2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
ASPHALT	$4.00	4,300.0	$17,200	$17,200	0
PATIO/DECK	$24.00	710.0	$17,040	$9,883	2009

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
20150139	ROOF	01/29/2015	$21,400
20150016	HEAT/AIR	01/06/2015	$8,985
20081133	GAZEBO	10/21/2008	$3,000
20080857	NEW IMPROVEMENT	09/23/2008	$32,000
20080857	ADDITION/REMODEL/RENOVATION	08/18/2008	$32,000
20071560	ADDITION/REMODEL/RENOVATION	06/09/2008	$4,600
20051027	ADDITION/REMODEL/RENOVATION	09/27/2005	$20,069
019707	ROOF	11/17/1999	$4,600

I#: 2024271811 BK: 22962 PG: 1307, 11/04/2024 at 09:12 AM, RECORDING 3 PAGES $27.00 D DOC STAMP COLLECTION $0.70 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: CLKPR12

This instrument prepared by
(and after recording return to):
S. Elise Batsel, Esq.
Stearns Weaver Miller Weissler
Alhadeff & Sitterson, P.A.
401 East Jackson Street, Suite 2100
Tampa, Florida 33602

QUITCLAIM DEED

THIS QUITCLAIM DEED, executed this 30th day of October, 2024, by first party, Grantor, **ST. PETE BEACH HOLDINGS, LLC**, a Delaware limited liability company, whose post office address is 1345 Avenue Of The Americas, New York, New York 10105, to second party, Grantee, **KT COREY AVE LLC**, a Florida limited liability company, whose post office address is 105 NE 1st Street, Delray Beach, Florida 33444.

WITNESSETH:

Witnesseth, that the said first party, for the sum of Ten and No/100 ($10.00) Dollars, and other good and valuable consideration paid by the second party, the receipt whereof is hereby acknowledged, does hereby remise, release, and quitclaim unto the said second party forever, all the right, title, interest, claim, and demand which the said first party has in and to the following described parcel of land, and all improvements and appurtenances thereto, in Pinellas County, Florida:

See Exhibit "A" attached hereto and incorporated herein by reference

Subject to any covenants, easements and restrictions of record, if any, with all not specifically reimposed hereby.

Subject to taxes for the year 2024 and thereafter.

TO HAVE AND TO HOLD the same, together with all appurtenances thereunto belonging or in anywise appertaining, and all of the estate, right, title, interest, and claim whatsoever of the Grantor, either in law or in equity, to the only proper use, benefit and behoof of the Grantee and the assigns of the Grantee forever.

(Signature on following page)

IN WITNESS WHEREOF, Grantor has caused this Quitclaim Deed to be executed on the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR:

ST. PETE BEACH HOLDINGS, LLC,
a Delaware limited liability company

By: CF RFP Holdings LLC,
a Delaware limited liability company,
its sole member

By: _____
Name: Timothy Bailey
Title: Treasurer

Khori Moreland
Print Name: Khori Moreland
Address: 4550 Travis St. Dallas TX 75205

Print Name: Bobby Amasha
Address: 4550 Travis St. Dallas TX 75205

STATE OF Texas
COUNTY OF Dallas

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 22nd day of October, 2024, by Timothy Bailey, as Treasurer of CF RFP Holdings LLC, a Delaware limited liability company, as sole member of **ST. PETE BEACH HOLDINGS, LLC**, a Delaware limited liability company, on behalf of the company, who [X] is personally known to me or [ ] has produced _____ as identification.

Notary Public
Print Name: Kelle Lane
My Commission Expires: 1-17-2025

(NOTARY STAMP/SEAL)

KELLE LANE
Notary Public, State of Texas
Comm. Expires 01-17-2025
Notary ID 130965730

#12974926 [Corey Landing] Quitclaim Deed

EXHIBIT A

LEGAL DESCRIPTION

Parcel 1:

A portion of TRACT 14 of PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, according to the map or plat thereof recorded in Plat Book 23, Page 20, Public Records of Pinellas County, Florida, lying in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, and being more particularly described as follows:

BEGIN at the Southeast corner of TRACT B, CAROLINA AVENUE REPLAT, according to the map or plat thereof recorded in Plat Book 21, Page 82, Public Records of Pinellas County, Florida, thence along the Easterly boundary of said TRACT B, N.30°05'48"W., a distance of 120.92 feet to a point on the Southerly Right-of-way line of SR 693 (PASADENA AVENUE) As shown on FDOT Project No. 15040-XXXZX; thence along said Southerly right-of-way line, 42.40 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 02°08'48", with a radius of 1,131.73 feet, having a chord bearing of N.30°51'51"E. and a chord distance of 42.40 feet to the Mean High Water Line of Boca Ciega Bay; thence along said Mean High Water Line, the following three (3) courses: 1) N.66°16'29"E., a distance of 117.78 feet; 2) N.65°55'02"E., a distance of 177.06 feet; 3) S.23°44'49"E., a distance of 37.80 feet to a point on the Northerly right-of-way line of Corey Avenue; thence along said right-of-way line, the following two courses: 1) S.29°04'55"W., a distance of 17.17 feet; 2) 323.77 feet in a southwesterly direction along a tangent curve turning to the right, having a central angle of 38°34'39", with a radius of 480.87 feet, having a chord bearing of S.48°22'14"W. and a chord distance of 317.69 feet to the POINT OF BEGINNING.

Parcel 2:

A parcel of land located in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, and being more particularly described as follows:

BEGIN at the Southeasterly corner of Corey Avenue and Bay Street, run thence along the Southerly right-of-way line of said Corey Avenue, the following two (2) courses: 1) 258.44 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 24°55'42", with a radius of 593.99 feet, having a chord bearing of N.41°31'42"E. and a chord distance of 256.40 feet; 2) N.29°07'18"E., a distance of 345.46 feet to the Mean High Water Line of Boca Ciega Bay; thence along said Mean High Water Line, the following nine (9) courses: 1) thence S.15°54'47"E., a distance of 214.40 feet; 2) S.14°03'35"W., a distance of 191.34 feet; 3) S.65°55'14"E., a distance of 10.23 feet; 4) S.01°01'29"W., a distance of 10.01 feet; 5) S.14°38'59"W., a distance of 18.58 feet; 6) S.20°07'32"W., a distance of 25.42 feet; 7) S.14°29'55"W., a distance of 18.48 feet; 8) N.75°56'42"W., a distance of 9.31 feet; 9) S.14°03'35"W., a distance of 240.71 feet; thence N.85°34'18"W., a distance of 192.44 feet to a point on the Easterly right-of-way line of aforesaid Bay Street; thence along said Easterly right-of-way line, 90.38 feet in a northerly direction along a non-tangent curve turning to the left, having a central angle of 30°35'20", with a radius of 169.29 feet, having a chord bearing of N.14°45'26"W. and a chord distance of 89.31 feet; thence N.30°12'42"W., a distance of 118.01 feet to the POINT OF BEGINNING.

I#: 2024271810 BK: 22962 PG: 1302, 11/04/2024 at 09:12 AM, RECORDING 5 PAGES $44.00 D DOC STAMP COLLECTION $68950.00 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: CLKPR12

This instrument prepared by
(and after recording return to):
S. Elise Batsel, Esq.
Stearns Weaver Miller Weissler
Alhadeff & Sitterson, P.A.
401 East Jackson Street, Suite 2100
Tampa, Florida 33602

Parcel Identification Numbers:
25-31-15-78084-000-0141
25-31-15-78084-000-0142
25-31-15-78084-000-0143
36-31-15-00000-140-0100
36-31-15-00000-140-0300
36-31-15-00000-140-0400

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED made this 30th day of October, 2024, between **ST. PETE BEACH HOLDINGS, LLC,** a Delaware limited liability company (the "Grantor"), whose mailing address is 1345 Avenue Of The Americas, New York, New York 10105; and **KT COREY AVE LLC**, a Florida limited liability company (the "Grantee"), whose mailing address is 105 NE 1st Street, Delray Beach, Florida 33444.

W I T N E S E T H:

That Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00) and other good and valuable consideration, to Grantor in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, does hereby grant, bargain, sell, alien, transfer, remise, release, convey and confirm unto Grantee and Grantee's successors, heirs and assigns, the following real property (the "Property") located in Pinellas County, Florida, and more particularly described in **Exhibit "A"** attached hereto and made a part hereof.

SUBJECT TO: (i) all easements, conditions, covenants, restrictions, reservations, limitations, agreements and other matters of record, provided that this instrument shall not reimpose same; (ii) real estate taxes for the year 2024 and all subsequent years; and (iii) existing applicable governmental building and zoning ordinances and other governmental regulations (collectively, the "Permitted Exceptions").

TOGETHER with all the tenements, hereditaments and appurtenances belonging or in any way appertaining to the Property.

TO HAVE AND TO HOLD the same in fee simple forever.

AND GRANTOR does hereby specially warrant the title to the Property subject to the Permitted Exceptions and, except for the Permitted Exceptions, will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

(Signature on following page)

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed on the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR:

ST. PETE BEACH HOLDINGS, LLC,
a Delaware limited liability company

By: CF RFP Holdings LLC,
a Delaware limited liability company,
its sole member

By: _____
Name: Timothy Baiky
Title: Treasorer

Khori Moreland
Print Name: Khori Moreland
Address: 4550 Travis St. Dallas, TX 75205

Print Name: Bobby Amasha
Address: 4550 Travis St. Dallas TX 75205

STATE OF Texas
COUNTY OF Dallas

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 22nd day of October, 2024, by Timothy Baiky, as Treasorer of CF RFP Holdings LLC, a Delaware limited liability company, as sole member of **ST. PETE BEACH HOLDINGS, LLC**, a Delaware limited liability company, on behalf of the company, who ☒ is personally known to me or ☐ has produced _____ as identification.

Kelle Lane
Notary Public
Print Name: Kelle Lane
My Commission Expires: 1-17-2025

(NOTARY STAMP/SEAL)

KELLE LANE
Notary Public, State of Texas
Comm. Expires 01-17-2025
Notary ID 130965730

#12974956 [Corey Landing] Special Warranty Deed

EXHIBIT A

LEGAL DESCRIPTION

Parcel #1 (Gulf Coast Development Parcel):

Tract 1: that part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida described as follows:

Beginning at a point on the Northerly line of Carolina Avenue, said point being 376.74 feet North and 275.46 feet East of a monument in the Southeast corner of Block 63 of Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence by a curve to the right, radius 481.67 feet, arc 135 feet, chord South 52°13' 53" West, 134.56 feet; thence North 30° West, 146.2 feet, more or less, to the waters of Boca Ciega Bay; thence in a Northeasterly direction along the waters of Boca Ciega Bay to a point North 30° West, 110.2 feet, more or less, from the Point of Beginning; thence South 30° East, 110.2 feet, more or less, to the Point of Beginning.

Tract 2: also that part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida, described as follows:

Beginning at a point on the Northerly line of Carolina Avenue, 294.33 feet North and 169.09 feet East of the Southeast corner of Block 63 of Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence by a curve to the right, radius 481.67 feet, arc 65.22 feet, chord South 64°08' 23" West, 65.17 feet; thence North 30° West, 145.95 feet, more or less, to Boca Ciega Bay; thence in a Northeasterly direction on bay to intersection with line running North 30° West from the Point of Beginning; thence South 30° East, 146.20 feet, more or less, to the Point of Beginning.

Less and except that portion of the above-described Tracts lying within 90 feet of the survey line of State Road 690, Section 15110, said survey line being described in that certain Order of Taking recorded in Official Records Book 4039, Page 1442, public records of Pinellas County Florida, as follows:

Begin on the Northwesterly extension of the Southwesterly line of Block 52, Re-Plat St. Petersburg Beach Subdivision, lying in Section 36, Township 31 South, Range 15 East, as recorded in Plat Book 5, Pages 28 and 29, public records of Pinellas County, Florida, at a point 550.83 feet North 30°00'19" West of the most Southerly corner of said Block 52; run thence North 59°51'01" East, 1.22 feet to the beginning of a curve concave to the Northwesterly having a radius of 1041.74 feet; thence Northeasterly along said curve, 670.96 feet through a central angle of 36°54'10" to the end of said curve; thence North 22°56'51" East 1047.88 feet to the beginning of a curve concave to the Easterly having a radius of 1909.86 feet; thence Northeasterly along said curve (running from said Section 36 into section 30, Township 31 South, Range 16 East) 1691.53 feet through a central angle of 50°44'45" to the end of said curve; thence North 73°41'36" East, 237.27 feet to the beginning of a curve concave to the Northwesterly having a radius of 1432.40 feet; thence Northeasterly along said curve, 1397.90 feet through a central angle of 55°54'57" to the end of said curve; thence North 17°46'39" East, 156.65 feet to end right of way job designated as Station 70+00.00.

Parcel # 2 (Costa Parcel):

Tract of land being in Government Lot 1, Section 36, Township 31 South, Range 15 East, and being a part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida, described

as follows:

From a monument at the Southeast corner of Block 63 of the Georgia Avenue Replat, as recorded in Plat Book Twenty-One (21), Page Eighteen (18), public records of Pinellas County, Florida, run North 30° West 188.56 feet along the most Easterly line of Block 63: thence North 60° East, 426.92 feet for a Point of Beginning, said Point of Beginning being on the most Northerly line of Carolina Avenue; thence in a Northeasterly direction along said Northerly line of Carolina Avenue by a curve to the left, radius 481.67 feet, arc 125 feet, chord North 36°46' East 124.63 feet; thence North 29°20' East to the waters of Boca Ciega Bay; thence in a westerly direction along the said waters of Boca Ciega Bay to an intersection with a line North 30° West from the Point of Beginning; thence South 30° East to Point of Beginning; said lands being in Government Lot 1, Section 36, Township 31 South, Range 15 East, and being a part of Tract No. 14 as shown by Plat Vacating Portions of Replat of St. Petersburg Beach, recorded in Plat Book 23, Page 20, public records of Pinellas County, Florida.

Parcel # 3 (Leverocks Parcel):

That part of Government Lot 1, in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows: beginning at the Northeast corner of Block 52, Georgia Avenue Replat, as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence along the South boundary of Corey Avenue (Georgia Avenue) by a curve to the left, radius 593.99 feet, arc 309.92 feet, chord N.45°03'09"E., 306.42 feet to the Point of Beginning; thence continue along said boundary by the following two courses: (1) 8.00 feet along the arc of a curve to the left, radius 593.99 feet, chord N.29°43'09"E., 8.00 feet; (2) N.29°20'00"E., 354.18 feet to the wing wall of Corey Causeway; thence S.14°42'49"E., 214.18 feet; thence S.14°16'00"W., 197.95 feet; thence N.65°42'32"W, 201.20 feet to the Point of Beginning.

Parcel #4: (Richardson Parcel):

Tract 1: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Beginning at the Northeast corner of Block 52, Georgia Avenue Replat, thence along the South boundary of Corey Avenue by a curve to the left, radius 593.99 feet, arc 235.96 feet, chord North 48°37'10" East, 234.42 feet to the Point of Beginning #1; thence by a curve to the left, radius 593.99 feet, arc 73.96 feet, chord North 33°40'19" East 73.96 feet; thence South 65°42'32" East, 201.20 feet; thence South 14°16'00" West, 74.05 feet; thence North 65°42'32" West 226.14 feet to the Point of Beginning #1. Being a fractional part of Government Lot 1, Section 36, Township 31 South, Range 15 East, together with the land lying between the said lot and the waters of Boca Ciega Bay contained between the side lines extended to the waters thereof, together with the following described Tract of land, to wit:

Tract 2: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

From the aforesaid Point of Beginning #1, run South 65°42'32" East, 70.14 feet to Point of Beginning #2, thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet; thence North 65°42'32" West, 156.00 feet to the Point of Beginning #2.

Parcel #5 (Baywinds Parcel):

Tract 1: all that part of Government Lot 1, Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as recorded by Second Bayside Addition to St. Petersburg Beach as recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida; thence along Corey Avenue by a curve to the left radius 593.99 feet, arc 101.91 feet, chord North 49°17'17" East, 101.77 feet to Point of Beginning #1; thence along Corey Avenue by a curve to the left, radius 593.99 feet, arc 73.95 feet, chord North 40°48'23" East, 73.92 feet; thence South

65°42'32" East, 226.14 feet to Boca Ciega Bay; thence South 14°16'00" West, 100 feet along Boca Ciega Bay; thence North 79°40'47" West, 173.15 feet; thence North 30°00'00" West, 118.91 feet to the Point of Beginning #1.

Less and except the following described property:

From the aforesaid Point of Beginning #1, run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 73.95 feet, chord North 40°48'23" East, 73.92 feet; thence South 65°42'32" East, 70.14 feet to the Point of Beginning #2; thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet; thence North 65°42'32" West, 156.00 feet to Point of Beginning #2.

Tract 2: a Tract of land South and East of Corey Avenue and Bay Street in the City of St. Petersburg Beach, being a part of Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

From the Northeast corner of Block 52, Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida, run by a curve to the left, radius 593.99 feet, arc 60.08 feet, chord North 57°06'05" East, 60.07 feet; thence South 30° East along the East boundary of said Bay Street, 100 feet to the Point of Beginning; continue thence South 30° East along said Bay Street, 18.04 feet; thence by a curve to the right, radius 169.29 feet, arc 90.41 feet, chord South 14°32'32" East, 89.33 feet; thence South 85°21'36" East, 191.26 feet; thence North 14°16' East, 140.88 feet; thence North 79°40'47" West, 173.15 feet; thence South 60° West, 100 feet to the Point of Beginning.

Tract 3: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as shown on plat of Second Bayside Addition to St. Petersburg Beach as recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida as a Point of Beginning; thence run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 101.91 feet, chord North 49°17'17" East, 101.77 feet; thence South 30° East, 118.91 feet; thence South 60° West, 100 feet to the Easterly line of Bay Street; thence North 30° West along the Easterly line of Bay Street to the Point of Beginning.

Tract 4: a leasehold interest in and to a parcel of sovereign submerged land in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, as set forth in that certain Modified Sovereignty Submerged Lands Lease Renewal No. 520000673, by and between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, lessor and Massoud Luke Barzegar and Nacy Sue Barzegar, his wife, lessee, recorded august 27, 1999 in Official Records Book 10217, Page 218, as modified by Sovereignty Submerged Lands Lease Renewal and Modification to Reflect a Change in Ownership and Modification to Reflect Changes in Structures between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, lessor and R.L. French Real Estate Holdings, Inc., a Florida corporation, lessee, recorded September 30, 2003 in Official Records Book 13107, Page 2261, being more particularly described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as shown on the plat of Second Bayside Addition to St. Petersburg Beach recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida; thence run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 175.86 feet, chord 175.22 feet, chord bearing North 45°43'23" East; thence South 65°42'32" East, 70.14 feet; thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet to Boca Ciega Bay to the Point of Beginning; thence run South 14°16'00" West, 240.88 feet along Boca Ciega Bay; thence run South 85°21'36" East, 142.00 feet; thence North 14°16'00" East 217.13 feet; thence North 75°44'00" West, 140.00 feet to the Point of Beginning.

Parcel Summary (as of 12-Mar-2025)

Parcel Number

25-31-15-78084-000-0141

Owner Name
KT COREY AVE LLC

Property Use
1000 Vacant Commercial Land

Site Address
73 75TH AVE
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

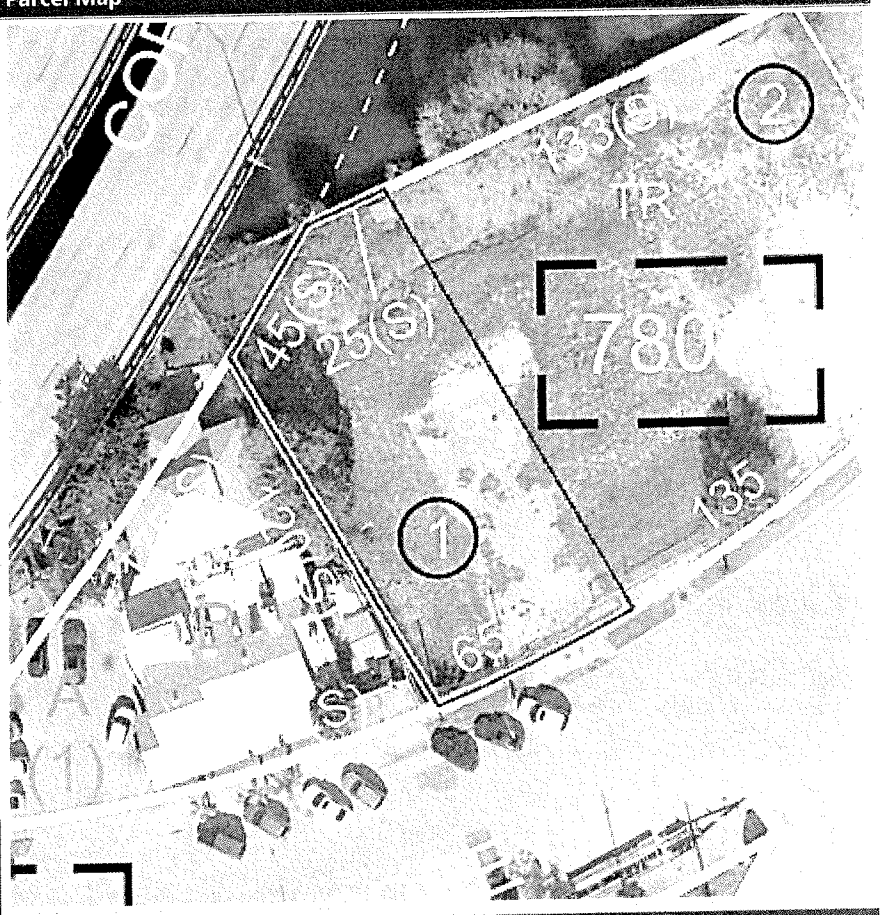
Legal Description
ST PETERSBURG BEACH REPLAT PLAT VACATING PORTIONS OF. PART OF TRACT 14 DESC AS DESC AS FROM SE COR OF BLK 63 OF GEORGIA AVENUE REPLAT TH N 294.33FT TH

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1307	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	23/20

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$410,808	$397,662	$397,662	$410,808	$397,662

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$395,869	$361,511	$361,511	$395,869	$361,511
2022	N	$373,461	$328,646	$328,646	$373,461	$328,646
2021	N	$298,769	$298,769	$298,769	$298,769	$298,769
2020	N	$283,830	$283,830	$283,830	$283,830	$283,830
2019	N	$268,892	$268,892	$268,892	$268,892	$268,892

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$100	U	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1307
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	V	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
29-Aug-2007	$100	M	I	WILLIAM KARNS ENTERPRISES INC	COREY LANDINGS DEVELOPMENT LLC	15957/0394

2024 Land Information

Land Area: ≅ 8,782 sf | ≅ 0.20 acres

Frontage and/or View: Do Not Use

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	0x0	$55	8,787	SF	1.0000	$483,303

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year

No Extra Features on Record.

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402165	MISCELLANEOUS	09/29/2024	$0
20070803	DEMOLITION	07/23/2007	$25,000

Parcel Summary (as of 12-Mar-2025)

Parcel Number

25-31-15-78084-000-0142

Owner Name
KT COREY AVE LLC

Property Use
1000 Vacant Commercial Land

Site Address
71 COREY AVE
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

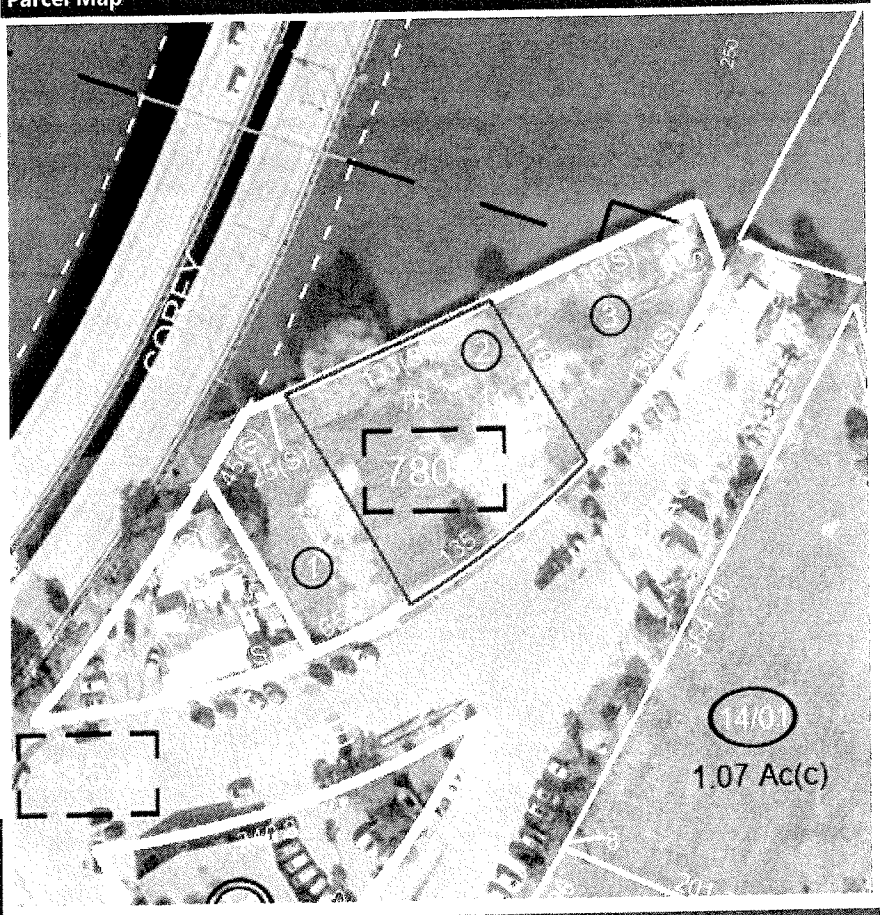
Legal Description
ST PETERSBURG BEACH REPLAT PLAT VACATING PORTIONS OF. PART TRACT 14 DESC AS FROM SE COR BLK 63 OF GEORGIA AVENUE REPLAT TH N 376.74 FT TH E 275.46FT F

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1307	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	23/20

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$806,167	$797,666	$797,666	$806,167	$797,666

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$776,852	$725,151	$725,151	$776,852	$725,151
2022	N	$732,879	$659,228	$659,228	$732,879	$659,228
2021	N	$599,298	$599,298	$599,298	$599,298	$599,298
2020	N	$568,524	$568,524	$568,524	$568,524	$568,524
2019	N	$539,607	$539,607	$539,607	$539,607	$539,607

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$100	U	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1307
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	I	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
29-Aug-2007	$100	M	I	WILLIAM KARNS ENTERPRISES INC	COREY LANDINGS DEVELOPMENT LLC	15957/0394

2024 Land Information

Land Area: ≅ 17,237 sf | ≅ 0.39 acres

Frontage and/or View: None

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	135x128	$55	17,244	SF	1.0000	$948,432

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year

No Extra Features on Record.

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402182	MISCELLANEOUS	10/02/2024	$0
20120297	DOCK	03/22/2012	$10,667
20070800	DEMOLITION	07/23/2007	$20,000
CA 339920	DOCK	03/11/2004	$0
20040025	DOCK	02/05/2004	$5,080
20010186	ADDITION/REMODEL/RENOVATION	06/28/2001	$50,000

Parcel Summary (as of 12-Mar-2025)

Parcel Number

25-31-15-78084-000-0143

Owner Name
KT COREY AVE LLC

Property Use
1000 Vacant Commercial Land

Site Address
COREY CIR
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

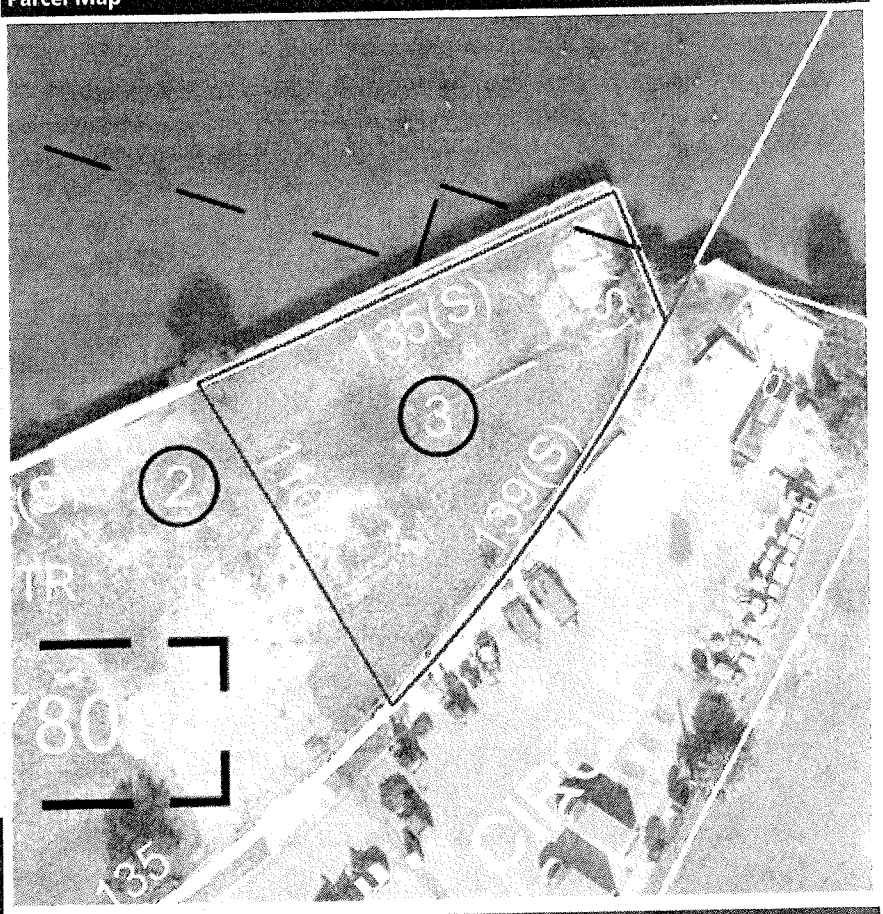
Legal Description
ST PETERSBURG BEACH REPLAT PLAT VACATING PORTIONS OF. PT TR 14 DESC AS FROM SE COR OF LOT B, CAROLINA AVE REP & N R/W OF COREY CIR TH ALG CURVE TO LEF

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1307	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	23/20

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$480,229	$464,861	$464,861	$480,229	$464,861

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$436,572	$422,601	$422,601	$436,572	$422,601
2022	N	$436,572	$384,183	$384,183	$436,572	$384,183
2021	N	$349,257	$349,257	$349,257	$349,257	$349,257
2020	N	$331,794	$331,794	$331,794	$331,794	$331,794
2019	N	$314,332	$314,332	$314,332	$314,332	$314,332

2024 Tax Information

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Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
22-Oct-2024	$100	U	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1307
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	I	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
29-Aug-2007	$100	M	I	WILLIAM KARNS ENTERPRISES INC	COREY LANDINGS DEVELOPMENT LLC	15957/0394

2024 Land Information

Land Area: ≅ 10,254 sf | ≅ 0.23 acres

Frontage and/or View: None

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	141x87	$55	10,272	SF	1.0000	$564,975

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year

No Extra Features on Record.

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402161	MISCELLANEOUS	09/29/2024	$0
2201542	SEA WALL	07/19/2022	$1,500,000
2201529	NEW IMPROVEMENT	07/18/2022	$86,000,000
15733	MISCELLANEOUS	11/26/1997	$2,200
14939	ROOF	07/10/1997	$2,450
14848	SIDING/EXTERIOR WALL	05/08/1997	$7,100
14697	SIDING/EXTERIOR WALL	04/30/1997	$8,490

Parcel Summary (as of 12-Mar-2025)

Parcel Number

36-31-15-00000-140-0100

Owner Name
KT COREY AVE LLC

Property Use
1090 Vacant Commercial Land w/XFSB

Site Address
10 COREY AVE
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

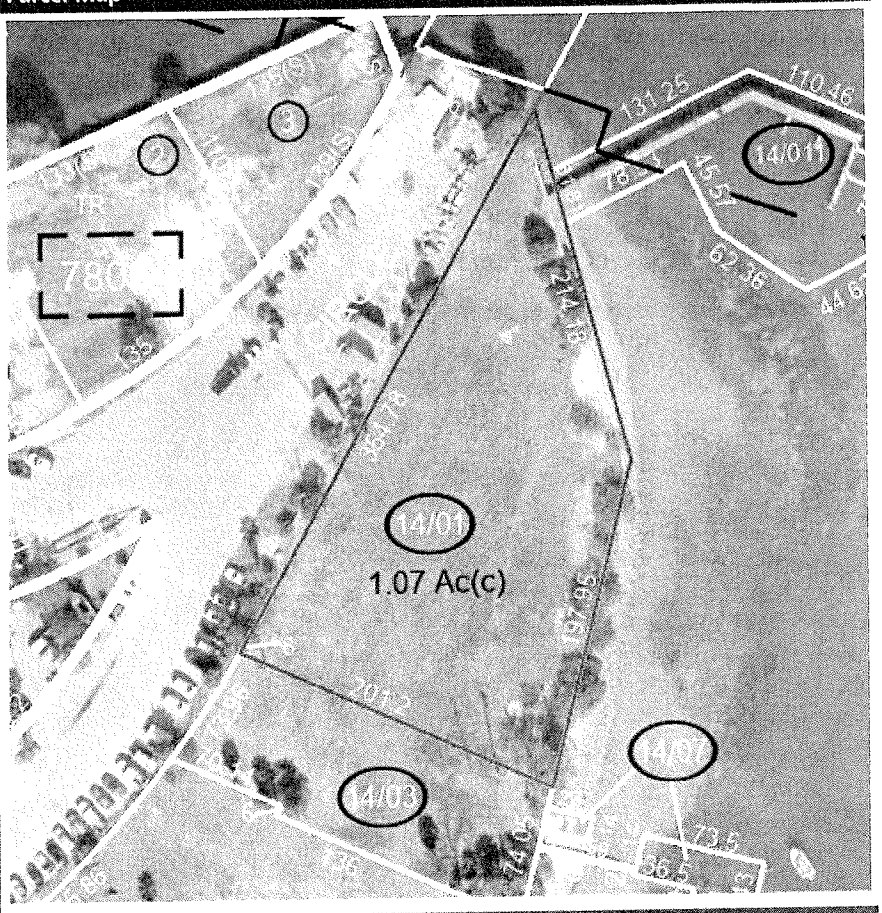
Legal Description
PART OF GOVT LOT 1 IN SEC 36-31-15 DESC FROM MOST N'LY COR OF BLK 52 OF GEORGIA AVE REP TH CUR LT RAD 593.99FT ARC 309.92FT CB N45D03'09"E 306.42FT FO

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1302	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	/

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$2,200,290	$2,129,936	$2,129,936	$2,200,290	$2,129,936

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$2,119,290	$1,936,305	$1,936,305	$2,119,290	$1,936,305
2022	N	$1,997,788	$1,760,277	$1,760,277	$1,997,788	$1,760,277
2021	N	$1,600,252	$1,600,252	$1,600,252	$1,600,252	$1,600,252
2020	N	$1,518,811	$1,518,811	$1,518,811	$1,518,811	$1,518,811
2019	N	$1,439,568	$1,439,568	$1,439,568	$1,439,568	$1,439,568

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	V	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
15-Aug-2006	$0	U	I	STROSS JOHN E	WILLIAM KARNS ENTERPRISES INC	15308/0804
26-Apr-2006	$0	M	I	WILLIAM KARNS ENTERPRIZES INC	COREY LANDINGS DEVELOPMENT LLC	15080/1428

2024 Land Information

Land Area: ≅ 46,609 sf | ≅ 1.07 acres

Frontage and/or View: None

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	0x0	$55	46,614	SF	1.0000	$2,563,771

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
DOCK	$48.00	1,292.0	$62,016	$24,806	1976

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402184	MISCELLANEOUS	10/03/2024	$0
2402163	MISCELLANEOUS	09/29/2024	$0
20101063	DOCK	09/23/2010	$5,400
RC40757-10	DOCK	07/30/2010	$0
20070804	DEMOLITION	07/23/2007	$30,000
16158	ROOF	01/09/1998	$740
14934	ROOF	07/14/1997	$1,800
14670	DOCK	04/28/1997	$6,000
014518	CANOPY	04/18/1997	$1,100
14103	ADDITION/REMODEL/RENOVATION	03/19/1997	$15,000

Parcel Summary (as of 12-Mar-2025)

Parcel Number

36-31-15-00000-140-0300

Owner Name
KT COREY AVE LLC

Property Use
1090 Vacant Commercial Land w/XFSB

Site Address
COREY AVE
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

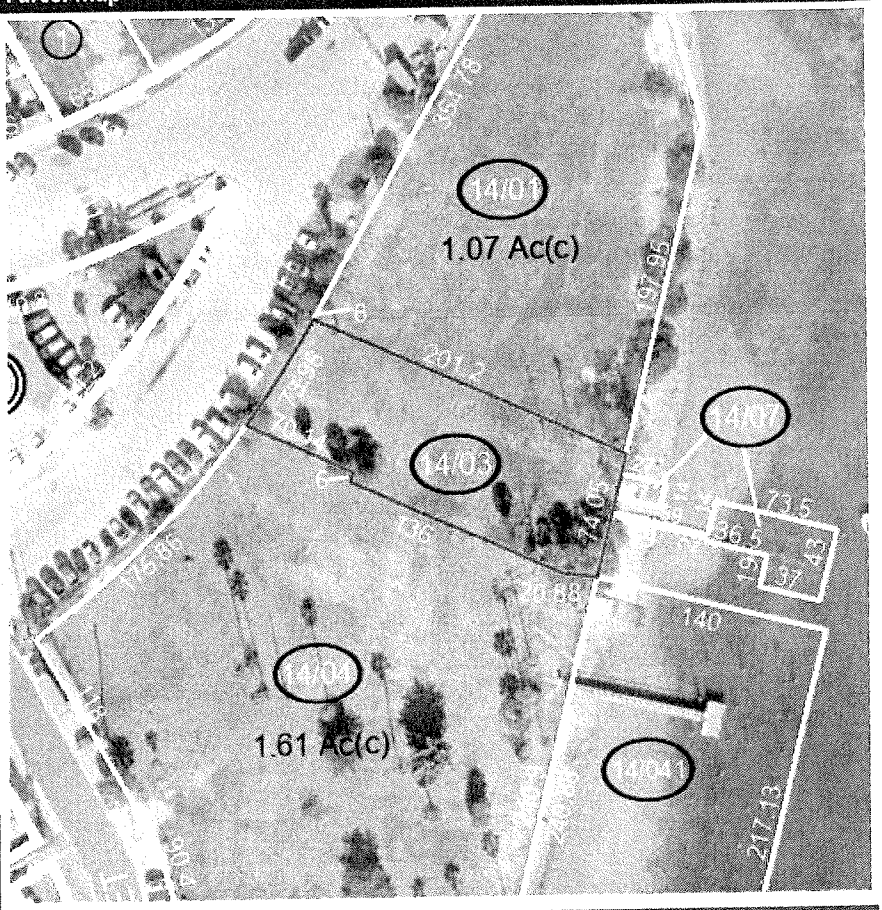
Legal Description
PART OF GOVT LOT 1 IN SEC 36-31-15 DESC FROM MOST N'LY COR OF BLK 52 OF GEORGIA AVE REP TH CUR LT RAD 593.99FT ARC 235.96FT CB N48D37'10"E 234.42 FT F

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1302	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	/

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$767,429	$752,122	$752,122	$767,429	$752,122

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$739,523	$683,747	$683,747	$739,523	$683,747
2022	N	$697,663	$621,588	$621,588	$697,663	$621,588
2021	N	$565,080	$565,080	$565,080	$565,080	$565,080
2020	N	$536,181	$536,181	$536,181	$536,181	$536,181
2019	N	$508,274	$508,274	$508,274	$508,274	$508,274

2024 Tax Information

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Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	V	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
26-Apr-2006	$0	M	I	WILLIAM KARNS ENTERPRIZES INC	COREY LANDINGS DEVELOPMENT LLC	15080/1428
03-Feb-2006	$3,800,000	U	I	RICHARDSON RICHARD A	KARNS, WILLIAM ENTERPRISES INC	14913/1065

2024 Land Information

Land Area: ≅ 16,422 sf | ≅ 0.37 acres

Frontage and/or View: None

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	74x226	$55	16,416	SF	1.0000	$902,858

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
DOCK	0.00	584.0	$0	$0	1976

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402164	MISCELLANEOUS	09/29/2024	$0
RC41886-12	DOCK	05/02/2012	$0
20120298	DOCK	03/22/2012	$8,033
20070805	DEMOLITION	07/23/2007	$25,000
20020338	ADDITION/REMODEL/RENOVATION	06/12/2002	$27,000
20020439	ADDITION/REMODEL/RENOVATION	06/05/2002	$13,500

Parcel Summary (as of 12-Mar-2025)

Parcel Number

36-31-15-00000-140-0400

Owner Name
KT COREY AVE LLC

Property Use
1090 Vacant Commercial Land w/XFSB

Site Address
7345 BAY ST
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

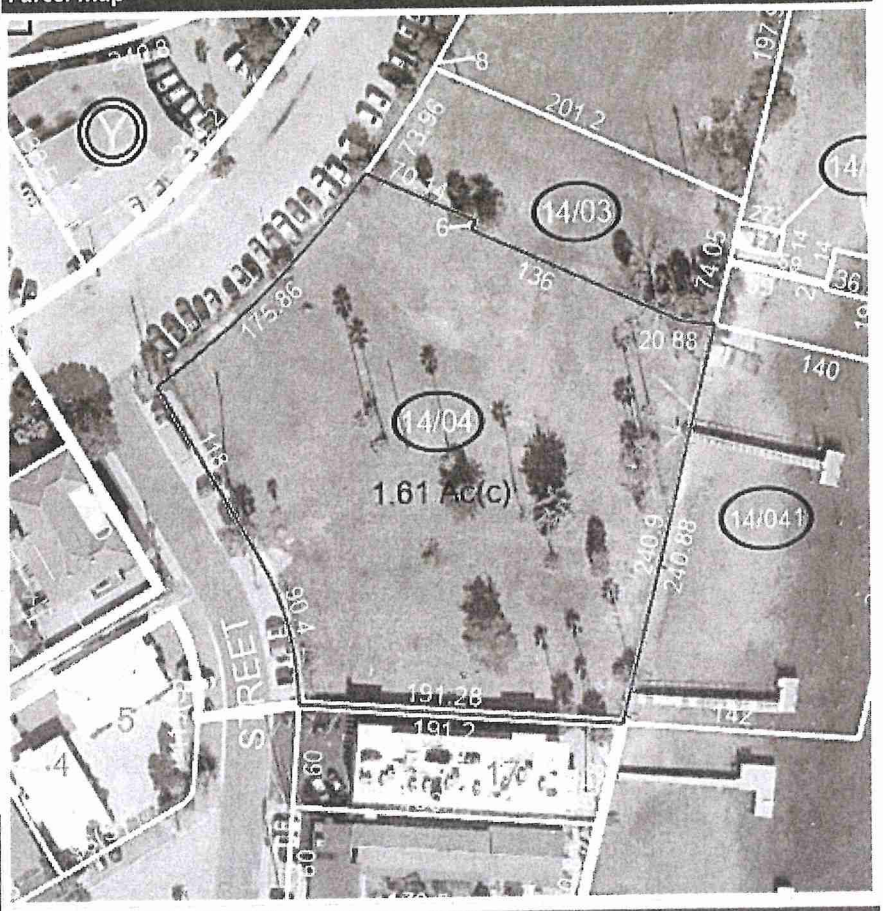
Legal Description
PART OF GOVT LOT 1 IN SEC 36-31-15 DESC FROM MOST N'LY COR OF BLK 52 OF GEORGIA AVE REP TH CUR LT RAD 593.99FT ARC 60.08FT CB N57D06'05"E 60.07FT FOR

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1302	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	/

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$3,312,210	$3,206,294	$3,206,294	$3,312,210	$3,206,294

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$3,190,387	$2,914,813	$2,914,813	$3,190,387	$2,914,813
2022	N	$3,007,650	$2,649,830	$2,649,830	$3,007,650	$2,649,830
2021	N	$2,408,936	$2,408,936	$2,408,936	$2,408,936	$2,408,936
2020	N	$2,286,500	$2,286,500	$2,286,500	$2,286,500	$2,286,500
2019	N	$2,167,124	$2,167,124	$2,167,124	$2,167,124	$2,167,124

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$9,850,000	M	V	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	V	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	V	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
26-Apr-2006	$0	M	I	WILLIAM KARNS ENTERPRIZES INC	COREY LANDINGS DEVELOPMENT LLC	15080/1428
03-Feb-2006	$7,505,000	U	I	R L FRENCH LAND DEVELOPMENT IN	KARNS, WILLIAM ENTERPRISES INC	14913/1069

2024 Land Information

Land Area: ≅ 70,241 sf | ≅ 1.61 acres

Frontage and/or View: Intracoastal

Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vacant Commercial	0x0	$55	70,221	SF	1.0000	$3,862,158

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
DOCK	$48.00	1,200.0	$57,600	$23,040	1976
DOCK	$48.00	600.0	$28,800	$11,520	1976

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402160	MISCELLANEOUS	09/29/2024	$0
20070801	DEMOLITION	07/23/2007	$3,000
20041416	ROOF	11/02/2004	$5,400
M3289203	DOCK	05/13/2003	$0
20030298	DOCK	05/01/2003	$38,000
PER-H-CB270676	MISCELLANEOUS	03/07/2003	$903
M2961801	DOCK	06/04/2001	$0
15391	MISCELLANEOUS	09/10/1997	$3,250
014357	MISCELLANEOUS	04/18/1997	$1,000
14208	ROOF	03/12/1997	$3,600

I#: 2024273056 BK: 22964 PG: 123, 11/04/2024 at 02:55 PM, RECORDING 6 PAGES $52.50 D DOC STAMP COLLECTION $24500.00 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: clk104785

Prepared by and return to:

Tyrone T. Bongard, Esq.
Gunster, Yoakley & Stewart, P.A.
777 S. Flagler Drive, Suite 500 East
West Palm Beach, FL 33401

PIN: 36-31-15-30672-063-0230

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED is made this 30th day of October, 2024, by **KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019**, whose mailing address is 343 79th St S., St. Petersburg, Florida 33707; **LINDA ALTMAN SWANSON, as Trustee of The LJJ Property Trust dated May 18, 2011**, whose mailing address is 7080 South Shore Drive S., St. Petersburg, Florida 33707; **CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003**, whose mailing address is 777 3rd Ave N., #904, St. Petersburg, Florida 33701; **and JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005**, whose mailing address is 7934 11 Ave S., St. Petersburg, Florida 33707 (collectively, the "Grantor"); and **KT COREY AVE LLC**, a Florida limited liability company (the "Grantee"), whose address is 105 NE 1st Street, Delray Beach, Florida 33444.

WITNESSETH:

That Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00) and other good and valuable consideration, to Grantor in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, does hereby grant, bargain, sell, alien, transfer, remise, release, convey and confirm unto Grantee and Grantee's successors, heirs and assigns, the following real property (the "Property") located in Pinellas County, Florida, and more particularly described in Exhibit "A" attached hereto and made a part hereof.

SUBJECT TO: (i) all easements, conditions, covenants, restrictions, reservations, limitations, agreements and other matters of record, provided that this instrument shall not reimpose same; (ii) real estate taxes for the year 2024 and all subsequent years; and (iii) existing applicable governmental building and zoning ordinances and other governmental regulations (collectively, the "Permitted Exceptions").

TOGETHER with all the tenements, hereditaments and appurtenances belonging or in any way appertaining to the Property.

TO HAVE AND TO HOLD the same in fee simple forever.

GRANTOR warrants that at the time of this conveyance, the subject Property is not the Grantor's homestead within the meaning set forth in the constitution of the State of Florida, nor is it contiguous to or a part of homestead property. Grantor's residence and homestead addresses are set forth above.

AND GRANTOR does hereby specially warrant the title to the Property subject to the Permitted Exceptions and, except for the Permitted Exceptions, will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

Signature pages follow.

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed on the day and year first above written.

Signed, sealed and delivered
in the presence of:

Elaina Streisel
Print Name:
Address: 2589 18th Ave N
St. Petersburg, FL 33713

Print Name: Harvey H. Ford
Address: St. Petersburg, FL 33702
5 7477 18 St N

KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28 day of October, 2024, by KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019, who [ ] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page(s).

ACTIVE:35020070.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave N
St. Petersburg, FL 33713

Print Name: Harvey A Ford
Address: 7477 18 St NE
St. Petersburg, FL 33702

LINDA ALTMAN SWANSON, as Trustee of
The LJJ Property Trust dated May 18, 2011

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28 day of October, 2024, by LINDA ALTMAN SWANSON, as Trustee of The LJJ Property Trust dated May 18, 2011, who [ ] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page(s).

ACTIVE:35020070.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave. N
St. Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 7477 18 St. NE
St. Petersburg, FL 33702

CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [__] online notarization, this 28 day of October, 2024, by CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003, who [__] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:_____

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page.

ACTIVE:35020070.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaine Streisel
Address: 2569 18th Ave. N
St. Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 7477 18th St. NE
St. Petersburg, FL 33702

JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [__] online notarization, this 28 day of October, 2024, by JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005, who [__] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:_____

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

ACTIVE:35020070.2

Exhibit "A"

Property

Block Y, GEORGIA AVENUE REPLAT, according to plat thereof as recorded in Plat Book 21, Page 18, of the Public Records of Pinellas County, Florida.

I#: 2024273057 BK: 22964 PG: 129, 11/04/2024 at 02:55 PM, RECORDING 6 PAGES $52.50 D DOC STAMP COLLECTION $0.70 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: clk104785

Prepared by and return to:

Tyrone T. Bongard, Esq.
Gunster, Yoakley & Stewart, P. A.
777 S. Flagler Drive, Suite 500 East
West Palm Beach, FL 33401

PIN: 36-31-15-30672-063-0230

QUIT CLAIM DEED

THIS INDENTURE, executed the 30th day of October, 2024, by **KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019**, whose mailing address is 343 79th St S., St. Petersburg, Florida 33707; **LINDA ALTMAN SWANSON, as Trustee of The LJJ Property Trust dated May 18, 2011**, whose mailing address is 7080 South Shore Drive S., St. Petersburg, Florida 33707; **CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003**, whose mailing address is 777 3rd Ave N., #904, St. Petersburg, Florida 33701; and **JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005**, whose mailing address is 7934 11 Ave S., St. Petersburg, Florida 33707 (collectively, the "Grantor"); and **KT COREY AVE LLC**, a Florida limited liability company (the "Grantee"), whose address is 105 NE 1st Street, Delray Beach, Florida 33444.

WITNESSETH:

The Grantor, for and in consideration of the sum of $10.00 in hand paid by Grantee, the receipt whereof is hereby acknowledged, does hereby remise, release and quit-claim unto Grantee forever, and to its successors and assigns forever, all the right, title, interest, claim and demand which Grantor has in and to that certain real property (the "Property") situate in Sarasota County, Florida, more particularly described as follows:

SEE EXHIBIT "A" ATTACHED HERETO.

TOGETHER with all tenements, hereditaments and appurtenances, thereto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the same together with all and singular the appurtenances thereunto belonging or in anywise appertaining, and all the estate, right, title, interest, lien, equity and claim whatsoever of Grantor, either in law or equity, to the only proper use, benefit and behalf of Grantee forever.

Signature page follows.

IN WITNESS WHEREOF, Grantor has caused this Quit Claim Deed to be executed on the day and year first above written.

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave. N
St. Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 7977 18 St NE
St. Petersburg, FL 33702

KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019

STATE OF FLORIDA)

COUNTY OF Pinellas)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28 day of October, 2024, by KATHERINE T. ALTMAN, as Trustee of The Charles R. Altman and Katherine T. Altman Trust dated January 10, 2019, who [ ] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page(s).

ACTIVE:35042958.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave. N.
St Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 7477 18 ST NE
St Petersburg, FL 33702

LINDA ALTMAN SWANSON, as Trustee of
The LJJ Property Trust dated May 18, 2011

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [__] online notarization, this 28 day of October, 2024, by LINDA ALTMAN SWANSON, as Trustee of The LJJ Property Trust dated May 18, 2011, who [__] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:_____

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page(s).

ACTIVE:35042958.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave. N
St. Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 1477 18 St NE
St. Petersburg, FL 33702

CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28 day of October, 2024, by CHERYL ANNE ALTMAN, as Trustee of The Cheryl Anne Altman Living Trust dated May 14, 2003, who [ ] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

Signatures continue on following page.

ACTIVE:35042958.2

Signed, sealed and delivered
in the presence of:

Print Name: Elaina Streisel
Address: 2589 18th Ave N
St. Petersburg, FL 33713

Print Name: Harvey A. Ford
Address: 3477 18 St NE
St. Petersburg, FL 33702

JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005

STATE OF FLORIDA)

COUNTY OF PINELLAS)

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 28 day of October, 2024, by JOHN E. ALTMAN, as Trustee of The John E. Altman Living Trust dated February 7, 2005, who [ ] is personally known to me or [✓] has produced D.L. as identification.

Notary Public – State of Florida

Print Name:

(Notary Seal)

LORI L. CARSON-AMMONS
Commission # HH 192052
Expires February 27, 2026
Bonded Thru Troy Fain Insurance 800-385-7019

ACTIVE:35042958.2

Exhibit "A"

Property

ALL STREETS AND ROADWAYS SHOWN ON GEORGIA AVENUE REPLAT, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

TOGETHER WITH:

ALL STREETS AND ROADWAYS SHOWN ON CAROLINA AVENUE REPLAT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 82, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

Parcel Summary (as of 12-Mar-2025)

Parcel Number

36-31-15-30672-063-0230

Owner Name
KT COREY AVE LLC

Property Use
2743 Auto/Marine Repair

Site Address
75 COREY AVE
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

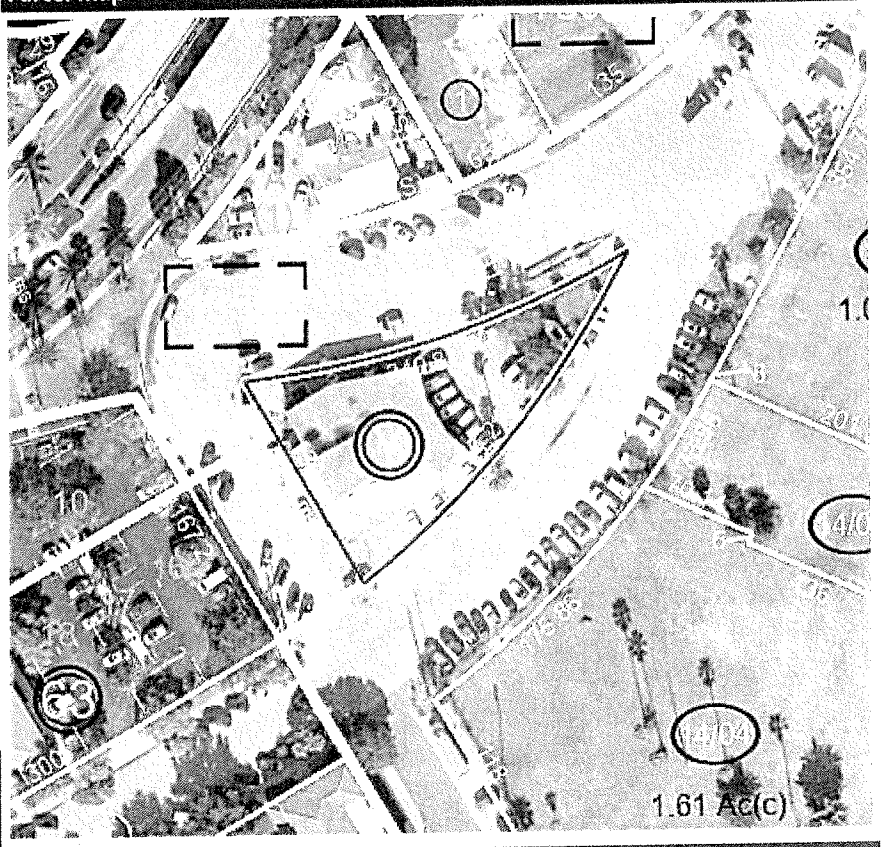
Legal Description
GEORGIA AVENUE REPLAT BLK Y, UNDIVIDED

Current Tax District
ST PETE BEACH (SPB)

Year Built
1954

Heated SF	Gross SF	Living Units	Buildings
6,535	6,889	0	1

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22964/0129	Find Comps	280.06	A	Current FEMA Maps	Check for EC	Zoning Map	21/18

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$580,000	$580,000	$580,000	$580,000	$580,000

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$560,000	$560,000	$560,000	$560,000	$560,000
2022	N	$535,000	$522,500	$522,500	$535,000	$522,500
2021	N	$475,000	$475,000	$475,000	$475,000	$475,000
2020	N	$455,000	$455,000	$455,000	$455,000	$455,000
2019	N	$450,000	$450,000	$450,000	$450,000	$450,000

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
28-Oct-2024	$3,500,000	U	I	ALTMAN KATHERINE T TRUSTEE	KT COREY AVE LLC	22964/0123
28-Oct-2024	$100	U	I	ALTMAN KATHERINE T TRE	KT COREY AVE LLC	22964/0129
02-May-2019	$100	U	I	ALTMAN FAMILY TRUST	ALTMAN CHARLES R & KATHERINE T TRUST REM	20539/1373
02-Dec-2014	$100	U	I	SWANSON LINDA ALTMAN	SWANSON LINDA ALTMAN TRUSTEE	18621/1620
10-Jul-1990	$100	U	I	ALTMAN CHARLES T	ALTMAN, CHARLES T.	07324/0386

2024 Land Information

Land Area: ≅ 16,318 sf | ≅ 0.37 acres

Frontage and/or View: None

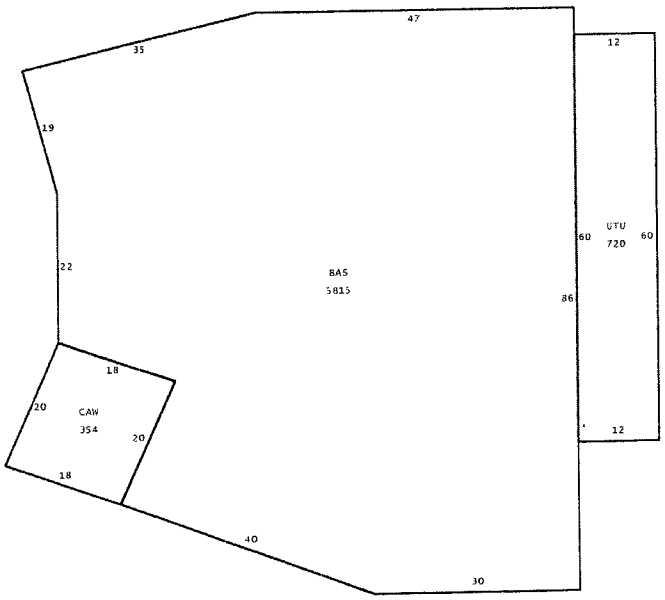
Seawall: No

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Vehicle Sl/Serv/Rent	138x139	$40	16,309	SF	1.0000	$652,341

2024 Building 1 Structural Elements and Sub Area Information

Structural Elements	
Foundation	Continuous Footing
Floor System	Slab On Grade
Exterior Walls	Concrete Block
Unit Stories	1
Roof Frame	Flat
Living Units	0
Roof Cover	Built Up/Composition
Year Built	1954
Building Type	Warehouses
Quality	Average
Floor Finish	Concrete Finish
Interior Finish	Ceiling Fin Only (Min)
Cooling	None
Fixtures	5
Effective Age	49
Other	.2

Sub Area	Heated Area SF	Gross Area SF
Base (BAS)	5,815	5,815
Utility Unfinished (UTU)	720	720
Canopy(only or loading platform) (CAW)	0	354
Total Area SF	**6,535**	**6,889**



2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
ASPHALT	0.00	10,325.0	$0	$0	0

Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
2402166	MISCELLANEOUS	09/29/2024	$0
20050371	ROOF	04/20/2005	$2,950
20041238	DAMAGE FIRE/FLOOD/VEHICLE	10/18/2004	$6,800

I#: 2024271810 BK: 22962 PG: 1302, 11/04/2024 at 09:12 AM, RECORDING 5 PAGES $44.00 D DOC STAMP COLLECTION $68950.00 KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL BY DEPUTY CLERK: CLKPR12

This instrument prepared by
(and after recording return to):
S. Elise Batsel, Esq.
Stearns Weaver Miller Weissler
Alhadeff & Sitterson, P.A.
401 East Jackson Street, Suite 2100
Tampa, Florida 33602

Parcel Identification Numbers:
25-31-15-78084-000-0141
25-31-15-78084-000-0142
25-31-15-78084-000-0143
36-31-15-00000-140-0100
36-31-15-00000-140-0300
36-31-15-00000-140-0400

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED made this 30th day of October, 2024, between **ST. PETE BEACH HOLDINGS, LLC,** a Delaware limited liability company (the "Grantor"), whose mailing address is 1345 Avenue Of The Americas, New York, New York 10105; and **KT COREY AVE LLC,** a Florida limited liability company (the "Grantee"), whose mailing address is 105 NE 1st Street, Delray Beach, Florida 33444.

W I T N E S E T H:

That Grantor, for and in consideration of the sum of TEN DOLLARS ($10.00) and other good and valuable consideration, to Grantor in hand paid by Grantee, the receipt and sufficiency whereof is hereby acknowledged, does hereby grant, bargain, sell, alien, transfer, remise, release, convey and confirm unto Grantee and Grantee's successors, heirs and assigns, the following real property (the "Property") located in Pinellas County, Florida, and more particularly described in **Exhibit "A"** attached hereto and made a part hereof.

SUBJECT TO: (i) all easements, conditions, covenants, restrictions, reservations, limitations, agreements and other matters of record, provided that this instrument shall not reimpose same; (ii) real estate taxes for the year 2024 and all subsequent years; and (iii) existing applicable governmental building and zoning ordinances and other governmental regulations (collectively, the "Permitted Exceptions").

TOGETHER with all the tenements, hereditaments and appurtenances belonging or in any way appertaining to the Property.

TO HAVE AND TO HOLD the same in fee simple forever.

AND GRANTOR does hereby specially warrant the title to the Property subject to the Permitted Exceptions and, except for the Permitted Exceptions, will defend the same against the lawful claims of all persons claiming by, through or under Grantor, but against none other.

(Signature on following page)

IN WITNESS WHEREOF, Grantor has caused this Special Warranty Deed to be executed on the day and year first above written.

Signed, sealed and delivered
in the presence of:

GRANTOR:

ST. PETE BEACH HOLDINGS, LLC,
a Delaware limited liability company

By: CF RFP Holdings LLC,
a Delaware limited liability company,
its sole member

By: _____
Name: Timothy Baiky
Title: Treasorer

Khori Moreland
Print Name: Khori Moreland
Address: 4550 Travis St. Dallas, TX 75205

Bobby Amasha
Print Name: Bobby Amasha
Address: 4550 Travis St. Dallas TX 75205

STATE OF Texas
COUNTY OF Dallas

The foregoing instrument was acknowledged before me by means of ☒ physical presence or ☐ online notarization, this 22nd day of October, 2024, by Timothy Baiky, as Treasorer of CF RFP Holdings LLC, a Delaware limited liability company, as sole member of **ST. PETE BEACH HOLDINGS, LLC**, a Delaware limited liability company, on behalf of the company, who ☒ is personally known to me or ☐ has produced _____ as identification.

Kelle Lane
Notary Public
Print Name: Kelle Lane
My Commission Expires: 1-17-2025

(NOTARY STAMP/SEAL)

KELLE LANE
Notary Public, State of Texas
Comm. Expires 01-17-2025
Notary ID 130965730

#12974956 [Corey Landing] Special Warranty Deed

EXHIBIT A

LEGAL DESCRIPTION

Parcel #1 (Gulf Coast Development Parcel):

Tract 1: that part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida described as follows:

Beginning at a point on the Northerly line of Carolina Avenue, said point being 376.74 feet North and 275.46 feet East of a monument in the Southeast corner of Block 63 of Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence by a curve to the right, radius 481.67 feet, arc 135 feet, chord South 52°13' 53" West, 134.56 feet; thence North 30° West, 146.2 feet, more or less, to the waters of Boca Ciega Bay; thence in a Northeasterly direction along the waters of Boca Ciega Bay to a point North 30° West, 110.2 feet, more or less, from the Point of Beginning; thence South 30° East, 110.2 feet, more or less, to the Point of Beginning.

Tract 2: also that part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida, described as follows:

Beginning at a point on the Northerly line of Carolina Avenue, 294.33 feet North and 169.09 feet East of the Southeast corner of Block 63 of Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence by a curve to the right, radius 481.67 feet, arc 65.22 feet, chord South 64°08' 23" West, 65.17 feet; thence North 30° West, 145.95 feet, more or less, to Boca Ciega Bay; thence in a Northeasterly direction on bay to intersection with line running North 30° West from the Point of Beginning; thence South 30° East, 146.20 feet, more or less, to the Point of Beginning.

Less and except that portion of the above-described Tracts lying within 90 feet of the survey line of State Road 690, Section 15110, said survey line being described in that certain Order of Taking recorded in Official Records Book 4039, Page 1442, public records of Pinellas County Florida, as follows:

Begin on the Northwesterly extension of the Southwesterly line of Block 52, Re-Plat St. Petersburg Beach Subdivision, lying in Section 36, Township 31 South, Range 15 East, as recorded in Plat Book 5, Pages 28 and 29, public records of Pinellas County, Florida, at a point 550.83 feet North 30°00'19" West of the most Southerly corner of said Block 52; run thence North 59°51'01" East, 1.22 feet to the beginning of a curve concave to the Northwesterly having a radius of 1041.74 feet; thence Northeasterly along said curve, 670.96 feet through a central angle of 36°54'10" to the end of said curve; thence North 22°56'51" East 1047.88 feet to the beginning of a curve concave to the Easterly having a radius of 1909.86 feet; thence Northeasterly along said curve (running from said Section 36 into section 30, Township 31 South, Range 16 East) 1691.53 feet through a central angle of 50°44'45" to the end of said curve; thence North 73°41'36" East, 237.27 feet to the beginning of a curve concave to the Northwesterly having a radius of 1432.40 feet; thence Northeasterly along said curve, 1397.90 feet through a central angle of 55°54'57" to the end of said curve; thence North 17°46'39" East, 156.65 feet to end right of way job designated as Station 70+00.00.

Parcel # 2 (Costa Parcel):

Tract of land being in Government Lot 1, Section 36, Township 31 South, Range 15 East, and being a part of Tract 14 of Plat Vacating Portions of Replat of St. Petersburg Beach, according to the map or plat thereof recorded in Plat Book 23, Page(s) 20, public records of Pinellas County, Florida, described

as follows:

From a monument at the Southeast corner of Block 63 of the Georgia Avenue Replat, as recorded in Plat Book Twenty-One (21), Page Eighteen (18), public records of Pinellas County, Florida, run North 30° West 188.56 feet along the most Easterly line of Block 63: thence North 60° East, 426.92 feet for a Point of Beginning, said Point of Beginning being on the most Northerly line of Carolina Avenue; thence in a Northeasterly direction along said Northerly line of Carolina Avenue by a curve to the left, radius 481.67 feet, arc 125 feet, chord North 36°46' East 124.63 feet; thence North 29°20' East to the waters of Boca Ciega Bay; thence in a westerly direction along the said waters of Boca Ciega Bay to an intersection with a line North 30° West from the Point of Beginning; thence South 30° East to Point of Beginning; said lands being in Government Lot 1, Section 36, Township 31 South, Range 15 East, and being a part of Tract No. 14 as shown by Plat Vacating Portions of Replat of St. Petersburg Beach, recorded in Plat Book 23, Page 20, public records of Pinellas County, Florida.

Parcel # 3 (Leverocks Parcel):

That part of Government Lot 1, in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows: beginning at the Northeast corner of Block 52, Georgia Avenue Replat, as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida; thence along the South boundary of Corey Avenue (Georgia Avenue) by a curve to the left, radius 593.99 feet, arc 309.92 feet, chord N.45°03'09"E., 306.42 feet to the Point of Beginning; thence continue along said boundary by the following two courses: (1) 8.00 feet along the arc of a curve to the left, radius 593.99 feet, chord N.29°43'09"E., 8.00 feet; (2) N.29°20'00"E., 354.18 feet to the wing wall of Corey Causeway; thence S.14°42'49"E., 214.18 feet; thence S.14°16'00"W., 197.95 feet; thence N.65°42'32"W, 201.20 feet to the Point of Beginning.

Parcel #4: (Richardson Parcel):

Tract 1: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Beginning at the Northeast corner of Block 52, Georgia Avenue Replat, thence along the South boundary of Corey Avenue by a curve to the left, radius 593.99 feet, arc 235.96 feet, chord North 48°37'10" East, 234.42 feet to the Point of Beginning #1; thence by a curve to the left, radius 593.99 feet, arc 73.96 feet, chord North 33°40'19" East 73.96 feet; thence South 65°42'32" East, 201.20 feet; thence South 14°16'00" West, 74.05 feet; thence North 65°42'32" West 226.14 feet to the Point of Beginning #1. Being a fractional part of Government Lot 1, Section 36, Township 31 South, Range 15 East, together with the land lying between the said lot and the waters of Boca Ciega Bay contained between the side lines extended to the waters thereof, together with the following described Tract of land, to wit:

Tract 2: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

From the aforesaid Point of Beginning #1, run South 65°42'32" East, 70.14 feet to Point of Beginning #2, thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet; thence North 65°42'32" West, 156.00 feet to the Point of Beginning #2.

Parcel #5 (Baywinds Parcel):

Tract 1: all that part of Government Lot 1, Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as recorded by Second Bayside Addition to St. Petersburg Beach as recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida; thence along Corey Avenue by a curve to the left radius 593.99 feet, arc 101.91 feet, chord North 49°17'17" East, 101.77 feet to Point of Beginning #1; thence along Corey Avenue by a curve to the left, radius 593.99 feet, arc 73.95 feet, chord North 40°48'23" East, 73.92 feet; thence South

65°42'32" East, 226.14 feet to Boca Ciega Bay; thence South 14°16'00" West, 100 feet along Boca Ciega Bay; thence North 79°40'47" West, 173.15 feet; thence North 30°00'00" West, 118.91 feet to the Point of Beginning #1.

Less and except the following described property:

From the aforesaid Point of Beginning #1, run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 73.95 feet, chord North 40°48'23" East, 73.92 feet; thence South 65°42'32" East, 70.14 feet to the Point of Beginning #2; thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet; thence North 65°42'32" West, 156.00 feet to Point of Beginning #2.

Tract 2: a Tract of land South and East of Corey Avenue and Bay Street in the City of St. Petersburg Beach, being a part of Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

From the Northeast corner of Block 52, Georgia Avenue Replat as recorded in Plat Book 21, Page 18, public records of Pinellas County, Florida, run by a curve to the left, radius 593.99 feet, arc 60.08 feet, chord North 57°06'05" East, 60.07 feet; thence South 30° East along the East boundary of said Bay Street, 100 feet to the Point of Beginning; continue thence South 30° East along said Bay Street, 18.04 feet; thence by a curve to the right, radius 169.29 feet, arc 90.41 feet, chord South 14°32'32" East, 89.33 feet; thence South 85°21'36" East, 191.26 feet; thence North 14°16' East, 140.88 feet; thence North 79°40'47" West, 173.15 feet; thence South 60° West, 100 feet to the Point of Beginning.

Tract 3: a Tract of land lying in Government Lot 1 in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as shown on plat of Second Bayside Addition to St. Petersburg Beach as recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida as a Point of Beginning; thence run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 101.91 feet, chord North 49°17'17" East, 101.77 feet; thence South 30° East, 118.91 feet; thence South 60° West, 100 feet to the Easterly line of Bay Street; thence North 30° West along the Easterly line of Bay Street to the Point of Beginning.

Tract 4: a leasehold interest in and to a parcel of sovereign submerged land in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, as set forth in that certain Modified Sovereignty Submerged Lands Lease Renewal No. 520000673, by and between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, lessor and Massoud Luke Barzegar and Nacy Sue Barzegar, his wife, lessee, recorded august 27, 1999 in Official Records Book 10217, Page 218, as modified by Sovereignty Submerged Lands Lease Renewal and Modification to Reflect a Change in Ownership and Modification to Reflect Changes in Structures between the Board of Trustees of the Internal Improvement Trust Fund of the State of Florida, lessor and R.L. French Real Estate Holdings, Inc., a Florida corporation, lessee, recorded September 30, 2003 in Official Records Book 13107, Page 2261, being more particularly described as follows:

Commence at the Southeasterly corner of Corey Avenue and Bay Street as shown on the plat of Second Bayside Addition to St. Petersburg Beach recorded in Plat Book 25, Page 36, public records of Pinellas County, Florida; thence run along Corey Avenue by a curve to the left, radius 593.99 feet, arc 175.86 feet, chord 175.22 feet, chord bearing North 45°43'23" East; thence South 65°42'32" East, 70.14 feet; thence South 24°17'18" West, 6.00 feet; thence South 65°42'32" East, 136.00 feet; thence South 82°24'30" East, 20.88 feet to Boca Ciega Bay to the Point of Beginning; thence run South 14°16'00" West, 240.88 feet along Boca Ciega Bay; thence run South 85°21'36" East, 142.00 feet; thence North 14°16'00" East 217.13 feet; thence North 75°44'00" West, 140.00 feet to the Point of Beginning.

Parcel Summary (as of 01-May-2025)

Parcel Number

36-31-15-00000-140-0410

Owner Name
KT COREY AVE LLC

Property Use
9500 Submerged Land - river, lake

Site Address
BAY ST
ST PETE BEACH, FL 33706

Mailing Address
105 NE 1ST ST
DELRAY BEACH, FL 33444-3807

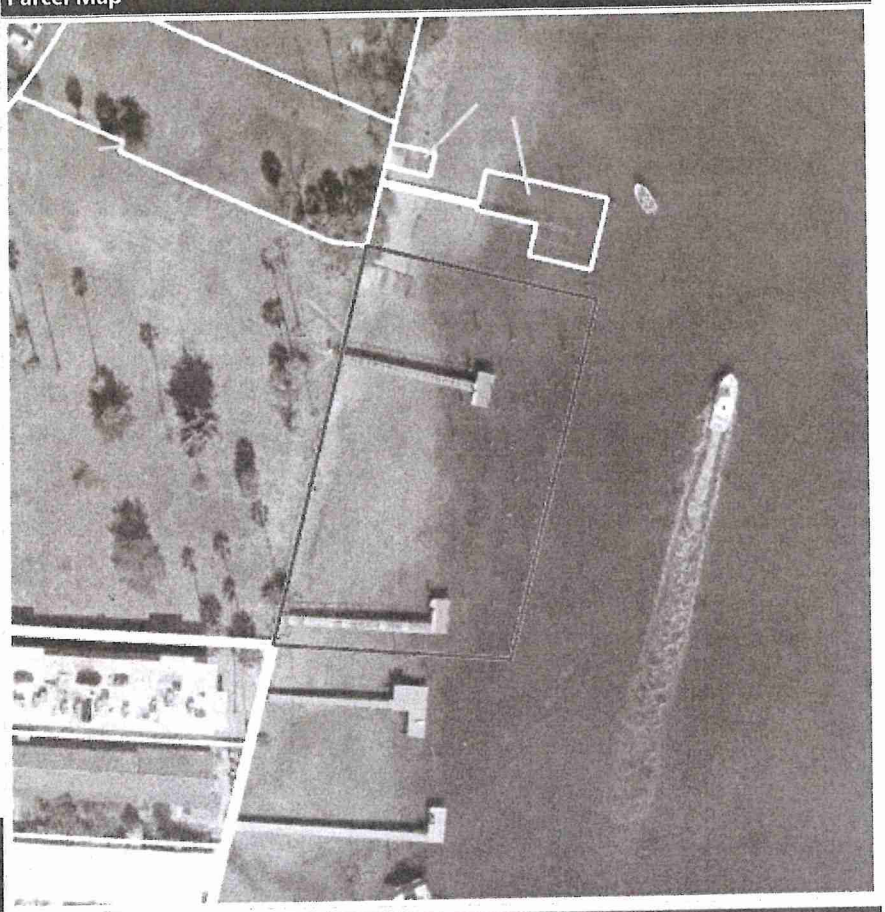
Legal Description
(MODIFIED SUBM LAND LEASE #520000673) DESC FR SE'LY COR OF 74TH AVE & BAY ST ALG ARC OF CVE TO LFT 175.86FT RAD 593.99FT CB N46DE 175.22FT TH S66DE 70

Current Tax District
ST PETE BEACH (SPB)

Year Built

Heated SF	Gross SF	Living Units	Buildings
			0

Parcel Map



Exemptions

Year	Homestead	Use %	Status
2026	No	0%	
2025	No	0%	
2024	No	0%	

Property Exemptions & Classifications

No Property Exemptions or Classifications found. Please note that Ownership Exemptions (Homestead, Senior, Widow/Widower, Veterans, First Responder, etc... will not display here).

Miscellaneous Parcel Info

Last Recorded Deed	Sales Comparison	Census Tract	Evacuation Zone	Flood Zone	Elevation Certificate	Zoning	Plat Bk/Pg
22962/1302	Find Comps	280.06	NON EVAC	Current FEMA Maps	Check for EC	Zoning Map	/

2024 Final Values

Year	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2024	$620	$620	$620	$620	$620

Value History (yellow indicates corrected value)

Year	Homestead Exemption	Just/Market Value	Assessed Value/SOH Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2023	N	$620	$620	$620	$620	$620
2022	N	$620	$620	$620	$620	$620
2021	N	$620	$620	$620	$620	$620
2020	N	$620	$620	$620	$620	$620
2019	N	$620	$620	$620	$620	$620

2024 Tax Information

Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our **Tax Estimator** to estimate taxes under new ownership.

Tax Bill	2024 Millage Rate	Tax District
View 2024 Tax Bill	15.4202	(SPB)

Sales History

Sale Date	Price	Qualified / Unqualified	Vacant / Improved	Grantor	Grantee	Book / Page
22-Oct-2024	$9,850,000	M	I	ST PETE BEACH HOLDINGS LLC	KT COREY AVE LLC	22962/1302
06-Mar-2024	$100	U	I	RAIT PARTNERSHIP LP	ST PETE BEACH HOLDINGS LLC	22727/1594
30-Dec-2008	$0	U	I	COREY LANDINGS DEVELOPMENT LLC	RAIT PTR L P	16465/2253
03-Feb-2006	$40,000,000	U	V	WILLIAM KARNS ENTERPRISES INC	FL INT IMP FUND TRE	14913/1075
30-Sep-2003	$0	U	V	FL INT IMP FUND	FL INT IMP FUND TRE	13107/2261

2024 Land Information

Land Area: ≅ 31,947 sf | ≅ 0.73 acres

Frontage and/or View: None

Seawall:

Property Use	Land Dimensions	Unit Value	Units	Method	Total Adjustments	Adjusted Value
Rivers And Lakes	0x0	$1,000	0.7300	AC	1.0000	$730

2024 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year

No Extra Features on Record.

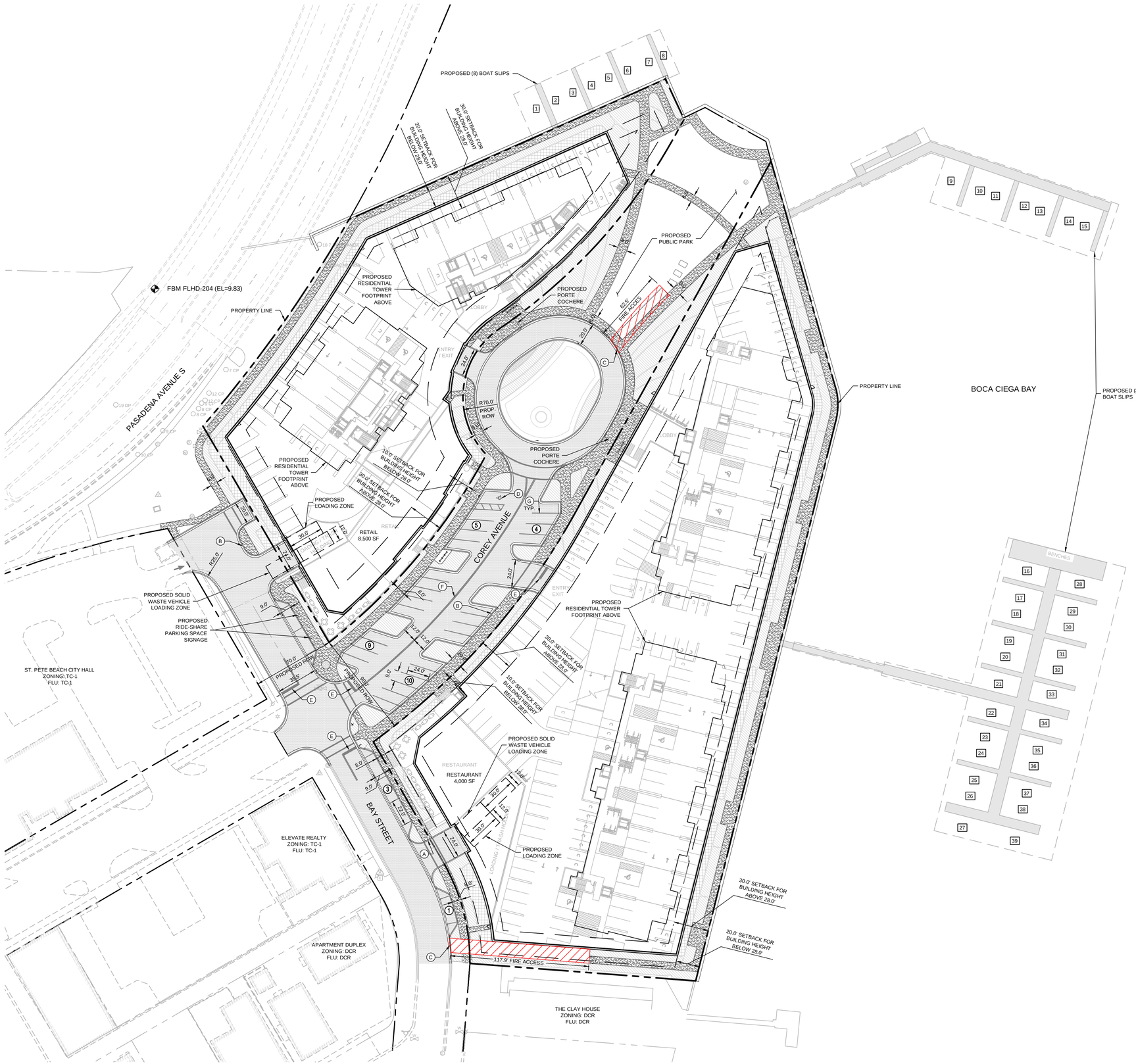
Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value

No Permits on Record.

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.



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK
- FULL DEPTH ASPHALT PAVEMENT AREA
- PROPOSED FIRE ACCESS DRIVE
- (#) PROPOSED PARKING SPACES
- [#] PROPOSED BOAT SLIP NUMBER

KEY NOTE LEGEND

- (A) PROPOSED TYPE 'D' CURB. SEE DETAIL SHEET.
- (B) PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET.
- (C) PROPOSED TYPE 'E' CURB. SEE DETAIL SHEET.
- (D) ACCESSIBLE PARKING SPACE TYPICAL. SEE FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
- (E) PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R1-1 STOP SIGN
- (F) PROPOSED 6" DOUBLE YELLOW THERMOPLASTIC
- (G) PROPOSED 6" WHITE THERMOPLASTIC

SITE DATA TABLE

PROPERTY DATA				
PROJECT NAME	COREY LANDINGS			
JURISDICTION	CITY OF ST. PETE BEACH			
PARCEL NUMBER	25-31-15-78084-000-0141 - 0.20 AC 25-31-15-78084-000-0142 - 0.39 AC 25-31-15-78084-000-0143 - 0.24 AC 36-31-15-00000-140-0110 - 1.07 AC 36-31-15-00000-140-0300 - 0.38 AC 36-31-15-00000-140-0400 - 1.61 AC 36-31-15-13590-000-0010 - 0.23 AC 36-31-15-30672-063-0230 - 0.37 AC			
SUBMERGED LAND	36-31-15-00000-140-0110 - 0.33 AC 36-31-15-00000-140-0410 - 0.73 AC 36-31-15-00000-140-0700 - 0.07 AC LEASE NUMBER 520027033 - 0.13 AC TOTAL 1.26 AC SUBMERGED LANDS			
PROPOSED SITE AREA				
NORTH PARCEL	1.75 AC (76,259 SF)			
SOUTH PARCEL	3.05 AC (132,854 SF)			
TOTAL SITE AREA	4.80 AC (209,113 SF)			
CURRENT ZONING	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)			
CURRENT USE	VACANT SITE / AUTO AND MARINE REPAIR / RESTAURANT			
FUTURE LAND USE	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)			
PROPOSED USE	158 CONDO UNITS 4,000 SF RESTAURANT 8,500 SF RETAIL			
PARKING DATA				
OFF-STREET PARKING	REQUIRED	PROVIDED		
RESIDENTIAL (1 SPACE / BEDROOM)	350 BEDROOMS = 350 SPACES	358 SPACES		
RETAIL SALES (1 SPACE / 300 SF)	8,500 SF = 29 SPACES	29 SPACES		
RESTAURANT (1 SPACE / 100 SF)	4,000 SF = 40 SPACES	40 SPACES		
BOAT SLIPS / NON-LIVE ABOARD (RESIDENTIAL ONLY, 1 SPACE / 4 SLIPS)	35 SLIPS = 9 SPACE	9 SPACE		
TRANSIENT BOAT SLIPS (PER CODE SLIPS COUNT TOWARDS PROVIDED PARKING)	N/A	4 SPACES		
TOTAL:	428 SPACES	440 SPACES		
PUBLIC PARKING (PER LDC SEC 23.3)	AVAILABLE	10% OF AVAILABLE SPACES		
ADJACENT ON-STREET PARKING WITHIN 800 FT OF PROPERTY	ON-STREET: 88 SPACES	8 SPACES		
ZONING DATA				
	ALLOWABLE	NORTH PARCEL	SOUTH PARCEL	TOTAL
DENSITY (UNITS / AC)	24 UNITS / AC (4.80 AC = 115 UNITS)	26.9 (47 UNITS / 1.75 AC)	36.4 (111 UNITS / 3.05 AC)	32.9
RETAIL / RESTAURANT FLOOR AREA RATIO	0.55	0.11 (8,500 SF / 76,259 SF)	0.03 (4,000 SF / 132,854 SF)	0.06
IMPERVIOUS SURFACE RATIO (ONSITE)	0.70	146,350 SF / 209,113 SF = 0.70		
VEGETATIVE GREENSPACE (AC)	-	62,763 SF		

811 Know what's **below.** **Call before you dig.**

GROUNDWATER / DEWATERING NOTE:

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.

No.	REVISIONS	DATE

Kimley»Horn
© 2026 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

DESIGN ENGINEER: SCOTT W. GILNER
FLORIDA REGISTRATION NUMBER: 63945
DATE:

SCALE: AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

CONDITIONAL USE PERMIT
SITE PLAN

COREY LANDINGS

PREPARED FOR:
KT COREY AVE, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE 03/17/2025
PROJECT NO.

SHEET NUMBER
C300

TITLE DESCRIPTION:

PARCEL #1 (GULF COAST DEVELOPMENT PARCEL):

TRACT 1: THAT PART OF TRACT 14 OF PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 23, PAGE(S) 20, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF CAROLINA AVENUE, SAID POINT BEING 376.74 FEET NORTH AND 275.46 FEET EAST OF A MONUMENT IN THE SOUTHEAST CORNER OF BLOCK 63 OF GEORGIA AVENUE REPLAT AS RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE BY A CURVE TO THE RIGHT, RADIUS 481.67 FEET, ARC 135 FEET, CHORD SOUTH 52°13' 53" WEST, 134.56 FEET; THENCE NORTH 30° WEST, 146.2 FEET, MORE OR LESS, TO THE WATERS OF BOCA CIEGA BAY; THENCE IN A NORTHEASTERLY DIRECTION ALONG THE WATERS OF BOCA CIEGA BAY TO A POINT NORTH 30° WEST, 110.2 FEET, MORE OR LESS, FROM THE POINT OF BEGINNING; THENCE SOUTH 30° EAST, 110.2 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

TRACT 2: ALSO THAT PART OF TRACT 14 OF PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 23, PAGE(S) 20, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTHERLY LINE OF CAROLINA AVENUE, 294.33 FEET NORTH AND 169.09 FEET EAST OF THE SOUTHEAST CORNER OF BLOCK 63 OF GEORGIA AVENUE REPLAT AS RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE BY A CURVE TO THE RIGHT, RADIUS 481.67 FEET, ARC 65.22 FEET, CHORD SOUTH 64°08' 23" WEST, 65.17 FEET; THENCE NORTH 30° WEST, 145.95 FEET, MORE OR LESS, TO BOCA CIEGA BAY; THENCE IN A NORTHEASTERLY DIRECTION ON BAY TO INTERSECTION WITH LINE RUNNING NORTH 30° WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 30° EAST, 146.20 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

LESS AND EXCEPT THAT PORTION OF THE ABOVE DESCRIBED TRACTS LYING WITHIN 90 FEET OF THE SURVEY LINE OF STATE ROAD 690, SECTION 15110, SAID SURVEY LINE BEING DESCRIBED IN THAT CERTAIN ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 4039, PAGE 1442, PUBLIC RECORDS OF PINELLAS COUNTY FLORIDA, AS FOLLOWS:

BEGIN ON THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF BLOCK 52, RE-PLAT ST. PETERSBURG BEACH SUBDIVISION, LYING IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, AS RECORDED IN PLAT BOOK 5, PAGES 28 AND 29, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AT A POINT 550.83 FEET NORTH 30°00'19" WEST OF THE MOST SOUTHERLY CORNER OF SAID BLOCK 52; RUN THENCE NORTH 59°51'01" EAST, 1.22 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1041.74 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE, 670.96 FEET THROUGH A CENTRAL ANGLE OF 36°54'10" TO THE END OF SAID CURVE; THENCE NORTH 22°56'51" EAST 1047.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EASTERLY HAVING A RADIUS OF 1909.86 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE (RUNNING FROM SAID SECTION 36 INTO SECTION 30, TOWNSHIP 31 SOUTH, RANGE 16 EAST) 1691.53 FEET THROUGH A CENTRAL ANGLE OF 50°44'45" TO THE END OF SAID CURVE; THENCE NORTH 73°41'36" EAST, 237.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1432.40 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE, 1397.90 FEET THROUGH A CENTRAL ANGLE OF 55°54'57" TO THE END OF SAID CURVE; THENCE NORTH 17°46'39" EAST, 156.65 FEET TO END RIGHT OF WAY DESIGNATED AS STATION 70+00.00.

PARCEL # 2 (COSTA PARCEL):

TRACT OF LAND BEING IN GOVERNMENT LOT 1, SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, AND BEING A PART OF TRACT 14 OF PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 23, PAGE(S) 20, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM A MONUMENT AT THE SOUTHEAST CORNER OF BLOCK 63 OF THE GEORGIA AVENUE REPLAT, AS RECORDED IN PLAT BOOK TWENTY-ONE (21), PAGE EIGHTEEN (18), PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, RUN NORTH 30 DEG. WEST 188.56 FEET ALONG THE MOST EASTERLY LINE OF BLOCK 63; THENCE NORTH 60 DEG. EAST, 426.92 FEET FOR A POINT OF BEGINNING, SAID POINT OF BEGINNING BEING ON THE MOST NORTHERLY LINE OF CAROLINA AVENUE; THENCE IN A NORTHEASTERLY DIRECTION ALONG SAID NORTHERLY LINE OF CAROLINA AVENUE BY A CURVE TO THE LEFT, RADIUS 481.67 FEET, ARC 125 FEET, CHORD NORTH 36 DEG. 46 MIN. EAST 124.63 FEET; THENCE NORTH 29 DEG. 20 MIN. EAST TO THE WATERS OF BOCA CIEGA BAY; THENCE IN A WESTERLY DIRECTION ALONG THE SAID WATERS OF BOCA CIEGA BAY TO AN INTERSECTION WITH A LINE NORTH 30 DEG. WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 30 DEG. EAST TO POINT OF BEGINNING, SAID LANDS BEING IN GOVERNMENT LOT 1, SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, AND BEING A PART OF TRACT NO. 14 AS SHOWN BY PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, RECORDED IN PLAT BOOK 23, PAGE 20, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL # 3 (LEVEROCKS PARCEL):

THAT PART OF GOVERNMENT LOT 1, IN SECTION 36 , TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF BLOCK 52, GEORGIA AVENUE REPLAT, AS RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE ALONG THE SOUTH BOUNDARY OF COREY AVENUE (GEORGIA AVENUE) BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 309.92 FEET, CHORD N.45°03'09"E., 306.42 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID BOUNDARY BY THE FOLLOWING TWO COURSES: (1) 8.00 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 593.99 FEET, CHORD N.29°43'09"E., 8.00 FEET; (2) N.29°20'00"E., 354.18 FEET TO THE WING WALL OF COREY CAUSEWAY; THENCE S.14°42'49" E., 214.18 FEET; THENCE S.14°16'00"W., 197.95 FEET; THENCE N.65°42'32"W, 201.20 FEET TO THE POINT OF BEGINNING.

PARCEL #4: (RICHARDSON PARCEL):

TRACT 1: A TRACT OF LAND LYING IN GOVERNMENT LOT 1 IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF BLOCK 52, GEORGIA AVENUE REPLAT, THENCE ALONG THE SOUTH BOUNDARY OF COREY AVENUE BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 235.96 FEET, CHORD NORTH 48°37'10" EAST, 234.42 FEET TO THE POINT OF BEGINNING #1; THENCE BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 73.96 FEET, CHORD NORTH 33°40'19" EAST 73.96; THENCE SOUTH 65°42'32" EAST, 201.20 FEET; THENCE SOUTH 14°16'00" WEST, 74.05 FEET; THENCE NORTH 65°42'32" WEST 226.14 FEET TO THE POINT OF BEGINNING #1. BEING A FRACTION PART OF GOVERNMENT LOT 1, SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, TOGETHER WITH THE LAND LYING BETWEEN THE SAID LOT AND THE WATERS OF BOCA CIEGA BAY CONTAINED BETWEEN THE SIDE LINES EXTENDED TO THE WATERS THEREOF, TOGETHER WITH THE FOLLOWING DESCRIBED TRACT OF LAND, TO WIT:

TRACT 2: A TRACT OF LAND LYING IN GOVERNMENT LOT 1 IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE AFORESAID POINT OF BEGINNING #1, RUN SOUTH 65°42'32" EAST, 70.14 FEET TO POINT OF BEGINNING #2, THENCE SOUTH 24°17'18" WEST, 6.00 FEET; THENCE SOUTH 65°42'32" EAST, 136.00 FEET; THENCE SOUTH 82°24'30" EAST, 20.88 FEET; THENCE NORTH 65°42'32" WEST, 156.00 FEET TO THE POINT OF BEGINNING #2.

PARCEL #5 (BAYWINDS PARCEL):

TRACT 1: ALL THAT PART OF GOVERNMENT LOT 1, SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEASTERLY CORNER OF COREY AVENUE AND BAY STREET AS RECORDED BY SECOND BAYSIDE ADDITION TO ST. PETERSBURG BEACH AS RECORDED IN PLAT BOOK 25, PAGE 36, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE ALONG COREY AVENUE BY A CURVE TO THE LEFT RADIUS 593.99 FEET, ARC 101.91 FEET, CHORD NORTH 49°17'17" EAST, 101.77 FEET TO POINT OF BEGINNING #1; THENCE ALONG COREY AVENUE BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 73.95 FEET, CHORD NORTH 40°48'23" EAST, 73.92 FEET; THENCE SOUTH 65°42'32" EAST, 226.14 FEET TO BOCA CIEGA BAY; THENCE SOUTH 14°16'00" WEST, 100 FEET ALONG BOCA CIEGA BAY; THENCE NORTH 79°40'47" WEST, 173.15 FEET; THENCE NORTH 30°00'00" WEST, 118.91 FEET TO THE POINT OF BEGINNING #1.

LESS AND EXCEPT THE FOLLOWING DESCRIBED PROPERTY:

FROM THE AFORESAID POINT OF BEGINNING #1, RUN ALONG COREY AVENUE BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 73.95 FEET, CHORD NORTH 40°48'23" EAST, 73.92 FEET; THENCE SOUTH 65°42'32" EAST, 70.14 FEET TO THE POINT OF BEGINNING #2; THENCE SOUTH 24°17'18" WEST, 6.00 FEET; THENCE SOUTH 65°42'32" EAST, 136.00 FEET; THENCE SOUTH 82°24'30" EAST, 20.88 FEET; THENCE NORTH 65°42'32" WEST, 156.00 FEET TO POINT OF BEGINNING #2.

TRACT 2: A TRACT OF LAND SOUTH AND EAST OF COREY AVENUE AND BAY STREET IN THE CITY OF ST. PETERSBURG BEACH, BEING A PART OF GOVERNMENT LOT 1 IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF BLOCK 52, GEORGIA AVENUE REPLAT AS RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, RUN BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 60.08 FEET, CHORD NORTH 57°06'05" EAST, 60.07 FEET; THENCE SOUTH 30° EAST ALONG THE EAST BOUNDARY OF SAID BAY STREET, 100 FEET TO THE POINT OF BEGINNING; CONTINUE THENCE SOUTH 30° EAST ALONG SAID BAY STREET, 18.04 FEET; THENCE BY A CURVE TO THE RIGHT, RADIUS 169.29 FEET, ARC 90.41 FEET, CHORD SOUTH 14°32'32" EAST, 89.33 FEET; THENCE SOUTH 85°21'36" EAST, 191.26 FEET; THENCE NORTH 14°16' EAST, 140.88 FEET; THENCE NORTH 79°40'47" WEST, 173.15 FEET; THENCE SOUTH 60° WEST, 100 FEET TO THE POINT OF BEGINNING.

TRACT 3: A TRACT OF LAND LYING IN GOVERNMENT LOT 1 IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEASTERLY CORNER OF COREY AVENUE AND BAY STREET AS SHOWN ON PLAT OF SECOND BAYSIDE ADDITION TO ST. PETERSBURG BEACH AS RECORDED IN PLAT BOOK 25, PAGE 36, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AS A POINT OF BEGINNING; THENCE RUN ALONG COREY AVENUE BY A CURVE TO THE LEFT, RADIUS 595.99 FEET, ARC 101.91 FEET, CHORD NORTH 49°17'17" EAST, 101.77 FEET; THENCE SOUTH 30° EAST, 118.91 FEET; THENCE SOUTH 60° WEST, 100 FEET TO THE EASTERLY LINE OF BAY STREET; THENCE NORTH 30° WEST ALONG THE EASTERLY LINE OF BAY STREET TO THE POINT OF BEGINNING.

LEASE AREA #1

A PARCEL OF SOVEREIGN SUBMERGED LAND LOCATED IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, BOCA CIEGA BAY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM A MONUMENT AT THE SOUTHEAST CORNER OF BLOCK 63 OF THE GEORGIA AVENUE REPLAT, AS RECORDED IN PLAT BOOK TWENTY-ONE (21), PAGE EIGHTEEN (18), PUBLIC RECORD OF PINELLAS COUNTY, FLORIDA, RUN NORTH 30° WEST 188.56 FEET ALONG THE MOST EASTERLY LINE OF BLOCK 63; THENCE NORTH 60° EAST, 426.92 FEET TO A POINT, SAID POINT BEING ON THE MOST NORTHERLY LINE OF CAROLINA AVENUE (NOW KNOWN AS BAY STREET); THENCE IN A NORTHEASTERLY DIRECTION ALONG SAID NORTHERLY LINE OF CAROLINA AVENUE BY A CURVE TO THE LEFT, RADIUS 481.67 FEET, ARC 125 FEET, CHORD NORTH 36°46' EAST 124.63 FEET; THENCE NORTH 29°20' EAST 16.03 FEET; THENCE NORTH 23°08'07"WESTEST 38.23 FEET TO THE POINT OF BEGINNING; THENCE SOUTH 66°03'04"WEST, ALONG THE MEAN HIGH WATER LINE AND FACE OF SEAWALL, 124.00 FEET; THENCE DEPARTING SAID MEAN HIGH WATER LINE, NORTH 23°56'56" WEST 41.00 FEET; THENCE NORTH 66°03'04"EAST 136.00 FEET; THENCE SOUTH 23°56'56"EAST 41.00 FEET; THENCE SOUTH 66°03'04"WEST 12.00 FEET TO THE POINT OF BEGINNING.

LEASE AREA #2

A PARCEL OF SOVEREIGN SUBMERGED LAND LOCATED IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, BOCA CIEGA BAY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHEAST CORNER OF BLOCK 52 GEORGIA AVENUE REPLAT, AS RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE ALONG THE SOUTH BOUNDARY OF COREY AVENUE (GEORGIA AVENUE) 309.92 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 593.99 FEET, CHORD NORTH 45°03'09" EAST, 306.42 FEET; THENCE 8.00 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 593.99 FEET, CHORD NORTH 29°43'09" EAST, 8.00 FEET; THENCE NORTH 29°20'00" EAST, 345.00 FEET TO A FOUND "X" ON THE SEAWALL; THENCE SOUTH 14°42'49" EAST, 44.73 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING FALLING ON THE FACE OF SEAWALL AND MEAN HIGH WATER LINE; THENCE DEPARTING SAID MEAN HIGH WATER LINE, NORTH 63°46'50"EAST 67.60 FEET; THENCE NORTH 26°13'10"WEST 12.00 FEET; THENCE NORTH 63°46'50"EAST 69.41 FEET; THENCE SOUTH 26°13'10"EAST 12.00 FEET; THENCE SOUTH 71°13'10"EAST 169.41 FEET; THENCE SOUTH 18°46'50"WEST 50.00 FEET; THENCE NORTH 71°13'10"WEST 152.63 FEET; THENCE NORTH18°58'06"EAST 40.00 FEET; THENCE NORTH 71°13'10"WEST 12.77 FEET; THENCE SOUTH 63°46'38"WEST 65.27 FEET; THENCE NORTH 26°13'10"WEST 3.00 FEET; THENCE SOUTH 63°46'45"WEST 68.88 FEET TO A POINT ON THE FACE OF SEAWALL AND MEAN HIGH WATER LINE; THENCE ALONG THE FACE OF SEAWALL, AND MEAN HIGH WATER LINE, N15°54'20"WEST A DISTANCE OF 7.12 FEET TO THE POINT OF BEGINNING.

LEASE AREA #3

A PARCEL OF SOVEREIGN SUBMERGED LAND LOCATED IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, PINELLAS COUNTY, BOCA CIEGA BAY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEASTERLY CORNER OF COREY AVENUE AND BAY STREET AS SHOWN ON THE PLAT OF SECOND BAYSIDE ADDITION TO ST. PETERSBURG BEACH, RECORDED IN PLAT BOOK 25, PAGE 36, PINELLAS COUNTY RECORDS, THENCE RUN ALONG COREY AVENUE BY A CURVE TO THE LEFT, RADIUS 593.99 FEET, ARC 175.86 FEET, CHORD 175.22 FEET, CHORD BEARING NORTH 45°43'23"EAST; THENCE SOUTH 65°42'32"EAST 70.14 FEET; THENCE SOUTH 24°17'18"WEST 6.00 FEET; THENCE SOUTH 65°42'32"EAST 136.00 FEET; THENCE SOUTH 82°24'30"EAST 20.88 FEET TO THE SEAWALL; THENCE SOUTH 74°45'36"EAST 10.91 TO THE MEAN HIGH WATER LINE; THENCE NORTH 16°00'29"EAST, ALONG THE MEAN HIGH WATER LINE, 32.77 FEET; THENCE NORTH 14°39'42"EAST, ALONG THE MEAN HIGH WATER LINE, 19.63 FEET TO THE POINT OF BEGINNING; THENCE NORTH 14°39'42"EAST, ALONG THE MEAN HIGH WATER LINE, 7.00 FEET; THENCE DEPARTING MEAN HIGH WATER LINE, SOUTH 75°47'29"EAST 78.54 FEET; THENCE NORTH 14°09'07"EAST 2.40 FEET; THENCE SOUTH 75°50'53"EAST 75.99 FEET; THENCE NORTH 14°13'06"EAST 128.00 FEET; THENCE SOUTH 75°46'54"EAST 103.01 FEET; THENCE SOUTH 14°12'57"W 257.00 FEET; THENCE NORTH 75°46'56"WEST 103.02 FEET; THENCE NORTH 14°13'04"EAST 117.00 FEET; THENCE NORTH 75°50'53"WEST 75.97 FEET; THENCE NORTH 14°09'07"EAST 2.60 FEET; THENCE NORTH 75°47'38"WEST 78.60 FEET TO THE POINT OF BEGINNING.

(ALTMAN TRUST TRACT):

BLOCK Y, GEORGIA AVENUE REPLAT, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 21, PAGE 18, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

SCHEDULE BII EXCEPTIONS:
Old Republic National Title Insurance Company Commitment for Title Insurance No. 24015650, bearing an effective date of September 23, 2024.

Items 1-6 & 18-22 are not survey matters are are not shown hereon.

9 Reservations contained in Deed recorded in Deed Book 1484, Page 24. (Right of Entry not released) (Parcel 1) **PLOTTED HEREON**

17 Sovereignty Submerged Lands Lease Renewal Modification to Increase Square Footage by Combining 4 Lease Areas (BOT FILE NO. 520004853) recorded in Official Record Book 22935, Page1362 **PLOTTED HEREON**

24 Dedications contained on the Plat of Georgia Avenue Replat recorded in Plat Book 21, Page 18, of the Public Records of Pinellas County, Florida. **NO MATTERS TO PLOT**

SURVEYOR'S CERTIFICATION:

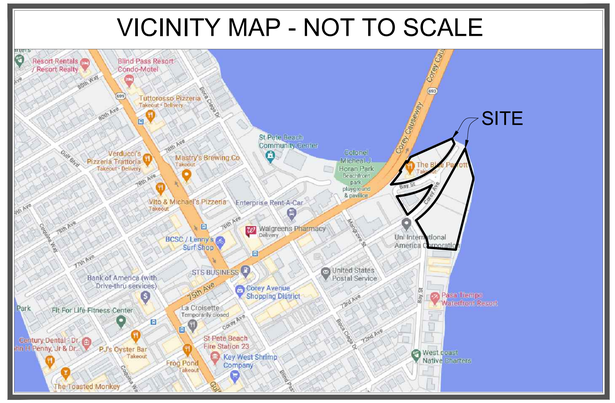
To: KT Corey Ave LLC; CIBC Bank USA, its successors and/or assigns; Old Republic National Title Insurance Company; and K Title Company LLC.

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), 8, 13, 14, 16, 17, 18, 19, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 2/27/2024.

Pierson Monetti
2024.10.22
06:10:56 -04'00'

Pierson A. Monetti
Professional Land Surveyor No. 7227
In the State of Florida

VICINITY MAP - NOT TO SCALE



(BLUE PARROTT TRACT):

LOTS A AND B, OF CAROLINA AVENUE REPLAT, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 82, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

LESS THAT PORTION TAKEN PURSUANT TO ORDER OF TAKING RECORDED IN OFFICIAL RECORDS BOOK 2010, PAGE 135, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND AS FURTHER DESCRIBED BELOW:

THAT PART OF:

LOTS A & B, CAROLINA AVENUE REPLAT, IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 82, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

LYING WITHIN 40 FEET OF THE SURVEY LINE OF STATE ROAD 690, SECTION 15110; SAID SURVEY LINE BEING DESCRIBED AS FOLLOWS:

BEGIN ON THE NORTHWESTERLY EXTENSION OF THE NORTHWESTERLY EXTENSION OF THE NORTHEASTERLY BOUNDARY OF BLOCK 52, GEORGIA AVENUE REPLAT IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 18, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AT A POINT 494.53 FEET NORTH 30°09'10" WEST OF THE EASTERNMOST CORNER OF SAID BLOCK 52; SAID POINT BEING ON A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1041.74 FEET, THENCE FROM A TANGENT BEARING OF NORTH 43°09'42" EAST, RUN NORTHEASTERLY ALONG SAID CURVE 367.53 FEET THROUGH AN ANGLE OF 20°12'51" TO THE END OF SAID CURVE; THENCE NORTH 22°56'51" EAST 1048.54 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE SOUTHEASTERLY HAVING A RADIUS OF 1909.86 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE 1691.53 FEET THROUGH A CENTRAL ANGLE OF 50°44'45" THROUGH SAID SECTION 36 AND INTO SECTION 30, TOWNSHIP 31 SOUTH, RANGE 16 EAST, TO THE END OF SAID CURVE; THENCE NORTH 73°41'36" EAST 237.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1432.40 FEET; THENCE NORTHEASTERLY ALONG SAID CURVE 1245.27 FEET THROUGH AN ANGLE OF 49°48'39" TO THE EASTERLY EXTENSION OF THE SOUTHERLY BOUNDARY OF TRACT 4, COREY BRIDGEHEAD SUBDIVISION IN SAID SECTION 30, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 32, PAGE 29, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AT A POINT 475.26 FEET SOUTH 89°45'02" EAST OF THE SOUTHWESTERLY CORNER OF SAID TRACT 4.

AND LESS PORTION CONVEYED BY DEED RECORDED IN OFFICIAL RECORDS BOOK 4032, PAGE 1527, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND AS FURTHER DESCRIBED BELOW:

THAT PART OF:

LOTS A & B, CAROLINA AVENUE REPLAT, IN SECTION 36, TOWNSHIP 31 SOUTH, RANGE 15 EAST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 21, PAGE 82, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

LYING WITHIN 90 FEET OF THE SURVEY LINE ON STATE ROAD 690, SECTION 15110, SOUTHWESTERLY OF STATION 42+00; LYING WITHIN 80 FEET OF SAID SURVEY LINE, BETWEEN STATION 42+00 AND STATION LINE 42+70; LYING WITHING 90 FEET OF SAID SURVEY LINE, NORTHEASTERLY OF STATION 42+70; SAID SURVEY LINE AND STATIONS BEING DESCRIBED AND LOCATED AS FOLLOWS:

BEGIN ON THE NORTHWESTERLY EXTENSION OF THE SOUTHWESTERLY LINE OF BLOCK 52, REPLAT ST. PETERSBURG BEACH SUBDIVISION, IN SECTION 35, TOWNSHIP 31 SOUTH, RANGE 15 EAST, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 5, PAGES 28 AND 29, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AT A POINT 550.83 FEET NORTH 30°00'19" WEST OF THE MOST SOUTHERLY CORNER OF SAID BLOCK 52, RUN THENCE NORTH 59°51'01" EAST 1.22 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1041.74 FEET, THENCE NORTHEASTERLY ALONG SAID CURVE 440.61 FEET THROUGH AN ANGLE 24°14'01" TO STATION 42+00; CONTINUE THENCE NORTHEASTERLY ALONG SAID CURVE 70 FEET THROUGH AN ANGLE OF 3°51'00" TO STATION 42+70; CONTINUE THENCE NORTHEASTERLY ALONG SAID CURVE 160.35 FEET THROUGH AN ANGLE OF 8°49'09" TO THE END OF SAID CURVE. THENCE NORTH 22°56'51" EAST 1047.88 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE EASTERLY HAVING A RADIUS OF 1909.86 FEET, THENCE NORTHEASTERLY ALONG SAID CURVE (RUNNING FROM SAID SECTION 36, INTO SECTION 30, TOWNSHIP 31 SOUTH, RANGE 16 EAST) 1691.53 FEET THROUGH A CENTRAL ANGLE OF 50°44'45" TO THE END OF SAID CURVE, THENCE NORTH 73°41'36" EAST 237.27 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWESTERLY HAVING A RADIUS OF 1432.40 FEET. THENCE NORTHEASTERLY ALONG SAID CURVE 1397.90 FEET THROUGH A CENTRAL ANGLE OF 55°54'57" TO THE END OF SAID CURVE, THENCE NORTH 17°46'39" EAST 156.65 FEET TO END RIGHT OF WAY JOB DESIGNATED AS STATION 70+00.00.

LESS EXISTING RIGHTS OF WAY.

AS-SURVEYED DESCRIPTION:

Parcel 1:

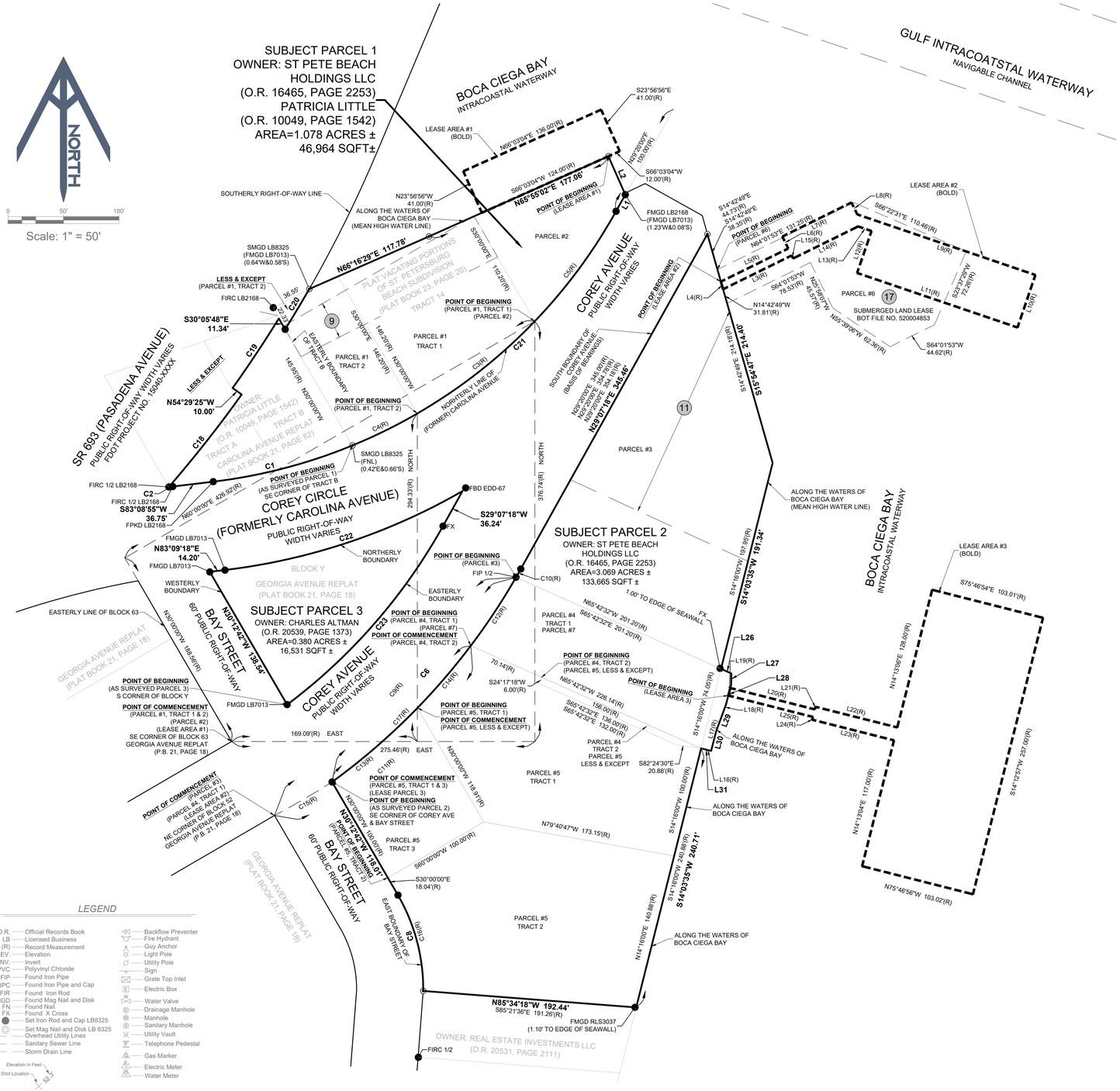
A portion of TRACT 14 of PLAT VACATING PORTIONS OF REPLAT OF ST. PETERSBURG BEACH, according to the map or plat thereof recorded in Plat Book 23, Page 20, Public Records of Pinellas County, Florida, together with portions of TRACT A and TRACT B, CAROLINA AVENUE REPLAT, according to the map or plat thereof recorded in Plat Book 21, Page 82, Public Records of Pinellas County, Florida lying in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, and being more particularly described as follows:

BEGIN at the Southeast corner of said TRACT B, CAROLINA AVENUE REPLAT, thence along the Northerly right-of-way line of Corey Avenue, the following three (3) courses: 1) 130.00 feet in a westerly direction along a curve turning to the right, having a central angle of 15°27'52", with a radius of 481.67 feet, having a chord bearing of S.75°24'14"W. and a chord distance of 129.61 feet; 2) S.83°08'55"W., a distance of 36.75 feet; 3) 3.56 feet in a westerly direction along a non-tangent curve turning to the right, having a central angle of 00°14'15", with a radius of 858.51 feet, having a chord bearing of S.83°01'48"W. and a chord distance of 3.56 feet to a point on the Southerly Right-of-way line of SR 693 (PASADENA AVENUE) As shown on FDOT Project No. 15040-XXXZX; thence along said Southerly right-of-way line, the following five (5) courses: 1) 106.19 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 05°22'33", with a radius of 1,131.74 feet, having a chord bearing of N.38°11'51"E. and a chord distance of 106.15 feet; 2) N.54°29'25"W., a distance of 10.00 feet; 3) 75.25 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 03°50'38", with a radius of 1,121.74 feet, having a chord bearing of N.33°35'16"E. and a chord distance of 75.24 feet; 4) S.30°05'46"E., a distance of 11.34 feet; 5) 42.40 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 02°08'48", with a radius of 1,131.74 feet, having a chord bearing of N.30°51'51"E. and a chord distance of 42.40 feet to the Mean High Water Line of Boca Ciega Bay; thence along said Mean High Water Line, the following three (3) courses: 1) N.66°16'29"E., a distance of 117.78 feet; 2) N.65°55'02"E., a distance of 177.06 feet; 3) S.23°44'49"E., a distance of 37.80 feet to a point on the Northerly right-of-way line of Corey Avenue; thence along said right-of-way line, the following two courses: 1) S.29°04'55"W., a distance of 17.17 feet; 2) 323.77 feet in a southwesterly direction along a tangent curve turning to the right, having a central angle of 38°34'39", with a radius of 480.87 feet, having a chord bearing of S.48°22'14"W. and a chord distance of 317.69 feet to the **POINT OF BEGINNING.**

Containing 1.078 acres, or 46,964 square feet, more or less.

Parcel 2:
A parcel of land located in Section 36, Township 31 South, Range 15 East, Pinellas County, Florida, and being more particularly described as follows:

BEGIN at the Southeasterly corner of Corey Avenue and Bay Street, run thence along the Southerly right-of-way line of said Corey Avenue, the following two (2) courses: 1) 258.44 feet in a northeasterly direction along a non-tangent curve turning to the left, having a central angle of 24°55'42", with a radius of 593.99 feet, having a chord bearing of N.41°31'42"E. and a chord distance of 256.40 feet; 2) N.29°07'18"E., a distance of 345.46 feet to the Mean High Water Line of Boca Ciega Bay; thence along said Mean High Water Line, the following nine (9) courses: 1) thence S.15°54'47"E., a distance of 214.40 feet; 2) S.14°03'35"W., a distance of 191.34 feet; 3) S.65°55'14"E., a distance of 10.23 feet; 4) S.01°01'29"W., a distance of 10.01 feet; 5) S.14°38'59"W., a distance of 18.58 feet; 6) S.20°07'32"W., a distance of 25.42 feet; 7) S.14°29'55"W., a distance of 18.48 feet; 8) N.75°56'42"W., a distance of 9.31 feet; 9) S.14°03'35"W., a distance of 240.71 feet; thence N.85°34'18"W., a distance of 192.44 feet to a point on the Easterly right-of-way line of aforesaid Bay Street; thence along said Easterly right-of-way line, 90.38 feet in a northerly direction along a non-tangent curve turning to the left, having a central angle of 30°35'20", with a radius of 169.29 feet,



LINE TABLE

LINE #	LENGTH	DIRECTION
L1	17.17'	S29°04'55"W
L1(R)	16.03'	N29°20'00"E
L2	37.80'	S23°44'49"E
L2(R)	38.23'	N23°08'07"W
L3(R)	68.88'	S63°46'45"W
L4(R)	7.12'	N15°54'20"W
L5(R)	67.60'	N63°46'50"E
L6(R)	12.00'	N26°13'10"W
L7(R)	69.41'	N63°46'50"E
L8(R)	12.00'	S26°13'10"E
L9(R)	169.41'	S71°13'10"E
L10(R)	50.00'	S18°46'50"W
L11(R)	152.63'	N71°13'10"W
L12(R)	40.00'	N18°58'06"E
L13(R)	12.77'	N71°13'10"W
L14(R)	65.27'	S63°46'38"W
L15(R)	3.00'	N26°13'10"W
L16(R)	10.91'	S74°45'36"E
L17(R)	32.77'	N16°00'29"E
L18(R)	19.63'	N14°39'42"E
L19(R)	7.00'	N14°35'32"E
L20(R)	78.54'	S75°47'29"E
L21(R)	2.40'	N14°09'07"E
L22(R)	75.99'	S75°50'53"E
L23(R)	75.97'	N75°50'53"W
L24(R)	2.60'	N14°09'07"E
L25(R)	78.60'	N75°47'38"W
L26	10.23'	S65°55'14"E
L27	10.01'	S01°01'29"W
L28	18.58'	S14°38'59"W
L29	25.42'	S20°07'32"W
L30	18.48'	S14°29'55"W
L31	9.31'	N75°56'42"W

CURVE TABLE

CURVE #	LENGTH	RADIUS	DELTA	CHORD DIRECTION	CHORD LENGTH
C1	130.00'	481.67'	015°27'52"	S75°24'14"W	129.61'
C2	3.56'	858.51'	000°14'15"	S83°01'48"W	3.56'
C3(R)	135.00'	481.67'	016°03'31"	S52°13'53"W	134.56'
C4(R)	65.22'	481.67'	007°45'29"	S64°08'23"W	65.17'
C5(R)	125.00'	481.67'	014°52'00"	N36°46'00"E	124.63'
C6	258.44'	593.99'	024°55'42"	N41°31'42"E	256.40'
C8	90.38'	169.29'	030°35'20"	N14°45'26"W	89.31'
C9(R)	309.92'	593.99'	029°53'42"	N45°03'09"E	306.42'
C10(R)	8.00'	593.99'	000°46'18"	N29°43'09"E	8.00'
C11(R)	235.96'	593.99'	022°45'41"	N48°37'10"E	234.42'
C12(R)	73.96'	593.99'	007°08'19"	N33°40'19"E	73.96'
C13(R)	101.91'	595.99'	009°47'44"	N49°17'17"E	101.77'
C14(R)	73.95'	593.99'	007°08'06"	N40°48'23"E	73.92'
C15(R)	60.08'	593.99'	005°47'48"	N57°06'05"E	60.07'
C16(R)	90.41'	169.29'	030°35'45"	S14°32'32"E	89.33'
C17(R)	175.86'	593.99'	016°57'48"	N45°43'23"E	175.22'
C18	106.19'	1131.74'	005°22'33"	N38°11'51"E	106.15'
C19	75.25'	1121.74'	003°50'38"	N33°35'16"E	75.24'
C20	42.40'	1131.74'	002°08'48"	N30°51'51"E	42.40'
C21	323.77'	480.87'	038°34'39"	S48°22'14"W	317.69'
C22	226.60'	561.67'	023°06'57"	N71°35'48"E	225.07'
C23	214.98'	513.99'	023°57'52"	S41°06'15"W	213.42'

LEGEND

- O.R. — Official Records Book
- LB — Licensed Business
- (R) — Record Measurement
- ELEV — Elevation
- INV — Invert
- PVC — Polyvinyl Chloride
- FIP — Found Iron Pipe
- FIPC — Found Iron Pipe and Cap
- FIR — Found Iron Rod
- FMGD — Found Mag Nail and Disk
- FN — Found Nail
- FX — Found X Cross
- Set Iron Rod and Cap LB8325
- Set Mag Nail and Disk LB 8325
- OU — Overhead Utility Lines
- S — Sanitary Sewer Line
- SD — Storm Drain Line
- Elevation in Feet
- Elevation Shot Location
- Backflow Preventer
- Fire Hydrant
- Guy Anchor
- Light Pole
- Utility Pole
- Sign
- Grate Top Inlet
- Electric Box
- Water Valve
- Drainage Manhole
- Manhole
- Sanitary Manhole
- Utility Vault
- Telephone Pedestal
- Gas Marker
- Electric Meter
- Water Meter

TREE LEGEND

- CP — Cabbage/Sabal Palm
- LI — Live Oak
- QP — Queen Palm
- UNK — Unknown
- WP — Washingtonia Palm

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

Corey Landing
ALTA, Topographic, Tree, & Bathymetric Survey
Project Address
Prepared for:
Kimley Horn
Section 36, Township 31 South, Range 15 East,
Pinellas County, FL

Project Number: 200122 | **Sheet 2 of 4**

NORTH

0 30' 60'

Scale: 1" = 30'

LEGEND

O.R. ------ Official Records Book
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ELEV. ------ Elevation
INV. ------ Invert
PVC ------ Polyvinyl Chloride
FIP ------ Found Iron Pipe
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FIR ------ Found Iron Rod
FMND ------ Found Mag Nail and Disk
FN ------ Found Nail
FX ------ Found X Cross
------ Set Iron Rod and Cap LB8325
------ Set Mag Nail and Disk LB 8325
OU ------ Overhead Utility Lines
S ------ Sanitary Sewer Line
SD ------ Storm Drain Line

Elevation In Feet
Elevation Shot Location

Backflow Preventer
Fire Hydrant
Guy Anchor
Light Pole
Utility Pole
Sign
Grate Top Inlet
Electric Box
Water Valve
Drainage Manhole
Manhole
Sanitary Manhole
Utility Vault
Telephone Pedestal
Gas Marker
Electric Meter
Water Meter

TREE LEGEND

CP -------- Cabbage/Sabal Palm
LI -------- Live Oak
QP -------- Queen Palm
UNK -------- Unknown
WP -------- Washingtonia Palm

Live Oak
Tree location
36 LI
36'
41'
Tree species
Diameter in inches at chest height

See Sheet 1 For Surveyor's Certificate

Survey History		
Date	Description	By

MRIC SPATIAL
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Tampa, FL 33606
813-515-0821
MRICSpatial.com
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Project Number: 200122 | **Sheet 3 of 4**

MATCH LINE
SEE SHEET 3

MATCH LINE
SEE SHEET 3

LEGEND

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- Elevation In Feet
- Elevation Shot Location 52.3
- ------ Backflow Preventer
- ------ Fire Hydrant
- ------ Guy Anchor
- ------ Light Pole
- ------ Utility Pole
- ------ Sign
- ------ Grate Top Inlet
- ------ Electric Box
- ------ Water Valve
- ------ Drainage Manhole
- ------ Manhole
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- ------ Utility Vault
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- ------ Electric Meter
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Pinellas County, FL

Project Number: 200122 | **Sheet 4 of 4**

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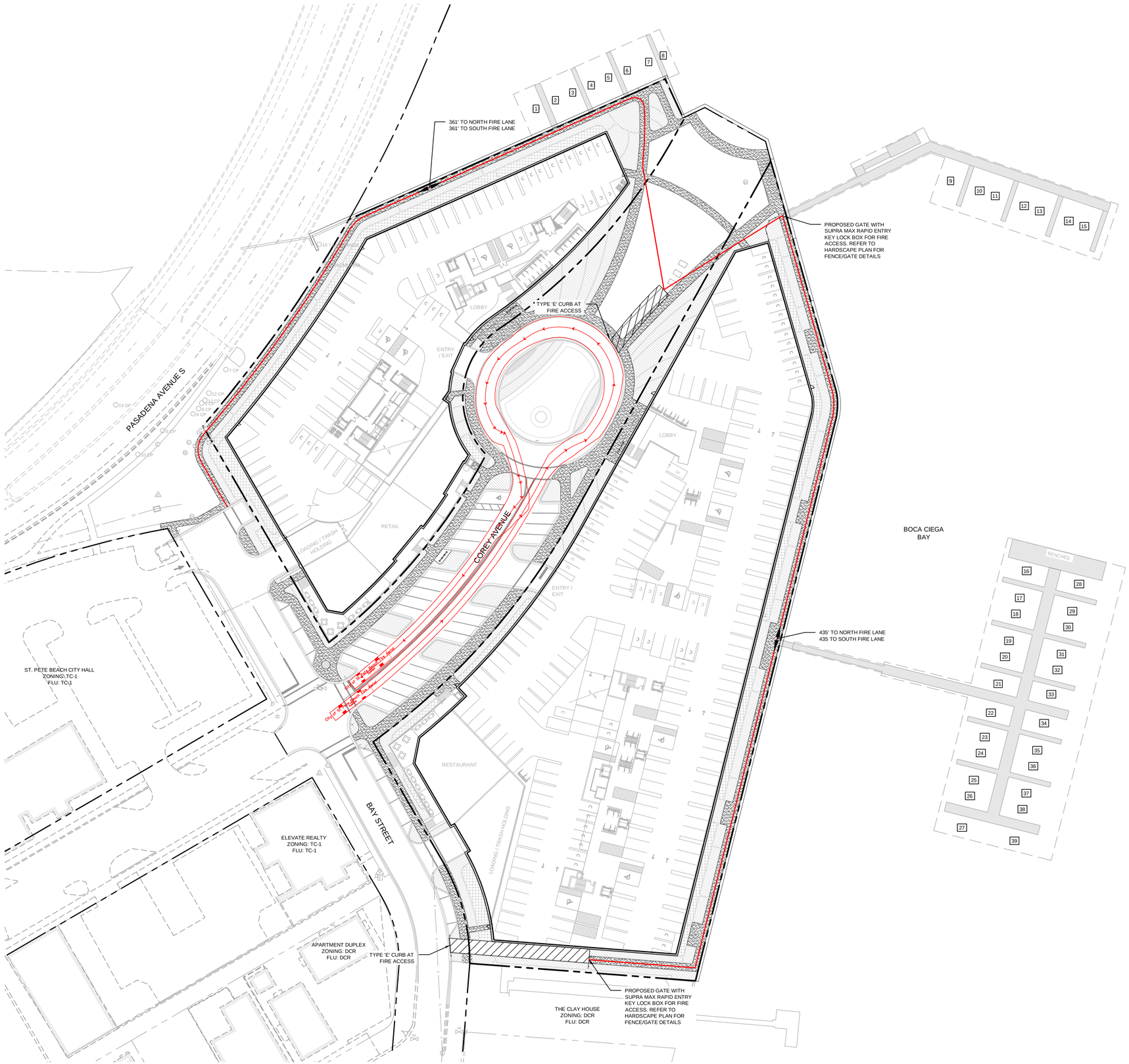


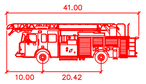
NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

PROPERTY LINE
PROPOSED BUILDING
PROPOSED FIRE ACCESS PATH

FIRE TRUCK SIMULATION DETAILS



City of St Pete Beach Fire Aerial

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

Know what's **below.** **Call before you dig.**

GROUNDWATER / DEWATERING NOTE:

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.

No.	REVISIONS	DATE

Kimley»Horn

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201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

DESIGN ENGINEER: SCOTT W. GILNER
FLORIDA REGISTRATION NUMBER: 63945
DATE:

SCALE: AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

FIRE TRUCK AUTOTURN EXHIBIT

COREY LANDINGS

PREPARED FOR:
KT COREY AVE, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE 03/17/2025

PROJECT NO.

SHEET NUMBER
EX-1

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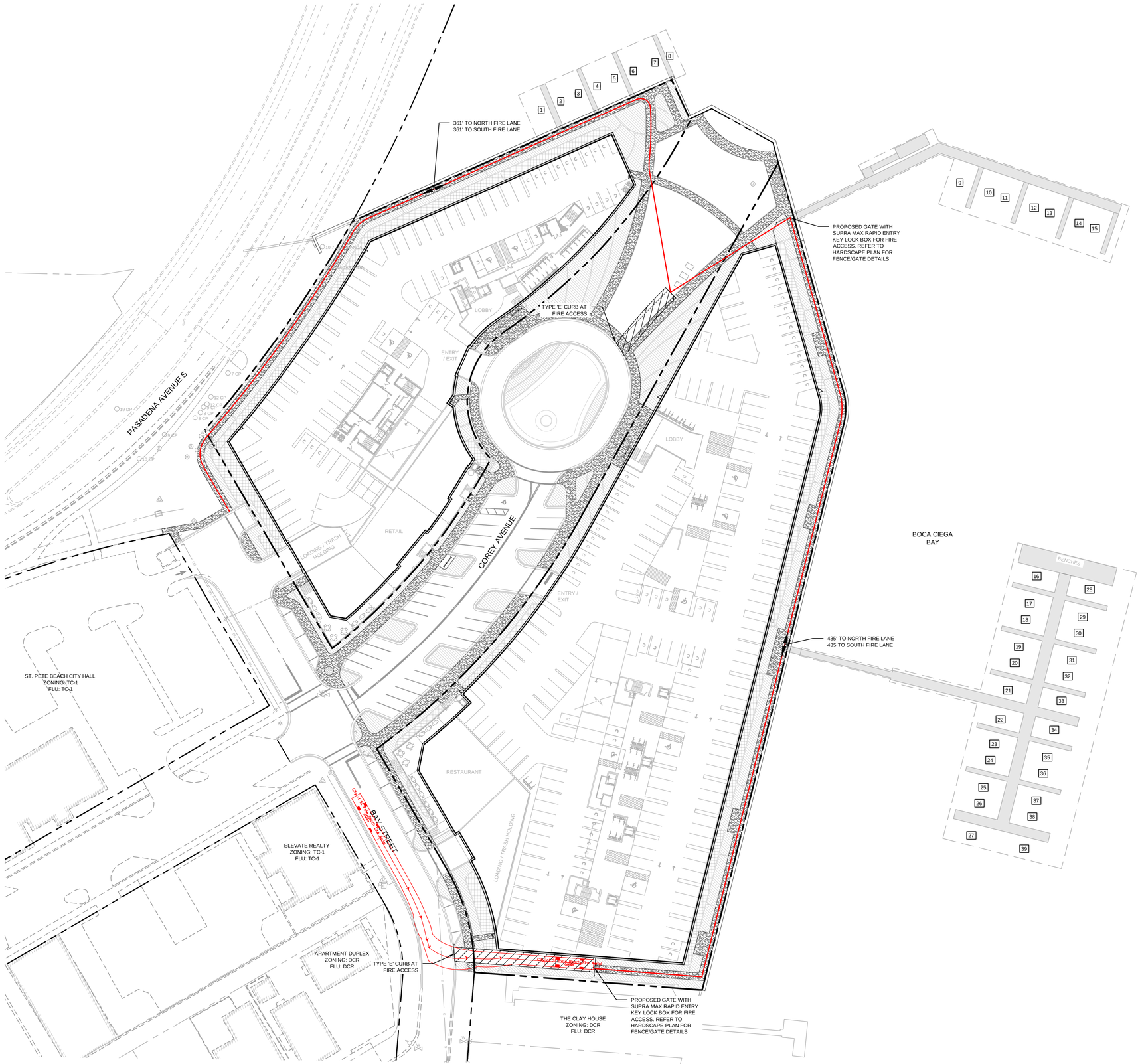
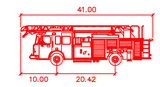


GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED FIRE ACCESS PATH

FIRE TRUCK SIMULATION DETAILS



City of St Pete Beach Fire Aerial

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

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No.	REVISIONS	DATE

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FLORIDA REGISTRATION NUMBER: 63945
DATE:

SCALE: AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

FIRE TRUCK AUTOTURN EXHIBIT

COREY LANDINGS

PREPARED FOR:
KT COREY AVE, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE 03/17/2025
PROJECT NO.

SHEET NUMBER
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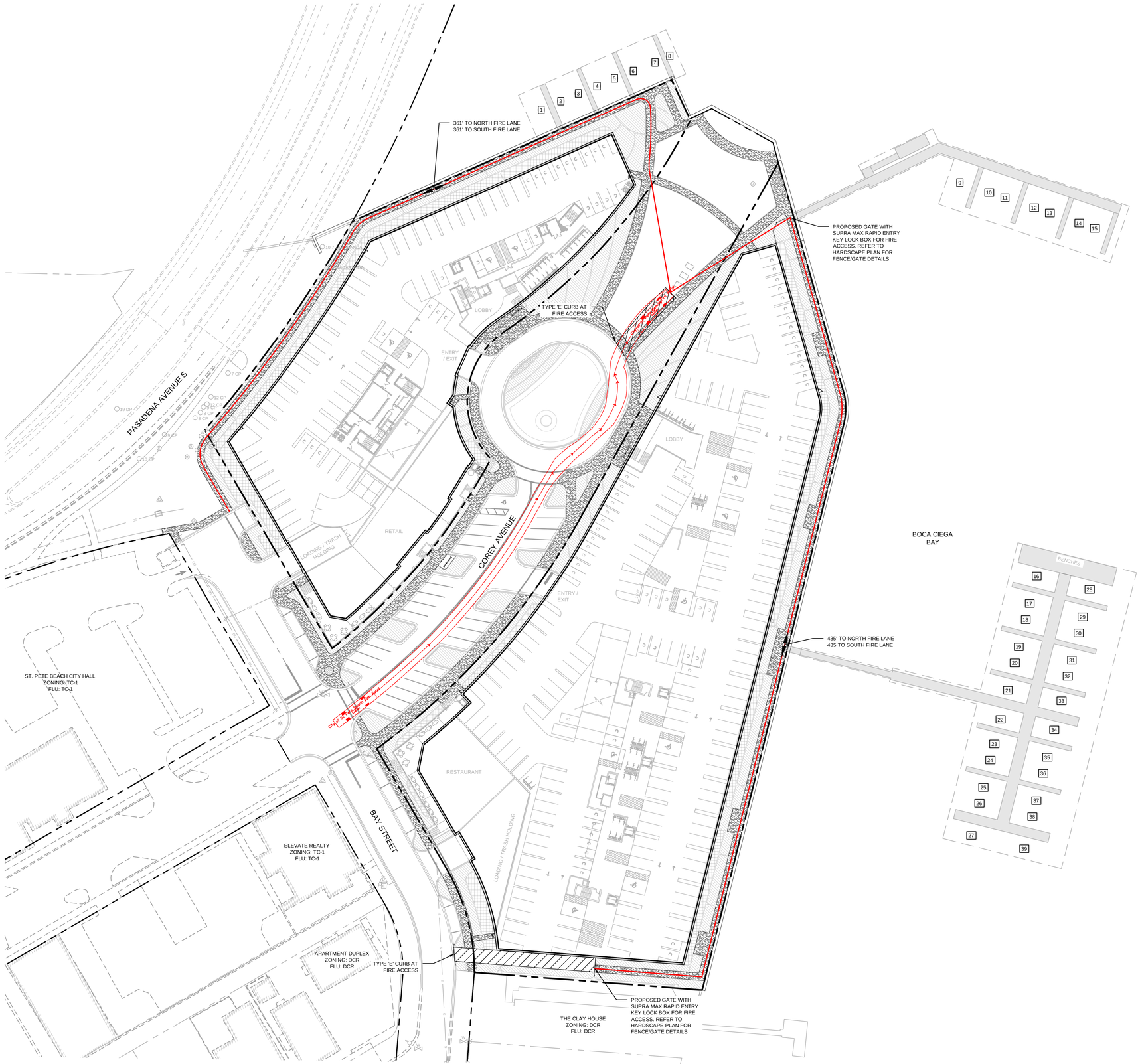


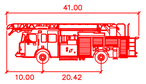
NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED FIRE ACCESS PATH

FIRE TRUCK SIMULATION DETAILS



City of St Pete Beach Fire Aerial

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
Steering Angle	: 45.0

811 Know what's **below.** **Call before you dig.**

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No.	REVISIONS	DATE

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DESIGN ENGINEER: SCOTT W. GILNER
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DATE:

SCALE: AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

FIRE TRUCK AUTOTURN EXHIBIT

COREY LANDINGS

PREPARED FOR:
KT COREY AVE, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE 03/17/2025

PROJECT NO.

SHEET NUMBER
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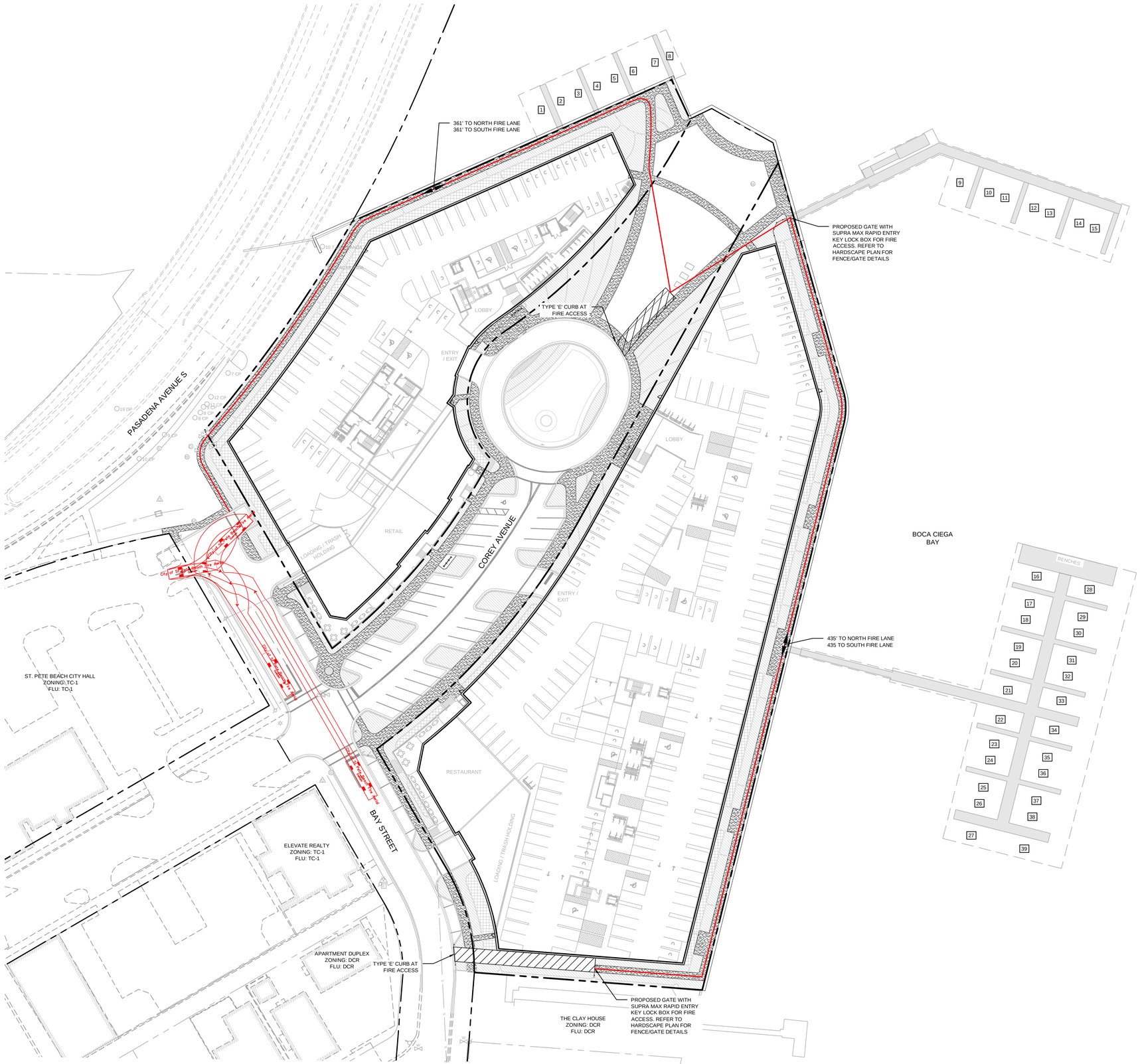


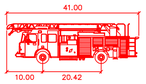
NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED FIRE HOSE PATH

FIRE TRUCK SIMULATION DETAILS



City of St Pete Beach Fire Aerial

	feet
Width	: 8.33
Track	: 8.33
Lock to Lock Time	: 6.0
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No.	REVISIONS	DATE

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PHONE: 813-620-1460
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DESIGN ENGINEER: SCOTT W. GILNER
FLORIDA REGISTRATION NUMBER: 63945
DATE:

SCALE AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

FIRE TRUCK AUTOTURN EXHIBIT

COREY LANDINGS

PREPARED FOR:
KT COREY AVE, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE 03/17/2025

PROJECT NO.

SHEET NUMBER
EX-4

Traffic Impact Analysis
Prepared for City of St. Pete Beach, Florida

Corey Landings

City of St. Pete Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Tampa, Florida

©Kimley-Horn and Associates, Inc.
May 2025

Traffic Impact Analysis
Prepared for City of St. Pete Beach, Florida

Corey Landings

City of St. Pete Beach, Florida

Prepared by:

Kimley-Horn and Associates, Inc.
Tampa, Florida

Rebecca Bond

Digitally signed by Rebecca Bond
DN: CN=Rebecca Bond, dnQualifier=A01410D0000018F069470B200113B7B, O=KIMLEY-HORN AND ASSOCIATES INC., C=US
Date: 2025.05.06 11:16:30-04'00'

Rebecca (Becca) Bond, P.E.
FL PE #93870

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May 2025

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Appendix C: Project Traffic Distribution Model Output
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INTRODUCTION

This Traffic Impact Analysis (TIA) is provided for the proposed Corey Landings development generally located south of 75th Avenue at the eastern terminus of Corey Avenue in the City of St. Pete Beach, Florida. To properly address the transportation impacts related to the proposed development in accordance with Section 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 provided in Appendix A.

There are currently two buildings located on the project site, however, both buildings are vacant and will be demolished. The Corey Landing's development is proposed to consist of up to 162 mid-rise multifamily dwelling units, 9,000 square feet of retail use, and 5,000 square feet of restaurant use. The build out year is 2030.

As shown in the conceptual site plan provided in Appendix B, access to the site is provided through the follow access connections:

- One (1) full access connection along Corey Avenue (West Driveway)
- One (1) traffic circle access connection along Corey Avenue (East Driveway)
- Two (2) full access connections along Bay Street for loading/trash holding (not for public use)

The project location map shown in Figure 1.

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

COREY LANDINGS
PINELLAS COUNTY, FLORIDA

Project No: 148401036	Scale: As Noted	April 2025	Figure 1

A methodology letter was prepared by Kimley-Horn and included in Appendix A. In general, the following procedural steps were undertaken in this Traffic Impact Analysis:

- Traffic volumes anticipated to be generated by the proposed development 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 1.0%; and
- Intersection and roadway segment operational analyses within the study area for existing, future background, and future total scenarios were completed using the *Synchro* Version 12, software package and the Forward Pinellas *2024 Annual Level of Service Report*.

PROJECT TRAFFIC

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

Project Location

The project site is generally located south of 75th Avenue at the eastern terminus of Corey Avenue 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 the follow access connections:

- One (1) full access connection along Corey Avenue (West Driveway)
- One (1) traffic circle access connection along Corey Avenue (East Driveway)

Proposed Land Use

There are currently two buildings located on the project site, however, both buildings are vacant and will be demolished. The Corey Landing's development is proposed to consist of up to 162 mid-rise multifamily dwelling units, 9,000 square feet of retail use, and 5,000 square feet of restaurant use.

Trip Generation

Traffic volumes for the proposed development were estimated using the Institute of Transportation Engineer's (ITE), *Trip Generation Manual*, 11th Edition, for the following Land Use Codes (LUC):

- LUC 221 – Multifamily Housing (Mid Rise)
- LUC 822 – Strip Retail Plaza (<40k)
- LUC 932 – High-Turnover (Sit-Down) Restaurant

Pass-by rates provided in the ITE *Trip Generation Manual*, 11th Edition and the internal capture trip methodology provided in the ITE *Trip Generation Handbook*, 3rd Edition, were utilized for the mixed-use development. Pursuant to the Forward Pinellas MPO Traffic Impact Study Methodology defined in the Annual Level of Service Report, internal capture trip ends were reduced to not exceed twenty-five percent (25%) of the gross project trip ends.

The proposed Corey Landings development is anticipated to generate 99 net, new trips (61 entering/38 exiting) in the p.m. peak-hour and 104 net, new trips (54 entering/50 exiting) in the Saturday peak-hour. The trip generation potential for the p.m. peak-hour and the Saturday peak-hour is summarized in Table 1 and Table 2, respectively.

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

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE[1]		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		P.M. NET NEW EXTERNAL TRIPS		
Land Use	ITE Code	Scale	Units	In	Out	In	Out	Total	Percent	Total	In	Out	Total	Percent	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	162	DU	61%	39%	39	25	64	25.0%	16	31	17	48	-	0	31	17	48
Strip Retail Plaza (<40k)	822	9.0	KSF	50%	50%	36	36	72	25.0%	18	27	27	54	40.0%[2]	22	16	16	32
High-Turnover (Sit-Down) Restaurant	932	5.0	KSF	61%	39%	28	17	45	25.0%	11	22	12	34	43.0%	15	14	5	19
					Total:	103	78	181	-	45	80	56	136	-	37	61	38	99

1. Internal Capture was reduced to not exceed 25% of gross project trip ends.
2. Pass-by capture utilized the values from LUC 821 as a pass-by rate for LUC 822 is not provided by ITE.

Table 2: Saturday Peak-Hour Project Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE[1]		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		SATURDAY NET NEW EXTERNAL TRIPS		
Land Use	ITE Code	Scale	Units	In	Out	In	Out	Total	Percent	Total	In	Out	Total	Percent	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	162	DU	51%	49%	33	32	65	25.0%	16	25	24	49	-	0	25	24	49
Strip Retail Plaza (<40k)	822	9.0	KSF	51%	49%	30	29	59	25.0%	14	23	22	45	31.0%[2]	14	16	15	31
High-Turnover (Sit-Down) Restaurant	932	5.0	KSF	51%	49%	29	27	56	25.0%	14	22	20	42	43.0%[3]	18	13	11	24
					Total:	92	88	180	-	44	70	66	136	-	32	54	50	104

1. Internal Capture was reduced to not exceed 25% of gross project trip ends.
2. Pass-by capture utilized the values from LUC 821 as a pass-by rate for LUC 822 is not provided by ITE.
3. Pass-by capture utilized the p.m. peak-hour values as Saturday data is not provided by ITE.

Trip Distribution and Assignment

New traffic expected to be generated by the proposed Corey Landings development was distributed and assigned to the adjacent roadway network based upon the Florida Standard Urban Transportation Model Structure (FSUTMS) E+C network for District Seven, with the incorporation of the most current socio-economic and network data sets. The model output is provided in Appendix C. Assignment of project traffic at the proposed project driveways was based upon the internal circulation plan designed for the site.

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

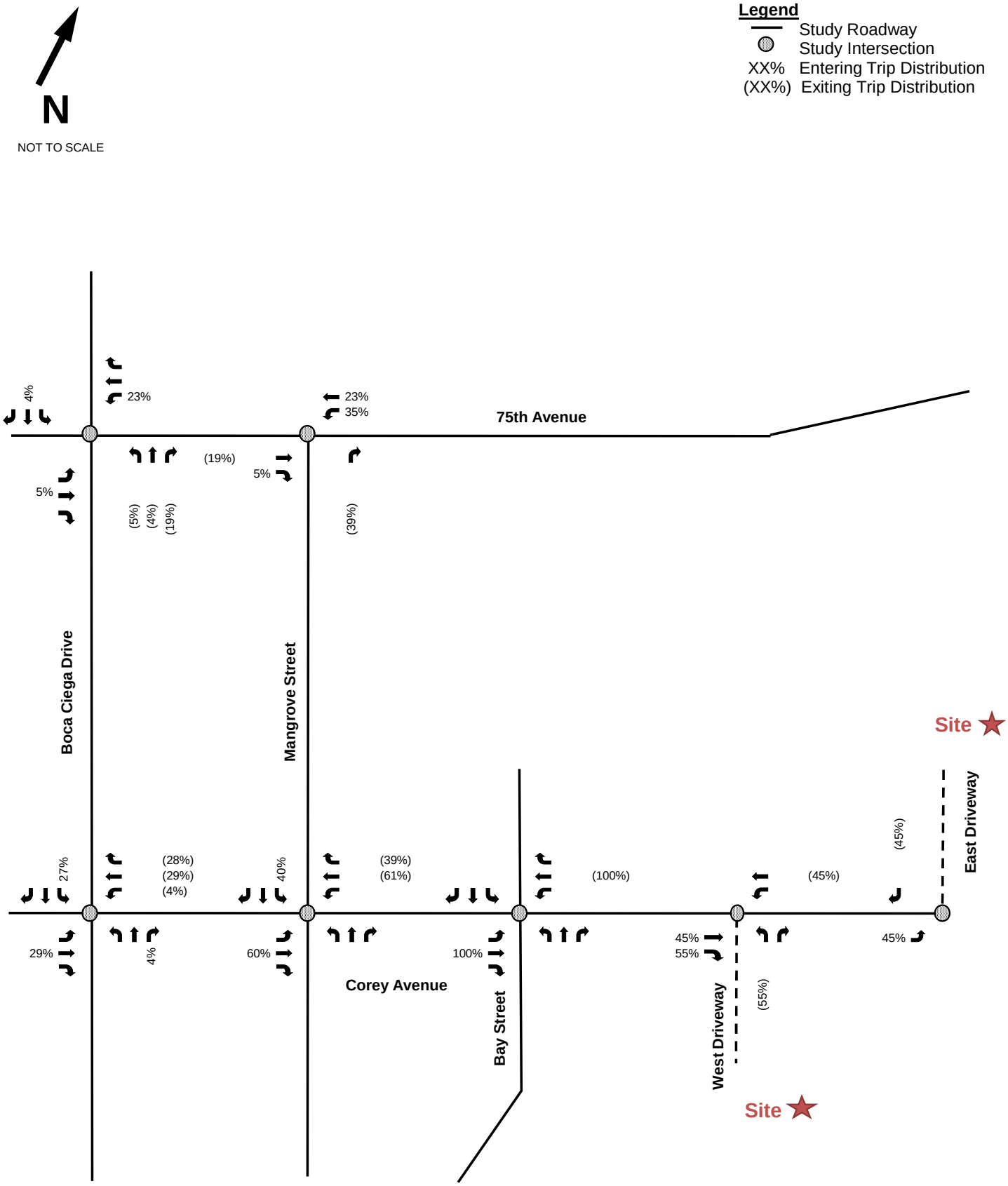

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Figure 2
Project Traffic Distribution
Corey Landings
City of St. Pete Beach, Florida

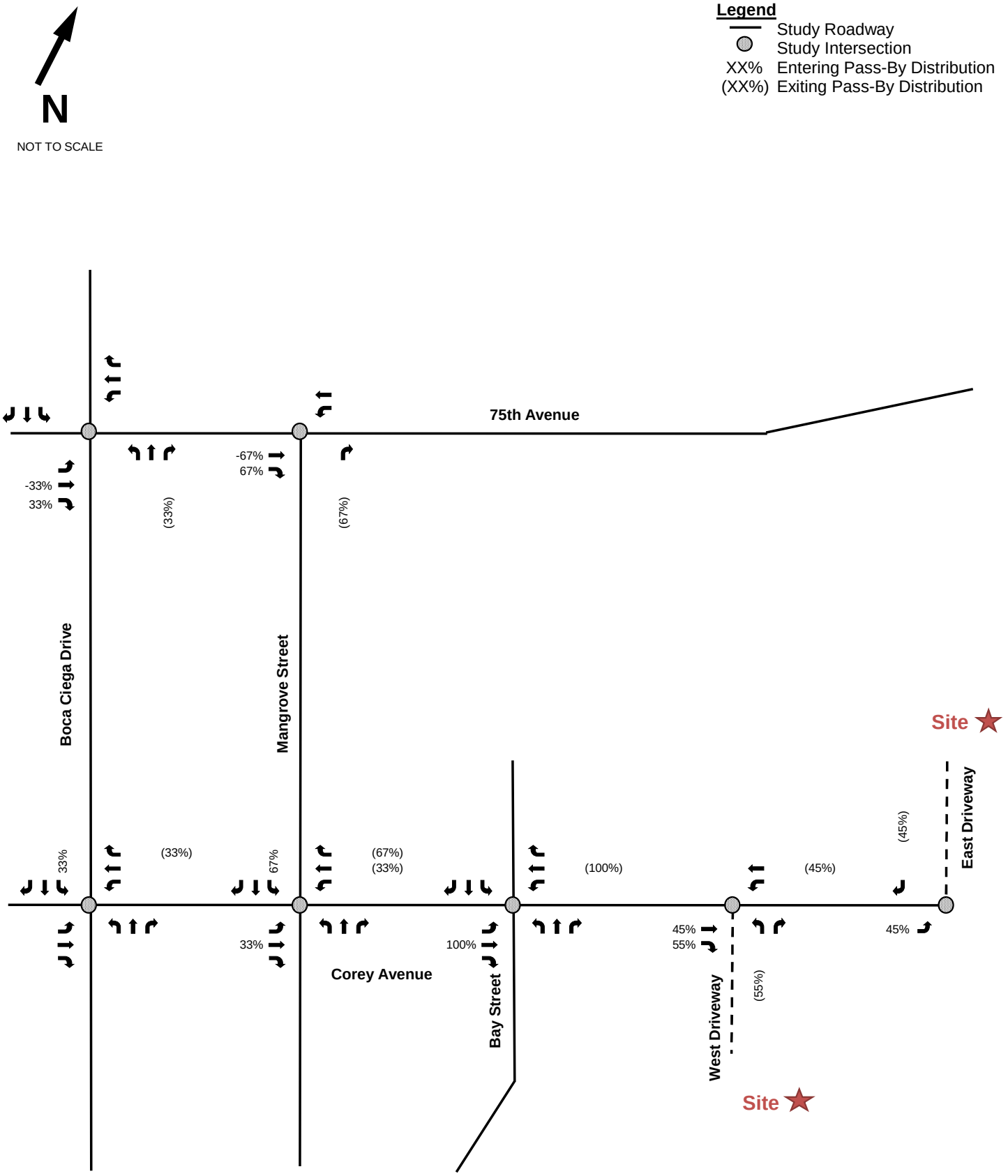

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Figure 3
Pass-By Traffic Distribution
Corey Landings
City of St. Pete Beach, Florida

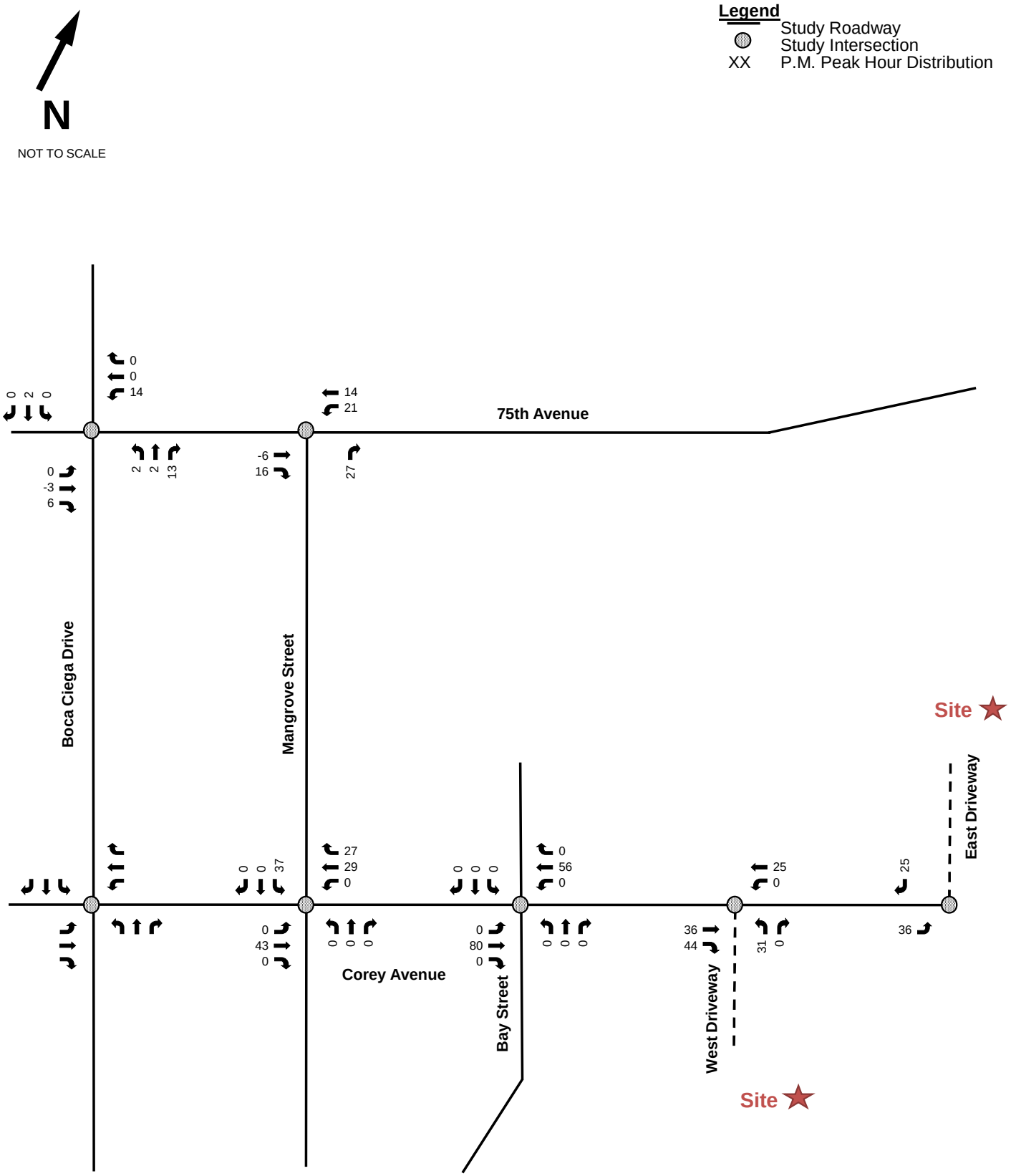

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Figure 4
Peak Hour Project Traffic
Corey Landings
City of St. Pete Beach, Florida

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 Mangrove Street to Shore Drive South
- Pasadena Avenue from Shore Drive South to Park Street South
- Blind Pass Road from 75th Avenue/Corey Causeway to Gulf Boulevard South
- Corey Avenue from Bay Street to Blind Pass Road
- Boca Ciega Drive from 75th Avenue/Corey Causeway to Corey Avenue

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, the following intersections were included in this analysis:

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

The study intersections were analyzed for a maximum volume-to-capacity (v/c) ratio by approach, providing that the v/c ratio does not exceed 1.0. *Synchro*, Version 12, 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 Forward Pinellas *2024 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.

Table 3: Study Area Determination

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES			STUDY NETWORK DETERMINATION	
			EXISTING LANEAGE	LOS SERVICE VOLUME PEAK-HOUR DIRECTIONAL VOLUMES	DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
75th Avenue/Corey Causeway	Blind Pass Road	Mangrove Street	4	1,630	Eastbound	23%	14	0.86%	No
					Westbound	23%	9	0.54%	No
	Mangrove Street	Shore Drive South	4	1,630	Eastbound	57%	22	1.33%	Yes
					Westbound	57%	35	2.13%	Yes
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	4	2,100	Northbound	50%	19	0.90%	No
					Southbound	50%	31	1.45%	Yes
	Gulfport Boulevard South	Park Street South	4	2,100	Northbound	37%	14	0.67%	No
					Southbound	37%	23	1.07%	Yes
	Park Street South	Central Avenue	4	2,100	Northbound	33%	13	0.60%	No
					Southbound	33%	20	0.96%	No
Blind Pass Road	West Gulf Boulevard	75th Avenue/ Corey Causeway	4	1,630	Northbound	15%	6	0.35%	No
					Southbound	15%	9	0.56%	No
	75th Avenue/ Corey Causeway	Corey Avenue	2	552*	Northbound	15%	6	1.03%	Yes
					Southbound	15%	9	1.66%	Yes
	Corey Avenue	Gulf Boulevard South	2	552*	Northbound	15%	9	1.66%	Yes
					Southbound	15%	6	1.03%	Yes
Gulf Boulevard South	Bayway	75th Avenue	4	1,630	Northbound	15%	9	0.56%	No
					Southbound	15%	6	0.35%	No
Corey Avenue	Bay Street	Mangrove Street	2	552*	Eastbound	100%	61	11.05%	Yes
					Westbound	100%	38	6.88%	Yes
	Mangrove Street	Boca Ciega Drive	2	552*	Eastbound	60%	37	6.63%	Yes
					Westbound	61%	23	4.20%	Yes
	Boca Ciega Drive	Blind Pass Road	2	552*	Eastbound	29%	18	3.20%	Yes
					Westbound	29%	11	2.00%	Yes
	Blind Pass Road	Gulf Boulevard South	2	552*	Eastbound	4%	2	0.44%	No
					Westbound	4%	2	0.28%	No
Boca Ciega Drive	75th Avenue/ Corey Causeway	Corey Avenue	2	552*	Northbound	28%	11	1.93%	Yes
					Southbound	27%	10	1.86%	Yes
	Corey Avenue	70th Avenue	2	552*	Northbound	4%	2	0.28%	No
					Southbound	4%	2	0.28%	No

1. Source: Forward Pinellas *2024 Annual Level of Service Report*
2. Estimated utilizing FDOT's Generalized Level of Service Volume Tables for C5 (690*0.80 = 552)

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.

Corey Avenue is currently a 2-lane undivided roadway that runs east-west adjacent to the site with a posted speed limit of 20 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 27, 2025, 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. The FDOT peak-season conversion factor (PSCF), which corresponds to the data collection date for Pinellas County, is 0.99, so a PSCF of 1.00 was used for conservative analysis. These factors are provided in Appendix D and the existing seasonally adjusted traffic volumes are provided in Figure 5.

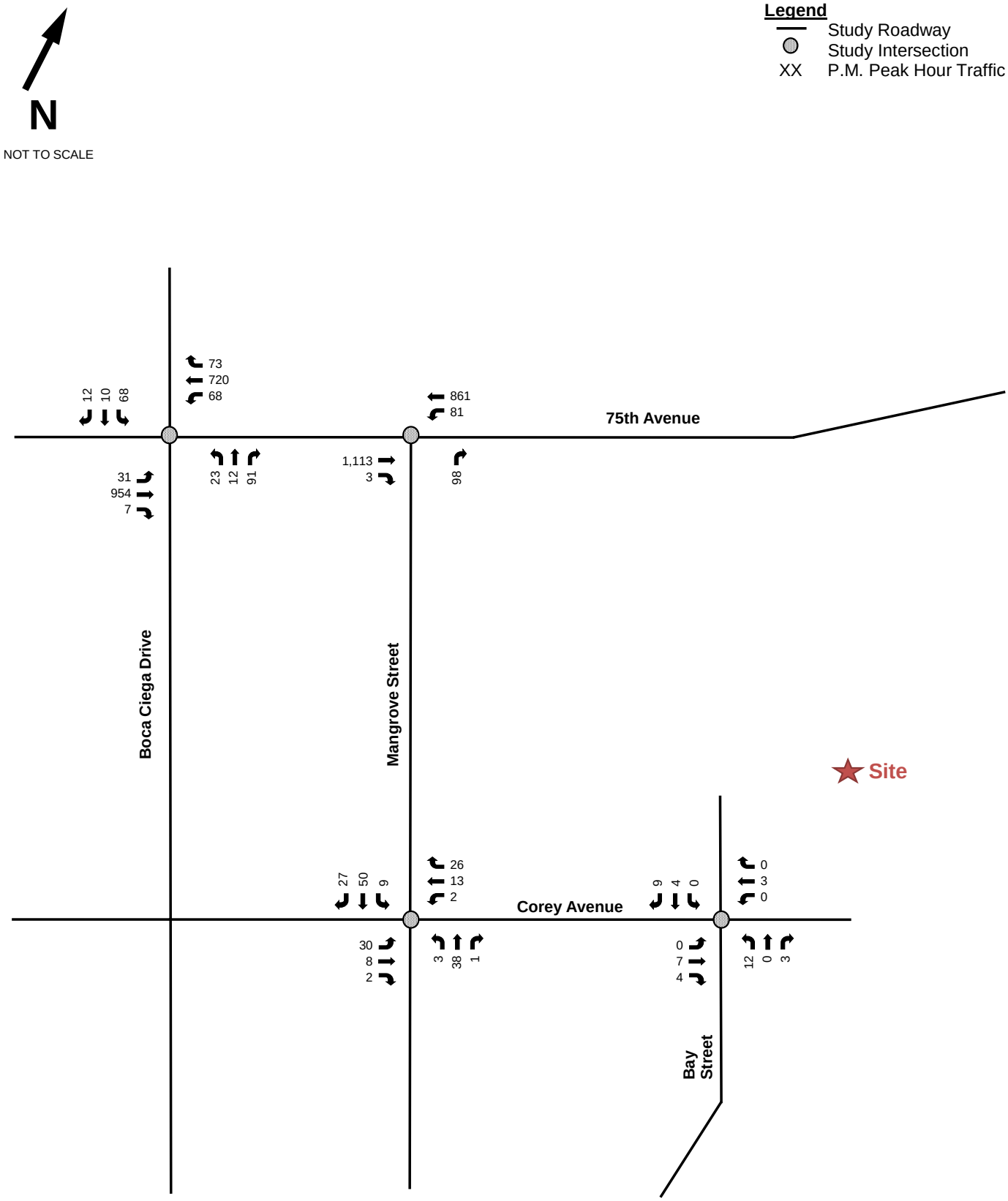

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Figure 5
Existing Peak Season, Peak Hour Traffic
Corey Landings
City of St. Pete Beach, Florida

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 2030 would be the buildout year of the development, therefore, 2030 conditions were evaluated as the "future" year scenario.

A growth rate of 0.68% was calculated by using FDOT historical Annual Average Daily Traffic (AADT) information for three nearby roadway segments of 75th Avenue (Northeast of SR 699), Boca Ciega Drive (South of 75th Avenue), and Blind Pass Road (North of Gulf Boulevard). Based upon these results and to provide a conservative analysis, a growth rate of 1.0% was used to adjust existing volumes to the buildout year of 2030. Growth rate calculations are provided in Appendix E.

The p.m. peak-hour background volumes are identified in Figure 6. The net, new project traffic volumes identified in Figure 4 were then added to the background volumes to develop p.m. peak-hour total volumes identified in Figure 7.

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

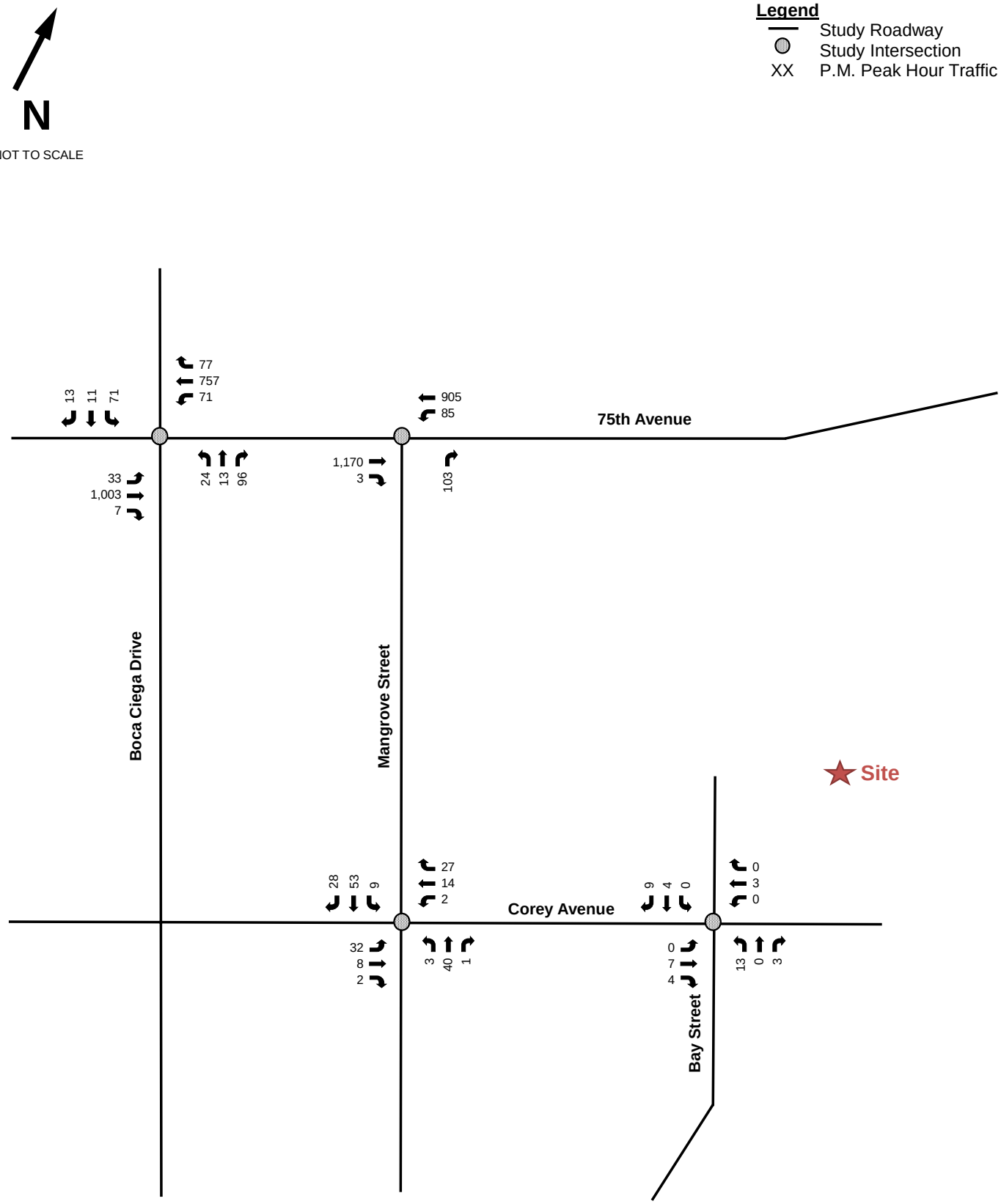

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Figure 6
Background Peak Hour Traffic
Corey Landings
City of St. Pete Beach, Florida

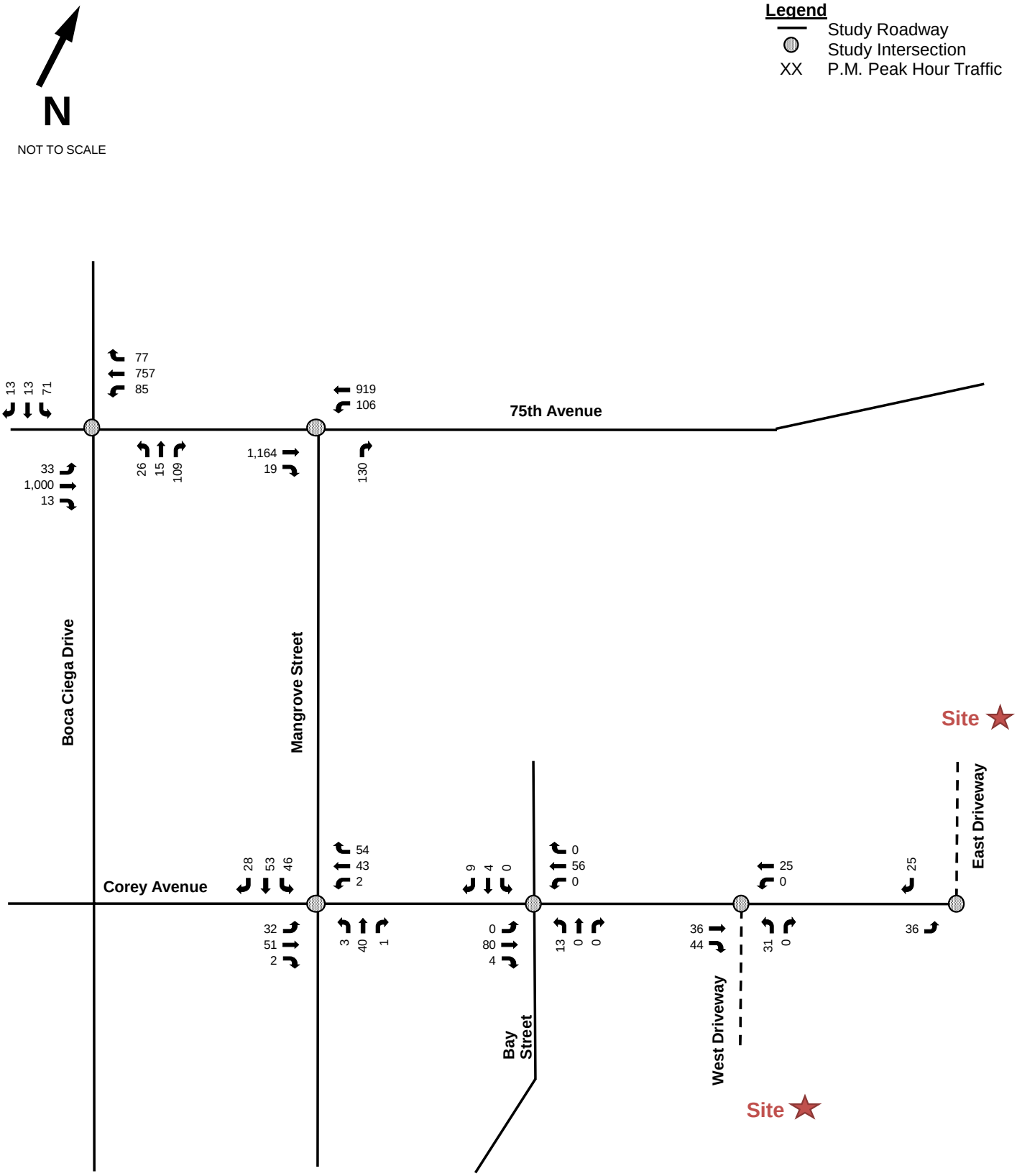

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Figure 7
Future Total Peak Hour Traffic
Corey Landings
City of St. Pete Beach, Florida

ROADWAY CAPACITY ANALYSIS

A roadway capacity analysis was conducted for the study area roadway segments based upon the service volumes included in the Forward Pinellas *2024 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 Mangrove Street to Shore Drive South
- Pasadena Avenue from Shore Drive South to Park Street South
- Blind Pass Road from 75th Avenue/Corey Causeway to Gulf Boulevard South
- Corey Avenue from Bay Street to Blind Pass Road
- Boca Ciega Drive from 75th Avenue/Corey Causeway to Corey Avenue

The LOS D service volumes and peak-hour roadway volumes included in the Forward Pinellas *2024 Annual Level of Service Report* were utilized in the analysis. Since the peak-hour roadway volumes from this document were collected in 2023, the peak-hour roadway volumes were grown by a 1.0% growth rate for seven (7) years to determine future 2030 background volumes. Total roadway volumes for the roadway analysis were calculated by adding project traffic to the future 2030 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 development based upon the peak-hour directional capacity volume in the Forward Pinellas *2024 Annual Level of Service Report*. Therefore, 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: EXISTING LANEAGE	SERVICE VOLUMES: LOS D SERVICE VOLUME / PEAK-HOUR DIRECTIONAL VOLUME	DIRECTIONAL EXISTING (2023) VOLUMES[1]	DIRECTIONAL BACKGROUND (2030) VOLUMES[2]	PROJECT TRAFFIC: DIRECTION	PROJECT TRAFFIC: PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC: PROJECT TRAFFIC VOLUME	DIRECTIONAL FUTURE TOTAL (2030) VOLUME	EXCEED SERVICE VOLUME?
555	75th Avenue/ Corey Causeway	Mangrove Street	Shore Drive South	4	1,630	1,123	1,204	EB	57%	22	1,226	No
						1,123	1,204	WB	57%	35	1,239	No
955	Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	4	2,100	1,515	1,624	NB	50%	19	1,643	No
						1,515	1,624	SB	50%	31	1,655	No
955		Gulfport Boulevard South	Park Street South	4	2,100	1,515	1,624	NB	37%	14	1,638	No
						1,515	1,624	SB	37%	23	1,647	No
--[3]	Blind Pass Road	75th Avenue/ Corey Causeway	Corey Avenue	2	552[4]	107	112	NB	15%	6	118	No
						61	64	SB	15%	9	73	No
		Corey Avenue	Gulf Boulevard South	3	552[4]	67	70	NB	15%	9	79	No
						48	50	SB	15%	6	56	No
--[3]	Corey Avenue	Bay Street	Mangrove Street	2	552[4]	18	19	EB	100%	61	80	No
						41	43	WB	100%	38	81	No
--[3]		Mangrove Street	Boca Ciega Drive	2	552[4]	40	42	EB	60%	37	79	No
						43	45	WB	61%	23	68	No
--[3]		Boca Ciega Drive	Blind Pass Road	2	552[4]	64	67	EB	29%	18	85	No
						43	45	WB	29%	11	56	No
--[3]	Boca Ciega Drive	75th Avenue/ Corey Causeway	Corey Avenue	2	552[4]	126	132	NB	28%	11	143	No
						85	89	SB	27%	10	99	No

1. For roadways not included in the Forward Pinellas *2024 Annual Level of Service Report*, the directional existing volumes were based on the p.m. peak-hour turning movement counts collected in 2025
2. For roadways not included in the Forward Pinellas *2024 Annual Level of Service Report*, the existing volumes were grown for 5 years to determine the directional background volumes
3. Roadway segment is not included in the Forward Pinellas *2024 Annual Level of Service Report*
4. Estimated utilizing FDOT's Generalized Level of Service Volume Tables for C5 (690*0.80 = 552)

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 12, software, which utilizes the methodologies provided in the *Highway Capacity Manual (HCM), 7th Edition.* The study intersections were analyzed for a maximum v/c ratio by approach.

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:

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

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 (2025) v/c Ratio (Background Conditions (2030) v/c Ratio) [Total Conditions (2030) v/c Ratio]												Overall LOS
		Eastbound			Westbound			Northbound			Southbound			
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Bay Street & Corey Avenue	TWSC[1]	--			--			0.02			0.02			--[2]
		--			--			(0.02)			(0.02)			
		--			--			[0.02]			[0.02]			
Corey Avenue & Mangrove Avenue	AWSC[3]	0.05			0.05			0.06			0.10			A
		(0.06)			(0.05)			(0.06)			(0.11)			(A)
		[0.12]			[0.12]			[0.07]			[0.17]			[A]
Mangrove Avenue & 75th Avenue	TWSC[1]	--			0.15			0.23			--			--[2]
		--			(0.16)			(0.25)			--			
		--			[0.20]			[0.32]			--			
75th Avenue & Boca Ciega Drive	Signalized	0.08	0.45		0.19	0.37		0.09	0.55		0.34	0.10		B
		(0.08)	(0.47)		(0.21)	(0.39)		(0.10)	(0.57)		(0.36)	(0.10)		(B)
		[0.08]	[0.48]		[0.25]	[0.39]		[0.10]	[0.63]		[0.38]	[0.11]		[C]
Corey Avenue & West Driveway	TWSC[1]	--			--			--			--			--[2]
		--			--			--			--			
		--			--			[0.04]	--		--			
Corey Avenue & East Driveway	TWSC[1]	--			--			--			--			--[2]
		--			--			--			--			
		[0.02]	--		--			--					[0.03]	

1. TWSC = Two-Way Stop-Controlled
2. TWSC do not provide an overall LOS for the intersection
3. AWSC = All-Way Stop-Controlled

TURN LANE EVALUATION

Turn lane warrant thresholds were reviewed to determine the need for exclusive turn lanes at the existing project driveways. Guidelines to determine the need for turn lanes were based upon the criteria in the *National Cooperative Highway Research Program (NCHRP)* Report 457. The turn lane warrant worksheets are provided in Appendix K.

As documented previously, access to the site is provided through the follow access connections:

- One (1) full access connection along Corey Avenue (West Driveway)
- One (1) traffic circle access connection along Corey Avenue (East Driveway)

<u>West Driveway: Full-access connection along Corey Avenue</u>
As identified in Figure 7, there are anticipated to be 44 eastbound right-turns per hour during the p.m. peak-hour at buildout of the proposed development. Therefore, an exclusive eastbound right-turn lane is not warranted based upon NCHRP Report 457.

Additionally, as stated in FDOT's *2023 Access Management Guidebook* Section 6.2.2*,* exclusive right-turn lanes should not be considered for C5 context classifications, and Corey Avenue meets the characteristics of a C5 context classification.

<u>East Driveway: Traffic circle access connection along Corey Avenue</u>
As shown in the site plan provided in Appendix B, the east driveway access connection is to be provided through a traffic circle. Therefore, a turn lane is not recommended at this driveway. However, for conservative analysis, a turn lane warrant was still completed for the east driveway. As identified in Figure 7, there are anticipated to be 36 eastbound left-turns per hour during the p.m. peak-hour at buildout of the proposed development. Therefore, an exclusive eastbound left-turn lane is not warranted based upon NCHRP Report 457.

MULTIMODAL REVIEW

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

Pedestrians

There are existing 5-foot sidewalks along the southwest side of Bay Street, as well as both sides of Corey Avenue. Southwest of Mangrove Avenue, the sidewalk on the south side of Corey Avenue widens to 10 feet. Internal sidewalks are provided within the project site to allow for safe, unobstructed, and efficient pedestrian flow.

Bicyclists

There are not exclusive bike paths directly adjacent to the project site. However, there are exclusive bike lanes on the north and south side of 75th Avenue.

Transit

Transit service along 75th Avenue is provided by the Pinellas Suncoast Transit Authority (PSTA). The following PSTA bus routes are identified in the near vicinity of the site:

- SunRunner along 75th Avenue and Gulf Boulevard
- Route 90 Commuter Service along Gulf Boulevard
- Suncoast Beach Trolley 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 Corey Landings development:

- On-site secured bicycle storage
- Pedestrian-scale decorative lighting along pedestrian pathways to create a safe and comfortable experience and to encourage pedestrian mobility
    - The site design promotes a pedestrian-friendly design with an internal sidewalk/path network and sidewalk connections from the site to Corey Avenue
    - A ten-foot sidewalk circulating the interior of the site is proposed to allow for safe, unobstructed and efficient pedestrian flow and the potential for sidewalk cafes and outdoor eating areas, as appropriate
- Construction of crosswalks and related crosswalk features that facilitate safe movement across roadways
    - Three (3) new crosswalks promote connectivity between the Corey Landings development and Corey Avenue
- Creation of a Public Park in a location that was previously deemed as vacant and unattractive in order to provide a vibrant public destination for the community with open space and enhanced access and utilization of the waterfront

CONCLUSION

This TIA is provided for the proposed Corey Landings development generally located south of 75th Avenue at the eastern terminus of Corey Avenue in the City of St. Pete Beach, Florida. There are currently two buildings located on the project site, however, both buildings are vacant and will be demolished. The Corey Landing's development is proposed to consist of up to 162 mid-rise multifamily dwelling units, 9,000 square feet of retail use, and 5,000 square feet of restaurant use. The build out year is 2030.

Access to the site is provided through the follow access connections:

- One (1) full access connection along Corey Avenue (West Driveway)
- One (1) traffic circle access connection along Corey Avenue (East Driveway)
- Two (2) full access connections along Bay Street for loading/trash holding (not for public use)

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 development in year 2030. 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 development. Based on the turn lane analysis, exclusive 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, and Sun Runner).

Appendix A

Updated Traffic Impact Analysis Methodology Letter

Kimley»Horn

April 1, 2025

Ms. Kristin Coman, Director of Community Development
Mr. Brandon Berry, Planner
City of St. Pete Beach
155 Corey Avenue
St. Pete Beach, Florida 33706

201 N Franklin Street
Suite 1400
Tampa, Florida
33602

Re: *Corey Landings*
Traffic Impact Analysis (TIA) Methodology
City of St. Pete Beach, Florida

Dear Ms. Coman and Mr. Berry:

The purpose of this letter is to document the proposed Traffic Impact Analysis (TIA) study methodology for the proposed Corey Landings development generally located south of 75th Avenue at the eastern terminus of Corey Avenue in the City of St. Pete Beach, Florida. The concept site plan is attached. The general site location map is attached as Figure 1.

The project site is currently vacant. The Corey Landing's development is proposed to consist of up to 162 mid-rise multifamily dwelling units, 9,000 square feet of retail use, and 5,000 square feet of restaurant use. The build out year is 2030. Access to the site is provided along Corey Avenue , east of the intersection of Corey Avenue & Bay Street.

To appropriately address the transportation impacts related to the proposed development in accordance with Section 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.

<u>Project Trip Generation:</u> Traffic volumes for the proposed development will be estimated using the Institute of Transportation Engineer's (ITE), *Trip Generation Manual*, 11th Edition, for the following Land Use Codes (LUC):

- LUC 221 – Multifamily Housing (Mid Rise)
- LUC 822 – Strip Retail Plaza (<40k)
- LUC 932 – High-Turnover (Sit-Down) Restaurant

Pass-by rates provided in the ITE *Trip Generation Manual*, 11th Edition and the internal capture trip methodology provided in the ITE *Trip Generation Handbook*, 3rd Edition, were utilized for the mixed-use development. Pursuant to the Forward Pinellas MPO Traffic Impact Study Methodology defined in the Annual Level of Service Report, internal capture trip ends were reduced to not exceed twenty-five percent (25%) of the gross project trip ends.

The proposed Corey Landings development is anticipated to generate 99 net, new trips (61 entering/38 exiting) in the p.m. peak-hour and 104 net, new trips (54 entering/50 exiting) in the Saturday peak-hour. The trip generation potential for the p.m. peak-hour and the Saturday peak-hour is summarized in Table 1 and Table 2, respectively.

TEL: 813 620 1460

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

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE[1]		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		P.M. NET NEW EXTERNAL TRIPS		
Land Use	ITE Code	Scale	Units	In	Out	In	Out	Total	Percent	Total	In	Out	Total	Percent	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	162	DU	61%	39%	39	25	64	25.0%	16	31	17	48	-	0	31	17	48
Strip Retail Plaza (<40k)	822	9.0	KSF	50%	50%	36	36	72	25.0%	18	27	27	54	40.0%[2]	22	16	16	32
High-Turnover (Sit-Down) Restaurant	932	5.0	KSF	61%	39%	28	17	45	25.0%	11	22	12	34	43.0%	15	14	5	19
					Total:	103	78	181	-	45	80	56	136	-	37	61	38	99

1. Internal Capture was reduced to not exceed 25% of gross project trip ends.
2. Pass-by capture utilized the values from LUC 821 as a pass-by rate for LUC 822 is not provided by ITE.

Table 2: Saturday Peak-Hour Project Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS VOLUMES			INTERNAL CAPTURE[1]		TOTAL EXTERNAL TRIPS			PASS-BY CAPTURE		SATURDAY NET NEW EXTERNAL TRIPS		
Land Use	ITE Code	Scale	Units	In	Out	In	Out	Total	Percent	Total	In	Out	Total	Percent	Total	In	Out	Total
Multifamily Housing (Mid-Rise)	221	162	DU	51%	49%	33	32	65	25.0%	16	25	24	49	-	0	25	24	49
Strip Retail Plaza (<40k)	822	9.0	KSF	51%	49%	30	29	59	25.0%	14	23	22	45	31.0%[2]	14	16	15	31
High-Turnover (Sit-Down) Restaurant	932	5.0	KSF	51%	49%	29	27	56	25.0%	14	22	20	42	43.0%[3]	18	13	11	24
					Total:	92	88	180	-	44	70	66	136	-	32	54	50	104

1. Internal Capture was reduced to not exceed 25% of gross project trip ends.
2. Pass-by capture utilized the values from LUC 821 as a pass-by rate for LUC 822 is not provided by ITE.
3. Pass-by capture utilized the p.m. peak-hour values as Saturday data is not provided by ITE.

Project Trip Distribution: New traffic expected to be generated by the proposed Corey Landings development was distributed and assigned to the adjacent roadway network based upon the Florida Standard Urban Transportation Model Structure (FSUTMS) E+C network for District Seven, with the incorporation of the most current socio-economic and network data sets. Documentation of the FSUTMS project distribution model is attached.

Scheduled Improvements: Current work programs including the Pinellas County Public Works Capital Improvement Program (CIP) and Florida Department of Transportation (FDOT) District Seven Five Year Work Program were reviewed for improvements that are scheduled for construction near the project site. Based upon this review, there are no scheduled improvements near the project site.

Study Area: Per the Forward Pinellas MPO Traffic Impact Study Methodology, the study area roadway segments will be those with the project traffic representing 1.0% or greater of the available roadway capacity up to a maximum radius of two miles from the project site.

As indicated in the attached study area table, the following study roadway segments will be included in the analysis:

- 75th Avenue/Corey Causeway from Mangrove Street to Shore Drive South
- Pasadena Avenue from Shore Drive South to Park Street South
- Blind Pass Road from 75th Avenue/Corey Causeway to Gulf Boulevard South
- Corey Avenue from Bay Street to Blind Pass Road

- Boca Ciega Drive from 75th Avenue/Corey Causeway to Corey Avenue

Additionally, the following study intersections will be included in the analysis:

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

Background Traffic Volumes: Historical AADT information for three (3) nearby roadways was provided by FDOT to calculate an average annual growth rate. A growth rate of 0.68% was calculated based upon five years of historical AADT data; however, for a more conservative analysis of future growth in the area, background traffic will be calculated using a growth rate of 1.0%.

Analysis Year Scenarios: The study area roadway segments will be analyzed relative to the service volumes found in the Forward Pinellas *2024 Annual Level of Service Report* (2023 data). The study intersections will be analyzed for existing, background, and future buildout conditions during the p.m. peak-hour. *Synchro,* version 12, software will be utilized for the intersection analyses.

Data Collection: Turning movement counts will be collected at the study intersections during the p.m. peak period (4:00 p.m. to 6:00 p.m.). The vehicle counts at the study intersections will be adjusted to reflect peak season conditions using the most recent FDOT peak season conversion factors (PSCF) for Pinellas County.

Multi-Modal Evaluation: A multi-modal analysis within a quarter of a mile of the proposed development 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 as well as transit routes.

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 with you to determine if you have any questions or comments regarding this TIA methodology.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Rebecca (Becca) Bond, P.E.
Transportation Engineer

Joanna Herbert, E.I.
Transportation Analyst

Attachments:

Figure 1 – Project Location Map
Site Plan
Internal Capture and Pass-By Capture Rates
FSUTMS Model Output
Study Area Table
Pinellas Forward 2024 Annual Level of Service Report & FDOT Generalized LOS Tables
Growth Calculations

TEL: 813 620 1460

Kimley»Horn

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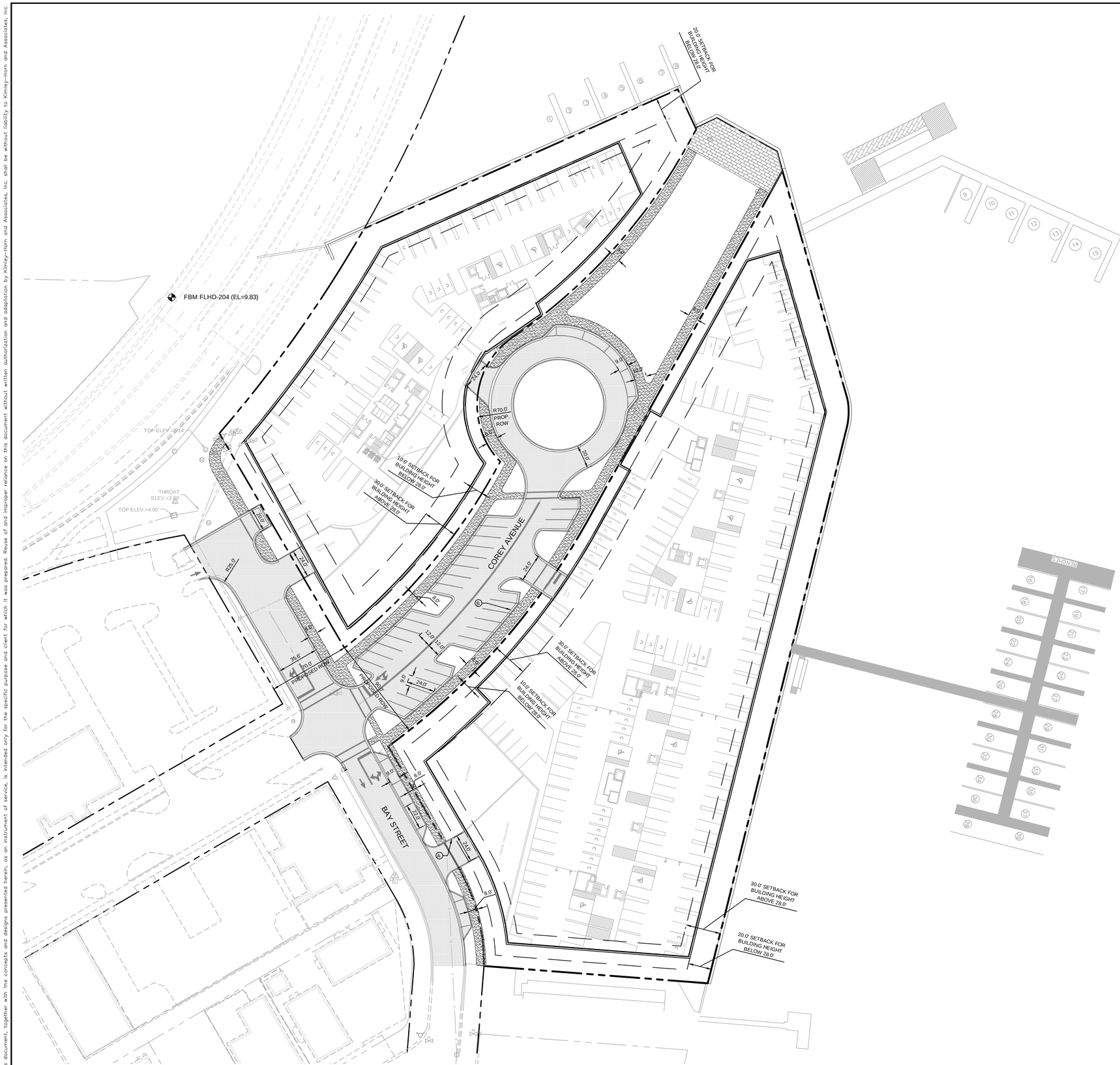
Project Location Map

COREY LANDINGS
PINELLAS COUNTY, FLORIDA

Project No: 148401036	Scale: As Noted	April 2025	Figure 1



NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK
- FULL DEPTH ASPHALT PAVEMENT AREA
- PROPOSED FIRE ACCESS DRIVE
- # PROPOSED PARKING SPACES
- # PROPOSED BOAT SLIP NUMBER

KEY NOTE LEGEND

- A PROPOSED TYPE 'D' CURB. SEE DETAIL SHEET.
- B PROPOSED TYPE 'F' CURB . SEE DETAIL SHEET.
- C ACCESSIBLE PARKING SPACE TYPICAL. SEE FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
- D PROPOSED CONCRETE CURB RAMP WITH DETECTABLE WARNINGS. SEE FDOT STANDARD PLANS, 522-002.
- E PROPOSED INTERNAL ADA RAMPS. SEE CITY STANDARDS S60-41
- F PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R1-1 STOP SIGN
- G PROPOSED CONCRETE SIDEWALK, SEE PLANS FOR WIDTH. INSTALL PER FDOT INDEX 522-001

SITE DATA TABLE

PROPERTY DATA		
PROJECT NAME	COREY LANDINGS	
JURISDICTION	CITY OF ST. PETE BEACH	
PARCEL NUMBER		
SUBMERGED LAND		
PROPOSED SITE AREA		
NORTH PARCEL	1.75 AC (76,259 SF)	
SOUTH PARCEL	3.05 AC (132,854 SF)	
TOTAL SITE AREA	4.80 AC (209,113 SF)	
CURRENT ZONING	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)	
CURRENT USE	VACANT SITE	
FUTURE LAND USE	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)	
PROPOSED USE	154 MULTIFAMILY UNITS 4,000 SF RESTAURANT 8,540 SF RETAIL	
PARKING DATA		
ON-STREET PARKING	37 TOTAL SPACES	
OFF-STREET PARKING	REQUIRED	PROVIDED
NORTH PARCEL		
RESIDENTIAL (1 SPACE / BEDROOM)	__ BEDROOMS = __ SPACES	95 SPACES
RETAIL SALES (1 SPACE / 300 SF)	8,540 SF = 28 SPACES	28 SPACES
TRANSIENT BOAT SLIPS (PER CODE SLIPS COUNT TOWARDS PROVIDED PARKING)	N/A	8 SPACES
SOUTH PARCEL		
RESIDENTIAL (1 SPACE / BEDROOM)	__ BEDROOMS = __ SPACES	175 SPACES
RESTAURANT (1 SPACE / 100 SF)	4,000 SF = 40 SPACES	40 SPACES
BOAT SLIPS / NON-LIVE ABOARD (RESIDENTIAL ONLY, 1 SPACE / 4 SLIPS)	31 SLIPS = 8 SPACES	0 SPACES
TOTAL:	__ SPACES	338 SPACES

ZONING DATA

	ALLOWABLE	NORTH PARCEL	SOUTH PARCEL	TOTAL
DENSITY (UNITS / AC)	24 UNITS / AC (4.80 AC = 115 UNITS)	28.6 (50 UNITS / 1.75 AC)	34.1 (104 UNITS / 3.05 AC)	32.1
RETAIL / RESTAURANT FLOOR AREA RATIO	0.55	0.11 (8,540 SF / 76,259 SF)	0.03 (4,000 SF / 132,854 SF)	0.06
IMPERVIOUS SURFACE RATIO (ONSITE)	0.70			
VEGETATIVE GREENSPACE (AC)	-			

No.	REVISIONS	DATE

Kimley»Horn

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PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

SCALE AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

CONDITIONAL USE PERMIT
SITE PLAN

COREY LANDINGS

PREPARED FOR:
KT NORTH ASHLEY, LLC

CITY OF ST. PETE BEACH FLORIDA

DATE
11/15/2024

PROJECT NO.

SHEET NUMBER

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.

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	Saturday Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office						
Retail	30	29			36	36
Restaurant	29	27			28	17
Cinema/Entertainment						
Residential	33	32			39	25
Hotel						
	92	88	0	0	103	78

INTERNAL TRIPS

OUTPUT

Land Use	Saturday Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	11	12	0	0	11	17
Restaurant	11	10	0	0	12	10
Cinema/Entertainment	0	0	0	0	0	0
Residential	9	9	0	0	12	8
Hotel	0	0	0	0	0	0
	31	31	0	0	35	35

OUTPUT

Total % Reduction	*34.4%*	*0.0%*	*38.7%*
Office			
Retail	39.0%		38.9%
Restaurant	37.5%		48.9%
Cinema/Entertainment			
Residential	27.7%		31.3%
Hotel			

EXTERNAL TRIPS

OUTPUT

Land Use	Saturday Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	0	0	0	0	0	0
Retail	19	17	0	0	25	19
Restaurant	18	17	0	0	16	7
Cinema/Entertainment	0	0	0	0	0	0
Residential	24	23	0	0	27	17
Hotel	0	0	0	0	0	0
	61	57	0	0	68	43

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	15
Average Pass-By Rate	40%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips Primary (%)	Non-Pass-By Trips Diverted (%)	Non-Pass-By Trips Total (%)	Adj Street Peak Hour Volume	Source
45	Florida	1992	844	56	24	20	44	—	30
50	Florida	1992	555	41	41	18	59	—	30
52	Florida	1995	665	42	33	25	58	—	30
53	Florida	1993	162	59	—	—	41	—	30
57.23	Kentucky	1993	247	31	53	16	69	2659	34
60	Florida	1995	1583	40	38	22	60	—	30
69.4	Kentucky	1993	109	25	42	33	75	1559	34
77	Florida	1992	365	46	—	—	54	—	30
78	Florida	1991	702	55	23	22	45	—	30
82	Florida	1992	336	34	—	—	66	—	30
92.857	Kentucky	1993	133	22	50	28	78	3555	34
100.888	Kentucky	1993	281	28	50	22	72	2111	34
121.54	Kentucky	1993	210	53	30	17	47	2636	34
144	New Jersey	1990	176	32	44	24	68	—	24
146.8	Kentucky	1993	—	36	39	25	64	—	34

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	821
Land Use	Shopping Plaza (40 - 150k)
Setting	General Urban/Suburban
Time Period	Saturday Midday
# Data Sites	1
Average Pass-By Rate	31%

Pass-By Characteristics for Individual Sites

GLA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips			Adjacent Street Daily Volume	Source
					Primary (%)	Diverted (%)	Total (%)		
144	New Jersey	1990	264	31	47	22	69	63362	24

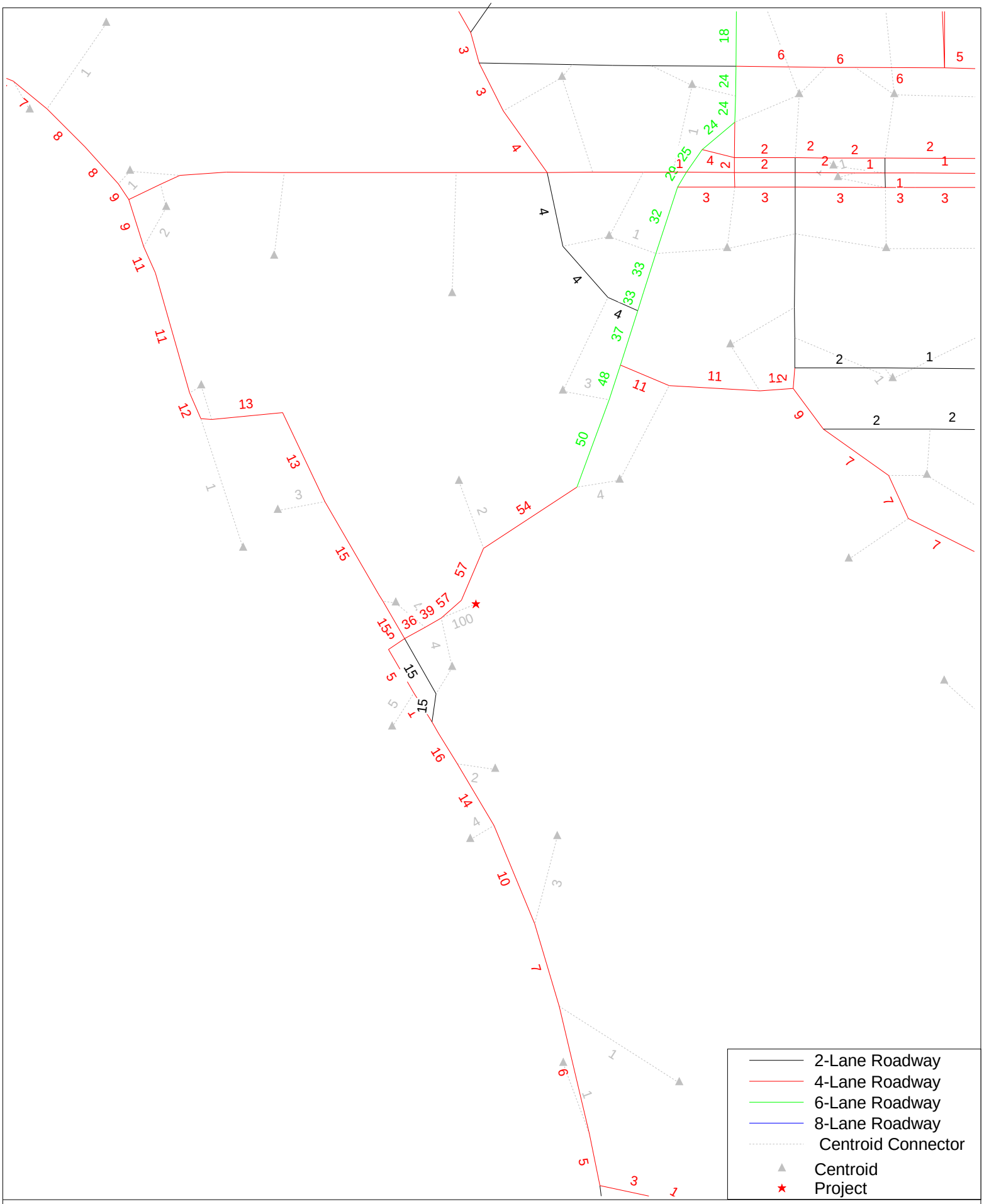
Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual* , 11th Edition

Land Use Code	932
Land Use	High-Turnover (Sit-Down) Restaurant
Setting	General Urban/Suburban
Time Period	Weekday PM Peak Period
# Data Sites	12
Average Pass-By Rate	43%

Pass-By Characteristics for Individual Sites

GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	Non-Pass-By Trips Primary (%)	Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source
2.9	Kentucky	1993	41	37	27	36	63	3935	2
3.1	Kentucky	1993	21	38	29	33	62	2580	2
4.6	Florida	1992	276	63	—	—	37	—	30
5	Florida	1992	65	58	—	—	42	—	30
5.3	Kentucky	1993	24	50	37	13	50	1615	2
5.7	Florida	1994	308	57	—	—	43	—	30
5.8	Florida	1992	150	32	—	—	68	—	30
6.2	Florida	1995	521	46	43	11	54	—	30
7.1	Indiana	1993	—	23	23	54	77	1565	2
8	Florida	1995	664	40	39	21	60	—	30
11	Florida	1996	267	38	43	19	62	—	30
12	Florida	1996	317	29	51	20	71	—	30



TAMPA BAY REGIONAL PLANNING MODEL - 2024 EXISTING PLUS COMMITTED
SELECT ZONE ANALYSIS - COREY LANDINGS
MARCH 2025

cube

(Licensed to Kimley Horn & Associates)

Table 3: Study Area Determination

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES			STUDY NETWORK DETERMINATION	
			EXISTING LANEAGE	LOS SERVICE VOLUME / PEAK-HOUR DIRECTIONAL VOLUMES	DIRECTION	PROJECT TRAFFIC ASSIGNMENT	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
75th Avenue/Corey Causeway	Blind Pass Road	Mangrove Street	4	1,630	Eastbound	23%	14	0.86%	No
					Westbound	23%	9	0.54%	No
	Mangrove Street	Shore Drive South	4	1,630	Eastbound	57%	22	1.33%	Yes
					Westbound	57%	35	2.13%	Yes
Pasadena Avenue	Shore Drive South	Gulfport Boulevard South	4	2,100	Northbound	50%	19	0.90%	No
					Southbound	50%	31	1.45%	Yes
	Gulfport Boulevard South	Park Street South	4	2,100	Northbound	37%	14	0.67%	No
					Southbound	37%	23	1.07%	Yes
	Park Street South	Central Avenue	4	2,100	Northbound	33%	13	0.60%	No
					Southbound	33%	20	0.96%	No
Blind Pass Road	West Gulf Boulevard	75th Avenue/ Corey Causeway	4	1,630	Northbound	15%	6	0.35%	No
					Southbound	15%	9	0.56%	No
	75th Avenue/ Corey Causeway	Corey Avenue	2	552*	Northbound	15%	6	1.03%	Yes
					Southbound	15%	9	1.66%	Yes
	Corey Avenue	Gulf Boulevard South	2	552*	Northbound	15%	9	1.66%	Yes
					Southbound	15%	6	1.03%	Yes
Gulf Boulevard South	Bayway	75th Avenue	4	1,630	Northbound	15%	9	0.56%	No
					Southbound	15%	6	0.35%	No
Corey Avenue	Bay Street	Mangrove Street	2	552*	Eastbound	100%	61	11.05%	Yes
					Westbound	100%	38	6.88%	Yes
	Mangrove Street	Boca Ciega Drive	2	552*	Eastbound	60%	37	6.63%	Yes
					Westbound	61%	23	4.20%	Yes
	Boca Ciega Drive	Blind Pass Road	2	552*	Eastbound	29%	18	3.20%	Yes
					Westbound	29%	11	2.00%	Yes
	Blind Pass Road	Gulf Boulevard South	2	552*	Eastbound	4%	2	0.44%	No
					Westbound	4%	2	0.28%	No
Boca Ciega Drive	75th Avenue/ Corey Causeway	Corey Avenue	2	552*	Northbound	28%	11	1.93%	Yes
					Southbound	27%	10	1.86%	Yes
	Corey Avenue	70th Avenue	2	552*	Northbound	4%	2	0.28%	No
					Southbound	4%	2	0.28%	No

1. Source: Forward Pinellas *2024 Annual Level of Service Report*
2. Estimated utilizing FDOT's Generalized Level of Service Volume Tables for C5 (690*0.80 = 552)

FORWARD PINELLAS

Integrating Land Use & Transportation

2024 Annual Level of Service Report

2023 Data Year

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL)	SR	SA	4D	D	1.39	1.71	T	16,200	825	1,630	0.51	0	D
517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1.03	4.57	T	48,666	2,542	3,020	0.84	0	C
518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	CR	SA	6D	D	0.96	2.16	T	36,500	1,907	3,020	0.63	0	C
519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	CR	SA	4D	D	0.76	1.33	T	36,500	1,907	2,000	0.95	1	C
520 - BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N)	CR	SA	4D	D	0.50	4.01	T	8,700	454	2,000	0.23	0	C
521 - BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD)	CR	SA	6D	D	2.15	0.43	T	44,279	1,595	3,020	0.53	0	C
522 - BRYAN DAIRY RD | 118TH AVE N: (34TH ST N -to- 40TH ST N)	CR	NA	4D	D	0.49	0.00	T	30,542	1,595	2,000	0.80	0	C
523 - BRYAN DAIRY RD | 118TH AVE N: (40TH ST N -to- 49TH ST N)	CR	SA	6D	D	0.76	1.14	T	41,500	2,168	3,020	0.72	0	C
526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N)	CR	SA	4D	D	2.01	2.67	T	11,000	574	2,000	0.29	0	C
527 - CENTRAL AVE: (58TH ST N -to- PARK ST)	CR	SA	4D	D	1.76	3.15	T	11,866	574	2,000	0.29	0	C
528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SP	SA	4D	D	0.25	8.41	T	7,600	397	1,630	0.24	0	C
529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SP	SA	2U	D	2.34	5.99	T	5,680	271	750	0.36	0	C
533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SR	SA	2O	D	0.21	9.79	T	21,000	1,995	1,630	1.22	2	F
534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SR	SA	4O	D	0.25	3.97	T	21,000	1,995	3,390	0.59	0	D
538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	LA	SA	4D	D	1.56	2.86	T	19,249	535	1,630	0.33	0	C
539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	CR	SA	6D	D	1.53	2.08	T	22,249	1,162	2,520	0.46	0	C
542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE)	CL	SA	2D	D	0.51	3.96	T	4,800	250	750	0.33	0	C
543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD)	CL	SA	4D	D	0.47	2.15	T	650	33	1,630	0.02	0	C
549 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	OLD	NMC	2U	D	0.18	0.00	T	5,491	286	750	0.38	0	C
555 - COREY CSWY/75TH AVE: (GULF BLVD -to- SHORE DR)	SR	SA	4D	D	1.04	6.10	T	23,300	1,123	1,630	0.69	0	D
556 - CORONADO DR: (ROUNDABOUT -to- HAMDEN DR)	CL	SA	2D	D	0.65	11.36	T	5,600	292	750	0.39	0	C
558 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	CL	SA	4D	D	0.53	4.62	T	18,745	979	2,000	0.49	0	C
559 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	CL	SA	6D	D	0.79	3.08	T	18,745	979	3,020	0.32	0	C
560 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	CL	NA	4D	D	1.39	0.00	T	13,500	705	1,630	0.43	0	C
561 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	CL	SA	2U	D	0.88	1.14	T	13,500	705	750	0.94	1	D
562 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	CR	SC	2U	D	0.35	2.82	T	4,148	216	880	0.25	0	C
564 - COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	SA	4D	D	0.76	2.98	T	43,500	2,272	2,000	1.14	2	F
565 - COURT ST: (FT HARRISON AVE -to- OAK AVE)	SR	SA	3O	D	0.11	9.53	T	16,500	1,567	2,520	0.62	0	D
566 - COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	SR	NA	2O	D	0.04	0.00	T	16,500	1,567	1,630	0.96	1	D
568 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SR	SA	4D	D	3.55	1.31	T	63,500	3,317	2,000	1.66	2	F
569 - CR 1: (SR 580 -to- CURLEW RD)	CR	SA	4D	D	2.03	2.15	T	19,858	1,037	1,630	0.64	0	D

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -to- 49TH ST N)	CR	SA	6D	D	0.72	1.40	T	30,542	1,595	3,020	0.53	0	C
706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP)	SR	SA	4D	D	1.25	1.70	T	37,500	1,959	2,000	0.98	1	D
711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD)	CR	SA	4D	D	0.15	6.79	T	17,965	938	1,630	0.58	0	D
715 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	CR	SMC	2U	D	0.65	1.53	T	7,866	411	750	0.55	0	D
718 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SR	SA	4U	D	0.96	3.68	T	17,000	888	1,630	0.55	0	D
719 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SR	SA	4D	D	2.95	1.76	T	23,750	1,123	1,630	0.69	0	D
720 - GULD BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SR	SA	4D	D	3.85	2.26	T	19,927	879	1,630	0.54	0	D
721 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SR	SA	2U	D	2.89	0.79	T	13,700	715	750	0.95	1	D
722 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	CR	SA	2D	D	2.36	0.42	T	15,500	809	750	1.08	2	F
723 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	CR	NA	2D	D	2.86	0.00	T	16,000	836	750	1.12	2	F
724 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	CL	NA	2D	D	0.75	0.00	T	16,000	836	750	1.12	2	F
725 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SR	SA	4D	D	2.40	5.08	T	23,785	1,227	1,630	0.75	0	D
728 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	CR	SA	4D	D	1.75	3.07	T	16,403	857	1,630	0.53	0	D
729 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	CL	SA	4U	D	0.45	10.83	T	4,900	256	1,630	0.16	0	C
730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SR	SA	6D	D	0.76	3.97	T	51,000	2,560	3,020	0.85	0	C
731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SR	SA	6D	D	1.51	5.43	T	55,500	2,899	3,020	0.96	1	C
732 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SR	SA	6D	D	1.03	3.24	T	52,500	2,743	3,020	0.91	1	C
733 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SR	SA	6D	D	0.99	2.71	T	52,500	2,743	3,020	0.91	1	C
734 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	CL	NA	3U	D	0.43	0.00	T	5,600	292	750	0.39	0	C
737 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	CR	SMC	2U	D	1.85	2.16	T	11,086	579	750	0.77	0	D
738 - HAINES RD: (54TH AVE N -to- US 19)	CR	SMC	2U	D	1.20	2.78	T	11,086	579	750	0.77	0	D
744 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	SA	4U	D	0.51	4.37	T	9,000	470	1,630	0.29	0	C
745 - HERCULES AVE: (DREW ST -to- RR TRACKS)	CR	NA	4D	D	0.92	0.00	T	13,000	679	2,000	0.34	0	C
746 - HERCULES AVE: (RR TRACKS -to- CALUMET ST)	CR	SA	3U	D	0.27	3.76	T	13,000	679	880	0.77	0	C
747 - HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD)	CR	SA	4U	D	0.33	3.02	T	13,000	679	2,000	0.34	0	C
748 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	CR	SA	2D	D	1.01	1.97	T	11,288	411	750	0.55	0	D
750 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	SA	2U	D	1.53	2.59	T	9,729	508	750	0.68	0	D
751 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	CR	SA	2U	D	1.25	1.99	T	9,180	479	750	0.64	0	D
752 - HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD)	CR	SA	4U	D	0.25	3.96	T	9,180	479	1,630	0.29	0	C
753 - HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST)	CL	SA	2D	D	0.51	4.36	T	10,020	523	750	0.70	0	D
754 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	CL	SA	2D	D	1.51	2.43	T	10,020	523	750	0.70	0	D

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
916 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM)	CR	SA	2U	D	2.62	2.46	T	8,094	422	750	0.56	0	D
940 - PARK BLVD: (US 19 -to- 49TH ST N)	SR	SA	6D	D	0.98	3.41	T	59,000	3,082	3,020	1.02	2	F
942 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SR	SA	6D	D	1.75	1.71	T	50,166	2,534	3,020	0.84	0	C
944 - PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD)	CR	SA	6D	D	0.50	1.99	T	48,500	2,534	3,020	0.84	0	C
945 - PARK BLVD: (71ST ST N | BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1.56	1.46	T	43,000	2,246	3,020	0.74	0	C
946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	CR	SA	6D	D	1.53	2.43	T	43,000	2,246	3,020	0.74	0	C
947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	CR	SA	4D	D	0.55	4.69	T	32,376	1,691	1,630	1.04	2	E
948 - PARK BLVD: (113TH ST N -to- 131ST ST N)	CR	SA	4D	D	1.53	2.31	T	26,751	809	1,630	0.50	0	D
949 - PARK BLVD: (131ST ST N -to- GULF BLVD)	CR	SA	4D	D	1.28	2.54	T	15,500	809	2,000	0.41	0	C
951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	CR	SA	4D	D	1.18	0.85	T	19,238	1,005	2,000	0.50	0	C
952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD)	CR	SA	4D	D	2.33	3.35	T	30,500	1,593	2,000	0.80	0	C
953 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	CR	SA	4U	D	1.68	0.96	T	15,500	809	1,630	0.50	0	D
954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SP	SA	2D	D	0.72	0.83	T	6,195	323	750	0.43	0	C
955 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SR	SA	4D	D	1.67	6.23	T	31,071	1,515	2,100	0.72	0	C
957 - PATRICIA AVE: (UNION ST -to- MAIN ST)	DN	SA	2D	D	1.47	2.47	T	7,543	379	750	0.51	0	D
961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102	SH	SA	2D	D	1.53	0.56	T	9,338	487	750	0.65	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SR	SA	2U	D	1.23	0.81	T	10,100	527	880	0.60	0	C
967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580	DN	SC	2U	D	1.26	2.48	T	5,838	205	750	0.27	0	C
968 - PINELLAS BAYWAY | SR 679: (PINELLAS BAYWAY | SR 682 -to- BAHIA DEL MAR BLVD)	SR	NA	4U	D	0.41	0.00	T	17,300	903	2,000	0.45	0	C
969 - PINELLAS BAYWAY | SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	CR	NA	2U	D	2.85	0.00	T	6,100	318	880	0.36	0	C
970 - PINELLAS BAYWAY | SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	SR	NA	2U	D	1.15	0.00	T	11,700	318	880	0.36	0	C
971 - PINELLAS BAYWAY | SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	SR	NA	4D	D	2.02	0.00	T	6,100	318	2,000	0.16	0	C
972 - PINELLAS BAYWAY | SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY | SR 679)	SR	SA	4D	D	1.54	1.33	T	31,000	1,619	2,000	0.81	0	C
973 - PINELLAS BAYWAY | SR 682: (PINELLAS BAYWAY | SR 679 -to- SR 699 | GULF BLVD)	SR	SA	4D	D	1.42	0.84	T	21,500	1,123	1,630	0.69	0	D
974 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SR	SA	6D	D	0.48	2.10	T	39,500	2,063	3,020	0.68	0	C
975 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN CAY)	SR	NA	6D	D	0.24	0.00	T	39,500	2,063	3,020	0.68	0	C
976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SP	SA	4D	D	0.25	4.01	T	11,769	614	1,630	0.38	0	C
977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	SP	NMC	2U	D	0.37	0.00	T	5,700	297	750	0.40	0	C
999 - ROSERY RD / PONSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	LA	SA	2U	D	1.04	2.56	T	10,986	574	750	0.77	0	D
1000 - ROSERY RD/POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	LA	SA	2U	D	0.51	1.95	T	10,986	574	750	0.77	0	D
1005 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	DN	NMC	2U	D	1.10	0.00	T	3,510	183	750	0.24	0	C

Project: Corey Landings
Location: St. Pete Beach, FL
Notes:

Volume Source #1: 5157 75th Ave NE of SR 699
Volume Source #2: 9074 Boca Ciega, S of 75th Ave
Volume Source #3: 9174 Blind Pass Rd
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		2019	21000	2900	1800			8566.666667
2		2020	19400	2000	1700			7700
3		2021	21500	2000	1700			8400
4		2022	21500	2000	1700			8400
5		2023	21500	2200	1800			8500
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2019	8566.666667
2		2020	7700
3		2021	8400
4		2022	8400
5		2023	8500
6			
7			
8			
9			
10			

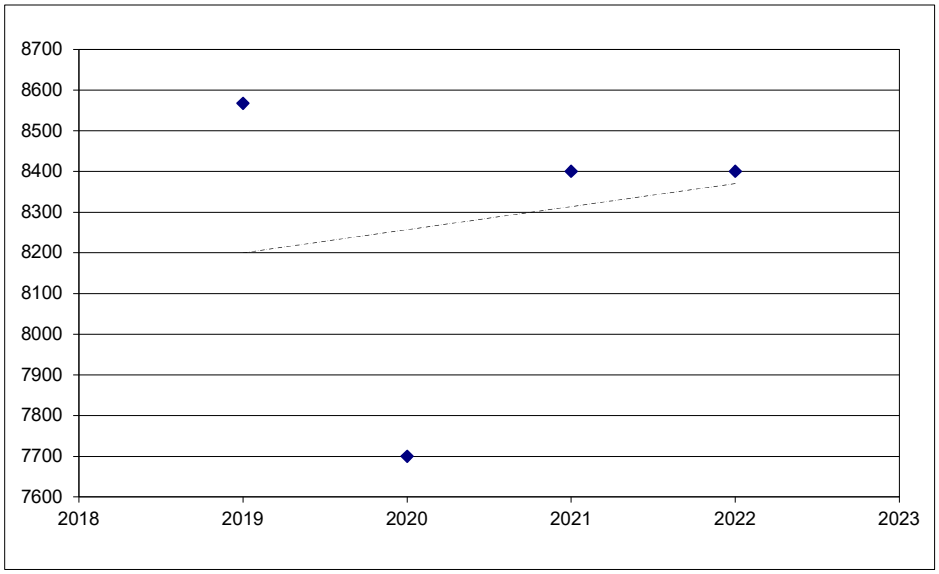
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2019	8200
2		2020	8256.666667
3		2021	8313.333333
4		2022	8370
5		2023	8426.666667
6			
7			
8			
9			
10			

Slope: 56.66666667
Intercept: -106210
R^2: 0.065503173
Standard Error: 390.7732126

Exponential Growth Rate: 0.68%
Future = Existing (1+Growth)^N

Linear Growth Rate: 0.69%
Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5157 - SR 693/75TH AV/ST PETE BCH CSWY, NE OF SR 699

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	21500 C	E 11000	W 10500	9.00	53.20	5.40
2022	21500 F	E 11000	W 10500	9.00	53.20	3.60
2021	21500 C	E 11000	W 10500	9.00	53.00	3.60
2020	19400 C	E 9700	W 9700	9.00	55.30	3.90
2019	21000 E			9.00	55.70	3.50
2018	20000 S	E 10000	W 10000	9.00	55.50	2.60
2017	20000 F	E 10000	W 10000	9.00	54.50	2.60
2016	20000 C	E 10000	W 10000	9.00	55.90	2.60
2015	24500 F	E 12000	W 12500	9.00	55.00	3.70
2014	23500 C	E 11500	W 12000	9.00	55.40	3.30
2013	22000 C	E 11000	W 11000	9.00	55.20	3.20
2012	24000 C	E 12000	W 12000	9.00	55.00	2.90
2011	25000 C	E 12500	W 12500	9.00	56.50	2.80
2010	22500 C	E 11000	W 11500	10.52	55.26	2.70
2009	19600 C	E 10000	W 9600	10.53	55.79	2.70
2008	28000 C	E 14500	W 13500	10.29	58.46	3.40

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
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9074 - BOCA CIEGA, S OF 75TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2200 T	N 1100	S 1100	9.00	53.20	8.70
2022	2000 S	N 1000	S 1000	9.00	53.20	5.60
2021	2000 F	N 1000	S 1000	9.00	53.00	3.90
2020	2000 C	N 1000	S 1000	9.00	55.30	3.40
2019	2900 V	N 1500	S 1400	9.00	55.70	3.30
2018	2900 R	N 1500	S 1400	9.00	55.50	3.20
2017	2900 T	N 1500	S 1400	9.00	54.50	2.90
2016	2900 S	N 1500	S 1400	9.00	55.90	2.90
2015	2900 F	N 1500	S 1400	9.00	55.00	2.90
2014	2900 C	N 1500	S 1400	9.00	55.40	3.20
2013	2400 S	0	0	9.00	55.20	3.00
2012	2400 F	0	0	9.00	55.00	2.80
2011	2400 C	N 0	S 0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9174 - BLIND PASS RD, N OF GULF BLVD

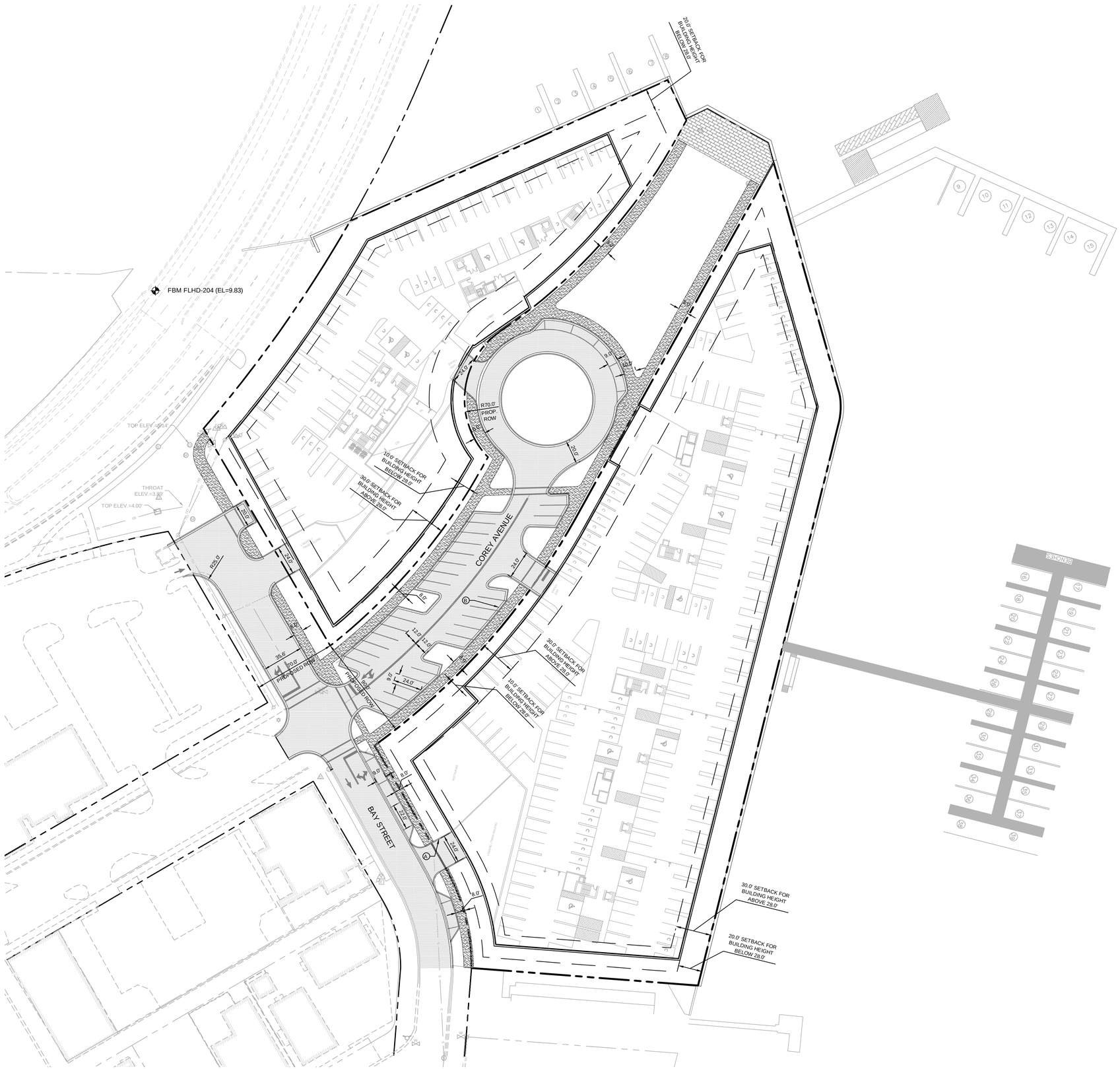
YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1800 X	0	0	9.00	53.20	8.70
2022	1700 X	0	0	9.00	53.20	5.60
2021	1700 X	0	0	9.00	53.00	3.90
2020	1700 X	0	0	9.00	55.30	3.40
2019	1800 X	0	0	9.00	55.70	3.30
2018	1800 X	0	0	9.00	55.50	3.20
2017	1800 6	0	0	9.00	54.50	2.90
2016	1800 V	0	0	9.00	55.90	2.90
2015	1800 R	0	0	9.00	55.00	2.90
2014	1800 T			9.00	55.40	3.20
2013	1800 S	0	0	9.00	55.20	3.00
2012	1800 F	0	0	9.00	55.00	2.80
2011	1800 C	N 0	S 0	9.00	56.50	3.10

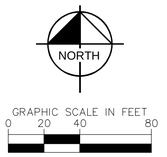
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix B

Conceptual Site Plan

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.





LEGEND

- PROPERTY LINE
- PROPOSED BUILDING
- PROPOSED CONCRETE SIDEWALK
- FULL DEPTH ASPHALT PAVEMENT AREA
- PROPOSED FIRE ACCESS DRIVE
- (#) PROPOSED PARKING SPACES
- [#] PROPOSED BOAT SLIP NUMBER

KEY NOTE LEGEND

- (A) PROPOSED TYPE 'D' CURB. SEE DETAIL SHEET.
- (B) PROPOSED TYPE 'F' CURB . SEE DETAIL SHEET.
- (C) ACCESSIBLE PARKING SPACE TYPICAL. SEE FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
- (D) PROPOSED CONCRETE CURB RAMP WITH DETECTABLE WARNINGS. SEE FDOT STANDARD PLANS, 522-002.
- (E) PROPOSED INTERNAL ADA RAMPS. SEE CITY STANDARDS S60-41
- (F) PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R1-1 STOP SIGN
- (G) PROPOSED CONCRETE SIDEWALK, SEE PLANS FOR WIDTH. INSTALL PER FDOT INDEX 522-001

SITE DATA TABLE

PROPERTY DATA		
PROJECT NAME	COREY LANDINGS	
JURISDICTION	CITY OF ST. PETE BEACH	
PARCEL NUMBER		
SUBMERGED LAND		
PROPOSED SITE AREA		
NORTH PARCEL	1.75 AC (76,259 SF)	
SOUTH PARCEL	3.05 AC (132,854 SF)	
TOTAL SITE AREA	4.80 AC (209,113 SF)	
CURRENT ZONING	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)	
CURRENT USE	VACANT SITE	
FUTURE LAND USE	TC-2 (TOWN CENTER COREY CIRCLE AND COQUINA WEST DISTRICTS)	
PROPOSED USE	154 MULTIFAMILY UNITS 4,000 SF RESTAURANT 8,540 SF RETAIL	
PARKING DATA		
ON-STREET PARKING	37 TOTAL SPACES	
OFF-STREET PARKING	REQUIRED	PROVIDED
NORTH PARCEL		
RESIDENTIAL (1 SPACE / BEDROOM)	__ BEDROOMS = __ SPACES	95 SPACES
RETAIL SALES (1 SPACE / 300 SF)	8,540 SF = 28 SPACES	28 SPACES
TRANSIENT BOAT SLIPS (PER CODE SLIPS COUNT TOWARDS PROVIDED PARKING)	N/A	8 SPACES
SOUTH PARCEL		
RESIDENTIAL (1 SPACE / BEDROOM)	__ BEDROOMS = __ SPACES	175 SPACES
RESTAURANT (1 SPACE / 100 SF)	4,000 SF = 40 SPACES	40 SPACES
BOAT SLIPS / NON-LIVE ABOARD (RESIDENTIAL ONLY, 1 SPACE / 4 SLIPS)	31 SLIPS = 8 SPACES	0 SPACES
TOTAL:	__ SPACES	338 SPACES

ZONING DATA

	ALLOWABLE	NORTH PARCEL	SOUTH PARCEL	TOTAL
DENSITY (UNITS / AC)	24 UNITS / AC (4.80 AC = 115 UNITS)	28.6 (50 UNITS / 1.75 AC)	34.1 (104 UNITS / 3.05 AC)	32.1
RETAIL / RESTAURANT FLOOR AREA RATIO	0.55	0.11 (8,540 SF / 76,259 SF)	0.03 (4,000 SF / 132,854 SF)	0.06
IMPERVIOUS SURFACE RATIO (ONSITE)	0.70			
VEGETATIVE GREENSPACE (AC)	-			

No.	REVISIONS	DATE

Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

SCALE AS NOTED
DESIGNED BY
DRAWN BY
CHECKED BY

CONDITIONAL USE PERMIT
SITE PLAN

COREY LANDINGS

PREPARED FOR:
KT NORTH ASHLEY, LLC

CITY OF ST. PETE BEACH FLORIDA

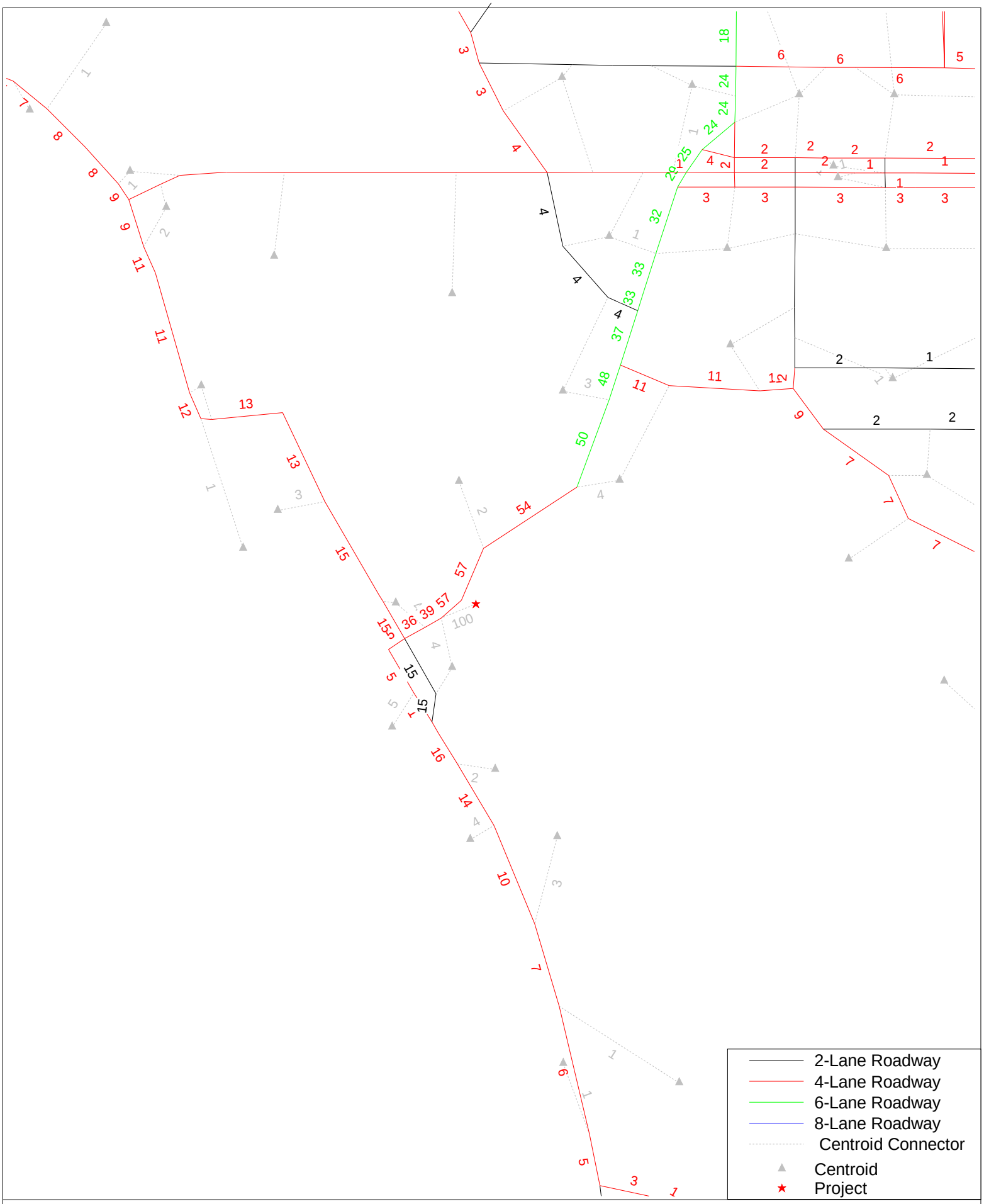
DATE
11/15/2024

PROJECT NO.

SHEET NUMBER

Appendix C

Project Traffic Distribution Model Output



TAMPA BAY REGIONAL PLANNING MODEL - 2024 EXISTING PLUS COMMITTED
SELECT ZONE ANALYSIS - COREY LANDINGS
MARCH 2025

cube

(Licensed to Kimley Horn & Associates)

Appendix D

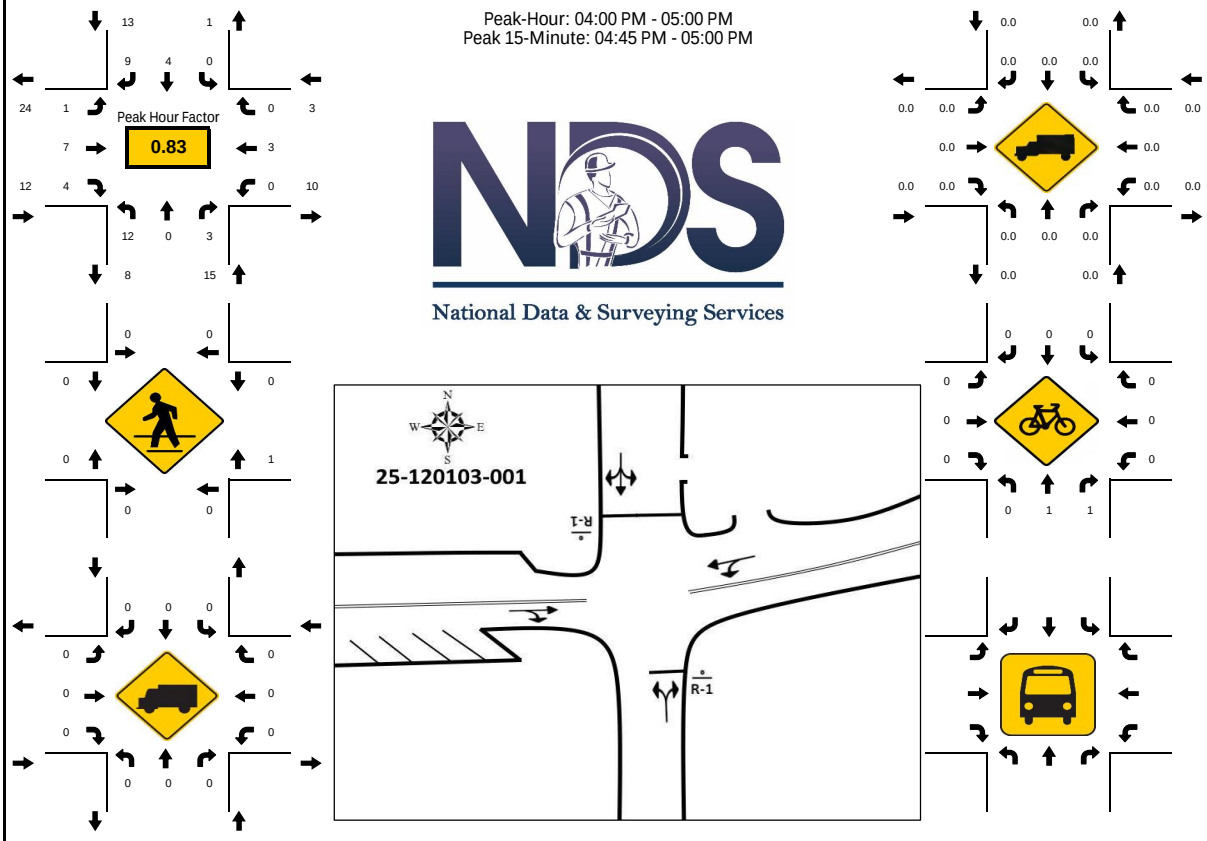
Raw Turning Movements Counts

Peak Season Factor Category Report

LOCATION: Bay St/Corey Cir & Corey Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-001
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:45 PM - 05:00 PM



15-Min Count Period Beginning At	Bay St/Corey Cir Northbound					Bay St/Corey Cir Southbound					Corey Ave Eastbound					Corey Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	2	0	1	0		0	0	4	0		0	1	0	1		0	1	0	0		10	43
4:15 PM	3	0	1	0		0	2	2	0		0	1	2	0		0	0	0	0		11	35
4:30 PM	2	0	0	0		0	0	2	0		0	3	1	0		0	1	0	0		9	28
4:45 PM	5	0	1	0		0	2	1	0		0	2	1	0		0	1	0	0		13	21
5:00 PM	0	0	0	0		0	0	0	0		0	0	1	0		0	1	0	0		2	12
5:15 PM	1	0	0	0		0	1	0	0		0	0	1	0		1	0	0	0		4	10
5:30 PM	1	0	1	0		0	0	0	0		0	0	0	0		0	0	0	0		2	6
5:45 PM	0	0	0	0		0	0	1	0		0	0	3	0		0	0	0	0		4	4
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	0	4	0		0	8	16	0		0	12	8	4		0	4	0	0		**76**	
Heavy Trucks	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**0**	
Pedestrians		0					0					0					4				**4**	
Bicycles	0	4	4	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

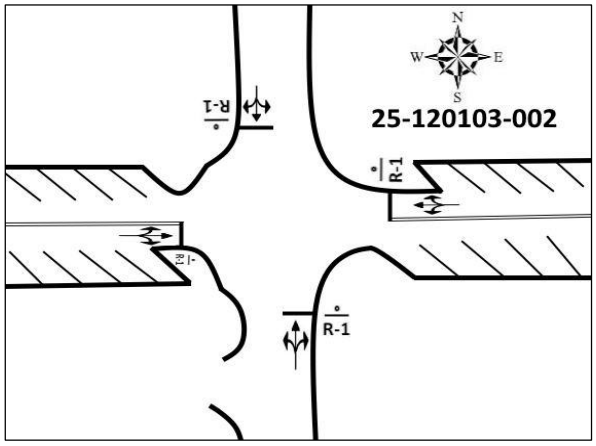
LOCATION: Mangrove St & Corey Ave
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-002
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM

Peak Hour Factor
0.92

National Data & Surveying Services

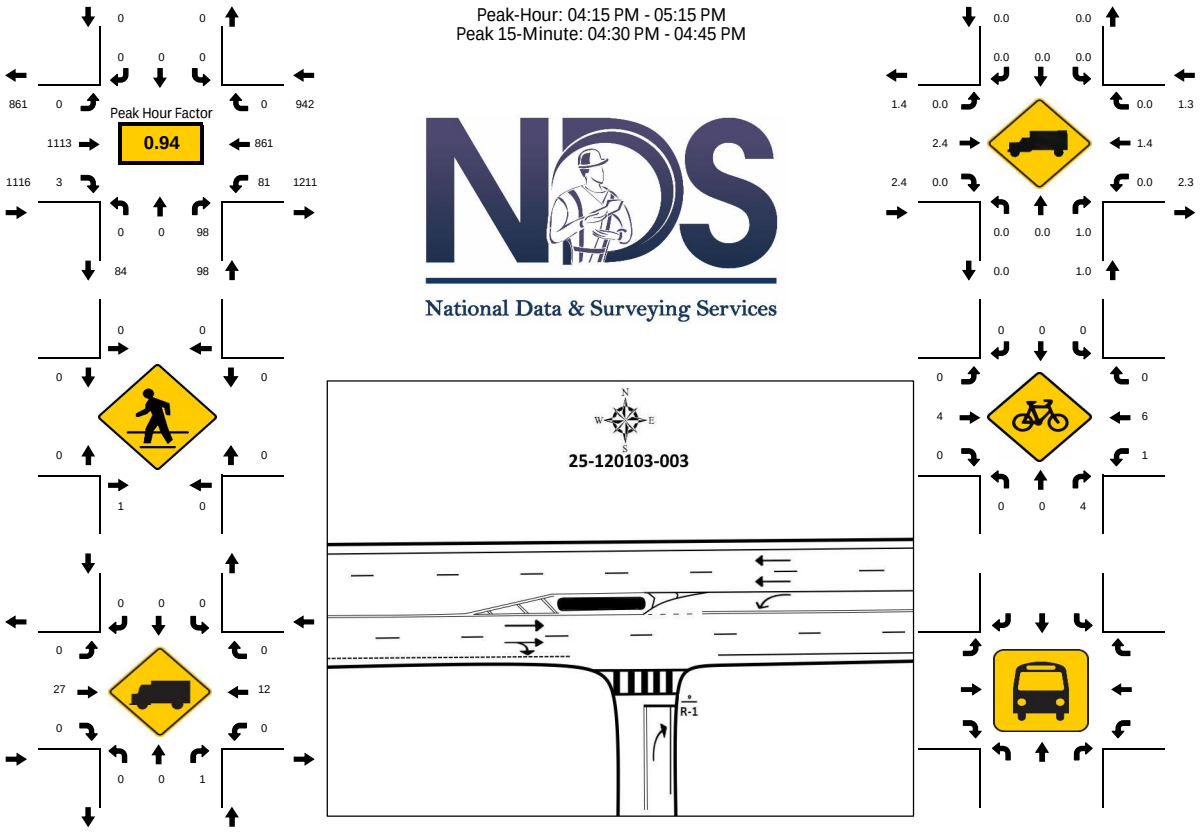


15-Min Count Period Beginning At	Mangrove St Northbound					Mangrove St Southbound					Corey Ave Eastbound					Corey Ave Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	0	9	1	0		0	10	6	0		8	2	2	0		1	4	6	0		49	206
4:15 PM	1	13	0	0		5	15	5	0		7	1	0	0		1	1	8	0		57	209
4:30 PM	2	9	0	0		2	10	8	0		5	3	0	0		1	4	10	0		54	195
4:45 PM	0	8	1	0		1	12	2	0		6	3	1	0		0	6	6	0		46	180
5:00 PM	0	8	0	0		1	13	12	0		12	1	1	0		0	2	2	0		52	162
5:15 PM	1	11	0	0		2	17	3	0		5	0	0	0		0	1	3	0		43	110
5:30 PM	0	9	0	0		0	18	7	0		2	0	1	0		0	0	2	0		39	67
5:45 PM	0	6	0	0		2	10	5	0		3	0	0	0		0	0	2	0		28	28
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	8	52	4	0		20	60	48	0		48	12	4	0		4	24	40	0		**324**	
Heavy Trucks	4	4	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Pedestrians		8					20					0					0				**28**	
Bicycles	0	0	8	0		0	0	4	0		8	0	0	0		0	8	0	0		**28**	
Buses																						
Stopped Buses																						

LOCATION: Mangrove St & 75th Ave/SR 693
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-003
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



15-Min Count Period Beginning At	Mangrove St Northbound					Mangrove St Southbound					75th Ave/SR 693 Eastbound					75th Ave/SR 693 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	0	24	0		0	0	0	0		0	248	0	0		15	206	0	0		493	2113
4:15 PM	0	0	30	0		0	0	0	0		0	288	1	0		23	220	0	0		562	2156
4:30 PM	0	0	27	0		0	0	0	0		0	305	2	0		18	221	0	0		573	2087
4:45 PM	0	0	21	0		0	0	0	0		0	251	0	0		15	198	0	0		485	1995
5:00 PM	0	0	20	0		0	0	0	0		0	269	0	0		25	222	0	0		536	1937
5:15 PM	0	0	22	0		0	0	0	0		0	231	2	0		19	219	0	0		493	1401
5:30 PM	0	0	14	0		0	0	0	0		0	231	2	0		22	212	0	0		481	908
5:45 PM	0	0	12	0		0	0	0	0		0	178	0	0		17	220	0	0		427	427
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	0	120	0		0	0	0	0		0	1220	8	0		100	888	0	0		**2336**	
Heavy Trucks	0	0	4	0		0	0	0	0		0	40	0	0		0	16	0	0		**60**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	8	0		0	0	0	0		0	8	0	0		4	16	0	0		**36**	
Buses																						
Stopped Buses																						

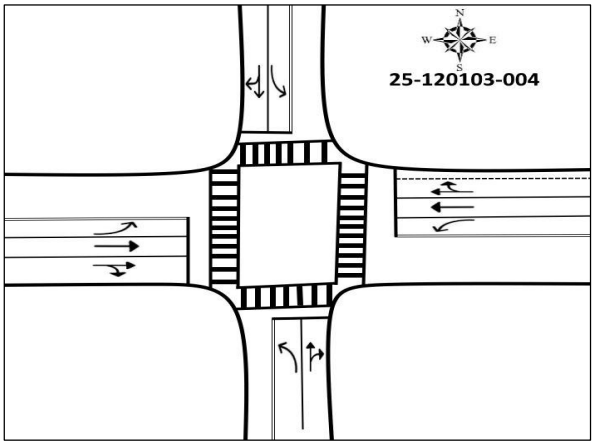
LOCATION: Boca Ciega Dr & 75th Ave/SR 693
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-004
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:30 PM - 04:45 PM

Peak Hour Factor
0.94

National Data & Surveying Services

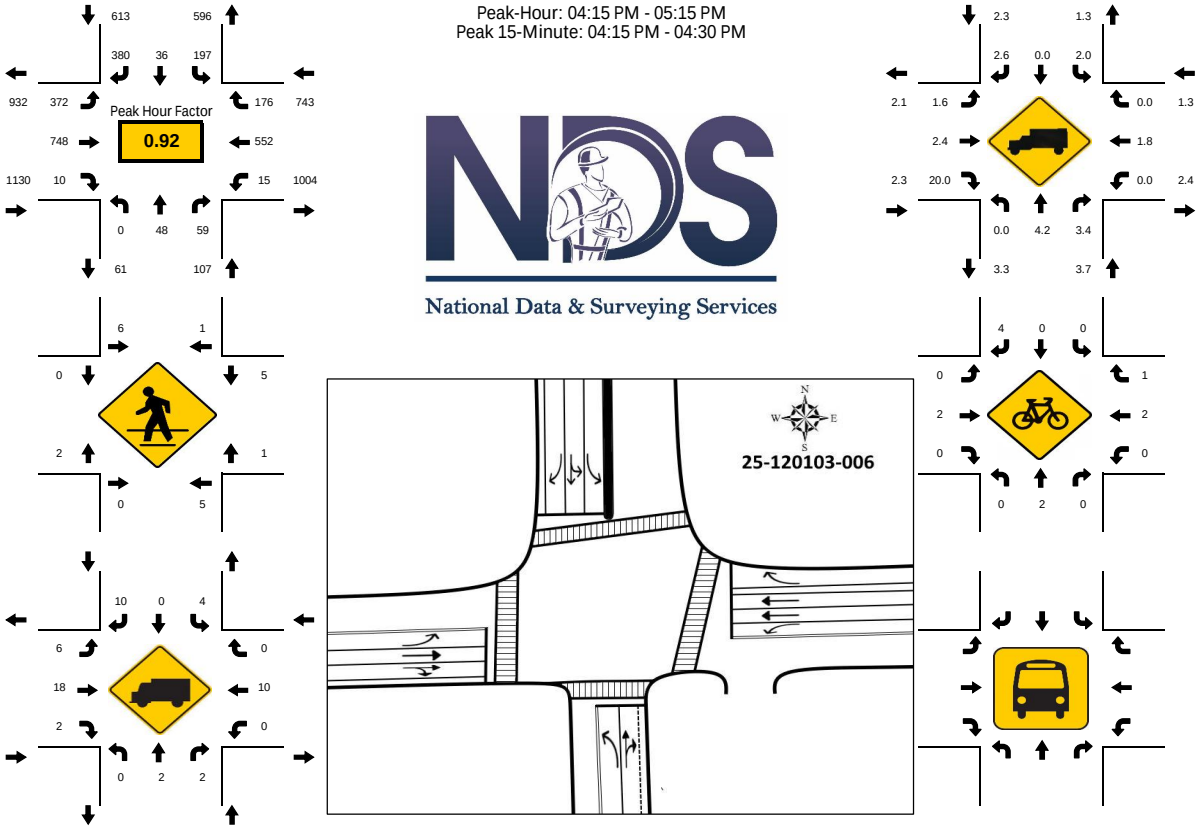


15-Min Count Period Beginning At	Boca Ciega Dr Northbound					Boca Ciega Dr Southbound					75th Ave/SR 693 Eastbound					75th Ave/SR 693 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
4:00 PM	5	0	33	0		10	1	2	0		6	198	3	0		18	182	8	0		466	2033
4:15 PM	5	5	23	0		16	1	3	0		14	246	2	0		19	189	15	0		538	2069
4:30 PM	7	3	26	0		25	4	4	0		5	254	3	0		19	179	23	0		552	2002
4:45 PM	6	3	21	0		9	2	3	0		6	226	2	0		15	168	16	0		477	1918
5:00 PM	5	1	21	0		18	3	2	0		6	228	0	0		15	184	19	0		502	1855
5:15 PM	6	3	31	0		12	4	4	0		3	196	3	0		16	187	6	0		471	1353
5:30 PM	7	2	27	0		20	1	3	0		2	183	2	0		10	193	18	0		468	882
5:45 PM	5	0	14	0		10	5	1	0		6	150	0	0		11	201	11	0		414	414
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	28	20	104	0		100	16	16	0		56	1016	12	0		76	756	92	0		**2292**	
Heavy Trucks	0	0	0	0		0	0	0	0		4	40	0	0		0	16	4	0		**64**	
Pedestrians		4					24					24					8				**60**	
Bicycles	0	4	4	0		0	4	0	0		0	8	0	0		0	12	4	0		**36**	
Buses																						
Stopped Buses																						

LOCATION: Blind Pass Rd/SR 699 & 75th Ave/SR 693/SR 699
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-006
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM

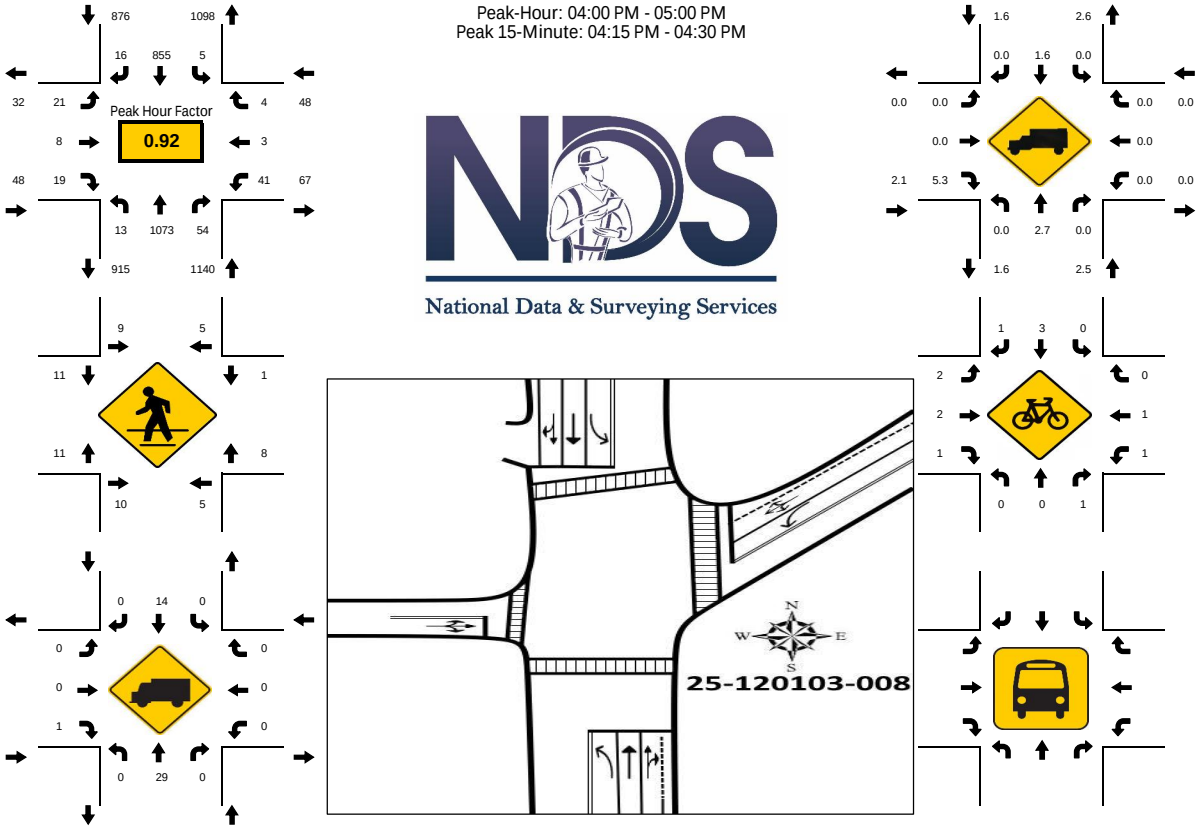


15-Min Count Period Beginning At	Blind Pass Rd/SR 699 Northbound					Blind Pass Rd/SR 699 Southbound					75th Ave/SR 693/SR 699 Eastbound					75th Ave/SR 693/SR 699 Westbound						Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
4:00 PM	0	13	9	0		40	6	84	1		90	158	2	0		4	129	49	0		585	2592
4:15 PM	0	11	15	0		49	13	97	1		100	211	3	0		3	155	46	0		704	2593
4:30 PM	0	12	20	0		53	9	97	3		107	190	2	0		1	126	57	0		677	2478
4:45 PM	0	15	14	0		42	5	92	0		96	184	4	0		5	136	33	0		626	2402
5:00 PM	0	10	10	0		49	9	94	0		69	163	1	0		6	135	40	0		586	2328
5:15 PM	0	16	12	0		44	3	61	1		103	152	1	0		4	153	39	0		589	1742
5:30 PM	2	17	12	0		55	11	110	0		70	135	3	0		3	133	50	0		601	1153
5:45 PM	0	11	11	0		27	10	82	0		90	116	2	0		6	152	45	0		552	552
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	60	80	0		212	52	388	12		428	844	16	0		24	620	228	0		**2964**	
Heavy Trucks	0	4	4	0		4	0	16	0		16	24	4	0		0	16	0	0		**88**	
Pedestrians		20					20					8					12				**60**	
Bicycles	0	8	0	0		0	0	8	0		0	8	0	0		0	8	4	0		**36**	
Buses																						
Stopped Buses																						

LOCATION: Gulf Blvd/SR 699 & 68th Ave/Blind Pass Rd
CITY/STATE: St Pete Beach, FL

PROJECT ID: 25-120103-008
DATE: Thu, Feb 27, 2025

Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:15 PM - 04:30 PM



15-Min Count Period Beginning At	Gulf Blvd/SR 699 Northbound					Gulf Blvd/SR 699 Southbound					68th Ave/Blind Pass Rd Eastbound					68th Ave/Blind Pass Rd 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	1	250	12	0		1	205	4	0		8	4	6	0		7	0	0	0		498	2112
4:15 PM	3	306	10	0		2	230	4	0		1	1	5	0		10	0	2	0		574	2093
4:30 PM	3	274	18	0		0	210	1	0		4	2	5	0		11	3	0	0		531	2014
4:45 PM	6	243	14	0		2	210	7	0		7	1	3	1		13	0	2	0		509	1948
5:00 PM	7	238	14	0		2	191	5	0		9	0	2	0		11	0	0	0		479	1862
5:15 PM	7	221	13	0		1	220	6	0		4	3	5	0		14	0	1	0		495	1383
5:30 PM	4	214	13	0		0	211	7	0		2	0	6	0		6	0	2	0		465	888
5:45 PM	6	190	6	0		0	192	4	0		7	0	3	0		11	2	2	0		423	423
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	24	1224	72	0		8	920	28	0		32	16	24	4		52	12	8	0		**2424**	
Heavy Trucks	0	44	0	0		0	24	0	0		0	0	4	0		0	0	0	0		**72**	
Pedestrians		20					28					32					24				**104**	
Bicycles	0	0	4	0		0	8	4	0		8	8	4	0		4	4	0	0		**44**	
Buses																						
Stopped Buses																						

2023 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1500 PINELLAS COUNTYWIDE

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2023 - 01/07/2023	1.10	1.17
2	01/08/2023 - 01/14/2023	1.06	1.13
3	01/15/2023 - 01/21/2023	1.02	1.09
4	01/22/2023 - 01/28/2023	1.00	1.06
5	01/29/2023 - 02/04/2023	0.98	1.04
* 6	02/05/2023 - 02/11/2023	0.95	1.01
* 7	02/12/2023 - 02/18/2023	0.93	0.99
* 8	02/19/2023 - 02/25/2023	0.93	0.99
* 9	02/26/2023 - 03/04/2023	0.93	0.99
*10	03/05/2023 - 03/11/2023	0.92	0.98
*11	03/12/2023 - 03/18/2023	0.92	0.98
*12	03/19/2023 - 03/25/2023	0.93	0.99
*13	03/26/2023 - 04/01/2023	0.93	0.99
*14	04/02/2023 - 04/08/2023	0.94	1.00
*15	04/09/2023 - 04/15/2023	0.94	1.00
*16	04/16/2023 - 04/22/2023	0.95	1.01
*17	04/23/2023 - 04/29/2023	0.95	1.01
*18	04/30/2023 - 05/06/2023	0.96	1.02
19	05/07/2023 - 05/13/2023	0.97	1.03
20	05/14/2023 - 05/20/2023	0.98	1.04
21	05/21/2023 - 05/27/2023	0.98	1.04
22	05/28/2023 - 06/03/2023	0.99	1.05
23	06/04/2023 - 06/10/2023	0.99	1.05
24	06/11/2023 - 06/17/2023	1.00	1.06
25	06/18/2023 - 06/24/2023	1.00	1.06
26	06/25/2023 - 07/01/2023	1.01	1.07
27	07/02/2023 - 07/08/2023	1.01	1.07
28	07/09/2023 - 07/15/2023	1.01	1.07
29	07/16/2023 - 07/22/2023	1.02	1.09
30	07/23/2023 - 07/29/2023	1.03	1.10
31	07/30/2023 - 08/05/2023	1.05	1.12
32	08/06/2023 - 08/12/2023	1.06	1.13
33	08/13/2023 - 08/19/2023	1.07	1.14
34	08/20/2023 - 08/26/2023	1.07	1.14
35	08/27/2023 - 09/02/2023	1.06	1.13
36	09/03/2023 - 09/09/2023	1.06	1.13
37	09/10/2023 - 09/16/2023	1.06	1.13
38	09/17/2023 - 09/23/2023	1.05	1.12
39	09/24/2023 - 09/30/2023	1.05	1.12
40	10/01/2023 - 10/07/2023	1.04	1.11
41	10/08/2023 - 10/14/2023	1.03	1.10
42	10/15/2023 - 10/21/2023	1.02	1.09
43	10/22/2023 - 10/28/2023	1.03	1.10
44	10/29/2023 - 11/04/2023	1.03	1.10
45	11/05/2023 - 11/11/2023	1.04	1.11
46	11/12/2023 - 11/18/2023	1.04	1.11
47	11/19/2023 - 11/25/2023	1.06	1.13
48	11/26/2023 - 12/02/2023	1.07	1.14
49	12/03/2023 - 12/09/2023	1.08	1.15
50	12/10/2023 - 12/16/2023	1.10	1.17
51	12/17/2023 - 12/23/2023	1.07	1.14
52	12/24/2023 - 12/30/2023	1.05	1.12
53	12/31/2023 - 12/31/2023	1.02	1.09

A PSCF of 1.00 was used for conservative analysis

* PEAK SEASON

09-MAR-2024 18:41:42 830UPD 7_1500_PKSEASON.TXT

Appendix E

Growth Rate Calculations

Project: Corey Landings
Location: St. Pete Beach, FL
Notes:

Volume Source #1: 5157 75th Ave NE of SR 699
Volume Source #2: 9074 Boca Ciega, S of 75th Ave
Volume Source #3: 9174 Blind Pass Rd
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		2019	21000	2900	1800			8566.666667
2		2020	19400	2000	1700			7700
3		2021	21500	2000	1700			8400
4		2022	21500	2000	1700			8400
5		2023	21500	2200	1800			8500
6								
7								
8								
9								
10								

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2019	8566.666667
2		2020	7700
3		2021	8400
4		2022	8400
5		2023	8500
6			
7			
8			
9			
10			

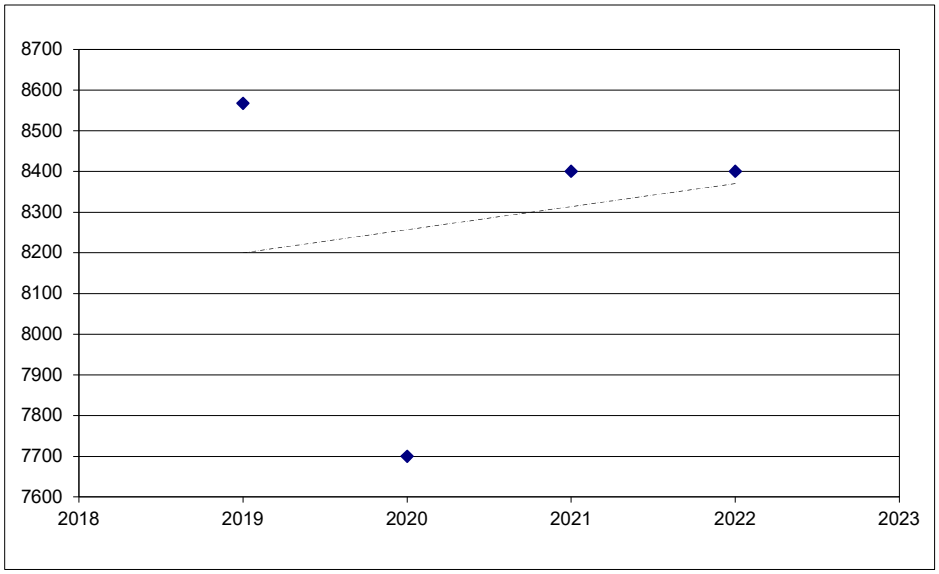
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2019	8200
2		2020	8256.666667
3		2021	8313.333333
4		2022	8370
5		2023	8426.666667
6			
7			
8			
9			
10			

Slope: 56.66666667
Intercept: -106210
R^2: 0.065503173
Standard Error: 390.7732126

Exponential Growth Rate: 0.68%
Future = Existing (1+Growth)^N

Linear Growth Rate: 0.69%
Future = Existing (1+Growth*N)



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5157 - SR 693/75TH AV/ST PETE BCH CSWY, NE OF SR 699

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	21500 C	E 11000	W 10500	9.00	53.20	5.40
2022	21500 F	E 11000	W 10500	9.00	53.20	3.60
2021	21500 C	E 11000	W 10500	9.00	53.00	3.60
2020	19400 C	E 9700	W 9700	9.00	55.30	3.90
2019	21000 E			9.00	55.70	3.50
2018	20000 S	E 10000	W 10000	9.00	55.50	2.60
2017	20000 F	E 10000	W 10000	9.00	54.50	2.60
2016	20000 C	E 10000	W 10000	9.00	55.90	2.60
2015	24500 F	E 12000	W 12500	9.00	55.00	3.70
2014	23500 C	E 11500	W 12000	9.00	55.40	3.30
2013	22000 C	E 11000	W 11000	9.00	55.20	3.20
2012	24000 C	E 12000	W 12000	9.00	55.00	2.90
2011	25000 C	E 12500	W 12500	9.00	56.50	2.80
2010	22500 C	E 11000	W 11500	10.52	55.26	2.70
2009	19600 C	E 10000	W 9600	10.53	55.79	2.70
2008	28000 C	E 14500	W 13500	10.29	58.46	3.40

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
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9074 - BOCA CIEGA, S OF 75TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	2200 T	N 1100	S 1100	9.00	53.20	8.70
2022	2000 S	N 1000	S 1000	9.00	53.20	5.60
2021	2000 F	N 1000	S 1000	9.00	53.00	3.90
2020	2000 C	N 1000	S 1000	9.00	55.30	3.40
2019	2900 V	N 1500	S 1400	9.00	55.70	3.30
2018	2900 R	N 1500	S 1400	9.00	55.50	3.20
2017	2900 T	N 1500	S 1400	9.00	54.50	2.90
2016	2900 S	N 1500	S 1400	9.00	55.90	2.90
2015	2900 F	N 1500	S 1400	9.00	55.00	2.90
2014	2900 C	N 1500	S 1400	9.00	55.40	3.20
2013	2400 S	0	0	9.00	55.20	3.00
2012	2400 F	0	0	9.00	55.00	2.80
2011	2400 C	N 0	S 0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9174 - BLIND PASS RD, N OF GULF BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	1800 X	0	0	9.00	53.20	8.70
2022	1700 X	0	0	9.00	53.20	5.60
2021	1700 X	0	0	9.00	53.00	3.90
2020	1700 X	0	0	9.00	55.30	3.40
2019	1800 X	0	0	9.00	55.70	3.30
2018	1800 X	0	0	9.00	55.50	3.20
2017	1800 6	0	0	9.00	54.50	2.90
2016	1800 V	0	0	9.00	55.90	2.90
2015	1800 R	0	0	9.00	55.00	2.90
2014	1800 T			9.00	55.40	3.20
2013	1800 S	0	0	9.00	55.20	3.00
2012	1800 F	0	0	9.00	55.00	2.80
2011	1800 C	N 0	S 0	9.00	56.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix F

Volume Development Worksheets

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Bay Street/Corey Circle & Corey Avenue
COUNT DATE: February 27, 2025
PM PEAK HOUR FACTOR: 0.83

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements	0	0	7	4		0	3	0		12	0	3		0	4	9
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS	**0**	**0**	**7**	**4**		**0**	**3**	**0**		**12**	**0**	**3**		**0**	**4**	**9**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH	0	0	0	0		0	0	0		1	0	0		0	0	0
PM NON-PROJECT TRAFFIC	**0**	**0**	**7**	**4**		**0**	**3**	**0**		**13**	**0**	**3**		**0**	**4**	**9**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			100.0%													
	Exiting							100.0%									
Net New Distribution	Entering			100.0%													
	Exiting							100.0%									

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By			19				18									
	Net New			61				38									
PM TOTAL PROJECT TRAFFIC		**0**	**0**	**80**	**0**		**0**	**56**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
PM TRAFFIC DIVERSIONS				**-7**				**-3**					**-3**				
PM TOTAL TRAFFIC		**0**	**0**	**80**	**4**		**0**	**56**	**0**		**13**	**0**	**0**		**0**	**4**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Mangrove Street & Corey Avenue
COUNT DATE: February 27, 2025
PM PEAK HOUR FACTOR: 0.92

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		30	8	2		2	13	26		3	38	1		9	50	27
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**30**	**8**	**2**		**2**	**13**	**26**		**3**	**38**	**1**		**9**	**50**	**27**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		2	0	0		0	1	1		0	2	0		0	3	1
PM NON-PROJECT TRAFFIC		**32**	**8**	**2**		**2**	**14**	**27**		**3**	**40**	**1**		**9**	**53**	**28**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			33.0%											67.0%		
	Exiting							33.0%	67.0%								
Net New Distribution	Entering			60.0%											40.0%		
	Exiting							61.0%	39.0%								

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			6				6	12						13		
	Net New			37				23	15						24		
PM TOTAL PROJECT TRAFFIC			**0**	**43**	**0**		**0**	**29**	**27**		**0**	**0**	**0**		**37**	**0**	**0**
PM TOTAL TRAFFIC			**32**	**51**	**2**		**2**	**43**	**54**		**3**	**40**	**1**		**46**	**53**	**28**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Mangrove Street & 75th Avenue
COUNT DATE: February 27, 2025
PM PEAK HOUR FACTOR: 0.94

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	1,113	3		81	861	0		0	0	98		0	0	0
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**0**	**1,113**	**3**		**81**	**861**	**0**		**0**	**0**	**98**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		0	57	0		4	44	0		0	0	5		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**1,170**	**3**		**85**	**905**	**0**		**0**	**0**	**103**		**0**	**0**	**0**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-67.0%	67.0%												
	Exiting												67.0%				
Net New Distribution	Entering				5.0%		35.0%	23.0%									
	Exiting			19.0%									39.0%				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			-13	13								12				
	Net New			7	3		21	14					15				
PM TOTAL PROJECT TRAFFIC			**0**	**-6**	**16**		**21**	**14**	**0**		**0**	**0**	**27**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**1,164**	**19**		**106**	**919**	**0**		**0**	**0**	**130**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: Boca Ciega Drive & 75th Avenue
COUNT DATE: February 27, 2025
PM PEAK HOUR FACTOR: 0.94

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		31	954	7		68	720	73		23	12	91		68	10	12
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**31**	**954**	**7**		**68**	**720**	**73**		**23**	**12**	**91**		**68**	**10**	**12**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		2	49	0		3	37	4		1	1	5		3	1	1
PM NON-PROJECT TRAFFIC		**33**	**1,003**	**7**		**71**	**757**	**77**		**24**	**13**	**96**		**71**	**11**	**13**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			-33.0%	33.0%												
	Exiting												33.0%				
Net New Distribution	Entering			5.0%			23.0%									4.0%	
	Exiting										5.0%	4.0%	19.0%				

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			-6	6								6				
	Net New			3			14				2	2	7			2	
PM TOTAL PROJECT TRAFFIC			**0**	**-3**	**6**		**14**	**0**	**0**		**2**	**2**	**13**		**0**	**2**	**0**
PM TOTAL TRAFFIC			**33**	**1,000**	**13**		**85**	**757**	**77**		**26**	**15**	**109**		**71**	**13**	**13**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: West Driveway
COUNT DATE: February 28, 2025
PM PEAK HOUR FACTOR: 0.83

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering			45.0%	55.0%												
	Exiting							45.0%			55.0%						
Net New Distribution	Entering			45.0%	55.0%												
	Exiting							45.0%			55.0%						

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By			9	10			8			10						
	Net New			27	34			17			21						
PM TOTAL PROJECT TRAFFIC			**0**	**36**	**44**		**0**	**25**	**0**		**31**	**0**	**0**		**0**	**0**	**0**
PM TOTAL TRAFFIC			**0**	**36**	**44**		**0**	**25**	**0**		**31**	**0**	**0**		**0**	**0**	**0**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: East Driveway
COUNT DATE: February 27, 2025
PM PEAK HOUR FACTOR: 0.83

"PM EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Raw Turning Movements		0	0	0		0	0	0		0	0	0		0	0	0
Peak Season Correction 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	1.00	1.00	1.00	1.00
PM EXISTING CONDITIONS		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Years To Buildout	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Yearly Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
PM BACKGROUND TRAFFIC GROWTH		0	0	0		0	0	0		0	0	0		0	0	0
PM NON-PROJECT TRAFFIC		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**

"PM PROJECT DISTRIBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		45.0%														
	Exiting																45.0%
Net New Distribution	Entering		45.0%														
	Exiting																45.0%

"PM PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM TRAFFIC DIVERSIONS																	
Project Trips	Pass - By		9														8
	Net New		27														17
PM TOTAL PROJECT TRAFFIC			**36**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**25**
PM TOTAL TRAFFIC			**36**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**25**

Appendix G

Roadway Analysis Documentation

FORWARD PINELLAS

Integrating Land Use & Transportation

2024 Annual Level of Service Report

2023 Data Year

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
511 - BLIND PASS RD: (75TH AVE/COREY AVE -to- W GULF BL)	SR	SA	4D	D	1.39	1.71	T	16,200	825	1,630	0.51	0	D
517 - BRYAN DAIRY RD: (BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1.03	4.57	T	48,666	2,542	3,020	0.84	0	C
518 - BRYAN DAIRY RD: (STARKEY RD -to- 98TH ST N)	CR	SA	6D	D	0.96	2.16	T	36,500	1,907	3,020	0.63	0	C
519 - BRYAN DAIRY RD: (98TH ST N -to- ALT 19)	CR	SA	4D	D	0.76	1.33	T	36,500	1,907	2,000	0.95	1	C
520 - BRYAN DAIRY RD/118TH AVE N: (28TH ST N -to- 34TH ST N)	CR	SA	4D	D	0.50	4.01	T	8,700	454	2,000	0.23	0	C
521 - BRYAN DAIRY RD/118TH AVE N: (US 19 -to- BELCHER RD)	CR	SA	6D	D	2.15	0.43	T	44,279	1,595	3,020	0.53	0	C
522 - BRYAN DAIRY RD | 118TH AVE N: (34TH ST N -to- 40TH ST N)	CR	NA	4D	D	0.49	0.00	T	30,542	1,595	2,000	0.80	0	C
523 - BRYAN DAIRY RD | 118TH AVE N: (40TH ST N -to- 49TH ST N)	CR	SA	6D	D	0.76	1.14	T	41,500	2,168	3,020	0.72	0	C
526 - CENTRAL AVE: (34TH ST N -to- 58TH ST N)	CR	SA	4D	D	2.01	2.67	T	11,000	574	2,000	0.29	0	C
527 - CENTRAL AVE: (58TH ST N -to- PARK ST)	CR	SA	4D	D	1.76	3.15	T	11,866	574	2,000	0.29	0	C
528 - CENTRAL AVE: (34TH ST N -to- 31ST ST N)	SP	SA	4D	D	0.25	8.41	T	7,600	397	1,630	0.24	0	C
529 - CENTRAL AVE: (31ST ST N -to- 3RD ST N)	SP	SA	2U	D	2.34	5.99	T	5,680	271	750	0.36	0	C
533 - CHESTNUT ST: (COURT ST CONNECTION -to- FT HARRISON AVE)	SR	SA	2O	D	0.21	9.79	T	21,000	1,995	1,630	1.22	2	F
534 - CHESTNUT ST: (FT HARRISON AVE -to- MYRTLE AVE)	SR	SA	4O	D	0.25	3.97	T	21,000	1,995	3,390	0.59	0	D
538 - CLEARWATER-LARGO RD: (BELLEAIR RD -to- W BAY DR)	LA	SA	4D	D	1.56	2.86	T	19,249	535	1,630	0.33	0	C
539 - CLEARWATER-LARGO RD: (W BAY DR -to- ULMERTON RD)	CR	SA	6D	D	1.53	2.08	T	22,249	1,162	2,520	0.46	0	C
542 - CLEVELAND ST: (MYRTLE AVE -to- MISSOURI AVE)	CL	SA	2D	D	0.51	3.96	T	4,800	250	750	0.33	0	C
543 - CLEVELAND ST: (MISSOURI AVE -to- GULF-TO-BAY BLVD)	CL	SA	4D	D	0.47	2.15	T	650	33	1,630	0.02	0	C
549 - COMMERCE BLVD: (TAMPA RD -to- DOUGLAS RD)	OLD	NMC	2U	D	0.18	0.00	T	5,491	286	750	0.38	0	C
555 - COREY CSWY/75TH AVE: (GULF BLVD -to- SHORE DR)	SR	SA	4D	D	1.04	6.10	T	23,300	1,123	1,630	0.69	0	D
556 - CORONADO DR: (ROUNDABOUT -to- HAMDEN DR)	CL	SA	2D	D	0.65	11.36	T	5,600	292	750	0.39	0	C
558 - COUNTRYSIDE BLVD: (BELCHER RD -to- US 19)	CL	SA	4D	D	0.53	4.62	T	18,745	979	2,000	0.49	0	C
559 - COUNTRYSIDE BLVD: (US 19 -to- SR 580)	CL	SA	6D	D	0.79	3.08	T	18,745	979	3,020	0.32	0	C
560 - COUNTRYSIDE BLVD: (SR 580 -to- N SIDE DR)	CL	NA	4D	D	1.39	0.00	T	13,500	705	1,630	0.43	0	C
561 - COUNTRYSIDE BLVD: (N SIDE DR -to- CURLEW RD)	CL	SA	2U	D	0.88	1.14	T	13,500	705	750	0.94	1	D
562 - COUNTRYSIDE BLVD: (CURLEW RD -to- LAKE ST GEORGE DR)	CR	SC	2U	D	0.35	2.82	T	4,148	216	880	0.25	0	C
564 - COURT ST: (MISSOURI AVE -to- HIGHLAND AVE)	SR	SA	4D	D	0.76	2.98	T	43,500	2,272	2,000	1.14	2	F
565 - COURT ST: (FT HARRISON AVE -to- OAK AVE)	SR	SA	3O	D	0.11	9.53	T	16,500	1,567	2,520	0.62	0	D
566 - COURT ST: (OAK AVE -to- CHESTNUT ST CONNECTION)	SR	NA	2O	D	0.04	0.00	T	16,500	1,567	1,630	0.96	1	D
568 - COURTNEY CAMPBELL CSWY: (HILLSBOROUGH CL -to- BAYSHORE BLVD)	SR	SA	4D	D	3.55	1.31	T	63,500	3,317	2,000	1.66	2	F
569 - CR 1: (SR 580 -to- CURLEW RD)	CR	SA	4D	D	2.03	2.15	T	19,858	1,037	1,630	0.64	0	D

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
705 - GATEWAY EXPRESS/BRYAN DAIRY RD: (US 19 -to- 49TH ST N)	CR	SA	6D	D	0.72	1.40	T	30,542	1,595	3,020	0.53	0	C
706 - GATEWAY EXPRESS/ROOSEVELT BLVD: (ULMERTON -to- 49TH ST NB RAMP)	SR	SA	4D	D	1.25	1.70	T	37,500	1,959	2,000	0.98	1	D
711 - GRAND AVE: (N GANDY BLVD/FRONTAGE RD -to- GANDY BLVD)	CR	SA	4D	D	0.15	6.79	T	17,965	938	1,630	0.58	0	D
715 - GREENBRIAR BLVD: (VIRGINIA AVE -to- BELCHER RD)	CR	SMC	2U	D	0.65	1.53	T	7,866	411	750	0.55	0	D
718 - GULF BLVD: (W GULF BL -to- TREASURE ISLAND CSWY)	SR	SA	4U	D	0.96	3.68	T	17,000	888	1,630	0.55	0	D
719 - GULF BLVD: (TREASURE ISLAND CSWY -to- MADEIRA BEACH CSWY)	SR	SA	4D	D	2.95	1.76	T	23,750	1,123	1,630	0.69	0	D
720 - GULD BLVD: (MADIERA BEACH CSWY -to- PARK BLVD)	SR	SA	4D	D	3.85	2.26	T	19,927	879	1,630	0.54	0	D
721 - GULF BLVD: (PARK BLVD -to- WALSINGHAM RD)	SR	SA	2U	D	2.89	0.79	T	13,700	715	750	0.95	1	D
722 - GULF BLVD: (WALSINGHAM RD -to- BELLEAIR CSWY)	CR	SA	2D	D	2.36	0.42	T	15,500	809	750	1.08	2	F
723 - GULF BLVD: (BELLEAIR CSWY -to- SAND KEY PARK)	CR	NA	2D	D	2.86	0.00	T	16,000	836	750	1.12	2	F
724 - GULF BLVD: (SAND KEY PARK -to- GULFVIEW BLVD)	CL	NA	2D	D	0.75	0.00	T	16,000	836	750	1.12	2	F
725 - GULF BLVD S: (BAYWAY -to- 75TH AVE)	SR	SA	4D	D	2.40	5.08	T	23,785	1,227	1,630	0.75	0	D
728 - GULFPORT BLVD: (PASADENA AVE -to- 58TH ST S)	CR	SA	4D	D	1.75	3.07	T	16,403	857	1,630	0.53	0	D
729 - GULF-TO-BAY BLVD: (CLEVELAND ST -to- HIGHLAND AVE)	CL	SA	4U	D	0.45	10.83	T	4,900	256	1,630	0.16	0	C
730 - GULF-TO-BAY BLVD: (HIGHLAND AVE -to- KEENE RD)	SR	SA	6D	D	0.76	3.97	T	51,000	2,560	3,020	0.85	0	C
731 - GULF-TO-BAY BLVD: (BAYSHORE BLVD -to- US 19)	SR	SA	6D	D	1.51	5.43	T	55,500	2,899	3,020	0.96	1	C
732 - GULF-TO-BAY BLVD: (KEENE RD -to- BELCHER RD)	SR	SA	6D	D	1.03	3.24	T	52,500	2,743	3,020	0.91	1	C
733 - GULF-TO-BAY BLVD: (US 19 -to- BELCHER RD)	SR	SA	6D	D	0.99	2.71	T	52,500	2,743	3,020	0.91	1	C
734 - GULFVIEW BLVD: (HAMDEN DR -to- GULF BLVD)	CL	NA	3U	D	0.43	0.00	T	5,600	292	750	0.39	0	C
737 - HAINES RD: (DR ML KING JR ST N -to- 54TH AVE N)	CR	SMC	2U	D	1.85	2.16	T	11,086	579	750	0.77	0	D
738 - HAINES RD: (54TH AVE N -to- US 19)	CR	SMC	2U	D	1.20	2.78	T	11,086	579	750	0.77	0	D
744 - HERCULES AVE: (GULF-TO-BAY BLVD -to- DREW ST)	CL	SA	4U	D	0.51	4.37	T	9,000	470	1,630	0.29	0	C
745 - HERCULES AVE: (DREW ST -to- RR TRACKS)	CR	NA	4D	D	0.92	0.00	T	13,000	679	2,000	0.34	0	C
746 - HERCULES AVE: (RR TRACKS -to- CALUMET ST)	CR	SA	3U	D	0.27	3.76	T	13,000	679	880	0.77	0	C
747 - HERCULES AVE: (CALUMET ST -to- SUNSET POINT RD)	CR	SA	4U	D	0.33	3.02	T	13,000	679	2,000	0.34	0	C
748 - HERCULES AVE: (SUNSET POINT RD -to- VIRGINIA AVE)	CR	SA	2D	D	1.01	1.97	T	11,288	411	750	0.55	0	D
750 - HIGHLAND AVE: (EAST BAY DR -to- BELLEAIR RD)	CR	SA	2U	D	1.53	2.59	T	9,729	508	750	0.68	0	D
751 - HIGHLAND AVE: (BELLEAIR RD -to- DRUID RD)	CR	SA	2U	D	1.25	1.99	T	9,180	479	750	0.64	0	D
752 - HIGHLAND AVE: (DRUID ST -to- GULF-TO-BAY BLVD)	CR	SA	4U	D	0.25	3.96	T	9,180	479	1,630	0.29	0	C
753 - HIGHLAND AVE: (GULF-TO-BAY -to- DREW ST)	CL	SA	2D	D	0.51	4.36	T	10,020	523	750	0.70	0	D
754 - HIGHLAND AVE: (DREW ST -to- SUNSET POINT RD)	CL	SA	2D	D	1.51	2.43	T	10,020	523	750	0.70	0	D

Facility	Juris	Fac Type	Road Type	LOS Std	Length (mi)	Signals Per Mile	LOS Method	AADT	Volume	Physical Capacity	V:Cap Ratio	Def Flag	Fac LOS
916 - OAKHURST RD: (PARK BLVD -to- WALSINGHAM)	CR	SA	2U	D	2.62	2.46	T	8,094	422	750	0.56	0	D
940 - PARK BLVD: (US 19 -to- 49TH ST N)	SR	SA	6D	D	0.98	3.41	T	59,000	3,082	3,020	1.02	2	F
942 - PARK BLVD: (49TH ST N -to- 66TH ST N)	SR	SA	6D	D	1.75	1.71	T	50,166	2,534	3,020	0.84	0	C
944 - PARK BLVD: (66TH ST N -to- 71ST ST N/ BELCHER RD)	CR	SA	6D	D	0.50	1.99	T	48,500	2,534	3,020	0.84	0	C
945 - PARK BLVD: (71ST ST N | BELCHER RD -to- STARKEY RD)	CR	SA	6D	D	1.56	1.46	T	43,000	2,246	3,020	0.74	0	C
946 - PARK BLVD: (STARKEY RD -to- SEMINOLE BLVD)	CR	SA	6D	D	1.53	2.43	T	43,000	2,246	3,020	0.74	0	C
947 - PARK BLVD: (SEMINOLE BLVD -to- 113TH ST N)	CR	SA	4D	D	0.55	4.69	T	32,376	1,691	1,630	1.04	2	E
948 - PARK BLVD: (113TH ST N -to- 131ST ST N)	CR	SA	4D	D	1.53	2.31	T	26,751	809	1,630	0.50	0	D
949 - PARK BLVD: (131ST ST N -to- GULF BLVD)	CR	SA	4D	D	1.28	2.54	T	15,500	809	2,000	0.41	0	C
951 - PARK ST: (22ND AVE N -to- BAY PINES BLVD)	CR	SA	4D	D	1.18	0.85	T	19,238	1,005	2,000	0.50	0	C
952 - PARK ST: (BAY PINES BLVD -to- PARK BLVD)	CR	SA	4D	D	2.33	3.35	T	30,500	1,593	2,000	0.80	0	C
953 - PARK ST: (22ND AVE N -to- CENTRAL AVE)	CR	SA	4U	D	1.68	0.96	T	15,500	809	1,630	0.50	0	D
954 - PARK ST: (CENTRAL AVE -to- PASADENA AVE)	SP	SA	2D	D	0.72	0.83	T	6,195	323	750	0.43	0	C
955 - PASADENA AVE: (SHORE DR -to- 66TH ST N)	SR	SA	4D	D	1.67	6.23	T	31,071	1,515	2,100	0.72	0	C
957 - PATRICIA AVE: (UNION ST -to- MAIN ST)	DN	SA	2D	D	1.47	2.47	T	7,543	379	750	0.51	0	D
961 - PHILLIPPE PKWY: (MAIN ST -to- ENTERPRISE RD/CR 102	SH	SA	2D	D	1.53	0.56	T	9,338	487	750	0.65	0	D
962 - PHILLIPPE PKWY: (ENTERPRISE/CR 102 -to- SR 580)	SR	SA	2U	D	1.23	0.81	T	10,100	527	880	0.60	0	C
967 - PINEHURST RD: (MICHIGAN AVE -to- SR 580	DN	SC	2U	D	1.26	2.48	T	5,838	205	750	0.27	0	C
968 - PINELLAS BAYWAY | SR 679: (PINELLAS BAYWAY | SR 682 -to- BAHIA DEL MAR BLVD)	SR	NA	4U	D	0.41	0.00	T	17,300	903	2,000	0.45	0	C
969 - PINELLAS BAYWAY | SR 679: (ANDERSON BLVD -to- 1/2 MILE OF TOLL PLAZA)	CR	NA	2U	D	2.85	0.00	T	6,100	318	880	0.36	0	C
970 - PINELLAS BAYWAY | SR 679: (BAHIA DEL MAR BLVD -to- MADONNA BLVD)	SR	NA	2U	D	1.15	0.00	T	11,700	318	880	0.36	0	C
971 - PINELLAS BAYWAY | SR 679: (1/2 MI N OF TOLL PLAZA -to- MADONNA BLVD)	SR	NA	4D	D	2.02	0.00	T	6,100	318	2,000	0.16	0	C
972 - PINELLAS BAYWAY | SR 682: (DOLPHIN CAY LN S -to- PINELLAS BAYWAY | SR 679)	SR	SA	4D	D	1.54	1.33	T	31,000	1,619	2,000	0.81	0	C
973 - PINELLAS BAYWAY | SR 682: (PINELLAS BAYWAY | SR 679 -to- SR 699 | GULF BLVD)	SR	SA	4D	D	1.42	0.84	T	21,500	1,123	1,630	0.69	0	D
974 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (34TH ST S -to- AVENUE OF STATES DR)	SR	SA	6D	D	0.48	2.10	T	39,500	2,063	3,020	0.68	0	C
975 - PINELLAS BAYWAY | SR 682 | 54TH AVE S: (AVENUE OF STATES DR -to- DOLPHIN CAY)	SR	NA	6D	D	0.24	0.00	T	39,500	2,063	3,020	0.68	0	C
976 - PINELLAS POINT DR: (34TH ST S -to- 31ST ST S)	SP	SA	4D	D	0.25	4.01	T	11,769	614	1,630	0.38	0	C
977 - PINELLAS POINT DR: (31ST ST S -to- ROY HANNA)	SP	NMC	2U	D	0.37	0.00	T	5,700	297	750	0.40	0	C
999 - ROSERY RD / PONSETTIA RD: (LAKE AVE -to- MISSOURI AVE)	LA	SA	2U	D	1.04	2.56	T	10,986	574	750	0.77	0	D
1000 - ROSERY RD/POINSETTIA RD: (CLWTR-LARGO RD -to- MISSOURI AVE)	LA	SA	2U	D	0.51	1.95	T	10,986	574	750	0.77	0	D
1005 - SAN CHRISTOPHER DR: (PINEHURST RD -to- ALT US 19)	DN	NMC	2U	D	1.10	0.00	T	3,510	183	750	0.24	0	C

Appendix H

Signal Timing Information

Pinellas County – Traffic Signal Timing Record

Report Generated Date = March 19, 2025

Signal Timing Change - Location Details

Intersection ID#

972

Facility Identifier

972

Main Street

75TH AVE

Side Street

BOCA CIEGA DR

GIS Address

75th Ave and Boca Ciega Dr

UPS

YES

Preemption

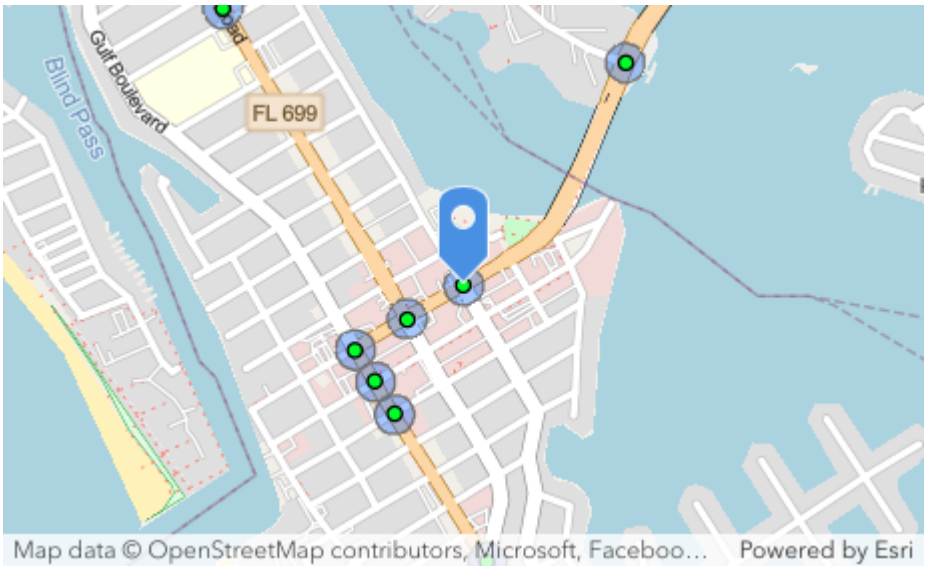
Split Phase

Date Created

June 4, 2024

Date Supersede

Map Location



Phase Details

Phase#	Street Name	Direction	LeftTurn Type	Overlap	FYA	LAG
1	75TH AVE	EB	Protected/Permitted			
2	75TH AVE	WB				
3	BOCA CIEGA DR.	SB	Protected/Permitted			
4	BOCA CIEGA DR.	NB				
5	75TH AVE	WB	Protected/Permitted			
6	75TH AVE	EB				
7	BOCA CIEGA DR.	NB	Protected/Permitted			
8	BOCA CIEGA DR	SB				

Phase Timing Plan

Phase	PH1	PH2	PH3	PH4	PH5	PH6	PH7	PH8
MIN GREEN	5	10	5	5	5	10	5	5
DELAY GREEN								
WALK1		7		7		7		7
PEDCLEAR1		12		18		12		18
WALK2								
PEDCLEAR2								
VEHEXT1	1	1	1	1	1	1	1	1
VEHEXT2								
MAX1	15	45	15	20	15	45	10	27
MAX2	12	150	24	13	11	150	10	27
MAX3	12	150	24	13	11	150	10	27
YELLOW CLEAR	3.4	4.1	3.4	3.4	4.1	4.1	3.4	3.4
RED CLEAR	2.1	2.1	2.4	2.7	2	2.1	2.4	2.7
FLASH		Y		R		Y		R
VEH RECALL								
MAX RECALL								
CNA								
DELAY DETECTOR								

Coordination Patterns

Pattern	PH 1	Ph 2	Ph 3	Ph 4	Ph 5	Ph 6	Ph 7	Ph 8	Cycle	Offset	SEQ
1	15	56	27	32	15	56	15	44	130	5	
2	17	72	29	32	17	72	15	46	150	112	
3	17	72	29	32	17	72	15	46	150	141	
4	15	48	25	32	15	48	15	42	120	78	
5	17	61	17	25	17	61	17	25	120	21	
6	15	88	15	32	15	88	15	32	150	87	
7	16	65	17	32	16	65	15	34	130	16	
8											

Day Plans

Event	Action Plan #	Time	Action	On/off
Plan 1				
Plan1 1.	1	0700		
Plan1 2.	2	1000		
Plan1 3.	3	1330		
Plan1 4.	4	1830		
Plan1 5.	100	2100	FREE	ON
Plan 2				
Plan2 1.	5	0830		
Plan2 2.	6	1030		
Plan2 3.	7	1830		
Plan2 4.	100	2230	FREE	ON
Plan 3				
Plan3 1.	5	0900		
Plan3 2.	6	1100		
Plan3 3.	7	1800		
Plan3 4.	100	2130	FREE	ON

Week Plans

Sun	Mon	Tues	Wed	Thurs	Fri	Sat

Program Comments

RUNNING ADAPTIVE AS OF 1/7/2020*******EOS SOFTWARE*******

BACK UP TBC:
SPLIT PLAN 1= 130 AM PEAK (TP1)
SLPIT PLAN 2= 150 DAY TIME PEAK (TP1, MAX 2)
SPLIT PLAN 3= 150 AFTERNOON PEAK (TP1, MAX 3)
SPLIT PLAN 4= 120 EVENING OFFPEAK (TP2, MAX 1)
SPLIT PLAN 5= 120 AM WEEKENDS (TP1)
SPLIT PLAN 6= 150 DAYTIME WEEKENDS (TP2, MAX 2)
SPLIT PLAN 7= 130 EVENING WEEKENDS (TP2, MAX 3)

PHASE 5 ASSIGNED TO LOADSWITCH 9
SET TO FIXED
SEE ATTTACHED SHEETS
ALL PLANS RUN VEH EXT 2

Appendix I

Synchro Intersection Output Worksheets

Existing Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	7	4	0	3	0	12	0	3	0	4	9
Future Volume (vph)	0	7	4	0	3	0	12	0	3	0	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		353			234			223			154	
Travel Time (s)		9.6			6.4			6.1			4.2	
Confl. Peds. (#/hr)				1		1			1	1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	4	0	3	0	12	0	3	0	4	9
Future Vol, veh/h	0	7	4	0	3	0	12	0	3	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	8	5	0	4	0	14	0	4	0	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	14	0	0	18	16	13	14	19	5
Stage 1	-	-	-	-	-	-	12	12	-	5	5	-
Stage 2	-	-	-	-	-	-	6	5	-	9	14	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1617	-	-	1002	882	1073	1007	879	1085
Stage 1	-	-	-	-	-	-	1014	890	-	1023	896	-
Stage 2	-	-	-	-	-	-	1021	896	-	1017	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1629	-	-	1615	-	-	985	880	1071	1002	877	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	880	-	1002	877	-
Stage 1	-	-	-	-	-	-	1013	889	-	1022	895	-
Stage 2	-	-	-	-	-	-	1005	895	-	1013	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.66	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1001	1629	-	-	1615	-	-	1010
HCM Lane V/C Ratio	0.018	-	-	-	-	-	-	0.016
HCM Control Delay (s/veh)	8.7	0	-	-	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	8	2	2	13	26	3	38	1	9	50	27
Future Volume (vph)	30	8	2	2	13	26	3	38	1	9	50	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		356			353			288			297	
Travel Time (s)		9.7			9.6			7.9			8.1	
Confl. Peds. (#/hr)	9		4	4		9	4		4	9		9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	8	2	2	13	26	3	38	1	9	50	27
Future Vol, veh/h	30	8	2	2	13	26	3	38	1	9	50	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	33	3	0	0	0	0
Mvmt Flow	33	9	2	2	14	28	3	41	1	10	54	29
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.6	7.1	8	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	75%	5%	10%
Vol Thru, %	90%	20%	32%	58%
Vol Right, %	2%	5%	63%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	42	40	41	86
LT Vol	3	30	2	9
Through Vol	38	8	13	50
RT Vol	1	2	26	27
Lane Flow Rate	46	43	45	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.059	0.052	0.047	0.102
Departure Headway (Hd)	4.688	4.297	3.804	3.922
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	760	824	927	907
Service Time	2.744	2.374	1.887	1.976
HCM Lane V/C Ratio	0.061	0.052	0.049	0.103
HCM Control Delay, s/veh	8	7.6	7.1	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.1	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1113	3	81	861	0	98
Future Volume (vph)	1113	3	81	861	0	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	30	
Link Distance (ft)	412			269	297	
Travel Time (s)	8.0			5.2	6.8	
Confl. Peds. (#/hr)		1	1			1
Confl. Bikes (#/hr)		4				4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	1%	0%	0%	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	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1113	3	81	861	0	98
Future Vol, veh/h	1113	3	81	861	0	98
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	1	0	0	0
Mvmt Flow	1184	3	86	916	0	104

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1188	0	-	596
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.21	-	-	3.3
Pot Cap-1 Maneuver	-	-	589	-	0	452
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	588	-	-	451
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.05	15.36
HCM LOS			C

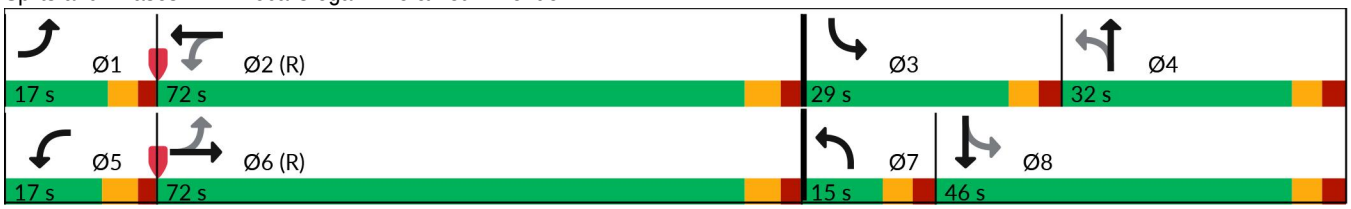
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	588	-
HCM Lane V/C Ratio	0.231	-	-	0.146	-
HCM Control Delay (s/veh)	15.4	-	-	12.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.9	-	-	0.5	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	954	7	68	720	73	23	12	91	68	10	12
Future Volume (vph)	31	954	7	68	720	73	23	12	91	68	10	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	320		0	120		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		241			412			236			266	
Travel Time (s)		4.7			8.0			6.4			7.3	
Confl. Peds. (#/hr)	13		13	1		18	12		6	5		25
Confl. Bikes (#/hr)			2			6			2			1
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 (%)	3%	3%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Maximum Green (s)	11.5	65.8		10.9	65.8		9.2	25.9		23.2	39.9	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		12.0			12.0			18.0			18.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	

Actuated Cycle Length: 150
Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 4: Boca Ciega Drive & 75th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	954	7	68	720	73	23	12	91	68	10	12
Future Volume (veh/h)	31	954	7	68	720	73	23	12	91	68	10	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	0.94		0.96	0.98		0.94
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	1856	1856	1900	1900	1870	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	33	1015	7	72	766	78	24	13	97	72	11	13
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, %	3	3	0	0	2	1	0	0	0	0	0	0
Cap, veh/h	438	2276	16	380	2092	213	255	24	177	209	116	137
Arrive On Green	0.02	0.63	0.63	0.03	0.65	0.65	0.02	0.13	0.13	0.05	0.15	0.15
Sat Flow, veh/h	1767	3588	25	1810	3243	330	1810	186	1390	1810	764	903
Grp Volume(v), veh/h	33	499	523	72	420	424	24	0	110	72	0	24
Grp Sat Flow(s),veh/h/ln	1767	1763	1850	1810	1777	1796	1810	0	1576	1810	0	1667
Q Serve(g_s), s	1.0	21.6	21.6	2.1	16.5	16.5	1.7	0.0	9.8	5.1	0.0	1.9
Cycle Q Clear(g_c), s	1.0	21.6	21.6	2.1	16.5	16.5	1.7	0.0	9.8	5.1	0.0	1.9
Prop In Lane	1.00		0.01	1.00		0.18	1.00		0.88	1.00		0.54
Lane Grp Cap(c), veh/h	438	1118	1174	380	1146	1159	255	0	200	209	0	253
V/C Ratio(X)	0.08	0.45	0.45	0.19	0.37	0.37	0.09	0.00	0.55	0.34	0.00	0.10
Avail Cap(c_a), veh/h	530	1118	1174	454	1146	1159	328	0	272	407	0	443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	14.0	14.0	10.5	12.4	12.4	55.1	0.0	61.4	53.8	0.0	54.8
Incr Delay (d2), s/veh	0.0	1.3	1.2	0.1	0.9	0.9	0.1	0.0	0.9	0.4	0.0	0.1
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(50%),veh/ln	0.4	8.8	9.3	0.8	6.7	6.8	0.8	0.0	4.0	2.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.7	15.3	15.2	10.6	13.3	13.3	55.2	0.0	62.3	54.2	0.0	54.8
LnGrp LOS	A	B	B	B	B	B	E		E	D		D
Approach Vol, veh/h		1055			916			134			96	
Approach Delay, s/veh		15.1			13.1			61.0			54.3	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	103.0	12.6	25.2	10.9	101.4	9.0	28.8
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40
Max Q Clear Time (g_c+I1), s	3.0	18.5	7.1	11.8	4.1	23.6	3.7	3.9
Green Ext Time (p_c), s	0.0	1.8	0.0	0.2	0.0	2.2	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	18.7
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Background Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	7	4	0	3	0	13	0	3	0	4	9
Future Volume (vph)	0	7	4	0	3	0	13	0	3	0	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		353			234			223			154	
Travel Time (s)		9.6			6.4			6.1			4.2	
Confl. Peds. (#/hr)				1		1			1	1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	7	4	0	3	0	13	0	3	0	4	9
Future Vol, veh/h	0	7	4	0	3	0	13	0	3	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	8	5	0	4	0	16	0	4	0	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	5	0	0	14	0	0	18	16	13	14	19	5
Stage 1	-	-	-	-	-	-	12	12	-	5	5	-
Stage 2	-	-	-	-	-	-	6	5	-	9	14	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1630	-	-	1617	-	-	1002	882	1073	1007	879	1085
Stage 1	-	-	-	-	-	-	1014	890	-	1023	896	-
Stage 2	-	-	-	-	-	-	1021	896	-	1017	888	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1629	-	-	1615	-	-	985	880	1071	1002	877	1084
Mov Cap-2 Maneuver	-	-	-	-	-	-	985	880	-	1002	877	-
Stage 1	-	-	-	-	-	-	1013	889	-	1022	895	-
Stage 2	-	-	-	-	-	-	1005	895	-	1013	887	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	8.67	8.62
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	1000	1629	-	-	1615	-	-	1010
HCM Lane V/C Ratio	0.019	-	-	-	-	-	-	0.016
HCM Control Delay (s/veh)	8.7	0	-	-	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	8	2	2	14	27	3	40	1	9	53	28
Future Volume (vph)	32	8	2	2	14	27	3	40	1	9	53	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		356			353			288			297	
Travel Time (s)		9.7			9.6			7.9			8.1	
Confl. Peds. (#/hr)	9		4	4		9	4		4	9		9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	7.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	8	2	2	14	27	3	40	1	9	53	28
Future Vol, veh/h	32	8	2	2	14	27	3	40	1	9	53	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	33	3	0	0	0	0
Mvmt Flow	35	9	2	2	15	29	3	43	1	10	58	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.1	8.1	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	76%	5%	10%
Vol Thru, %	91%	19%	33%	59%
Vol Right, %	2%	5%	63%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	42	43	90
LT Vol	3	32	2	9
Through Vol	40	8	14	53
RT Vol	1	2	27	28
Lane Flow Rate	48	46	47	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.062	0.055	0.05	0.107
Departure Headway (Hd)	4.699	4.314	3.82	3.932
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	757	819	922	904
Service Time	2.761	2.397	1.908	1.991
HCM Lane V/C Ratio	0.063	0.056	0.051	0.108
HCM Control Delay, s/veh	8.1	7.7	7.1	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.2	0.2	0.4

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1170	3	85	905	0	103
Future Volume (vph)	1170	3	85	905	0	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	30	
Link Distance (ft)	412			269	297	
Travel Time (s)	8.0			5.2	6.8	
Confl. Peds. (#/hr)		1	1			1
Confl. Bikes (#/hr)		4				4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	1%	0%	0%	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	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1170	3	85	905	0	103
Future Vol, veh/h	1170	3	85	905	0	103
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	1	0	0	0
Mvmt Flow	1245	3	90	963	0	110

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1249	0	-	626
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.21	-	-	3.3
Pot Cap-1 Maneuver	-	-	559	-	0	432
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	558	-	-	431
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.09	16.17
HCM LOS			C

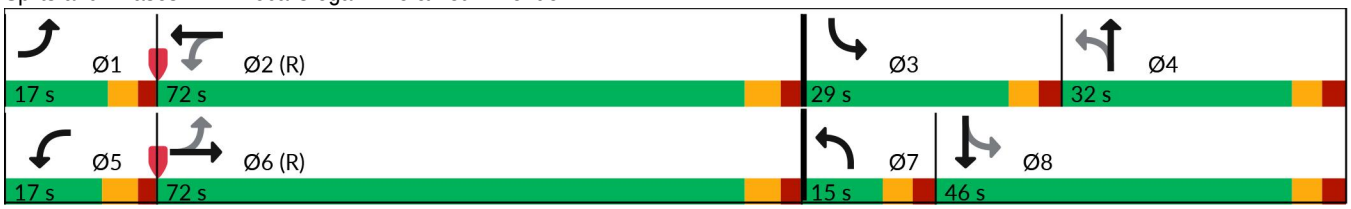
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	431	-	-	558	-
HCM Lane V/C Ratio	0.254	-	-	0.162	-
HCM Control Delay (s/veh)	16.2	-	-	12.7	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.6	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1003	7	71	757	77	24	13	96	71	11	13
Future Volume (vph)	33	1003	7	71	757	77	24	13	96	71	11	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	320		0	120		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		241			412			236			266	
Travel Time (s)		4.7			8.0			6.4			7.3	
Confl. Peds. (#/hr)	13		13	1		18	12		6	5		25
Confl. Bikes (#/hr)			2			6			2			1
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 (%)	3%	3%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Maximum Green (s)	11.5	65.8		10.9	65.8		9.2	25.9		23.2	39.9	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		12.0			12.0			18.0			18.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	

Actuated Cycle Length: 150
Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Boca Ciega Drive & 75th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1003	7	71	757	77	24	13	96	71	11	13
Future Volume (veh/h)	33	1003	7	71	757	77	24	13	96	71	11	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	0.94		0.96	0.98		0.94
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	1856	1856	1900	1900	1870	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1067	7	76	805	82	26	14	102	76	12	14
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, %	3	3	0	0	2	1	0	0	0	0	0	0
Cap, veh/h	417	2263	15	359	2077	212	259	25	179	210	119	139
Arrive On Green	0.03	0.63	0.63	0.03	0.64	0.64	0.02	0.13	0.13	0.05	0.15	0.15
Sat Flow, veh/h	1767	3590	24	1810	3242	330	1810	190	1387	1810	770	899
Grp Volume(v), veh/h	35	524	550	76	441	446	26	0	116	76	0	26
Grp Sat Flow(s),veh/h/ln	1767	1763	1850	1810	1777	1796	1810	0	1577	1810	0	1669
Q Serve(g_s), s	1.0	23.5	23.5	2.2	17.8	17.8	1.9	0.0	10.4	5.4	0.0	2.0
Cycle Q Clear(g_c), s	1.0	23.5	23.5	2.2	17.8	17.8	1.9	0.0	10.4	5.4	0.0	2.0
Prop In Lane	1.00		0.01	1.00		0.18	1.00		0.88	1.00		0.54
Lane Grp Cap(c), veh/h	417	1111	1166	359	1138	1151	259	0	203	210	0	258
V/C Ratio(X)	0.08	0.47	0.47	0.21	0.39	0.39	0.10	0.00	0.57	0.36	0.00	0.10
Avail Cap(c_a), veh/h	508	1111	1166	432	1138	1151	330	0	272	404	0	444
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	14.6	14.6	11.1	12.9	12.9	54.9	0.0	61.4	53.5	0.0	54.5
Incr Delay (d2), s/veh	0.0	1.4	1.4	0.1	1.0	1.0	0.1	0.0	0.9	0.4	0.0	0.1
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(50%),veh/ln	0.4	9.6	10.1	0.9	7.3	7.4	0.9	0.0	4.3	2.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.0	16.0	16.0	11.2	13.9	13.9	54.9	0.0	62.4	53.9	0.0	54.5
LnGrp LOS	B	B	B	B	B	B	D		E	D		D
Approach Vol, veh/h		1109			963			142			102	
Approach Delay, s/veh		15.8			13.7			61.0			54.0	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	102.3	12.9	25.4	10.9	100.7	9.1	29.3
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40
Max Q Clear Time (g_c+I1), s	3.0	19.8	7.4	12.4	4.2	25.5	3.9	4.0
Green Ext Time (p_c), s	0.0	1.9	0.0	0.2	0.0	2.3	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.4
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Total Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	80	4	0	56	0	13	0	0	0	4	9
Future Volume (vph)	0	80	4	0	56	0	13	0	0	0	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		353			120			223			154	
Travel Time (s)		9.6			3.3			6.1			4.2	
Confl. Peds. (#/hr)				1		1			1	1		
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	80	4	0	56	0	13	0	0	0	4	9
Future Vol, veh/h	0	80	4	0	56	0	13	0	0	0	4	9
Conflicting Peds, #/hr	0	0	0	1	0	1	0	0	1	1	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	96	5	0	67	0	16	0	0	0	5	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	68	0	0	102	0	0	170	168	101	166	171	68
Stage 1	-	-	-	-	-	-	100	100	-	68	68	-
Stage 2	-	-	-	-	-	-	70	68	-	97	102	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1545	-	-	1503	-	-	798	728	960	803	726	1000
Stage 1	-	-	-	-	-	-	911	816	-	947	842	-
Stage 2	-	-	-	-	-	-	945	842	-	914	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1501	-	-	784	727	958	801	725	999
Mov Cap-2 Maneuver	-	-	-	-	-	-	784	727	-	801	725	-
Stage 1	-	-	-	-	-	-	911	816	-	946	841	-
Stage 2	-	-	-	-	-	-	929	841	-	913	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0	0	9.69	9.09
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	784	1544	-	-	1501	-	-	895
HCM Lane V/C Ratio	0.02	-	-	-	-	-	-	0.018
HCM Control Delay (s/veh)	9.7	0	-	-	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	51	2	2	43	54	3	40	1	46	53	28
Future Volume (vph)	32	51	2	2	43	54	3	40	1	46	53	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		356			353			288			297	
Travel Time (s)		9.7			9.6			7.9			8.1	
Confl. Peds. (#/hr)	9		4	4		9	4		4	9		9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	33%	3%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	51	2	2	43	54	3	40	1	46	53	28
Future Vol, veh/h	32	51	2	2	43	54	3	40	1	46	53	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	33	3	0	0	0	0
Mvmt Flow	35	55	2	2	47	59	3	43	1	50	58	30
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.1	7.7	8.4	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	7%	38%	2%	36%
Vol Thru, %	91%	60%	43%	42%
Vol Right, %	2%	2%	55%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	44	85	99	127
LT Vol	3	32	2	46
Through Vol	40	51	43	53
RT Vol	1	2	54	28
Lane Flow Rate	48	92	108	138
Geometry Grp	1	1	1	1
Degree of Util (X)	0.067	0.116	0.123	0.167
Departure Headway (Hd)	5.061	4.511	4.118	4.345
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	796	872	827
Service Time	3.082	2.529	2.136	2.362
HCM Lane V/C Ratio	0.068	0.116	0.124	0.167
HCM Control Delay, s/veh	8.4	8.1	7.7	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.4	0.4	0.6

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1164	19	106	919	0	130
Future Volume (vph)	1164	19	106	919	0	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	200		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Link Speed (mph)	35			35	30	
Link Distance (ft)	412			269	297	
Travel Time (s)	8.0			5.2	6.8	
Confl. Peds. (#/hr)		1	1			1
Confl. Bikes (#/hr)		4				4
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	0%	1%	0%	0%	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	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1164	19	106	919	0	130
Future Vol, veh/h	1164	19	106	919	0	130
Conflicting Peds, #/hr	0	1	1	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	1	0	0	0
Mvmt Flow	1238	20	113	978	0	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1260	0	-	631
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.12	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.21	-	-	3.3
Pot Cap-1 Maneuver	-	-	553	-	0	428
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	553	-	-	428
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.36	17.39
HCM LOS			C

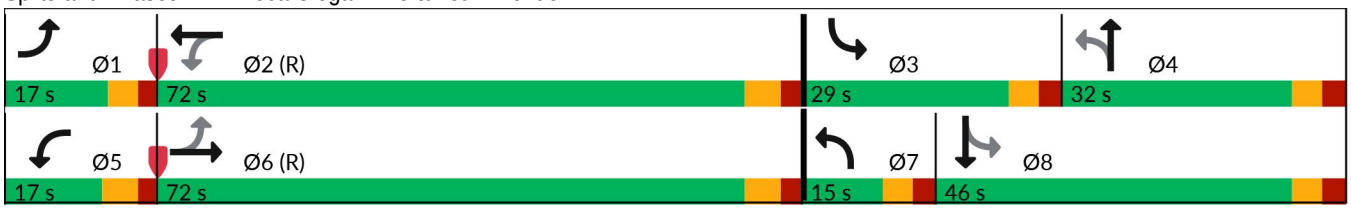
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	-	-	553	-
HCM Lane V/C Ratio	0.323	-	-	0.204	-
HCM Control Delay (s/veh)	17.4	-	-	13.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.4	-	-	0.8	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1000	13	85	757	77	26	15	109	71	13	13
Future Volume (vph)	33	1000	13	85	757	77	26	15	109	71	13	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	320		0	120		0	210		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		241			412			236			266	
Travel Time (s)		4.7			8.0			6.4			7.3	
Confl. Peds. (#/hr)	13		13	1		18	12		6	5		25
Confl. Bikes (#/hr)			2			6			2			1
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 (%)	3%	3%	0%	0%	2%	1%	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	25.2		11.1	25.2		10.8	31.1		10.8	31.1	
Total Split (s)	17.0	72.0		17.0	72.0		15.0	32.0		29.0	46.0	
Total Split (%)	11.3%	48.0%		11.3%	48.0%		10.0%	21.3%		19.3%	30.7%	
Maximum Green (s)	11.5	65.8		10.9	65.8		9.2	25.9		23.2	39.9	
Yellow Time (s)	3.4	4.1		4.1	4.1		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.1	2.1		2.0	2.1		2.4	2.7		2.4	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	6.2		6.1	6.2		5.8	6.1		5.8	6.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		12.0			12.0			18.0			18.0	
Pedestrian Calls (#/hr)		0			0			0			0	

Intersection Summary	
Area Type:	Other
Cycle Length: 150	

Actuated Cycle Length: 150
Offset: 141 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 4: Boca Ciega Drive & 75th Avenue



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	1000	13	85	757	77	26	15	109	71	13	13
Future Volume (veh/h)	33	1000	13	85	757	77	26	15	109	71	13	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	0.95		0.96	0.98		0.94
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	1856	1856	1900	1900	1870	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	1064	14	90	805	82	28	16	116	76	14	14
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, %	3	3	0	0	2	1	0	0	0	0	0	0
Cap, veh/h	414	2227	29	354	2063	210	267	26	185	202	133	133
Arrive On Green	0.03	0.63	0.63	0.03	0.64	0.64	0.02	0.13	0.13	0.05	0.16	0.16
Sat Flow, veh/h	1767	3561	47	1810	3242	330	1810	191	1388	1810	843	843
Grp Volume(v), veh/h	35	527	551	90	441	446	28	0	132	76	0	28
Grp Sat Flow(s),veh/h/ln	1767	1763	1845	1810	1777	1796	1810	0	1579	1810	0	1685
Q Serve(g_s), s	1.1	23.9	23.9	2.7	18.0	18.0	2.0	0.0	11.9	5.4	0.0	2.1
Cycle Q Clear(g_c), s	1.1	23.9	23.9	2.7	18.0	18.0	2.0	0.0	11.9	5.4	0.0	2.1
Prop In Lane	1.00		0.03	1.00		0.18	1.00		0.88	1.00		0.50
Lane Grp Cap(c), veh/h	414	1102	1154	354	1131	1143	267	0	211	202	0	266
V/C Ratio(X)	0.08	0.48	0.48	0.25	0.39	0.39	0.10	0.00	0.63	0.38	0.00	0.11
Avail Cap(c_a), veh/h	504	1102	1154	427	1131	1143	336	0	273	396	0	448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	15.0	15.0	11.5	13.2	13.2	54.2	0.0	61.4	53.0	0.0	54.1
Incr Delay (d2), s/veh	0.0	1.5	1.4	0.1	1.0	1.0	0.1	0.0	1.1	0.4	0.0	0.1
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(50%),veh/ln	0.4	9.9	10.3	1.1	7.4	7.5	0.9	0.0	4.9	2.5	0.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.3	16.5	16.4	11.7	14.2	14.2	54.3	0.0	62.6	53.5	0.0	54.1
LnGrp LOS	B	B	B	B	B	B	D		E	D		D
Approach Vol, veh/h		1113			977			160			104	
Approach Delay, s/veh		16.3			14.0			61.1			53.6	
Approach LOS		B			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	101.6	12.9	26.1	11.0	100.0	9.2	29.8
Change Period (Y+Rc), s	5.5	6.2	5.8	* 6.1	6.1	6.2	5.8	* 6.1
Max Green Setting (Gmax), s	11.5	65.8	23.2	* 26	10.9	65.8	9.2	* 40
Max Q Clear Time (g_c+I1), s	3.1	20.0	7.4	13.9	4.7	25.9	4.0	4.1
Green Ext Time (p_c), s	0.0	1.9	0.0	0.2	0.0	2.4	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.0
HCM 7th LOS	C

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	36	44	0	25	31	0
Future Volume (vph)	36	44	0	25	31	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	139			215	174	
Travel Time (s)	3.2			4.9	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	36	44	0	25	31	0
Future Vol, veh/h	36	44	0	25	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	48	0	27	34	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	87	0	90	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	27	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	910	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1509	-	910	1002
Mov Cap-2 Maneuver	-	-	-	-	910	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	995	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	9.11
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	910	-	-	1509	-
HCM Lane V/C Ratio	0.037	-	-	-	-
HCM Control Delay (s/veh)	9.1	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	0	0	0	0	25
Future Volume (vph)	36	0	0	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30	30		30	
Link Distance (ft)		215	123		149	
Travel Time (s)		4.9	2.8		3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	0	0	0	0	25
Future Vol, veh/h	36	0	0	0	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	0	0	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	-	1
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.12	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.218	-	-	-	-	3.318
Pot Cap-1 Maneuver	1622	-	-	-	0	1083
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	-	1083
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	7.27	0	8.41
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1622	-	-	-	1083
HCM Lane V/C Ratio	0.024	-	-	-	0.025
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Appendix J

FDOT Generalized LOS Volume Tables

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

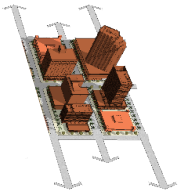
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

Appendix K

Turn Lane Warrant Worksheets

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

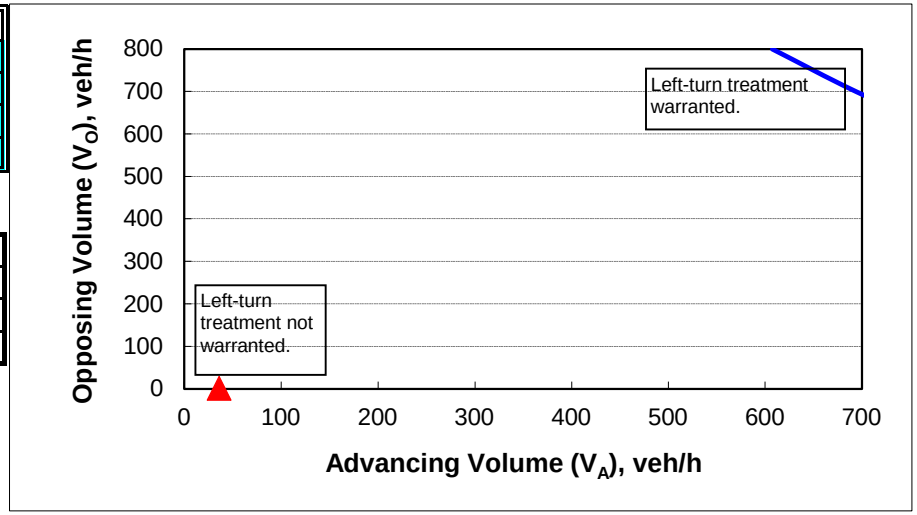
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	99%
Advancing volume (V_A), veh/h:	36
Opposing volume (V_O), veh/h:	1

OUTPUT

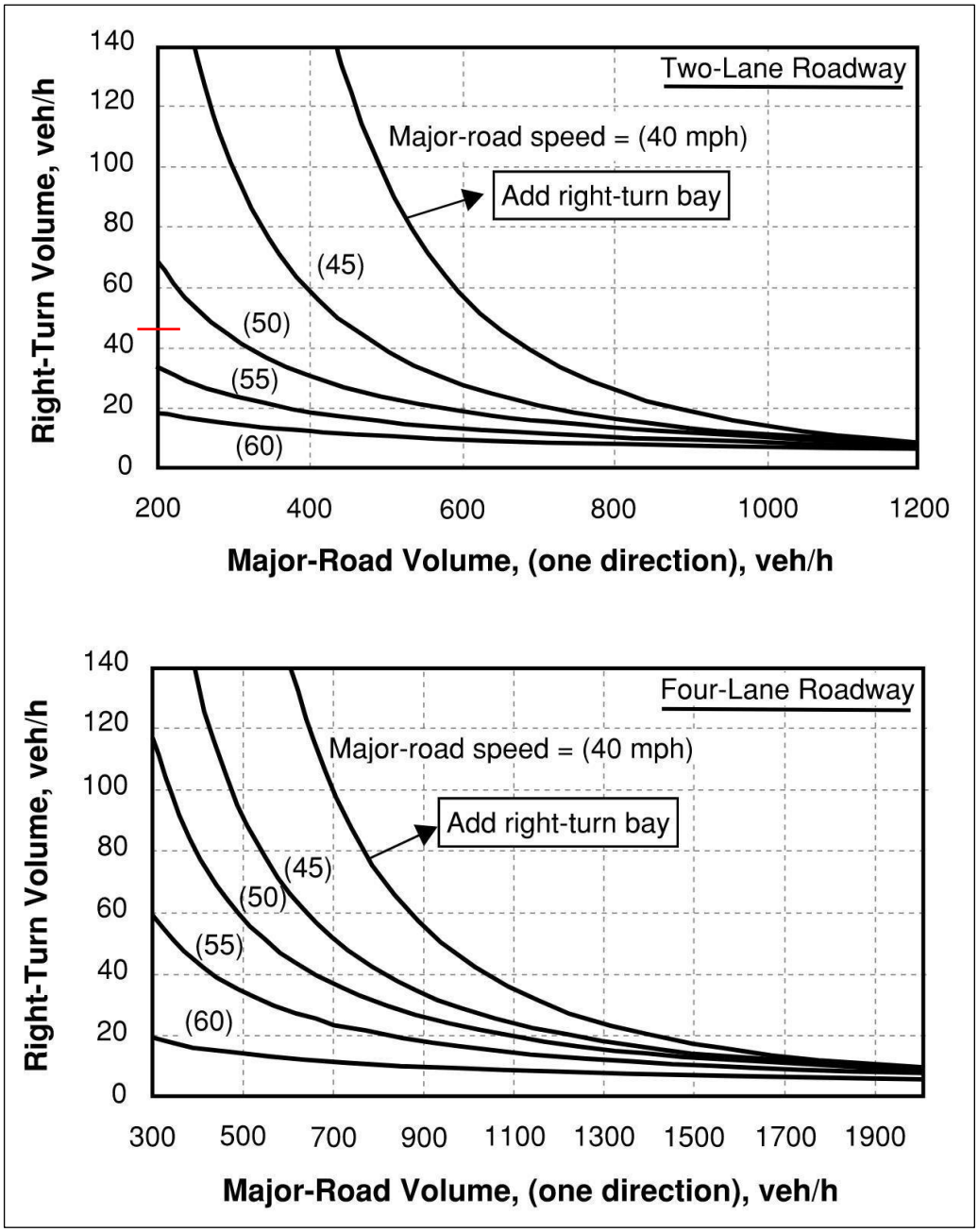
Variable	Value
Limiting advancing volume (V_A), veh/h:	2048
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



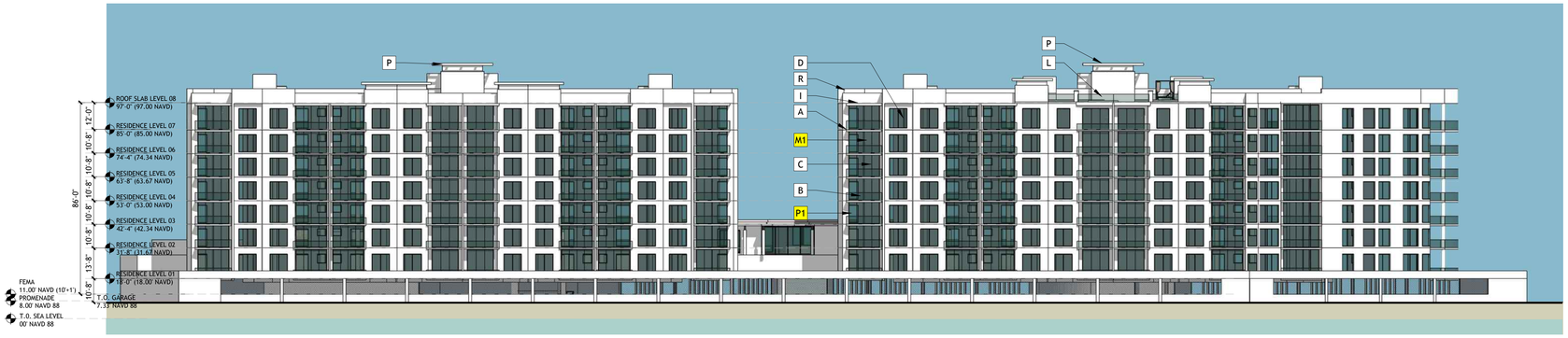
CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	6.4
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

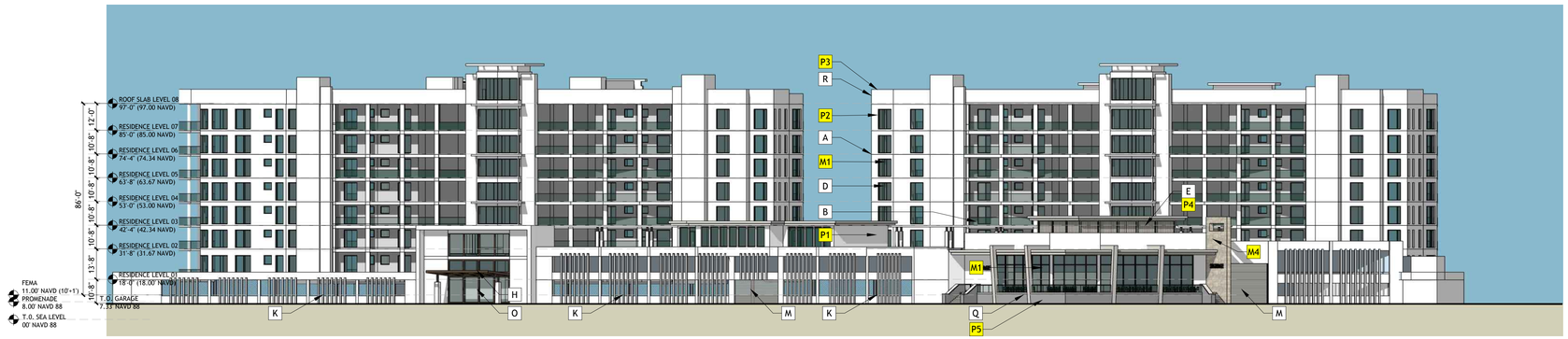
Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection



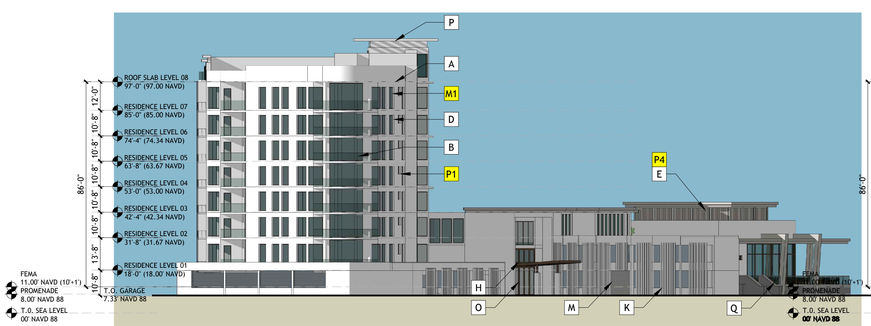
Source: NCHRP Report 457, TDOT Highway System Access Manual



1 BUILDING 1 & 2
WEST ELEVATION
Scale: 1:30



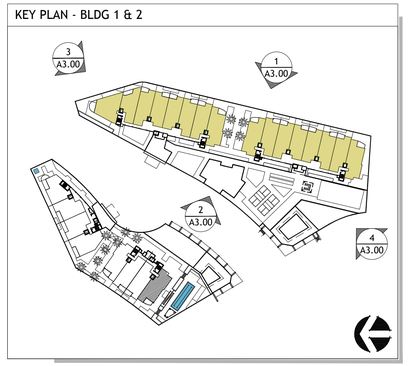
2 BUILDING 1 & 2
EAST ELEVATION
Scale: 1:30



3 BUILDING 1 & 2
NORTH ELEVATION
Scale: 1:30

4 BUILDING 1 & 2
SOUTH ELEVATION
Scale: 1:30

KEY PLAN - BLDG 1 & 2



MATERIAL AND PAINT SCHEDULE

TAG	DESCRIPTION	LOCATIONS
P1	SW 7006 "EXTRA WHITE"	BUILDING BODY, ACCENTS, ADJACENT LOUVERS, OR WHERE NOTED
P2	PPG DURANAR BRONZE	ALL WINDOW AND GLASS DOOR FRAME & HANDRAIL FRAMES, LOUVERS
P3	PAC-CLAD "BONE WHITE"	METAL EAVE DRIP & METAL PARAPET COPING
P4	PPG DURANAR "BRIGHT WHITE"	MECHANICAL LOUVERS
P5	SW 7669 "SUMMIT GRAY"	BUILDING BODY OR WHERE NOTED
M1	GLASS	LIGHT BLUE/ GREEN TINT
M2	FIBER CEMENTS VINTAGEWOOD ASH	EXTERIOR CEILING (AMENITY, ROOF, COMMERCIAL CORNER)
M3	PORCELAINE TILE	EXTERIOR WALL CLADDING
M4	STONE VENEER	EXTERIOR WALL CLADDING

KEY NOTES

TAG	DESCRIPTION
A	CONTROL JOINTS (TYP AT BOTTOM OF SLAB & WHERE SHOWN)
B	PRE FINISHED ALUMINUM / GLASS RAILING
C	PRE FINISHED ALUMINUM FRAMED SLIDING GLASS DOOR
D	PRE FINISHED ALUMINUM FRAMED WINDOW
E	PRE FINISHED ALUMINUM LOUVER
F	NOT USED
G	MECHANICAL EQUIPMENT SCREEN
H	PORTE COCHERE
I	SLOPING CONCRETE SLAB ROOF OR CONCRETE ROOF OVERHANG
J	NOT USED
K	DECORATIVE VERTICAL FINS
L	PRE FINISHED ALUMINUM / GLASS WIND SCREEN AT ROOF AMENITY
M	GARAGE ENTRY / EXIT DOORS
N	PAINTED STUCCO TO BE SAND FLOAT FINISH
O	ALUMINUM STOREFRONT SYSTEM
P	ROOF TRELLIS
Q	CONCRETE COLUMNS & BEAMS STUCCO PAINTED
R	PARAPET WALL

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CITY OF ST. PETE BEACH, FLORIDA

To the best of the architect's and engineer's knowledge, the plans and specifications comply with the applicable minimum building codes and the applicable fire-safety standards as determined by the AHJ in accordance with FBC 110.8.4.4 and Florida Statutes 633 & 553.79 (7) & (8).

Project ID : 24052
Drawn By :
Reviewed By :
Project Status: CUP Set
Issued Date : 05/02/2025

NO	DATE	DESCRIPTION

This drawing set has been electronically signed and sealed by:

ROBERT D. HALL
AR# 0014106

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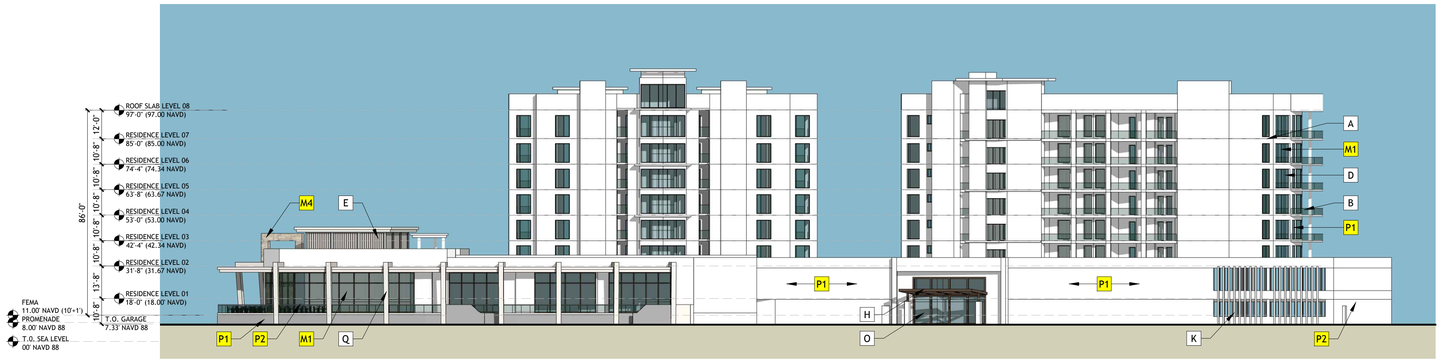
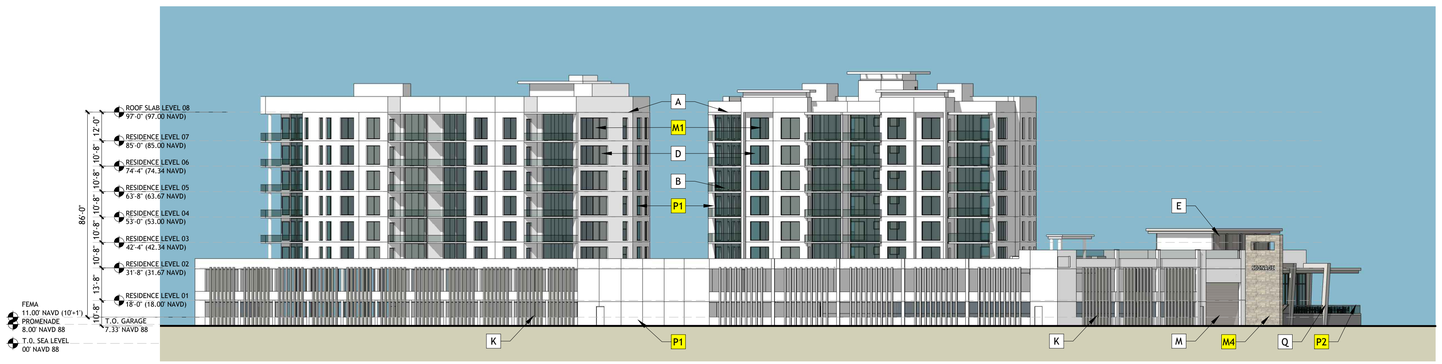
EXTERIOR ELEVATIONS

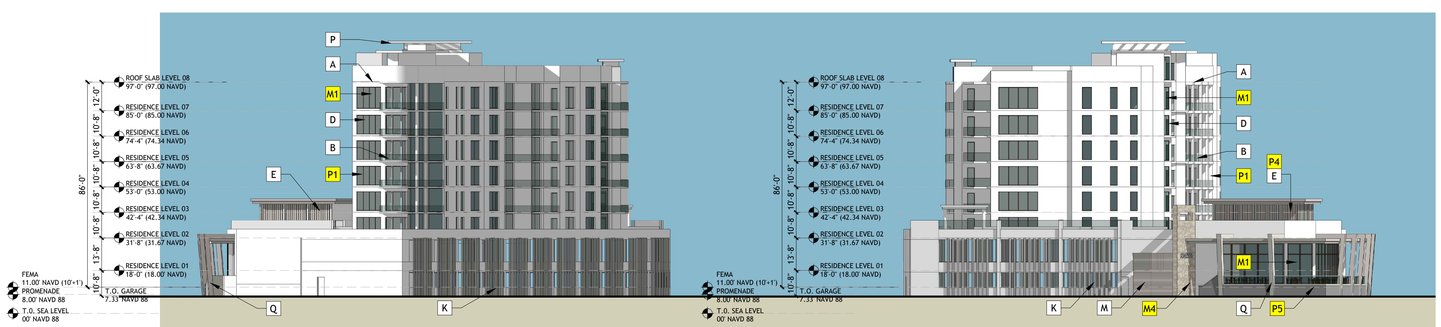
A3.00



1 BUILDING 3 & 4
EAST ELEVATION
Scale: 1:30



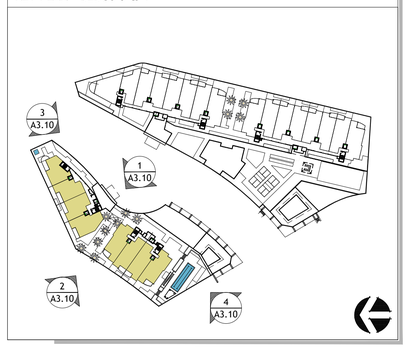
2 BUILDING 3 & 4
WEST ELEVATION
Scale: 1:30



3 BUILDING 3 & 4
NORTH ELEVATION
Scale: 1:30

4 BUILDING 3 & 4
SOUTH ELEVATION
Scale: 1:30

KEY PLAN - BLDGS 3 & 4



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E	PRE FINISHED ALUMINUM LOUVER
F	NOT USED
G	MECHANICAL EQUIPMENT SCREEN
H	PORTE COCHERE
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O	ALUMINUM STOREFRONT SYSTEM
P	ROOF TRELLIS
Q	CONCRETE COLUMNS & BEAMS STUCCO PAINTED
R	PARAPET WALL

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Reviewed By :
Project Status: CUP Set
Issued Date : 05/02/2025

NO	DATE	DESCRIPTION

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ROBERT D. HALL
AR# 0014106

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EXTERIOR ELEVATIONS

A3.10

PLANTING SCHEDULE

May 4, 2025

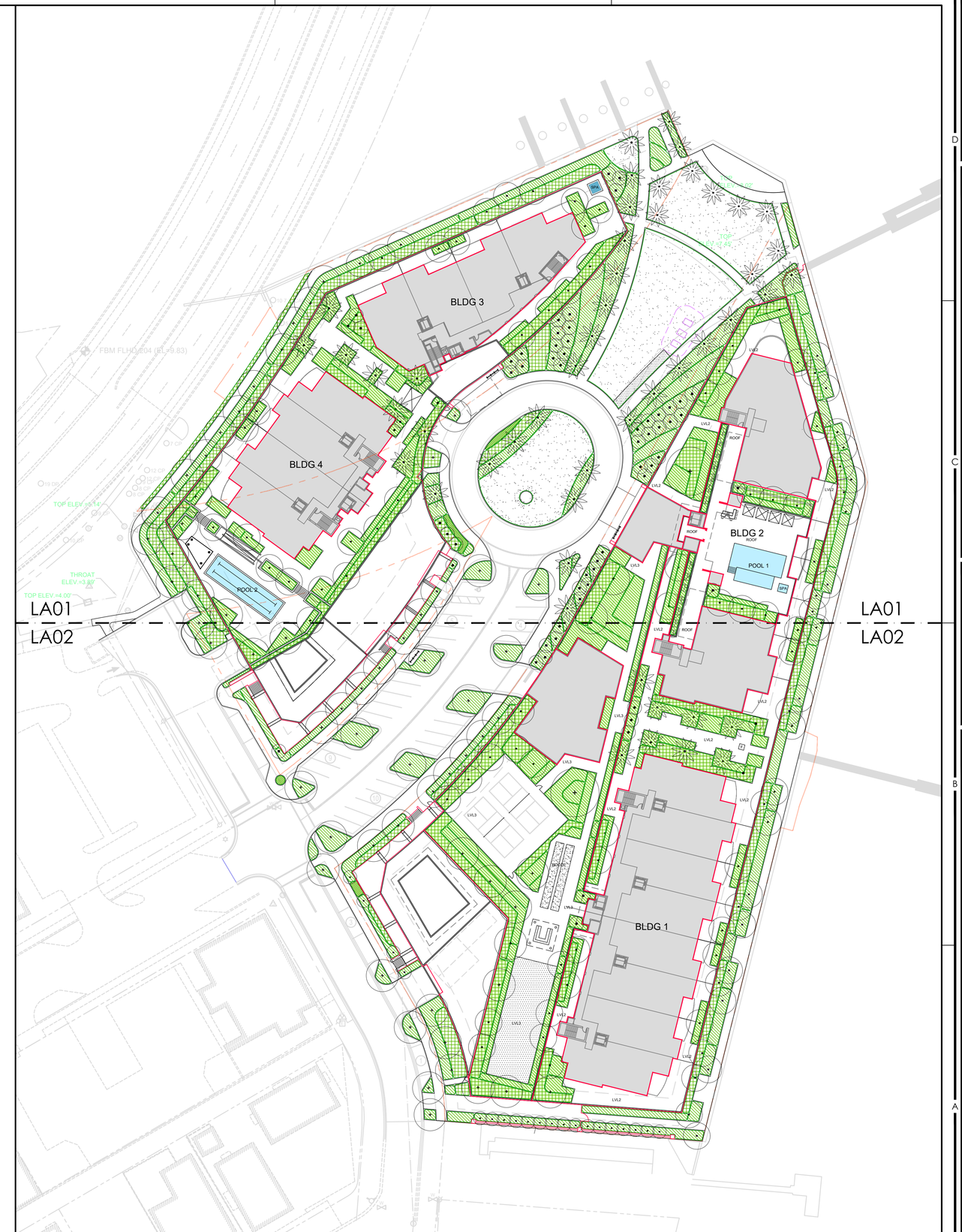
QNTY	KEY	LATIN NAME	COMMON NAME	SPECIFICATIONS	FFP	NATIVE	NOTES	FFP	NATIVE
		TREES							
3	BB	Bucida buceras	Black Olive	12' ht. x 6' spr; 3" cal / full	Yes	No		3	0
0	BS	Bursera sumaruba	Gumbo Limbo	12' ht. x 6' spr; 3" cal / full	Yes	Yes		0	0
17	QVH	Quercus virginana "High Rise"	High Rise Oak	12' ht. x 6' spr; 3" cal / full	Yes	Yes		17	17
32	QV	Quercus virginana	Live Oak	12' ht. x 6' spr; 3" cal / full	Yes	Yes		32	32
2	QVR	Quercus virginana	Live Oak (Ranch Oak)	12' ht. x 6' spr; 3" cal / full	Yes	Yes		2	2
9	SM	Swietenia mahogani	Mahogany	12' ht. x 6' spr; 3" cal / full	No	Yes		0	9
		PALMS					equals 1 canopy tree if 12' CT		
89	CNX	Cocos nucifera "Green Malayan"	Green Malayan Coconut Palm	12' CT; full; straight trunk	Yes	No		89	0
0	BNX	Bismarkia nobilis	Bismark Palm	12' CT; full	Yes	No		0	0
19	CMX	Caroyta mitis	Fishtail Palm	12' OA; full; sun-grown	Yes	No		19	0
11	PMX	Ptycosperma macarthurii	Macarthur Palm	12' CT; full; triple	Yes	No		11	0
18	SPX	Sabal palmetto	Sabal Palm	12' CT; full; straight trunk	Yes	Yes		18	18
8	PMX	Phoenix dactylifera "Medjool"	Medjool Palm	12' CT; diamond cut; match; Florida Fancy	Yes	No		8	0
39	ROX	Roystonea elata	Royal Palm	12 GW; straight trunk	Yes	Yes		39	39
29	WBX	Woodlei bifurcata	Foxtail Palm	12' CT; full	Yes	No		29	0
		FLOWERING TREES							
4	DR	Delonix regia	Royal Poinciana	12' ht. x 6' spr; 3" cal / full	Yes	No		4	0
0	TC	Tabebuia caribea	Yellow Trumpet Flower	12' ht. x 6' spr; 3" cal / full	Yes	Yes		0	0
		ACCENTS							
4	CHX	Chamerops humilis	European Fan Palm	8' OA; 5-stem; full; 2" cal	Yes	No		4	0
7	JAT	Jatropha hostata	Jatropha	8' OA; full'; single-trunk; well-branched; 2" ca	Yes	No		7	0
0	LAG	Lagerstromea indaca "Watermelon Red"	Red Crepe Myrtle	8' OA; full'; multi-trunk	Yes	No		0	0
4	LIG	Ligustrum japonicum	Ligustrum Tree	8' OA; full; 2" cal	No	No		0	0
5	LTX	Bismarkia nobilis	Bismark Palm	8' OA; full; 2" cal	Yes	No		5	0
		SHRUBS							
999	BBK	Bougainvilea 'Barbara Karst'	Barbara Karst Bougainvillea	3 Gal; 24" ht x 16" spr; full /24" OC	Yes	No		999	0
276	BGP	Bougainvillea glabra	Dwarf Purple Gougainvillea	3 Gal; 24" ht x 16" spr; full /24" OC	Yes	No		276	0
989	CAR	Neomarica caerulea 'Giant Apostle'	Giant Apostle Iris	3 Gal; 24" ht x 16" spr; full /24" OC	No	No		0	0
952	CHR	Chrysobalanus icaco 'Red Tip'	Cocoplum	3 Gal; 30" ht x 18" spr; full / 36"OC	Yes	Yes		952	952
1694	CLU	Clusia guttifera	Clusia	3 Gal; 30" ht x 18" spr; full / 36"OC	Yes	No		1694	0
781	FICg	Ficus "Green Island"	Green Island Ficus	3 Gal., 24" ht x 24" spr / 18" OC	No	Yes		0	781
973	MUL	Muhlenbergia capillaris	Muhly Grass	3 Gal., 24" ht x 18" spr / 30" OC	Yes	Yes		973	973
1209	PEN	Pennisetum setaceum nana	Dwarf Pennisetum	3 Gal., 24" ht x 18" spr / 30" OC	No	Yes		0	1209
637	PLU	Plumbago zeylanica	Wild Plumbago	3 Gal., 24" ht x 18" spr / 30" OC	Yes	Yes		637	637
0	POD	Podocarpus macrophylla	Podocarpus	25 Gal; 7'-8' OA; full / 36" OC	Yes	No		0	0
1979	RAP	Rapheolepsis indica nana	Dwarf India Hawthorne	3 Gal., 24" ht x 18" spr / 24" OC	Yes	Yes		1979	1979
756	SCH	Scheffelra arboricola	Dwarf Scheffelera	3 Gal., 30" ht x 18" spr / 36" OC	No	No		0	0
1035	TAB	Tabernamontana divericata	Cape Jasmine	3 Gal., 24" ht x 24" spr / 42" OC	Yes	No		1035	0
0	TRD	Tripsachum floridana nana	Dwarf Fakahatchee Grass	3 Gal., 24" ht x 18" spr / 30" OC	Yes	Yes		0	0
		GROUNDCOVERS + ANNUALS							
16	ACH	Arachis glabrata	Perennial Peanut	6" ht x 12 spr; full; 24" OC	Yes	No		16	0
0	BUL	Bulbine frutescens 'Yellow'	Yellow Bulbine	12" ht x 12 spr; full; 18" OC	Yes	No		0	0
1058	CEB	Carissa microcarpa "Emerald Blanket"	Dwarf Carissa	3 Gal; 12" ht x 12" spr; full /18" OC	Yes	Yes		1058	1058
1571	GAL	Gaillardai puchella	Blankey Flower	12" ht x 8 spr; full; 16" OC	Yes	Yes		1571	1571
808	NEO	Neomarica longifolia	Yellow Walking Iris	3 Gal., 18" ht x 12" spr /18" OC	Yes	Yes		808	808
153	NEP	Nephrolepsis biseratta	Sword Fern	3 Gal., 12" ht x 12" spr / 30" OC	Yes	Yes		153	153
0	TRA	Trachleospermum asiiaticum minima	Trailing Jasmine	8" ht x 12 spr; full; 24" OC	Yes	No		0	0
900	ZAM	Zamia pumila	Coontie	3 Gal;16" ht x 24" spr / 24" OC	Yes	Yes		900	900
383	ANN	Pentas lanceolata	Pentas	1 gal; full; 16" OC	Yes	No	Color / species TBD	383	0
		LAWN							
16540	sf SOD	Paspalum 'Emerald Green Isle"	Emeerald Green Paspalum	Staggered sod panels / clean + weed free		No			
570	cub.yrds.	Shredded Eucalyptus Mulch	Dark Brown Mulch	3" shredded eucalyptus mulch / dark brown (per sf)					

Notes: The noted plant size is the key spec and not the container designation.

			FFP	NATIVE	
17,169	Total shrubs and groundcovers	78.2%	13,434	11,021	64.2%
17,469	Total trees, palms, accents, shrubs and groundcovers	78.5%	13,721	11,138	63.8%

IMPERVIOUS CALCULATIONS

26,460	SITE
25,115	EAST PARCEL
10,093	WEST PARCEL
2,002	POOLS
600	BOCCE
64,270	TOTAL SQ. FT.



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NAPLES, FLORIDA 34108
PH: (239) 216-5852

COREY LANDING

St. Pete Beach Florida

OWNER:
KT COREY AVE LLC

ARCHITECT:
GROH Architecture

CIVIL:
Kimley-Horn

LEGAL
Stearns Weaver Miller
Weissler Alhadeff
& Sitterson, P.A.

CUP SUBMITTAL

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		

Digitally signed by Keith W Morrow
Date: 2025.05.05 '03:33:06 -04'00'

REGISTERED LANDSCAPE ARCHITECT
KEITH W. MORROW
LA 0001503
STATE OF FLORIDA

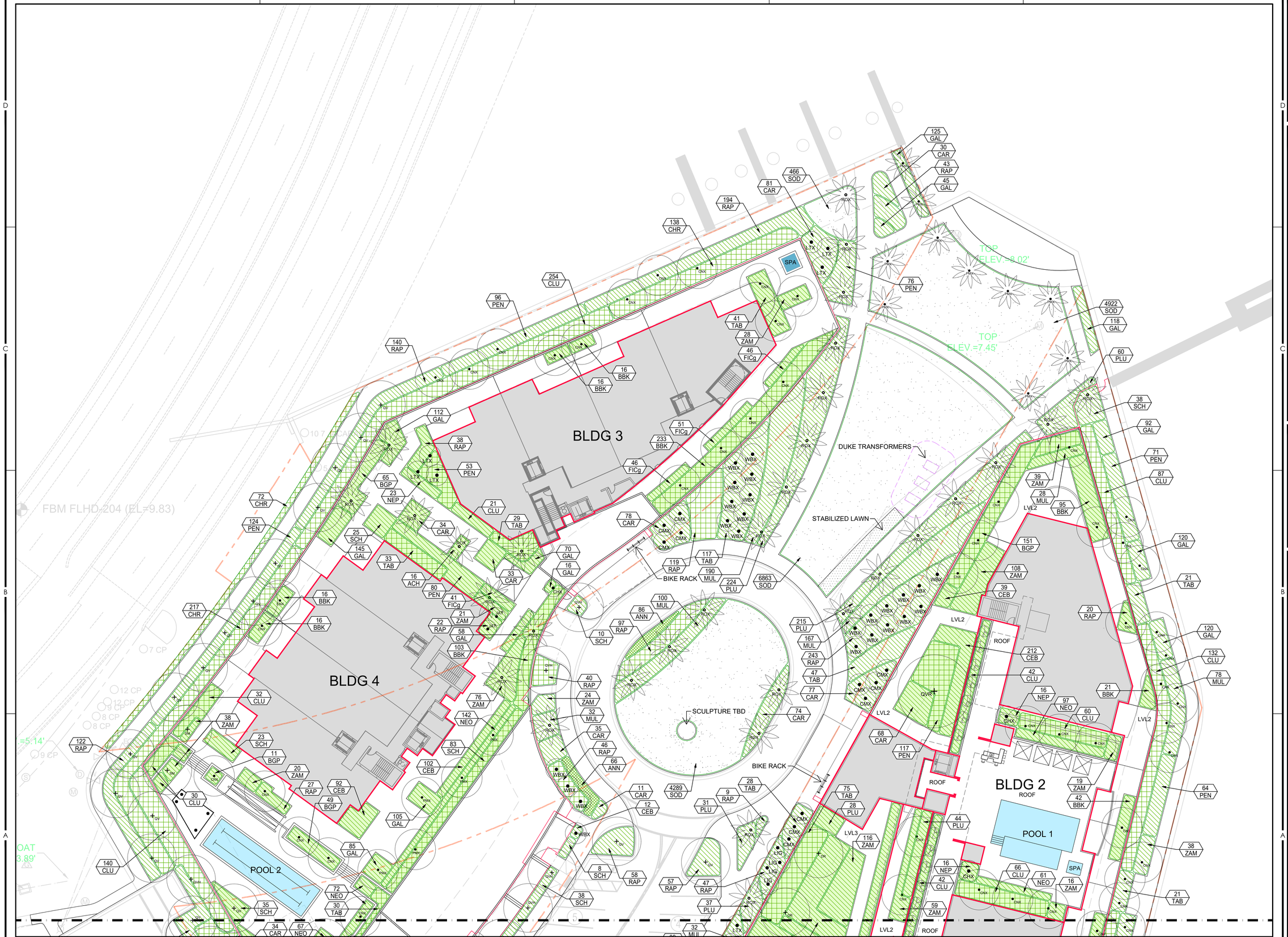
LANDSCAPE ARCHITECT: KEITH MORROW
LICENSE NUMBER: FL LA1503

NORTH
0 20 40 80'

SCALE: 1" = 40'
DATE: MAY 5, 2025
PIN:

CONDITIONAL USE PERMIT
LANDSCAPE
SITE PLAN

LA00



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& Sitterson, P.A.

CUP SUBMITTAL

REV	DATE	DESCRIPTION
3		
2		
1		

LANDSCAPE ARCHITECT: KEITH MORROW
LICENSE NUMBER: FL LA1503

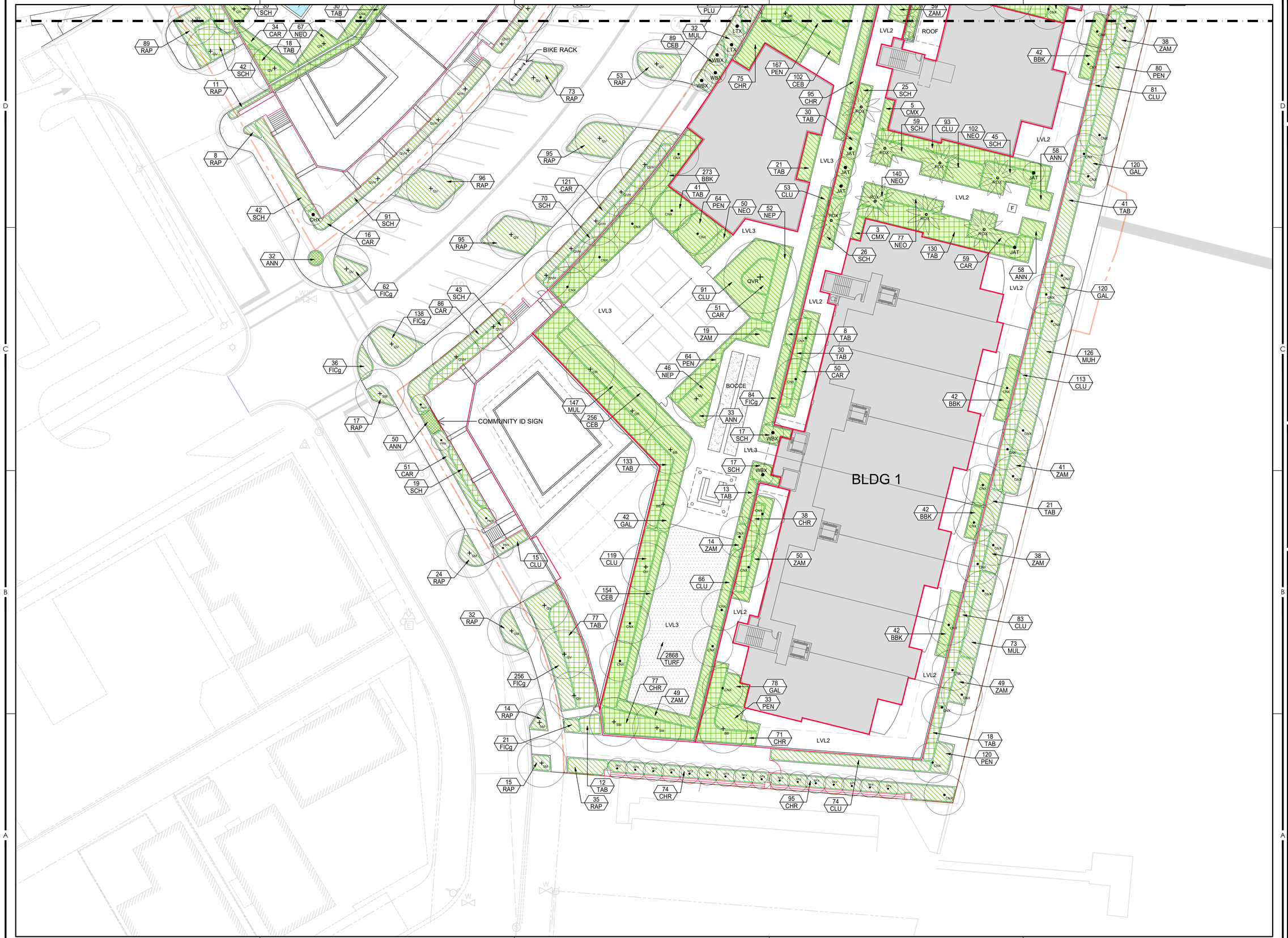
NORTH

0 10 20 40'

SCALE:	1" = 20'
DATE:	MAY 5, 2025
PIN:	

CONDITIONAL USE PERMIT
LANDSCAPE
SITE PLAN

LA01



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St. Pete Beach Florida

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KT COREY AVE LLC

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GROH Architecture

CIVIL:
Kimley-Horn

LEGAL
Stearns Weaver Miller
Weissler Alhadeff
& Sitterson, P.A.

CUP SUBMITTAL

REV	DATE	DESCRIPTION

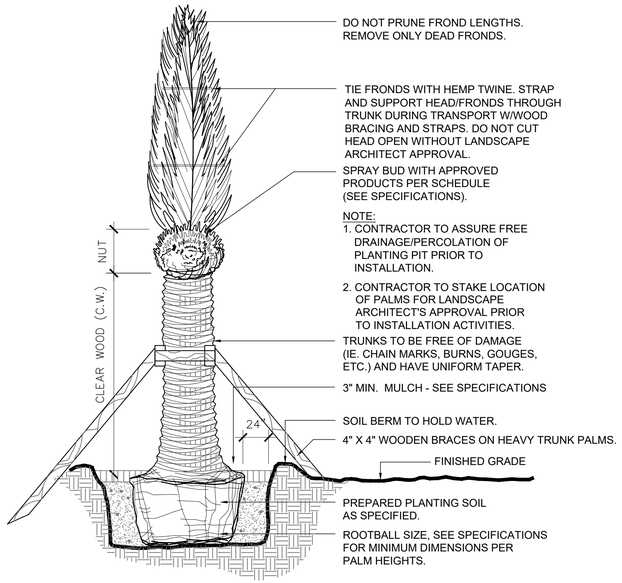
LANDSCAPE ARCHITECT: KEITH MORROW
LICENSE NUMBER: FL LA1503

NORTH
0 10 20 40'

SCALE: 1" = 20'
DATE: MAY 5, 2025
PIN:

CONDITIONAL USE PERMIT
LANDSCAPE
SITE PLAN

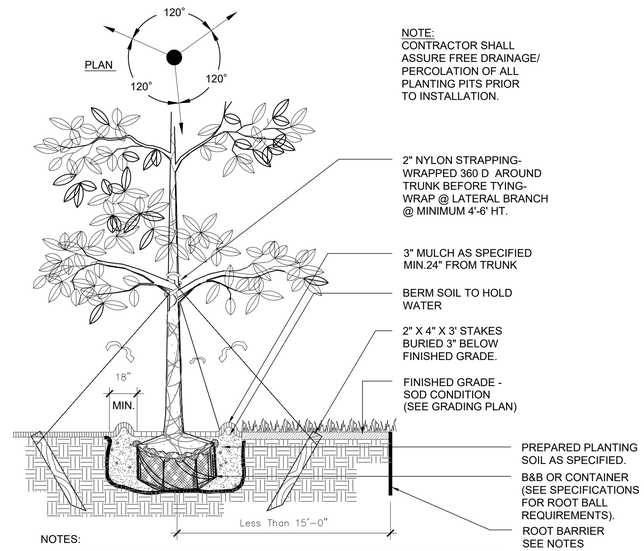
LA02



Date Palm

C1 SCALE:1" = 1'-0"

FILE NAME: DT-DatePalm.dwg

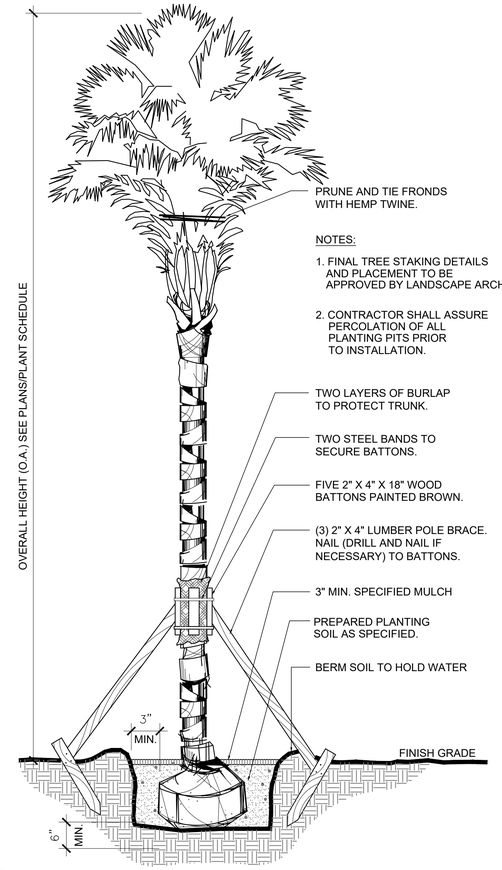


NOTES:
-ROOT BARRIERS ARE REQUIRED WHERE LARGE CANOPY TREES, SUCH AS LIVE OAKS, ARE WITHIN 15' OF A SIDEWALK, PAVED AREA, OR BUILDING, AND SHALL RUN PARALLEL WITH PAVED AREA OR BUILDING TO A DISTANCE 20' OUT EITHER DIRECTION FROM TRUNK.
-ROOT BARRIERS SHALL BE A MINIMUM OF 18"-24" DEEP AND SHALL EXTEND UP TO FINISHED GRADE.
-PRODUCT SPECIFICATION SHALL BE APPROVED BY LANDSCAPE ARCHITECT.
-ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

Large Tree

B3 SCALE:1" = 1'-0"

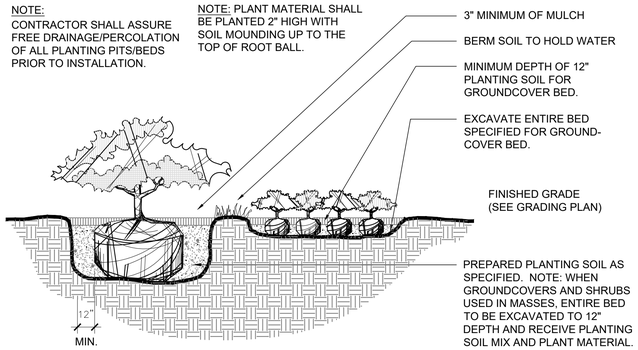
FILE NAME: DT-LargeTree.dwg



Palm Tree

B4 SCALE:1/2" = 1'-0"

DT-WashPalm.dwg



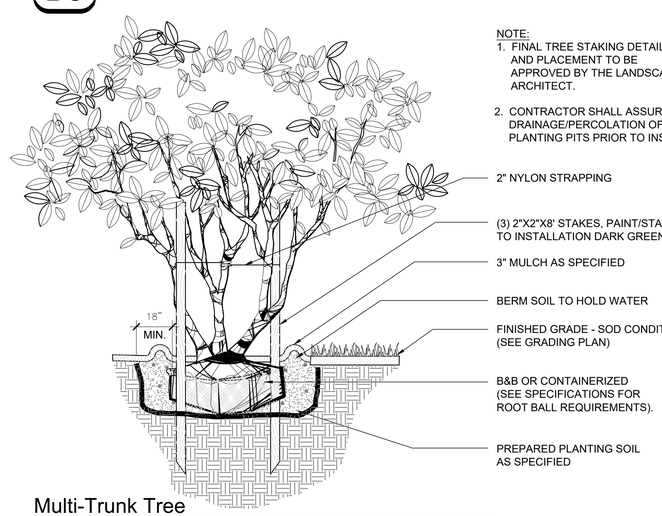
NOTE:
CONTRACTOR SHALL ASSURE FREE DRAINAGE/PERCOLATION OF ALL PLANTING PITS/BEDS PRIOR TO INSTALLATION.

NOTE: PLANT MATERIAL SHALL BE PLANTED 2" HIGH WITH SOIL MOUNDING UP TO THE TOP OF ROOT BALL.

Shrub and Groundcover

A1 SCALE:1" = 1'-0"

FILE NAME: DT-ShrubGround.dwg

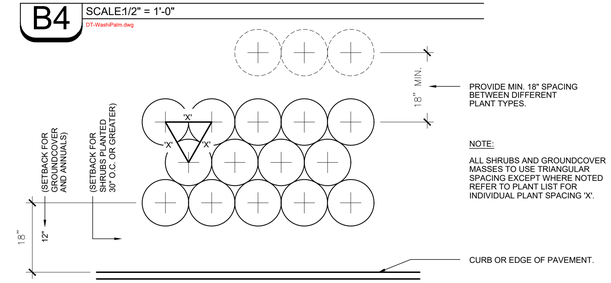


NOTE:
1. FINAL TREE STAKING DETAILS AND PLACEMENT TO BE APPROVED BY THE LANDSCAPE ARCHITECT.
2. CONTRACTOR SHALL ASSURE FREE DRAINAGE/PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION.

Multi-Trunk Tree

C1 SCALE:1" = 1'-0"

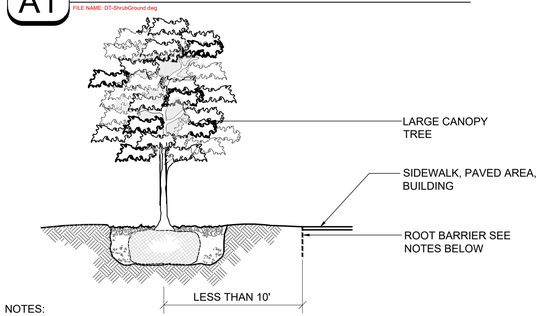
FILE NAME: DT-MultiTrunkTree.dwg



Typical Plant Spacing Diagram

A3 SCALE:1" = 1'-0"

DT-PlantSpacing.dwg

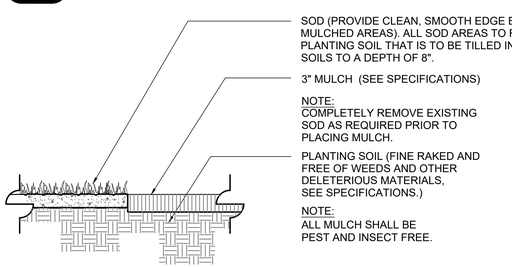


NOTES:
1. A SOLID PANEL 24" DEPTH ROOT BARRIER DEVICE SHALL BE EMPLOYED WITHIN A 20.0' RADIUS OF A TREE WHEN TREES ARE WITHIN 10.0' OF ADJACENT HARDSCAPE SURFACES AND SHALL RUN PARALLEL WITH PAVED AREA OR BUILDING TO A DISTANCE 20.0' OUT EITHER DIRECTION FROM TRUNK.
2. USE UB24-2 POLYETHYLENE SOLID PANEL ROOT BARRIER BY DEEPROOT OR APPROVED EQUAL.
3. ROOT BARRIERS SHALL BE 24" DEPTH AND SHALL EXTEND UP TO FINISHED GRADE.
4. NO TREES ARE TO BE PLANTED WITHIN 5 FEET OF EXISTING OR PROPOSED UNDERGROUND UTILITIES. WHERE A CONFLICT EXISTS, NOTIFY THE LANDSCAPE ARCHITECT FOR RESOLUTION PRIOR TO CONTINUED INSTALLATION.
5. USE PHYSICAL ROOT BARRIER WHEN TREES ARE WITHIN 10 FEET OF UNDERGROUND UTILITIES. ROOT BARRIER TO BE NO CLOSER THAN 5 FEET TO UNDERGROUND UTILITY PIPES.
6. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS.

Root Barrier

A3 SCALE:1" = 1'-0"

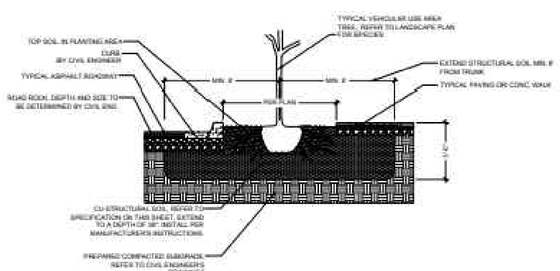
DT-RootBarrier.dwg



Mulch Application

B1 SCALE:1" = 1'-0"

DT-Mulch.dwg



CU-STRUCTURAL SOIL DETAIL

NTS

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CUP SUBMITTAL

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		

LANDSCAPE ARCHITECT: KEITH MORROW
LICENSE NUMBER: FL LA1503

SCALE:	AS NOTED
DATE:	MAY 5, 2025
PIN:	

CONDITIONAL USE PERMIT
LANDSCAPE DETAILS

LA03

GENERAL LANDSCAPE NOTES

1. ALL PLANTS MUST BE HEALTHY, VIGOROUS MATERIAL, FREE OF PESTS AND DISEASES. ALL PLANT MATERIAL SHALL BE IN FULL AND STRICT ACCORDANCE TO FLORIDA NO. 1 GRADE, ACCORDING TO THE "GRADES AND STANDARDS FOR NURSERY PLANTS", PUBLISHED BY FLORIDA DEPARTMENT OF AGRICULTURE AND CONSUMER SERVICES. PLANT MATERIALS IN SOME INSTANCES EXCEED NO. 1 GRADE IN ORDER TO MEET THE MINIMUM REQUIREMENTS OF THIS PROJECT.

2. CONTRACTOR SHALL BE RESPONSIBLE FOR PLANTS MEETING SPECIFICATION AS NOTED PRIOR TO INSTALLATION. CONTRACTOR SHALL IMMEDIATELY REMOVE ALL PLANT MATERIAL THAT DOES NOT CONFORM TO SPECIFICATIONS AT THE CONTRACTOR'S EXPENSE.

3. ALL ROOTBALLS SHALL CONFORM TO THE SIZE STANDARDS SET FORTH IN "AMERICAN STANDARDS FOR NURSERY STOCK".

4. CONTRACTOR TO SUBMIT TO THE LANDSCAPE ARCHITECT THE GROWER'S AND/OR STATE INSPECTION CERTIFICATE FOR PLANT MATERIAL TWO (2) WEEKS BEFORE COMMENCEMENT OF WORK.

5. ALL PLANT MATERIAL SHALL BE PROTECTED DURING TRANSPORT AND DELIVERY TO JOB SITE WITH SHADE CLOTH OR OTHER ACCEPTABLE MEANS OF WINDBURN PREVENTION. CONTRACTOR SHALL FIELD VERIFY ALL INFORMATION PRIOR TO INITIATING PLANTING INSTALLATION.

6. ALL EXISTING PLANTING SHALL REMAIN INTACT AND UNDISTURBED UNLESS OTHERWISE NOTED ON THE PLANS. CONTRACTOR SHALL INSTALL A 4.0' HEIGHT ORANGE NYLON OR POLYPROPYLENE TYPE FENCE AFFIXED WITH NAILS OR STAPLES TO STURDY POSTS (METAL FENCE STAKES OR 2x4 WOOD, SET TO A DEPTH OF 2.0' MINIMUM) SURROUNDING ALL EXISTING VEGETATION AND/OR VEGETATION TO BE PROTECTED AND RELOCATED. FENCE TO BE INSTALLED IN THE CRITICAL PROTECTION ZONE - THE AREA SURROUNDING A TREE WITHIN A CIRCLE DESCRIBED BY A RADIUS OF ONE (1) FOOT FOR EACH INCH OF TREE TRUNK DIAMETER MEASURED AT 54" ABOVE FINISHED GRADE (FOR GROUPS OF TREES, LOCATE FENCE BETWEEN TREES AND CONSTRUCTION ACTIVITY). THE FENCE SHALL BE LOCATED TO PROTECT A MINIMUM OF 75% OF THE CRITICAL PROTECTION ZONE. SHRUBS AND GROUNDCOVER VEGETATION SHALL HAVE A MINIMUM 5.0' BUFFER BETWEEN FENCE AND CONSTRUCTION ZONE. NO CONSTRUCTION DEBRIS, VEHICLES, CHEMICALS, OR OTHER CONSTRUCTION ACTIVITY SHALL BE ALLOWED WITHIN THE ROOT ZONE AND/OR CRITICAL PROTECTION ZONE.

7. ANY SUBSTITUTIONS IN SIZE AND/OR PLANT MATERIAL MUST BE APPROVED BY THE LANDSCAPE ARCHITECT IN WRITING PRIOR TO PROCUREMENT AND/OR DELIVERY TO THE WORK SITE. ALL PLANTS WILL BE SUBJECT TO APPROVAL BY LANDSCAPE ARCHITECT BEFORE PLANTING CAN BEGIN.

8. LANDSCAPE CONTRACTOR SHALL FIELD STAKE THE LOCATION OF ALL PLANT MATERIAL PRIOR TO INITIATING INSTALLATION FOR THE REVIEW AND APPROVAL OF THE LANDSCAPE ARCHITECT.

9. ALL TREES MUST BE STRAIGHT TRUNKED, FULL HEADED, AND MEET ALL REQUIREMENTS SPECIFIED. PRIOR TO CONSTRUCTION, THE CONTRACTOR IS RESPONSIBLE FOR LOCATING ALL UNDERGROUND UTILITIES AND SHALL AVOID DAMAGE TO ALL UTILITIES DURING CONSTRUCTION. SHOULD THE CONTRACTOR CAUSE DAMAGE TO ANY UTILITIES, NECESSARY REPAIRS SHALL BE MADE AS QUICKLY AS PRACTICABLE, AT CONTRACTOR'S EXPENSE, UNDER SUPERVISION OF THE LANDSCAPE ARCHITECT AND/OR OWNER.

10. INSTALLATION - ALL PLANT MATERIAL SHALL BE INSTALLED IN A SOUND, WORKMANLIKE MANNER AND ACCORDING TO ACCEPTED GOOD PLANTING PROCEDURES WITH THE QUALITY OF PLANT MATERIALS AS HEREINAFTER DESCRIBED. ALL ELEMENTS OF LANDSCAPING SHALL BE INSTALLED SO AS TO MEET ALL APPLICABLE ORDINANCES AND CODE REQUIREMENTS.

11. TYPICALLY, SHRUB AND GROUNDCOVER PLANTINGS ARE SHOWN AS MASS PLANTING BEDS. PLANTS SHALL BE PLACED ON A TRIANGULAR SPACING CONFIGURATION (STAGGERED SPACING) AS SHOWN IN THE PLANTING DETAILS. PLANT CENTER TO CENTER DIMENSIONS (O.C.) ARE LISTED IN THE PLANT LIST/SCHEDULE.

12. CONTRACTOR SHALL ASSURE DRAINAGE AND PERCOLATION OF ALL PLANTING PITS PRIOR TO INSTALLATION OF PLANT MATERIAL. CONTRACTOR SHALL FILL ALL TREE PITS WITH WATER BEFORE PLANTING TO ASSURE THAT PROPER DRAINAGE AND PERCOLATION IS AVAILABLE. CORRECT IF REQUIRED TO ASSURE PERCOLATION. CONTRACTOR IS RESPONSIBLE FOR REPLACEMENT OF ALL PLANTS LOST DUE TO INADEQUATE DRAINAGE CONDITIONS AS DETERMINED BY THE LANDSCAPE ARCHITECT.

13. TREES GROWN IN GROW BAGS OR GROW BAG TYPE MATERIAL MUST HAVE THE GROW BAG REMOVED ENTIRELY PRIOR TO PLANTING .

14. BALLED AND BURLAPPED MATERIAL SHALL HAVE THE TOP ONE HALF (1/2) OF THE BURLAP AROUND THE BASE OF THE TRUNK CUT AND PULLED BACK. DO NOT REMOVE BURLAP. WIRE CAGES, STRAPS, ETC. MUST BE CUT AND REMOVED PRIOR TO INSTALLATION.

15. CONTRACTOR TO REPLACE REJECTED PLANT MATERIAL WITHIN FIVE (5) BUSINESS DAYS OF NOTICE.

16. CONTRACTOR SHALL REFER TO THE LANDSCAPE PLANTING DETAILS, PLANTS LIST, GENERAL NOTES AND THE PLANTING SPECIFICATIONS FOR COMPLETE LANDSCAPE PLANTING INSTRUCTIONS.

17. FERTILIZATION:

    PALMS:
    13-3-13 PLUS MINOR ELEMENTS - SLOW RELEASE
    1/2 LB FERTILIZER PER 1/2 INCH CALIPER

    SHRUBS AND GROUNDCOVERS:
    8-10-10 PLUS MINOR ELEMENTS - SLOW RELEASE
    1/2 LB FERTILIZER PER 100 FT2

    TREES:
    8-6-6 PLUS MINOR ELEMENTS - SLOW RELEASE
    1/2 LB FERTILIZER PER 1/2 INCH CALIPER

    TURF:
    16-4-8 PLUS MINOR ELEMENTS - SLOW RELEASE
    1 LB FERTILIZER PER 1000 FT2

    THE COST FOR LANDSCAPE FERTILIZER AS DESCRIBED ABOVE SHALL BE INCLUDED IN THE PER PLANT PRICE.

18. SOIL PREPARATION AND SOIL MIX:

    a. APPLY ROUNDUP (MANUFACTURED BY MONSANTO CORP.) OR APPROVED HERBICIDE EQUAL ACCORDING TO MANUFACTURER'S RATE AND SPECIFICATION WITHIN LIMITS OF ALL AREAS TO BE PLANTED. PROTECT EXISTING PLANTS TO REMAIN FROM OVER-SPRAY OR SPRAY WITHIN ROOT ZONE. CONTRACTOR TO ENSURE TOTAL WEED ERADICATION.

    b. BEFORE REPLACING TOPSOIL, RAKE SUBSOIL SURFACE CLEAR OF STONES (1 INCH DIAMETER AND LARGER), DEBRIS, RUBBISH, AND REMAINING FROM REMOVED PLANT MATERIAL.

    c. SCARIFY SUBSOIL TO A DEPTH OF 3 INCHES THEN APPLY "RONSTAR" OR APPROVED PRE-EMERGENT HERBICIDE IN ACCORDANCE WITH MANUFACTURER'S RATE AND SPECIFICATIONS. FOLLOW MANUFACTURER'S RECOMMENDED WAITING PERIOD PRIOR TO NEW LANDSCAPE INSTALLATION.

    d. PLANTING SOIL MIX FOR TREES, SHRUBS, AND GROUNDCOVERS SHALL CONSIST OF A THOROUGHLY BLENDED MIXTURE OF:

       ROYAL PALMS:
       60% CLEAN D.O.T. SAND
       40% APPROVED TOPSOIL / SOLID WASTE COMPOST

       TREES / ALL OTHER PALMS:
       90% CLEAN D.O.T. SAND
       10% APPROVED TOPSOIL / SOLID WASTE COMPOST

       SHRUBS, AND GROUND COVERS:
       70% CLEAN D.O.T. SAND
       30% APPROVED TOPSOIL / SOLID WASTE COMPOST

    NOTE:
    CONTRACTOR TO SUBMIT LABORATORY SOIL TESTS OF THE SOIL MIXTURE FOR APPROVAL BY THE LANDSCAPE ARCHITECT.

    e. COMPOST MIX SHALL BE FREE OF DELETERIOUS MATERIALS THAT WOULD BE HARMFUL TO PLANT GROWTH, SHALL BE FREE OF NEMATODES, SHALL BE OF UNIFORM QUALITY AND SHALL HAVE A PH VALUE BETWEEN 5.3 AND 6.5 (AS DETERMINED IN ACCORDANCE WITH ASTM E70). FLORIDA PEAT SHALL BE STERILIZED TO MAKE FREE OF ALL VIABLE NUT GRASS AND OTHER UNDESIRABLE WEEDS.

    f. TOPSOIL SHALL BE NATURAL, FERTILE, AGRICULTURAL SOIL CAPABLE OF SUSTAINING VIGOROUS PLANT GROWTH. IT SHALL BE OF UNIFORM COMPOSITION THROUGHOUT, WITH ADMIXTURE OF SUBSOIL. IT SHALL BE FREE OF STONES, LUMPS, LIVE PLANTS AND THEIR ROOTS, STICKS, AND OTHER EXTRANEOUS MATTER. SPREAD TOPSOIL MIXTURE TO MINIMUM DEPTH OF THREE (3) INCHES THROUGHOUT ALL AREAS AND SIX (6) INCHES IN ALL SHRUB AND GROUNDCOVER BEDS. REMOVE ALL ROCKS AND OTHER OBJECTS OVER ONE (1) INCH IN DIAMETER.

    g. SMOOTH ALL PREPARED TOPSOIL TO FOUR (4) INCHES BELOW TOP OF SURROUNDING PAVEMENT EDGES. FINISH GRADE ALL PREPARED TOPSOIL AREAS TO A SMOOTH, EVEN SURFACE ASSURING POSITIVE DRAINAGE AWAY FROM THE STRUCTURES AND AND ELIMINATE ANY LOW AREAS WHICH MAY COLLECT WATER.

    h. SMOOTH TOPSOIL MIXTURE TO SIX (6) INCHES BELOW GRADE IN AREAS TO BE SODDED.

    i. TOPSOIL SHALL NOT BE EXTREMELY ACIDIC OR ALKALINE, NOR CONTAIN TOXIC SUBSTANCES WHICH MAY BE HARMFUL TO PLANT GROWTH. THE PH SHALL BE IN THE RANGE OF 5.5 TO 6.5. IF NECESSARY, THE CONTRACTOR SHALL APPLY THE APPROPRIATE SOIL AMENDMENTS ADJUSTING SOIL PH TO ASSURE A PH RANGE OF 5.5 TO 6.5.

20. GUYING / STAKING PRACTICES SHALL NOT PERMIT NAILS, SCREWS, WIRES ETC., TO PENETRATE OUTER SURFACE OF TREE OR PALM. TREES OR PALMS REJECTED DUE TO THIS PRACTICE SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH THE LANDSCAPE ARCHITECT AND/OR OWNER ON SITE.

21. CONTRACTOR SHALL MULCH ALL PLANT MATERIAL THROUGHOUT AND COMPLETELY TO A THREE (3) INCH DEPTH WITH CLEAN, WEED FREE MELALEUCA IN DARK BROWN COLOR UNLESS OTHERWISE SPECIFIED (WWW.GOMULCH.COM - "FLORIMULCH BROWN" OR APPROVED EQUAL; SAMPLES REQUIRED FOR APPROVAL PRIOR TO PROCUREMENT AND/OR INSTALLATION).

22. INSTALLATION PERIOD : THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING IN FULL, ALL PLANTING AREAS (INCLUDING WATERING, SPRAYING, MULCHING, MOWING, FERTILIZING, ETC.) UNTIL THE JOB IS ACCEPTED, IN FULL, AT THE END OF THE INSTALLATION PHASE BY THE OWNER AND LANDSCAPE ARCHITECT. CONTRACTOR TO REQUEST INSPECTION OF PROJECT IN WRITING AT END OF INSTALLATION PERIOD. LANDSCAPE ARCHITECT AND OWNER ACCEPTANCE SHALL BEGIN THE ESTABLISHMENT PERIOD.

23. ESTABLISHMENT PERIOD : CONTRACTOR TO GUARANTEE, MAINTAIN, AND WATER PLANT MATERIAL FOR A NINETY (90) DAY ESTABLISHMENT PERIOD FOLLOWING DATE OF INSTALLATION PERIOD COMPLETION. CONTRACTOR TO REQUEST INSPECTION OF PROJECT IN WRITING AFTER NINETY (90) DAY ESTABLISHMENT PERIOD. LANDSCAPE ARCHITECT AND OWNER ACCEPTANCE SHALL BEGIN THE GUARANTEE PERIOD.

24. GUARANTEE PERIOD : IF ALL WORK IS SATISFACTORY AND COMPLETE IN ACCORDANCE WITH THE CONDITIONS OF THE CONTRACT DOCUMENTS, THEN THE OWNER AND LANDSCAPE ARCHITECT SHALL DECLARE SUBSTANTIAL COMPLETION IN WRITING UPON WRITTEN REQUEST OF THE CONTRACTOR. ACKNOWLEDGMENT OF SUBSTANTIAL COMPLETION CONSTITUTES THE BEGINNING OF THE ONE (1) YEAR GUARANTEE PERIOD.

25. ALL PLANT MATERIAL SHALL BE OF FLORIDA NO. 1 OR BETTER QUALITY AT TIME OF INSTALLATION AND SHALL BE MAINTAINED IN THIS SAME CONDITION UNTIL COMPLETION OF THE GUARANTEE PERIOD. DECLINE IN CONDITION OF PLANT MATERIAL DURING ANY PERIOD (INSTALLATION, ESTABLISHMENT, GUARANTEE) SHALL BE GROUNDS FOR REJECTION AND REPLACEMENT AS DETERMINED BY THE LANDSCAPE ARCHITECT AT THE CONTRACTOR'S EXPENSE.

26. REMOVAL OF ALL STAKING AND GUYING OF TREES AND PALMS AFTER GUARANTEE PERIOD SHALL BE THE RESPONSIBILITY OF THE OWNER UNLESS OTHERWISE AGREED UPON WITH THE CONTRACTOR IN WRITING.

27. A PRE-PLANTING MEETING SHALL BE SCHEDULED WITH THE CITY FORESTER OR LANDSCAPE INSPECTOR AND THE LANDSCAPE CONTRACTOR PRIOR TO ANY INSTALLATION ON THE SITE.

GENERAL TREE PROTECTION NOTES:

1. PRUNING OF A GRAND TREE, WITH THE EXCEPTION OF MINOR PRUNING, IS PROHIBITED UNLESS CONDUCTED IN ACCORDANCE WITH THE ANSI A-300 PRUNING STANDARDS, AND PERFORMED BY AN ARBORIST CERTIFIED BY THE INTERNATIONAL SOCIETY OF ARBORICULTURE (ISA) OR A REGISTERED CONSULTING ARBORIST WITH THE AMERICAN SOCIETY OF CONSULTING ARBORISTS (ASCA). MINOR PRUNING IS THE PRUNING OF A TREE BY THE REMOVAL OF BRANCHES NO GREATER THAN THREE (3) INCHES IN DIAMETER AT THE POINT OF CONNECTION TO A SUPPORTING BRANCH AND SHALL BE IN ACCORDANCE WITH THE ANSI A-300 PRUNING STANDARDS. A NOTARIZED AFFIDAVIT AFFIRMING AN ISA CERTIFIED ARBORIST OR AN ASCA REGISTERED CONSULTING ARBORIST WILL CONDUCT OR PROVIDE ONSITE SUPERVISION OF THE PRUNING SHALL BE SUBMITTED TO THE CITY PRIOR TO THE PRUNING OF A GRAND OAK. AN ISA CERTIFIED ARBORIST OR AN ASCA REGISTERED CONSULTING ARBORIST CONTRACTED BY A PROPERTY OWNER TO PRUNE A GRAND OAK SHALL ASSUME FULL RESPONSIBILITY FOR ALL PRUNING ACTIVITIES DETERMINED IN NONCOMPLIANCE WITH STANDARDS SPECIFIED WITHIN THE CITY OF SARASOTA TREE PROTECTION ORDINANCE.

2. ALL TRIMMING UNDERTAKEN ON A TREE PROTECTED BY THE PROVISIONS OF THE CITY OF SARASOTA TREE PROTECTION ORDINANCE SHALL BE IN ACCORDANCE WITH THE AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) A-300 PRUNING STANDARDS.

3. PROPOSED LAND ALTERATION ACTIVITIES SHALL NOT UNNECESSARILY REMOVE EXISTING VEGETATION AND ALTER EXISTING TOPOGRAPHY. ADEQUATE PROTECTION MEASURES (I.E., HAY BALES, BAFFLES, SODDING AND SANDBAGGING) SHALL BE PROVIDED, AS NECESSARY, TO MINIMIZE EROSION AND DOWNSTREAM SEDIMENTATION CAUSED BY SURFACE WATER RUN-OFF ON EXPOSED LAND SURFACES.

4. DURING LAND ALTERATION AND CONSTRUCTION ACTIVITIES, IT SHALL BE UNLAWFUL TO REMOVE VEGETATION BY GRUBBING OR TO PLACE SOIL DEPOSITS, DEBRIS, SOLVENTS, CONSTRUCTION MATERIAL, MACHINERY OR OTHER EQUIPMENT OF ANY KIND WITHIN THE APPROVED PROTECTED ROOT ZONE OF A TREE TO REMAIN ON THE SITE UNLESS OTHERWISE APPROVED BY THE CITY.

5. ANY AREAS SUBJECT TO EROSION MUST BE ADEQUATELY STABILIZED WITH VEGETATIVE MATERIAL THAT WILL, WITHIN A REASONABLE TIME FRAME, DETER SOIL DISTURBANCE. SODDING, PLUGGING, SPRIGGING OR SEEDING IS ACCEPTABLE FOR STABILIZATION; HOWEVER, SODDING MAY BE REQUIRED IN AREAS OF EROSION-PRONE SOILS OR WHERE SLOPES ARE GREATER THAN 5:1. VEGETATION OTHER THAN GRASS IS ACCEPTABLE UNLESS OTHERWISE SPECIFIED.

6. INSTALL TREE BARRICADES TO THE FULLEST EXTENT OF THE DRIP LINE OF ALL TREES/PALMS AS POSSIBLE AND/OR TO THE MAXIMUM LIMIT OF IMPROVEMENT(S) AS POSSIBLE (OF COURSE REALIZING THAT THE TREE BARRICADES, PER SECTION VII-312(A)(3), MAY BE TEMPORARILY RELOCATED TO ACCOMMODATE A CONSTRUCTION ISSUE IF ADVANCED NOTICE IS PROVIDED TO THE CITY ARBORIST. DO NOT INSTALL TREE BARRICADES (SPECIFICALLY SILT FENCING MATERIAL) BY TRENCHING WITHIN THE DRIP LINE OF EXISTING TREES/PALMS.

7. NO CHANGES TO THE PREDEVELOPMENT CONDITIONS WITHIN THE APPROVED PROTECTED ROOT ZONE ARE ALLOWED, PER SECTION VII-312.

8. ALL MITIGATION TREES MUST BE A MINIMUM OF 3" CALIPER, CANOPY TREES MUST BE 12' HT/3" CAL.; PALMS LESS THAT 15' CANOPY CAN BE GROUPED TO EQUAL 15' SPREAD (MAX. 30%); PALMS MUST BE 12' HEIGHT; ACCENT TREES MUST BE 8' TALL/1" CAL. X 3' SPR.; SHRUBS MUST BE 2' MIN. HT AT PLANTING; VINES MUST BE 30" AT PLANTING; GROUNDCOVERS TO PRESENT A FINISHED APPEARANCE AND REASONABLY COMPLETE COVERAGE. 50% OF ALL REQUIRED CANOPY TREES MUST BE NATIVE.

9. IN THE EVENT THAT ANY VEGETATION OR PHYSICAL ELEMENT FUNCTIONING TO MEET THE STANDARDS OF THIS DIVISION IS SEVERELY DAMAGED, IT SHALL BE REPLANTED OR REPLACED WITHIN 90 DAYS OR ONE GROWING SEASON, WHICHEVER IS SOONER. IN THE EVENT THAT THE DAMAGE IS FOUND TO BE CAUSED BY AN ACT OF GOD (I.E. HURRICANES, WINDS, FIRE, FLOOD, FREEZE) A GRACE PERIOD OF 180 DAYS (AN ADDITIONAL 90 DAYS) SHALL BE GRANTED FOR REPLACEMENT.

GENERAL IRRIGATION NOTES:

1. ALL LANDSCAPE AND LAWN AREAS SHALL BE IRRIGATED BY A FULLY AUTOMATIC SPRINLER SYSTEM ADJUSTED TO PROVIDE 100% COVERAGE OF ALL LANDSCAPE AREAS. ALL HEADS SHALL BE ADJUSTED TO 100% OVERLAP AS PER MANUFACTURERS SPECIFICATIONS AND PERFORMANCE STANDARDS UTILIZING A RUST FREE WATER SOURCE. EACH SYSTEM SHALL BE INSTALLED WITH A RAIN SENSOR.
2. SHRUBS (DRIP), TREES (BUBBLER), AND TURF (SPRAY) TO BE IRRIGATED BY A 100% AUTOMATIC SYSTEM. SEE LANDSCAPE PLAN FOR LOCATIONS
3. ALL SOD AND LANDSCAPE RECEIVE 100% COVERAGE FROM AN AUTOMATIC IRRIGATION SYSTEM USING AN APPROVED WATER SOURCE.
4. IRRIGATION SYSTEM SHALL NOT BE INSTALLED THROUGH EXISTING PLANT COMMUNITIES. WHEN NECESSARY, IRRIGATION INSTALLATION WITHIN THE DRIPLINE/CANOPY OF EXISTING TREES SHOULD BE DONE IN THE MOST SENSITIVE MANNER POSSIBLE IN ORDER TO AVOID ROOT DAMAGE. PROPOSED IRRIGATION WITHIN THE DRIPLINE/CANOPY SHOULD BE 'MICRO-SPRAY' LOCATED ABOVE EXISTING GRADE.
5. IRRIGATION SPRINKLER ZONES TO BE SEPERATE FOR HIGH AND LOW WATER REQUIREMENT PLANT AREAS AND OPERATED ON DIFFERENT WATERING SCHEDULES.
6. IRRIGATION OVERTHROW TO NON-PERVIOUS AND NATURAL AREAS TO BE MINIMIZED.
7. A RAIN SENSOR IS TO BE INSTALLED WITH THE IRRIGATION SYSTEM CONTROLLER.
8. IRRIGATION PIPING TO BE LOCATED WITHIN PLANTING OR SOD AREAS WHEREVER FEASIBLE. PIPING UNDER ROADS TO BE INSTALLED WITHIN SCHEDULE 40 PVC SLEEVE.
9. ALL TREE, SHRUB, AND GROUNDCOVER AREAS ARE TO BE FULLY IRRIGATED WITH DRIP / MICRO IRRIGATION, LOW-VOLUME EMITTERS. ALL SOD AREAS TO BE IRRIGATED WITH ROTOR OR SPRAY HEAD SPRINKLERS SPACED TO PROVIDE 100% COVERAGE.
10. A "Y" TYPE FILTER SHALL BE INSTALLED AT THE HEAD END OF LOW VOLUME LINES AND IN-LINE PRESSURE REGULATORS TO REDUCE PRESSURE NO MORE THAN 15 PSI SHALL BE UTILIZED.
11. NON-POTABLE IRRIGATION LINES TO BE PURPLE IN COLOR.
12. IRRIGATION SYSTEM TO BE DESIGNED TO ALLOW ALL AREAS TO BE IRRIGATED BETWEEN 11PM AND 6AM.

morrow design
Plan | Design | Manage

8805 TAMIAMI TRAIL
SUITE 244
NAPLES, FLORIDA 34108
PH: (239) 216-5852

COREY LANDING

St. Pete Beach Florida

OWNER:
KT COREY AVE LLC

ARCHITECT:
GROH Architecture

CIVIL:
Kimley-Horn

LEGAL
Stearns Weaver Miller
Weissler Alhadeff
& Sitterson, P.A.

CUP SUBMITTAL

REV	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		

LANDSCAPE ARCHITECT: KEITH MORROW
LICENSE NUMBER: FL LA1503

SCALE: N/A
DATE: MAY 5, 2025
PIN:

CONDITIONAL USE PERMIT
LANDSCAPE NOTES

LA04

Grill
Steak & Wine
Grill
Steak & Wine

TECHNICAL REVIEW COMMITTEE MEETING
CITY OF ST. PETE BEACH
COMMISSION CHAMBERS

Agenda Report

Agenda Title Name: Temporary Use No. 25075 - 4901 Gulf Boulevard (Dolphin Village)

Action Request:

Strategic Objective:

Date: June 4, 2025

Prepared By: Brandon Berry, Senior Planner

Through: Laura Canary, Community Development Director

Summary of Issue: Applicant is requesting a temporary trailer to dispense medication while the CVS pharmacy is being reconstructed following a fire in May 2025. Request can be approved for no longer than 90 days with a 30 day extension per year without a code amendment.

Funding: N/A

Attachments:

1. Application
2. Trailer Site Plan and Details
3. Trailer Details
4. Survey - Dophin Village

St. Pete Beach
The Sunset Capital of Florida

INFORMATION ON TEMPORARY USES

What is a temporary use permit? The purpose of a temporary use permit is to allow activities that are not intended to be permanent. The maximum time limit for temporary use permits is ninety (90) days, subject to one (1) extension for a period of up to thirty (30) days.

How do I apply for a temporary use permit? An applicant for a temporary use permit must submit the following documents to the Community Development Department:

- A complete and signed application. Incomplete applications will not be processed and will be returned.
- A parcel map locating the existing use and proposed temporary use.
- A completed and signed agent authorization form if someone else will be representing the property owner at the public hearing.
- Cash or check made payable to the City of St. Pete Beach for the amount of the application: $50. The City is not equipped to accept debit or credit card transactions at this time.
- Any additional information requested by staff.

****The applicant is required to carry general liability insurance of $1,000,000 per occurrence for bodily injury and property damage and name the City as an additional insured.***

What is the process for temporary use permits? After receiving a temporary use permit application, staff has ten (10) days to review it for completeness. If the application is complete, it will be forwarded to the Technical Review Committee (TRC) for approval. The TRC is made up of representatives from various City departments. Their schedule is as follows:

St. Pete Beach
The Sunset Capital of Florida

TEMPORARY USE PERMIT APPLICATION

CASE NUMBER: _____

PROPERTY FOR PROPOSED TEMPORARY USE

Legal Description: See property appraiser attached

Parcel ID 06-32-16-00000-330-0500

Address 4665 Gulf Blvd, St Pete Beach, FL 33706

Current Zoning: AC-Activity Center FLUM Designation: _____ Lot Area: _____

Existing Use: Community Shopping Proposed Use: Community Shopping

APPLICANT/AGENT:

Name: CVS Pharmacy/Holiday CVS, LLC

Address: One CVS Drive

City: Woonsocket State: RI

Zip: 02895 Phone: 954-363-2326

Email: jasmine.munoz@rrw-architects.com

PROPERTY OWNER:

Name: BRE Mariner Dolphin Village LLC

Address: 100 Park Avenue Suite 600N

City: New York State: NY

Zip: 10017 Phone: 407-903-2912

Email: Robbie.calteaux@brixmor.com

DETAILS OF THE REQUEST: Include length of time requested and hour of the day the use will be utilized (Add additional sheets if necessary)

Request for temporary trailers (one for pharmacy, one for rest rooms), which will also require temporary power. Operation hours Monday - Sunday, 8am - 8pm.

St. Pete Beach
The Sunset Capital of Florida

Owner's Authorization for Agent

I/WE BRE Mariner Dolphin Village LLC
(print name of property owner)

hereby authorize CVS Pharmacy/Holiday CVS, LLC
(print name of agent)

to represent me/us in an application for Temporary Use Permit
(type of application: variance, conditional use, zoning, etc.)

DocuSigned by:
Kristen Moore
879AFB19419C401...
Signature of Owner

Signature of Owner

Kristen Moore
Print Name of Owner

Print Name of Owner

The forgoing instrument was acknowledged before me this _____day of _____

20___, by _____who is personally known _____

or produced _____as identification.

_____
(Notary Signature) (Date)

My Commission Expires: _____

DESIGN CRITERIA

BASIS OF DESIGN:
ALL CONSTRUCTION IS DESIGNED AS FOLLOWS:
FLORIDA BUILDING CODE 8TH EDITION 2023

DEAD LOADS
ROOF 20 PSF

LIVE LOADS
FLOOR 40 PSF
ROOF 20 PSF

WIND LOADS
ASCE 7-16, 147 MPH WIND (ULTIMATE), 132 MPH (NOMINAL)
BUILDINGS OF ALL HEIGHTS ANALYTICAL METHOD
RISK CATEGORY II
EXPOSURE CATEGORY "D"
ROOF SLOPE: FLAT
INTERNAL PRESSURE COEFFICIENTS:
GCPI = +/- .18, ENCLOSED STRUCTURE
BASIC WIND PRESSURE: Q= 34.35 P.S.F. (C&C)
EDGE DISTANCE: A= 5 FT.

GENERAL NOTES:

1. THE FOLLOWING SPECIFICATIONS ARE AN OUTLINE OF MINIMUM MATERIAL REQUIREMENTS AND THEIR APPLICATION. MANUFACTURER SPECIFICATION AND LOCAL CODE REQUIREMENTS, WHEN IN EXCESS OF MINIMUM SPECIFICATION SHALL CONTROL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW AND SUBMIT ALL SHOP DRAWINGS AND REPORT ALL DOCUMENT DISCREPANCIES TO THE STRUCTURAL ENGINEER PRIOR TO FABRICATION OR ERECTION.

2. AT CONSTRUCTION ISSUE, THESE DRAWINGS REPRESENT STRUCTURAL COMPONENTS IN THEIR FINAL AND FINISHED STATE. CONSTRUCTION PROCEDURES, SHORING & BRACING, METHODS SAFETY PRECAUTIONS OR MECHANICAL REQUIREMENTS USED TO ERECT THEM ARE THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR OR SUBCONTRACTOR DOING THE WORK.

3. VERIFY ALL DETAILS AND DIMENSIONS WITH EXISTING CONDITIONS, ARCHITECTURAL DOCUMENTS AND PROPERLY COORDINATED, APPROVED SHOP DRAWINGS.

4. NO COMMENT, NOTE OR DETAIL IN THESE STRUCTURAL DOCUMENTS SHOULD BE MISCONSTRUED AS A DESIGN FOR WATERPROOFING OR DAMPPROOFING. SPECIFIC DESIGN FOR MOISTURE CONTROL AND PERMANENT PROTECTION OF STRUCTURAL MATERIALS FROM THE ELEMENTS IS TO BE COMPLETED BY OTHERS AND COORDINATED WITH THE STRUCTURAL DOCUMENTS.

5. IN GENERAL, PLANS AND DIAGRAMS ARE SCHEMATIC ONLY AND SHOULD NOT BE SCALED.

6. INTENT OF THESE NOTES AND NOTES ON DRAWING IS TO CLARIFY THE SCOPE OF WORK AND ALERT SUBCONTRACTOR OF EXISTING CONDITIONS. SUBCONTRACTOR TO VISIT SITE AND VERIFY ALL CLEARANCES BEFORE FABRICATION OF DUCTWORK AND PROVIDE ADDITIONAL OFFSET AND/OR CHANGES IN DUCT SIZES TO MEET FIELD CONDITIONS AND COORDINATE WITH ELECTRICAL AND PLUMBING SUBCONTRACTOR BEFORE ANY CONSTRUCTION WORK.

7. BIDDERS SHALL VISIT SITE AND FAMILIARIZE THEMSELVES WITH ALL CONDITIONS INVOLVING THE WORK.

8. SHOULD ANY CONFLICTS ARISE, THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF THE CONFLICT BEFORE ANY CHANGES ARE MADE. THE CONTRACTOR SHALL OBTAIN WRITTEN APPROVAL BEFORE PROCEEDING WITH ANY CHANGES.

9. ALL WORK COVERED IN THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE LATEST PUBLISHED STANDARDS OF ASHRAE AND NFPA.

10. IN THE EVENT THAT THERE IS A CONFLICT BETWEEN THE CONTRACTOR'S DOCUMENTS AND THE CODE, THE CODE SHALL TAKE PRECEDENCE. THE CONTRACTOR SHALL STUDY THE CONTRACT DOCUMENTS AND SUBMIT A BID BASED ON WORK WHICH COMPLIES WITH ALL CODE REQUIREMENTS. ANY CONFLICTS BETWEEN THE CONTRACTOR DOCUMENTS AND THE CODE SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO BID. THE COST OF ANY WORK WHICH ARISES OUT OF ANY CHANGES DUE TO CODE REQUIREMENTS SHALL BE PAID BY THE CONTRACTOR.

11. IT SHALL BE THE RESPONSIBILITY OF THE SUBCONTRACTOR FOR THE ADVANCE ORDERING OF LONG LEAD ITEMS SO AS NOT TO DELAY OTHER TRADES RESULTING IN ANY DOWN OR LAG TIME.

12. THE SUBCONTRACTOR SHALL FURNISH AND INSTALL ALL MINOR ITEMS WHICH ARE OBVIOUSLY AND REASONABLY NECESSARY TO COMPLETE THE INSTALLATION WHETHER OR NOT SPECIFIED AS SHOWN ON THE PLANS.

13. ALL STRUCTURAL CUTTING AND PATCHING SHALL BE DONE BY THE GENERAL CONTRACTOR.

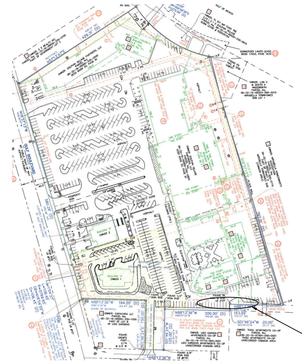
14. THE BEST OF THE ENGINEER'S KNOWLEDGE, THE PLANS AND SPECIFICATIONS COMPLY WITH THE MINIMUM BUILDING CODES.

15. THE FOLLOWING SPECIFICATIONS ARE AN OUTLINE OF MINIMUM MATERIAL REQUIREMENTS AND THEIR APPLICATION. MANUFACTURER SPECIFICATION AND LOCAL CODE REQUIREMENTS, WHEN IN EXCESS OF MINIMUM SPECIFICATION SHALL CONTROL. IT IS THE CONTRACTOR'S RESPONSIBILITY TO REVIEW AND SUBMIT ALL SHOP DRAWINGS AND REPORT ALL DOCUMENT DISCREPANCIES TO THE STRUCTURAL ENGINEER PRIOR TO FABRICATION OR ERECTION.

16. VERIFY ALL DETAILS AND DIMENSIONS WITH EXISTING CONDITIONS, CONTRACT DOCUMENTS AND PROPERLY COORDINATED, APPROVED SHOP DRAWINGS.

17. MECHANICAL SUBCONTRACTOR IS RESPONSIBLE FOR PULLING MECHANICAL PERMIT AND INSTALLING WORK IN ACCORDANCE WITH MINIMUM BUILDING CODES.

CONTRACTOR SHALL ARRANGE TO PAY FOR ALL NECESSARY PERMITS, LICENSES AND INSPECTIONS AS REQUIRED BY THE CITY.



PROPOSED AREA OF WORK

KEY PLAN

SCALE: N/A

CVS PHARMACY
TEMPORARY RX TRAILER & COMFORT STATIONS
4685 GULF BLVD.
ST PETERSBURG, FL 33706

TIE-DOWN NOTES:

1. ALL BLOCKING AND TIE-DOWN STANDARDS MUST BE INSTALLED AND COMPLY WITH THE DIVISION OF MOTOR VEHICLES REGULATION CHAPTER 15C-1.10.

2. TIES SHALL BE MADE OF NO LESS THAN 1-1/4 INCH BY 35/1000-INCH GALVANIZED STEEL TURNBUCKLES CONNECTED TO GROUND ANCHORS, WITH NO LESS THAN 3/8-INCH GALVANIZED WIRE ROPE, 1/4-INCH AIRCRAFT CABLE, OR EQUAL, IN GOOD CONDITION AND WITHOUT WEAKENING DEFECTS. THERE SHALL BE NO LESS THAN ONE TIE-DOWN FOR EACH 12 FEET OF TRAILER LENGTH, UP TO 60 FEET IN LENGTH.

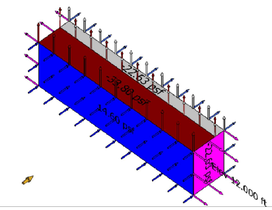
3. ALL FRAME TIE-DOWNS SHALL BE SECURED TO THE MAIN STEEL BEAM THAT RUNS THE LENGTH OF THE TRAILER.

Wall Wind Pressures [Normal to Ridge]
All wind pressures include a Load Factor (LF) of 0.6

Elev ft	GC_{pi}	q_i psf	K_z	K_{zt}	q_z psf	Windward Press psf	Leeward Press psf	Side Press psf	Total Press psf	Minimum Pressure* psf
12.000	0.18	34.35	1.035	1.000	34.35	14.60	-17.67	-22.63	32.27	9.60
12.000	-0.18	34.35	1.035	1.000	34.35	25.11	-7.15	-12.12	32.27	9.60

Wall Wind Pressures [Parallel to Ridge]
All wind pressures include a Load Factor (LF) of 0.6

Elev ft	GC_{pi}	q_i psf	K_z	K_{zt}	q_z psf	Windward Press psf	Leeward Press psf	Side Press psf	Total Press psf	Minimum Pressure* psf
12.000	0.18	34.35	1.035	1.000	34.35	14.60	-10.22	-22.63	24.82	9.60
12.000	-0.18	34.35	1.035	1.000	34.35	25.11	0.29	-12.12	24.82	9.60


-34.35 psf
-34.35 psf
-34.35 psf

GENERAL ELECTRICAL NOTES

1. CODE COMPLIANCE: ALL WORK SHALL CONFORM TO AND BE PERFORMED IN ACCORDANCE WITH CODES, STANDARDS, AND ORDINANCES AS SET FORTH BY THE AUTHORITIES HAVING JURISDICTION AND THEIR LATEST ADOPTED EDITIONS (IN EFFECT AT TIME OF BUILDING PERMIT APPLICATION) OF THE FOLLOWING PUBLICATIONS:

   A. NEC 2020
   B. FLORIDA BUILDING CODE 8TH EDITION 2023 - ELECTRICAL
   C. AMERICANS WITH DISABILITIES ACT (ADA).

2. SAFETY: THE ELECTRICAL CONTRACTOR IS RESPONSIBLE TO MAINTAIN ALL EQUIPMENT IN A SAFE AND RESPONSIBLE MANNER. KEEP DEAD FRONT EQUIPMENT IN PLACE WHILE EQUIPMENT IS ENERGIZED. CONDUCT ALL CONSTRUCTION OPERATIONS IN A SAFE MANNER FOR EMPLOYEES AS WELL AS OTHER WORKPERSONS OR ANYONE VISITING THE JOB SITE. PROVIDE BARRIERS, FLAGS, TAPE, ETC. AS REQUIRED FOR SAFETY. THE CONTRACTOR SHALL HOLD ALL PARTIES HARMLESS OF NEGLIGENT SAFETY PRACTICES, WHICH MAY CAUSE INJURY TO OTHERS ON OR NEAR THE JOB SITE.

3. FIRE RATED ASSEMBLIES SHALL MAINTAIN RATINGS AS SPECIFIED IN THE FLORIDA BUILDING CODE. CONTRACTOR SHALL PROVIDE AND INSTALL PHYSICAL ENCLOSURE AROUND FIXTURES, PANELS, ETC. AS REQUIRED . ALL ASSEMBLIES TO BE PENETRATED SHALL BE INSTALLED WITH APPLICABLE THROUGH-PENETRATION FIRESTOP SYSTEM AS DETERMINED BY UL CLASSIFICATION. BEFORE CONSTRUCTION, VERIFY AND COMPLY WITH REQUIREMENTS OF LOCAL AUTHORITY HAVING JURISDICTION.

4. MOUNTING HEIGHTS SHALL BE AS FOLLOWS UNLESS OTHERWISE NOTED:

   +15" AFF: RECEPTACLES & DATA OUTLETS. (MEASURED BOTTOM OF OUTLET BOX)
   +46" AFF: OUTLET ABOVE COUNTER (MEASURED TOP OF OUTLET BOX)
   +48" AFF: LIGHT SWITCHES. (MEASURED TOP OF OUTLET BOX)
   +48" AFF: FIRE ALARM MANUAL PULL STATIONS, T-STATS. (MEASURED TOP OF OUTLET BOX)
   THE LOWER OF +80" AFF TO BOTTOM OF LENS, OR 6" BELOW CEILING: FIRE ALARM VISUALS.

   ELECTRICAL SWITCHES: CONTROLS AND SWITCHES INTENDED TO BE USED BY THE OCCUPANT OF THE ROOM OR AREA TO CONTROL LIGHT AND RECEPTACLE OUTLETS, APPLIANCES OR COOLING, HEATING AND VENTILATING EQUIPMENT, SHALL BE LOCATED NO MORE THAN 48 INCHES MEASURED FROM THE TOP OF THE OUTLET BOX NOR LESS THAN 15 INCHES MEASURED FROM THE BOTTOM OF THE OUTLET BOX TO THE LEVEL OF
   THE FINISH FLOOR OR WORKING PLATFORM.

   ELECTRICAL RECEPTACLE OUTLETS: ELECTRICAL RECEPTACLE OUTLETS ON BRANCH CIRCUITS OF 30 AMPERES OR LESS AND COMMUNICATION SYSTEM RECEPTACLES SHALL BE LOCATED NO MORE THAN 48 INCHES MEASURED FROM THE TOP OF THE RECEPTACLE OUTLET BOX OR RECEPTACLE HOUSING NOR LESS THAN 15 INCHES MEASURED FROM THE BOTTOM OF THE RECEPTACLE OUTLET BOX OR RECEPTACLE HOUSING TO THE LEVEL OF THE FINISH FLOOR OR WORKING PLATFORM

   BEFORE ROUGH-IN, VERIFY ALL MOUNTING HEIGHTS AND EXACT LOCATIONS FOR ALL EQUIPMENT ELECTRICAL CONNECTIONS, STUB-UPS, RECEPTACLES, OUTLETS, ETC. WITH ARCHITECT OR OWNER. PLACE DEVICES LOCATED ABOVE COUNTERS, SHELVING, ETC. AND IN BATHROOMS SO AS NOT TO CONFLICT WITH EDGES OF WAINSCOTING, COUNTER SPLASH, SHELVING, ETC. ARCHITECTURAL SHEETS SHALL GOVERN.

5. WIRING DEVICES SHALL BE WHITE IN COLOR. WIRING DEVICE FACEPLATE SHALL BE STAINLESS STEEL.

6. LABEL PANELS, CABINETS, BACKBOARDS, MAIN DEVICES, SAFETY SWITCHES, CONTACTORS AND OTHER SPECIFICALLY DESIGNATED EQUIPMENT SHOWN ON PLANS. USE ENGRAVED LAMINATED PLASTIC NAMEPLATES ATTACHED BY SCREWS OR RIVETS. FOR FEEDERS, NEATLY AND INDELIBLYLABEL CONDUIT DESTINATIONS ON BOTH VISIBLE ENDS OF CONDUIT RUNS WHERE CONDUITS TERMINATE AT DESIGNATED ENCLOSURES, STRUCTURES OR EQUIPMENT (INCLUDING PULL AND SPLICE BOXES).

7. EQUIPMENT ANCHORAGE NOTE ALL MECHANICAL AND ELECTRICAL EQUIPMENT SHALL BE ANCHORED OR BRACED TO MEET THE HORIZONTAL AND VERTICAL FORCES PRESCRIBED IN THE FBC AND ASCE 7-10 SECTIONS 13.3, 13.4 & 13.6.

PIPING, DUCTWORK, AND ELECTRICAL DISTRIBUTION SYSTEM BRACING NOTE

PIPING, DUCTWORK, AND ELECTRICAL DISTRIBUTION SYSTEMS SHALL BE BRACED TO RESIST THE FORCES PRESCRIBED IN ASCE 7-10 SECTION 13.3 AS DEFINED IN ASCE 7-10 SECTION 13.6.8, 13.6.7, AND 13.6.5.5, ITEM 6, RESPECTIVELY.

THE BRACING AND ATTACHMENTS TO THE STRUCTURE SHALL COMPLY WITH ONE OF THE OSHPD PRE-APPROVALS WITH AN OPM, SUCH AS MASON INDUSTRIES (OPM 0043-13) AS MODIFIED TO SATISFY ANCHORAGE REQUIREMENTS OF ACI 318, APPENDIX D.

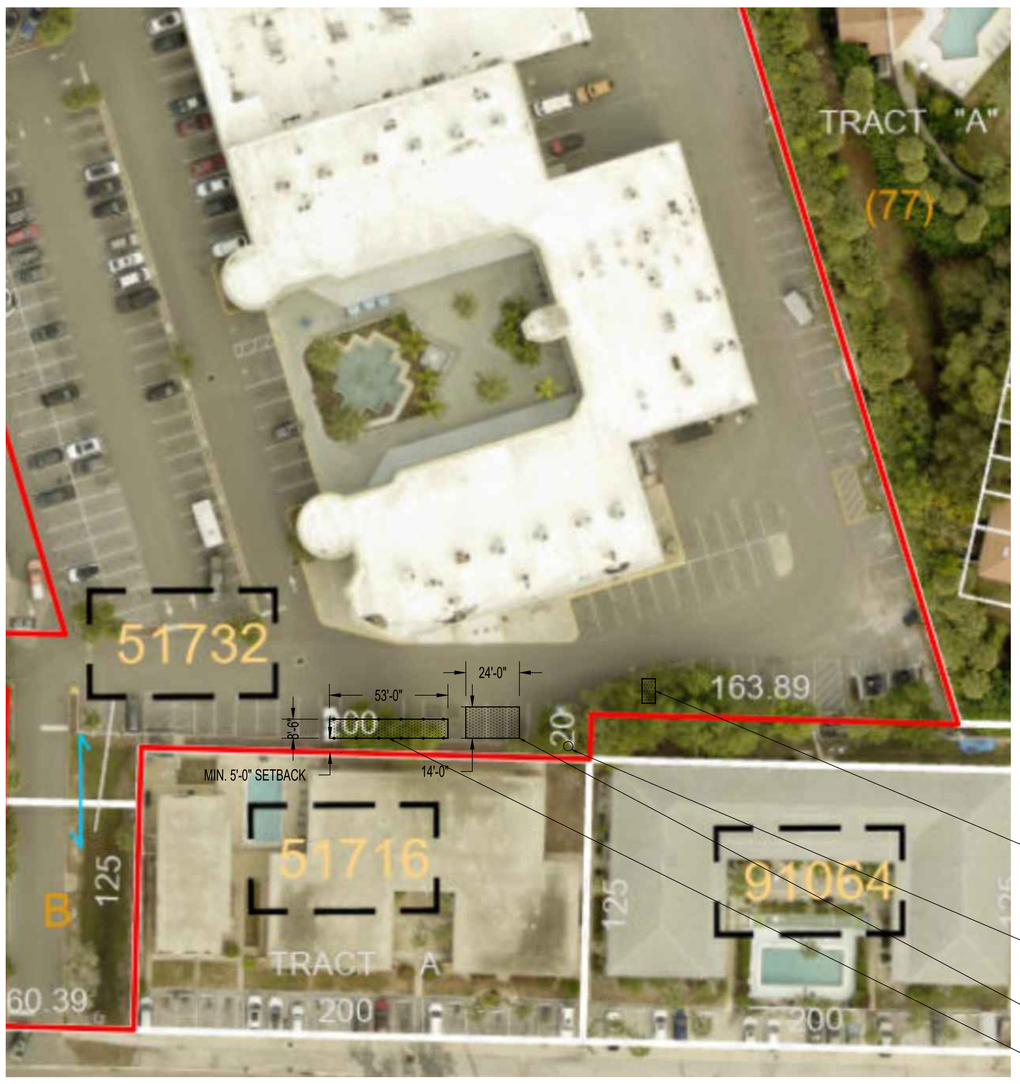
COPIES OF THE MANUAL SHALL BE ON THE JOBSITE PRIOR TO STARTING HANGING AND BRACING OF THE PIPE, DUCTWORK, AND ELECTRICAL DISTRIBUTION SYSTEMS.

THE STRUCTURAL ENGINEER OF RECORD SHALL VERIFY THE ADEQUACY OF THE STRUCTURE TO SUPPORT THE HANGER AND BRACE LOADS.

CVS PHARMACY
TEMPORARY RX TRAILER & COMFORT STATIONS
4685 GULF BLVD.
ST PETERSBURG, FL 33706

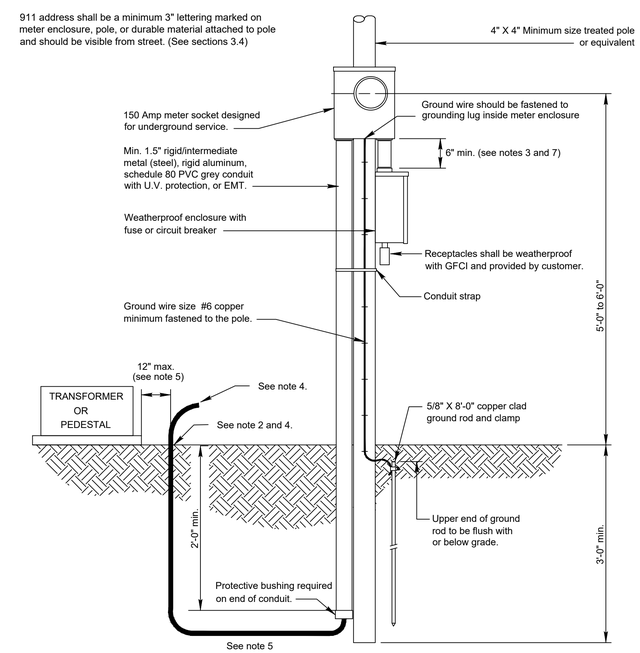
SCOPE OF WORK:

1. PROVIDE NEW OUTDOOR 150 AMP SINGLE PHASE MAIN BREAKER AND METER LOAD CENTER AND POLE FOR TEMPORARY POWER.
2. GENERATOR TO BE PROVIDED PRIOR TO INSTALLATION OF TEMPORARY POWER STATION.
3. PROVIDE NEW CONDUIT, WIRING, AND GROUNDING RODS TO ACCOMMODATE INSTALLATION OF TEMPORARY POWER POLE .
4. PROVIDE (10) HURRICANE TIE-DOWNS GALVANIZED STRAPS AND RODS FOR RX TRAILER. (5 PAIRS EACH SIDE, MIN 2'-0" FROM EACH CORNER AND 10'-0" MAX SPACING INSTALLED PER MNFG SPECIFICATIONS.



AERIAL VIEW - PROPOSED RX TRAILER LOCATION

SCALE: N/A



NOTES:

1. Customer facilities shall comply with the National Electric Code 2020 and Florida Building Code - Electrical 8th Ed 2023 and AHJ
2. Minimum wire size of #6 copper or #4 aluminum.
3. All conduit connections to be weatherproof.
4. Service wire suitable for direct burial to be furnished, installed and maintained by contractor.
5. Trench to within 12" of pedestal or transformer. Minimum depth of 24"
6. Location of Customer's underground cables shall be visibly marked by contractor prior to energizing service.

1 / E-1 TEMPORARY POWER DETAIL - 150 AMP

SCALE: 1/2" = 1'-0"

DSB ENGINEERING & CONSULTING

NO.	DATE	REVISION DESCRIPTION

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE AND BELIEF ALL OF THE ELECTRICAL ELEMENTS AND SYSTEMS FOR THIS STRUCTURE HAVE BEEN DESIGNED TO BE IN COMPLIANCE WITH THE 8TH EDITION (2023) FLORIDA BUILDING CODE. ALL OTHER ELEMENTS, SYSTEMS AND ASSEMBLIES ARE THE RESPONSIBILITY OF THE BUILDER.

DAVIS S. BULARDELLO LICENSE No. 82298 STATE OF FLORIDA PROFESSIONAL ENGINEER

PROJECT
CVS PHARMACY - TEMPORARY RX TRAILER & COMFORT STATIONS
4685 GULF BLVD.
ST PETERSBURG, FL 33706

ELECTRICAL NOTES & PLAN

DATE:	2025.05.20
JOB NO.	25-026
DESIGN	DSB
DRAWN	DSB

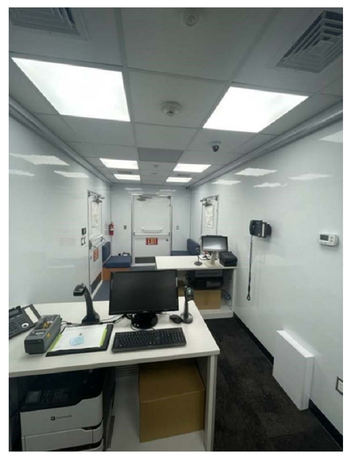
SHEET NO.
E-1

1 AS2 MOBILE PHARMACY - EXTERIOR
SCALE: N.T.S.

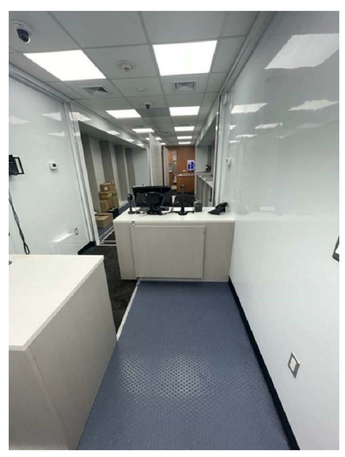
2 AS2 MOBILE PHARMACY - EXTERIOR
SCALE: N.T.S.

3 AS2 MOBILE PHARMACY - EXTERIOR
SCALE: N.T.S.

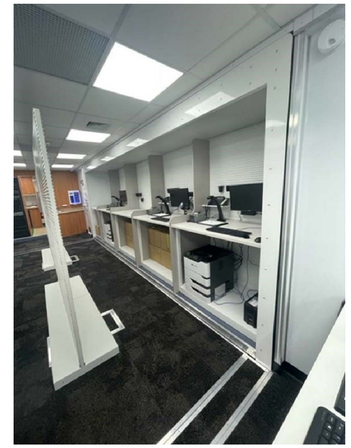
4 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.



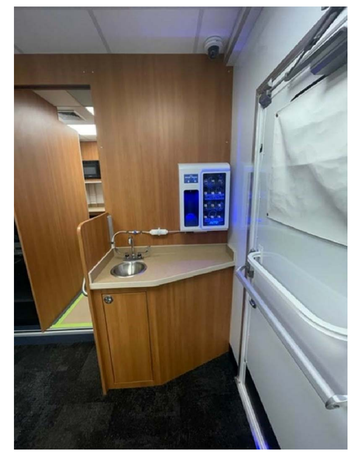
5 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.



6 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.

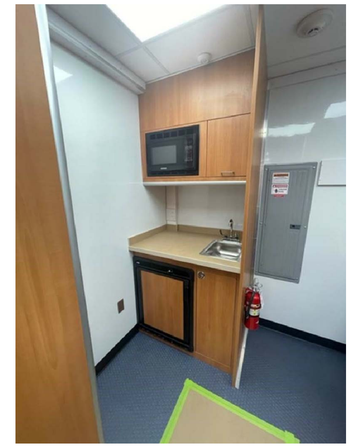


7 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.

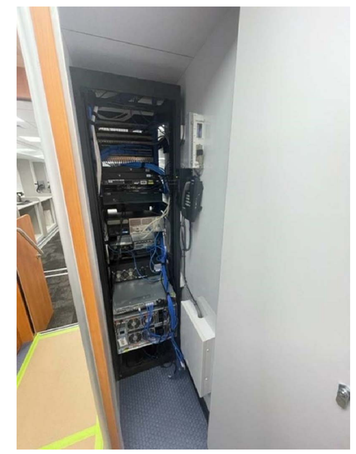


8 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.

9 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.



10 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.



11 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.

12 AS2 MOBILE PHARMACY - INTERIOR
SCALE: N.T.S.

GENERAL NOTES

1. RX TRAILER & COMFORT STATIONS (ADA) – SECURE TRAILERS PER WIND CODE AND REMOVE IN AN EMERGENCY.
2. GENERATOR – WE WILL BRING A GENERATOR TO POWER BOTH THE RX TRAILER AND ADA COMPLIANT COMFORT STATIONS.
3. TEMPORARY POWER POLE – THE RX TRAILER PERMIT WILL INCLUDE THE TEMP POWER POLE. COORDINATE WITH DUKE ENERGY TO BRING THE METER.
4. WATER CONNECTION WILL BE MADE AT THE BACKFLOW IN THE REAR OF THE PROPERTY IF THE CITY APPROVES THE HOSE PLACEMENT. IF NOT, WE WILL PROVIDE A TANK OR COORDINATE A WATER SOURCE FROM THE ADJACENT SECTION OF THE COMPLEX THROUGH THE LANDLORD.
5. TRAILER POWER NEEDS ARE 240 VOLTS.
6. RESTROOMS ARE SELF CONTAINED WASTE. WASTE TO BE SERVICED BY CVS VENDOR.

CVS pharmacy™

DISASTER RECOVERY
STORE NUMBER: 0535
4685 GULF BLVD.
ST. PETE BEACH, FL 33706
CAP CODE: 00096

CS PROJECT NUMBER: 181626

ARCHITECT OF RECORD:
Robert Reid Wedding
Architects & Planners, AIA, Inc.
4112 Cypress Street – Tampa, Florida 33607 – 813-879-6996
612 South Military Trail – Deerfield Beach, Florida 33442 – 954-428-9361
Florida Qualifying License #: AR0006200

CONSULTANT ENGINEER:

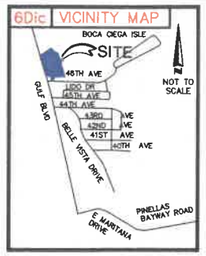
CONSULTANT:

SEAL: Keith F. Silas AR0012923
DRAWINGS ARE ELECTRONICALLY SIGNED & SEALED. SIGNATURE MUST BE VERIFIED DIGITALLY – PRINTED COPIES ARE NOT SIGNED AND SEALED

REVISIONS:

DRAWING BY: RK
CVS PROJECT MANAGER: PM
DATE: 05-16-2025
JOB NUMBER: 25025
TITLE: MOBILE PHARMACY TRAILER DETAILS
SHEET NUMBER: AS2
COMMENTS:
TRC REVIEW

6Dic VICINITY MAP



6Dia NORTH ARROW & SCALE

SURVEYOR OBSERVED POSSIBLE ENCROACHMENTS CONTINUED

(1) BUILDING ENCROACHES INTO EASEMENT BY 10.0' AT MOST
(2) BUILDING ENCROACHES INTO EASEMENT BY 5.6' AT MOST.
(3) CONCRETE SIDEWALK ENCROACHES INTO EASEMENT BY 7.2' AT MOST
(4) BUILDING ENCROACHES INTO EASEMENT BY 0.5' AT MOST.

5Ciii SURVEYOR OBSERVED POSSIBLE ENCROACHMENTS

(A) WOOD FENCE CROSSES ONTO ADJOINING PROPERTY
(B) BLOCK WALL CROSSES ONTO SUBJECT PROPERTY.
(C) OVERHEAD CANOPY ENCROACHES INTO EASEMENT BY 7.7' AT MOST.
(D) OVERHEAD CANOPY ENCROACHES INTO EASEMENT BY 4.3' AT MOST.
(E) OVERHEAD CANOPY ENCROACHES INTO EASEMENT BY 13.9' AT MOST

3 FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY LIES WITHIN ZONE "AE", AS SHOWN ON THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 125149 0276 G (MAP NO. 12103C0276G), WHICH BEARS AN EFFECTIVE DATE OF 9/3/2011, AND IS IN A SPECIAL FLOOD HAZARD AREA. NO FIELD SURVEYING WAS PERFORMED TO DETERMINE THIS ZONE. ZONE "AE" DENOTES SPECIAL FLOOD HAZARD AREA INUDATEDBY THE 100 YEAR FLOOD.BASE FLOOD ELEVATION DETERMINED TO BE 11

6Dib LEGEND & ABBREVIATIONS

SF	SQUARE FEET	ICV	IRRIGATION CONTROL VALVE
	CONCRETE SURFACE	PS	PARKING SPACE
	NO PARKING	DI	DROP INLET (STORM)
		EM	ELECTRIC METER
		ET	ELECTRIC TRANSFORMER
	HANDICAP PARKING SPACE	ER	ELECTRIC RISER
	TELEPHONE MANHOLE	TR	TELEPHONE RISER
	UNKNOWN MANHOLE		
	STORM MANHOLE		
	SANITARY MANHOLE		
	LIGHT POLE		
	SIGN		
	BIKE RACK		
	BOLLARD		
	TRAFFIC SIGNAL		

22 ZONING INFORMATION

ITEM	REQUIRED	OBSERVED
PERMITTED USE	PD	SHOPPING CENTER
MINIMUM LOT AREA (SF)	1 AC.	496,686
MINIMUM FRONTAGE	–	60.39'
MINIMUM LOT WIDTH	–	–
MAX BUILDING COVERAGE	–	24.33%
MAX BUILDING HEIGHT	55'	24.7'
MINIMUM SETBACKS		
FRONT	20'	71.0'
SIDE	10'	21.2'
REAR	20'	25.1'
PARKING REQUIREMENTS	1 PER 100 SQ FT OF GROSS FLOOR AREA	

ZONING INFORMATION SHOWN HEREON WAS NOT PROVIDED BY INSURED, INFORMATION WAS OBTAINED BY ASM, INC.

CONTACT: AMMARR @ ZONING
ST. PETE BEACH ZONING
DATE CONTACTED: 8/6/2011
PHONE/FAX/EMAIL:
727-363-9241

NOTES: PLANNED DEVELOPMENT DISTRICTS

6B RECORDED SETBACKS/RESTRICTIONS

NONE PROVIDED TO THIS SURVEYOR

5Ei SCHEDULE "B" ITEMS

(10) — COVENANTS, RESTRICTIONS, RESERVATIONS AND EASEMENTS AS SHOWN IN LIDO GARDENS, FIRST ADDITIONS, AS CONTAINED IN THE PLAT RECORDED IN PLAT BOOK 52, PAGE 81, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (EAST LINE OF EASEMENT AFFECTS AS SHOWN, NORTH AND WEST LINE DOES NOT AFFECT PER VACATE OF NORTH AND WEST LINE PER RESOLUTION 90-33 RECORDED AUGUST 31, 1990 IN OFFICIAL RECORD BOOK 7367, PAGE 133, ALSO REFERENCED IN NOTE BELOW.) (AFFECTS AS SHOWN.)

NOTE: RESOLUTION 90-33 RECORDED AUGUST 31, 1990 IN OFFICIAL RECORD BOOK 7367, PAGE 133, VACATES THE 5-FOOT UTILITY EASEMENT ALONG THE WEST AND NORTH LOT LINES OF LOT B.

(11) — INGRESS AND EGRESS EASEMENT BETWEEN MOBIL OIL CORPORATION, A NEW YORK CORPORATION, AND W.W. CARUTH, JR., DATED OCTOBER 7, 1980 AND RECORDED JULY 2, 1981, IN OFFICIAL RECORDS BOOK 5215, PAGE 1916, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AS SHOWN)

(12) — EASEMENT IN FAVOR OF PINELLAS COUNTY DATED MARCH 27,1967, AND RECORDED APRIL 12,1967, IN OFFICIAL RECORDS BOOK 2583, PAGE 282, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AS SHOWN)

(13) — EASEMENT IN FAVOR OF THE CITY OF ST. PETERSBURG BEACH DATED JUNE 7, 1967, RECORDED JUNE 12, 1967 IN OFFICIAL RECORD BOOK 2618, PAGE 315, AS AMENDED BY THE AMENDMENT TO EASEMENT RECORDED MARCH 15, 1968 IN OFFICIAL RECORD BOOK 2795, PAGE 13, AS SUPPLEMENTED AND PARTIALLY RELEASED BY SUPPLEMENTAL EASEMENT AND PARTIAL RELEASE OF EASEMENT RECORDED JUNE 9, 1970 IN OFFICIAL RECORD BOOK 3339, PAGE 751, ALL OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AFFECTS. AS SHOWN.)

(14) — LICENSE TO USE LAND IN FAVOR OF GENERAL TELEPHONE COMPANY OF FLORIDA DATED NOVEMBER 15, 1971, RECORDED JUNE 14, 1972 IN OFFICIAL RECORD BOOK 3704, PAGE 111, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AFFECTS. NOTHING TO PLOT.)

5Ei SCHEDULE "B" ITEMS CONTINUED

(15) — EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION DATED FEBRUARY 16, 1971, RECORDED JUNE 14, 1971 IN OFFICIAL RECORD BOOK 3060, PAGE 688, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (MENTIONED DOCUMENT PROVIDED IS ILLEGIBLE)

(16) — DECLARATION OF EASEMENT BY WILLIAM W. CARUTH, JR. DATED JANUARY 20,1983 AND RECORDED JANUARY 25, 1983, IN OFFICIAL RECORDS BOOK 5463, PAGE 2193, AS PARTIALLY TERMINATED BY TERMINATION OF EASEMENT EXECUTED BY WILLIAM W. CARUTH, JR. DATED JULY 30,1983, AND RECORDED AUGUST 2,1983, IN OFFICIAL RECORDS BOOK 5575, PAGE 1494, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. AGREEMENT (AS SHOWN)

(17) — DISTRIBUTION EASEMENT IN FAVOR OF FLORIDA POWER CORPORATION DATED MARCH 29, 1984, RECORDED MAY 14, 1984 IN OFFICIAL RECORD BOOK 5758, PAGE 1914, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AGREEMENT, BENEFITS SUBJECT PROPERTY, BLANKET IN NATURE, 10' EASEMENT 5' EACH SIDE OF THE CENTERLINE OF ALL FLORIDA POWER CORPORATION FACILITIES ON THE SUBJECT PROPERTY AS INSTALLED, NO UNDERGROUND IMPROVEMENTS LOCATED PER SURVEY.)

(18) — UTILITY EASEMENT IN FAVOR OF PINELLAS COUNTY DATED NOVEMBER 7, 1985, RECORDED DECEMBER 2, 1985 IN OFFICIAL RECORD BOOK 5123, PAGE 1408, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AGREEMENT, BLANKET IN NATURE, 10' EASEMENT 5' EACH SIDE OF 8" WATER MAIN AS INSTALLED, NO UNDERGROUND IMPROVEMENTS LOCATED PER SURVEY.)

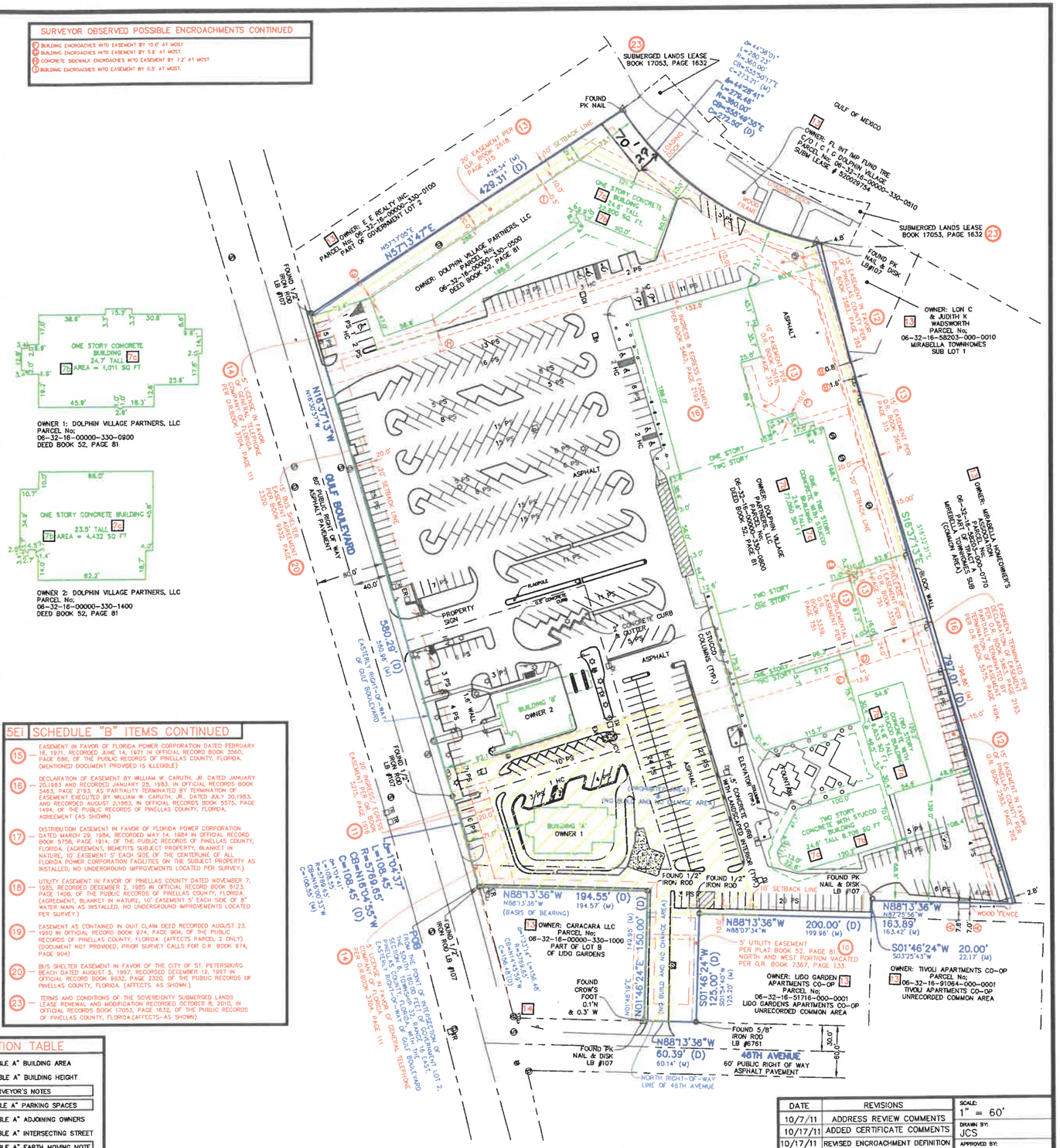
(19) — EASEMENT AS CONTAINED IN QUIT CLAIM DEED RECORDED AUGUST 23, 1950 IN OFFICIAL RECORD BOOK 974, PAGE 904, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AFFECTS PARCEL ONLY) (DOCUMENT NOT PROVIDED, PRIOR SURVEY CALLS FOR O.R. BOOK 974, PAGE 904)

(20) — BUS SHELTER EASEMENT IN FAVOR OF THE CITY OF ST. PETERSBURG BEACH DATED AUGUST 5, 1997, RECORDED DECEMBER 12, 1997 IN OFFICIAL RECORD BOOK 9932, PAGE 2320, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. (AFFECTS. AS SHOWN.)

(23) — TERMS AND CONDITIONS OF THE SOVEREIGNTY SUBMERGED LANDS LEASE RENEWAL AND MODIFICATION RECORDED OCTOBER 8, 2010, IN OFFICIAL RECORDS BOOK 17053, PAGE 1632, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.(AFFECTS-AS SHOWN).

ALTA/ACSM LAND TITLE SURVEY IDENTIFICATION TABLE

2 "TABLE A" PROPERTY ADDRESS	6Bvii CONTIGUITY STATEMENT	7a "TABLE A" BUILDING AREA	
3 "TABLE A" FLOOD INFORMATION	6Bx TITLE INFORMATION	7b "TABLE A" BUILDING HEIGHT	
4 "TABLE A" LAND AREA	6BI TITLE DESCRIPTION	8 SURVEYOR'S NOTES	
5Biii ACCESS TO PROPERTY	6Biv BEARING BASIS	9 "TABLE A" PARKING SPACES	
5Ciii SURVEYOR OBSERVED POSSIBLE ENCROACHMENT	6Dia NORTH ARROW & SCALE	13 "TABLE A" ADJOINING OWNERS	
5EI SCHEDULE "B" ITEMS	6Dib LEGEND & ABBREVIATIONS	14 "TABLE A" INTERSECTING STREET	
5F CEMETERY NOTE	6Dic VICINITY MAP	16 "TABLE A" EARTH MOVING NOTE	
6B RECORDED SETBACKS/ RESTRICTIONS PROVIDED BY INSURED	6Dvi TYPE OF SURVEY	18 "TABLE A" DUMP, SUMP OR LANDFILL NOTE	
	7 SURVEYOR'S CERTIFICATE	22 "TABLE A" ZONING INFORMATION	



DATE	REVISIONS
10/2/11	ADDRESS REVIEW COMMENTS
10/17/11	ADDED CERTIFICATE COMMENTS
10/17/11	REVISED ENCROACHMENT DEFINITION
10/19/11	REVISED CERTIFICATION
12/02/11	ADD CERTIFICATIONS

SCALE: 1" = 60'
DRAWN BY: JCS
APPROVED BY: DH
DRAWING FILE NAME: 072502 4655 GULF BLVD ST.PETE BEACH ,FL.dwg

SHEET 1 OF 1

6Bx TITLE INFORMATION

THE TITLE DESCRIPTION AND SCHEDULE B ITEMS HEREON ARE FROM, CHICAGO TITLE INSURANCE COMPANY, COMMITMENT No. 4011101417CS, HAVING AN EFFECTIVE DATE OF AUGUST 18, 2011.

6BI TITLE DESCRIPTION

LOT B, LESS THE WEST 14.81 FEET, LIDO GARDENS FIRST ADDITION, AS RECORDED IN PLAT BOOK 52, PAGE 81, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND A PORTION OF GOVERNMENT LOT 2, IN SECTION 6, TOWNSHIP 32 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, ALL BEING FURTHER DESCRIBED AS FOLLOWS;

FROM THE POINT OF INTERSECTION OF THE SOUTH 180.00 FEET OF GOVERNMENT LOT 2, SECTION 6, TOWNSHIP 32, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, WITH THE EASTERLY RIGHT-OF-WAY OF GULF BOULEVARD, RUN 156.48 FEET ALONG SAID RIGHT-OF-WAY AND THE ARC OF A CURVE TO THE LEFT, RADIUS 5769.65 FEET, CHORD NORTH 14°45'59" WEST, 156.48 FEET TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID EASTERLY RIGHT-OF-WAY OF GULF BOULEVARD BY THE FOLLOWING TWO COURSES: (1) 108.45 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 5769.65 FEET, CHORD NORTH 16° 04'55" WEST, 108.45 FEET (2) NORTH 16° 37'13" WEST, 580.29 FEET; THENCE NORTH 57° 13'47" EAST, 429.31 FEET; THENCE 279.46 FEET ALONG THE ARC OF A CURVE TO THE LEFT, RADIUS 360.00 FEET, CHORD SOUTH 55° 49'35" EAST, 272.50 FEET THENCE SOUTH 16° 37'13" EAST, 797.01 FEET; THENCE NORTH 88°13'36"WEST 163.89 FEET; THENCE SOUTH 01°46'24" WEST 20.00 FEET; THENCE NORTH 88° 13'36" WEST, 200.00 FEET; THENCE SOUTH 01°46'24" WEST, 125.00 FEET TO THE NORTH RIGHT-OF-WAY LINE OF 46TH AVENUE (A 60.00 FOOT RIGHT-OF-WAY); THENCE NORTH 88° 13'36" WEST, 60.39 FEET ALONG SAID RIGHT-OF-WAY; THENCE NORTH 01°46'24" EAST, 150.00 FEET; THENCE NORTH 88° 13'36" WEST, 194.55 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH:
ALL RIGHTS AND EASEMENTS FOR DRAINAGE AS CONTAINED IN THAT CERTAIN EASEMENT DATED JULY 30, 1983, AND RECORDED IN OFFICIAL RECORDS BOOK 5575, PAGE 1517, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. AS MODIFIED AND AMENDED BY THAT CERTAIN LOCATION OF EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 7210, PAGE 2280, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

AND TOGETHER WITH:
LEASEHOLD ESTATE CREATED UNDER THAT CERTAIN THAT CERTAIN SOVEREIGNTY SUBMERGED LANDS LEASE RENEWAL AND MODIFICATION RECORDED OCTOBER 8, 2010, IN OFFICIAL RECORDS BOOK 17053, PAGE 1632, DEMISING THE LANDS DESCRIBED THEREIN.

8 SURVEYOR'S NOTES

1. NO UNDERGROUND UTILITIES ARE SHOWN ON THIS SURVEY, ONLY ABOVE GROUND VISIBLE EVIDENCE OF UTILITIES ARE SHOWN.
2. ALL STATEMENTS WITHIN THE CERTIFICATION, AND OTHER REFERENCES LOCATED ELSEWHERE HEREON, RELATED TO: UTILITIES, IMPROVEMENTS, STRUCTURES, BUILDINGS, PARTY WALLS, PARKING, EASEMENTS, SERVITUDES, AND ENCROACHMENTS, ARE BASED SOLELY ON ABOVE GROUND, VISIBLE EVIDENCE, UNLESS ANOTHER SOURCE OF INFORMATION IS SPECIFICALLY REFERENCED HEREON.
3. THIS SURVEY MEETS OR EXCEEDS THE SURVEY STANDARDS/STANDARDS OF CARE AS SET FORTH IN SECTION 3 OF THE 2011 ALTA/ACSM SURVEY REQUIREMENTS.

4 LAND AREA

496,686± SQUARE FEET 11.402 ± ACRES

6Biv BEARING BASIS

BEARINGS SHOWN HEREON ARE BASED ON THE EASTERLY RIGHT OF WAY OF GULF BOLEVARD AS BEING N16°37'13"W, PERPLAT BOOK 52, PAGE 81.

5F CEMETERY NOTE

NO VISIBLE EVIDENCE OF CEMETERIES ON SUBJECT PROPERTY.

9 PARKING SPACES

REGULAR= 433 HANDICAP= 11

5Biii ACCESS TO PROPERTY

THE SUBJECT PROPERTY HAS DIRECT ACCESS TO AND 46TH AVENUE, BOTH BEING DEDICATED PUBLIC STREETS OR HIGHWAYS.

16 EARTH MOVING NOTE

NO OBSERVABLE EVIDENCE OF EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS WITHIN RECENT MONTHS.

18 DUMP, SUMP OR LANDFILL NOTE

NO OBSERVABLE EVIDENCE OF SITE USE AS A SOLID WASTE DUMP, SUMP OR SANITARY LANDFILL.

6Bvii CONTIGUITY STATEMENT

THE PARCELS CONTAINED IN THE LEGAL DESCRIPTION ARE CONTIGUOUS WITHOUT ANY GAPS, GORES OR OVERLAPS

7 SURVEYOR'S CERTIFICATE

TO: CHICAGO TITLE INSURANCE COMPANY; BRE SOUTHEAST RETAIL HOLDINGS LLC, A DELAWARE LIMITED LIABILITY COMPANY; WELLS FARGO BANK, N.A., CITIBANK, N.A., THEIR SUCCESSORS AND/OR ASSIGNS, AS THEIR INTERESTS MAY APPEAR, CITICORP NORTH AMERICA, INC.:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 7(b)(1), 7(c), 8, 9, 10(a), 11(a), 12, 13, 14, 16, 18, 21 AND 22 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 8/31/2011. DATE OF PLAT OR MAP: 9/2/2011.

REGISTERED SURVEYOR: DAVID M DEFILUPPO
PROFESSIONAL LAND SURVEYOR NO.: LS 5038
STATE OF FLORIDA
PROJECT NO.: 1072502

DATE

SURVEY PREPARED BY:
AMERICAN SURVEYING AND MAPPING, INC.
1030 N. ORLANDO AVE. SUITE B
WINTER PARK, FL 32789
PHONE: (407) 426-7979
FAX: (407) 428-9741

6Dvi ALTA/ACSM LAND TITLE SURVEY
2
OF
DOLPHIN VILLAGE
4655 GULF BOULEVARD
ST. PETERSBURG BEACH FLORIDA

AMERICAN SURVEYING & MAPPING INC.
1030 N. ORLANDO AVE. SUITE B WINTER PARK, FLORIDA 32789
PHONE (407) 426-7979 WWW.ASMCORPORATE.COM