



Staff Report to the St. Petersburg Community Planning & Preservation Commission

Prepared by the Planning & Development Services Department,
Urban Planning and Historic Preservation Division

For Public Hearing and Executive Action on Tuesday, October 12, 2021
at 2:00 p.m. in City Council Chambers, City Hall
175 5th St North, St. Petersburg, FL 33701.

According to Planning and Development Services records, no Community Planning & Preservation Commission members reside, or own property located within 2,000 feet of the subject property. All other possible conflicts should be declared upon announcement of the item.

City File: FLUM-63
3049 6th Street South

This is a private-initiated application requesting the Community Planning and Preservation Commission (“CPPC”), in its capacity as the Local Planning Agency (“LPA”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the following Future Land Use Map amendment from Residential Medium (RM) and Planned Redevelopment – Mixed Use (PR-MU) to Residential High (RH) and concurrent amendment to the Official Zoning Map from Neighborhood Suburban Multifamily - 1 (NSM-1) and Corridor Commercial Traditional - 1 (CCT-1) to Neighborhood Suburban Multifamily - 2 (NSM-2) for the easterly 11 acres of a 14.73 acre site located at 3049 6th Street South.

APPLICANT INFORMATION

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REQUEST

The applicant is requesting an amendment to the Future Land Use Map from Residential Medium (RM) and Planned Redevelopment – Mixed Use (PR-MU) to Residential High (RH) with a concurrent amendment to the Official Zoning Map from Neighborhood Suburban Multifamily - 1 (NSM-1) and Corridor Commercial Traditional - 1 (CCT-1) to Neighborhood Suburban Multifamily - 2 (NSM-2) for the eastern 11-acre portion of a 14-acre site located at 3049 6th Street South. The purpose of the proposed amendments, as stated by the applicant, is to allow for multifamily residential development with amenities.

Approximately 3.6 of the easterly 11 acres subject to the amendment request are located within the Coastal High Hazard Area (CHHA) and are included in the request for an increase in residential density. However, a Declaration of Restrictive Covenants is proposed by the applicant which stipulates that all residential density within the amendment area will be clustered together and located outside of the CHHA, and the remaining area will be used for the development of amenities only. The applicant has not stated their intentions for the remaining 3.7 acres of the two parcels that are located outside of the amendment area.

Affiliated with this request is a proposed text amendment to the Comprehensive Plan (LGCP 2021-01), which is requesting an amendment to the Residential High (RH) land use category as it pertains to the allowed locational application of the category. The current RH locational criteria specifies that application of this designation must be within or near an activity center. The applicant is proposing to broaden the RH locational criteria to reflect what is allowed for in the Countywide Rules, which is within or adjacent to activity centers as well as established Multimodal Corridors or Future Transit Corridors that are often in close, walkable, or bikeable proximity to high-intensity communities and supporting services or in areas where use and development characteristics are high density residential in nature. Process and approval of this request is required prior to the subject FLUM-63.

SITE DESCRIPTION

Street Address:	3049 6 th Street South
Parcel ID No.:	31-31-17-08244-000-0102 and 31-31-17-08244-000-0101
Acreage:	Easterly 11 acres of the 14.73 total acres
Future Land Use:	9.8 acres from Residential Medium (RM) and 1.2 acres from Planned Redevelopment – Mixed Use (PR-MU) to Residential High (RH)
Zoning:	9.8 acres from Neighborhood Suburban Multifamily - 1 (NSM-1) and 1.2 acres from Corridor Commercial Traditional - 1 (CCT-1) to Neighborhood Suburban Multifamily - 2 (NSM-2)
Countywide Plan Map:	9.8 acres from Residential Medium (RM) and 1.2 acres from Multimodal Corridor (MMC) to Residential High (RH)
Existing Use:	Vacant –previously developed as the Bay and Lakeview Mobile Home Parks
Surrounding Uses:	North: Single family residential West: Vacant and Lake Maggiore Park South: Multi-family residential: Lakeshore Mobile Home Park, Wilder’s Mobile Home Park and Bayou Pass Apartments East: Commercial: Body Works Automotive and Kindred Hospital Bay Area – St. Petersburg
Neighborhood Association:	The subject site not located within a neighborhood association; Harbordale Neighborhood Association located approximately 125 feet to the north.

BACKGROUND

The subject property consists of two adjacent horizontal parcels bounded between Dr. Martin Luther King Jr. Street South and Lake Maggiore Park to the west and 6th Street South to the east, just south of where 4th Street South and 6th Street South converge. Adjacent to the north are single family homes which front 30th Avenue South, and 32nd Avenue South is the southern boundary.

Approximately 14.31 of the total 14.73 acreage was the former location of the Bay and Lakeview Mobile Home Parks that were also known as the Bay-to-Lake and White City Mobile Home Parks. Together these mobile home parks at one time had a maximum unit count of 324 mobile homes resulting in an overall density of 22.64 dwelling units per acre. The remaining 0.42 acres of the site, located in the northeast corner, was historically zoned Commercial General (CG). The mobile homes parks were gradually cleared between 2006 and 2013.

In 2006, City Council approved a rezoning (Ordinance 701-Z) of the subject property from Neighborhood Mobile Home (NMH) to Residential Multifamily (RM-12/15). As part of the 2007 city-wide rezoning updates, the equivalent Neighborhood Suburban Multifamily - 1 (NSM-1) zoning district was applied to the western portion of the site and CCT-1 was applied to the eastern 1.2 acres.

The property is located in an Archeological Sensitivity Zone. A sensitivity zone means a geographical area which has or may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns and existing archaeological knowledge as identified on the Archeological Sensitivity Zones Map (Sensitivity Level 1 and Level 2) within the Archeological Resources Management Plan, as amended. If human skeletal remains are found, the property owner or applicant for any permit or certificate must notify the city and comply with relevant state laws (currently F.S. 872.05 that pertains to unmarked human burials).

The western half of the property is located in an AE special flood hazard area and within the Coastal High Hazard Area (CHHA). The easterly half is not within a flood zone or the CHHA. The entire property is within an Emergency Evacuation Level B.

CONSISTENCY AND COMPATIBILITY

The primary criteria associated with this private application are consistency and compatibility of the requested designation with the established surrounding land use and zoning patterns, compliance with the Coastal High Hazard Area policies, and the provision of adequate public services and facilities.

The existing Future Land Use designations of the subject property are Residential Medium (RM) and Planned Redevelopment – Mixed Use (PR-MU). The western 9.8 acres portion of the site subject to the application request is designated RM and the eastern 1.2 acres abutting 6th Street South is PR-MU. The purpose of the RM land use designation is to allow medium density residential uses not to exceed 15 dwelling units per acre. In addition, if a parcel is located outside of the Coastal High Hazard Area and abuts a major street as depicted on the Future Major Streets Map (Map 20), Missing Middle Housing at a maximum density of 30 dwelling units per net acre is permitted in accordance with the Land Development Regulations (LDRs). The purpose of the PR-MU land use designation is to allow mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre. The Missing Middle Housing bonus of 30 dwelling units per acre is also permitted in PR-MU, when located outside of the Coastal High Hazard Area and abutting a major street.

The existing zoning districts for the portion of the property subject to the amendment are Neighborhood Suburban Multifamily – 1 (NSM-1) and Corridor Commercial Traditional – 1 (CCT-1). The western 9.8 acres portion of the is designated NSM-1 and the eastern 1.2 acres abutting 6th Street South is CCT-1. The purpose of the NSM-1 zoning district is to maintain the existing multifamily densities of up to 15 residential dwelling units per acre and a nonresidential FAR of 0.5 and with building design and landscape requirements that are intended to reinforce a suburban development pattern with safe and adequate accommodations for automobiles

as well as bicycles and pedestrians. Parking areas are divided and landscaped to reduce the impacts of large areas of pavement with emphasis placed on creating a pedestrian network within these complexes. The purpose of the CCT-1 zoning district is to protect the traditional commercial character of the corridors while permitting rehabilitation, improvement and redevelopment in a manner that encourages walkable streetscapes. The regulations include urban design guidelines, including zero setbacks, building design (e.g., requiring windows and entryways at ground level), cross-access, and other standards, to reflect and reinforce the unique character within each of the districts. The proposed zoning district of NSM-2 is similar to the NSM-1 intent and purpose except that it allows up to 24 residential dwelling units per acre plus a Workforce Housing Density bonus of up to 6 dwelling units per acre and a nonresidential FAR of 0.6.

The proposed Residential High (RH) future land use designation allows for higher density residential uses up to 30 units per acre but is limited in location to only those areas that are within or adjacent to activity centers. The subject property is not located within or adjacent to an activity center, and therefore the applicant is proposing a companion text amendment to the Comprehensive Plan (LGCP 2021-01). The intent of the text amendment is to broaden the RH locational criteria to be consistent with the Countywide Rules, which also allow for locations within one-half mile of established Multimodal Corridors or Future Transit Corridors. Typically, these areas are in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use.

Of the five future land use designations that are categorized as primarily residential in nature, the RH designation is unique in that it is the only designation that identifies specific locational criteria. The RH designation allows up to 30 dwelling units per acre. The compatible zoning district is NSM-2 which allows residential densities of up to 24 units per acre. An additional six units per acre may be requested through the workforce housing density bonus program.

The requested amendments to the RH land use designation and NSM-2 zoning district are appropriate at this location as it is consistent with several Comprehensive Plan goals, objectives, and policies, which are included in the following section of the report and addressed by the applicant in the attached application. For example, Policy LU3.11 calls for *more dense residential uses (more than 7.5 units per acre) to be located along designated major streets*. The subject property is located on 6th Street South which is a secondary multimodal corridor with high frequency transit service as designated by the Countywide Land Use Strategy Map (see attachment) and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20). The portion of the property subject to the amendment is approximately 430 feet away from Dr. Martin Luther King Jr Street South to the west, which is also designated as a future major street on the Future Major Streets Map and a supporting multimodal corridor on the Countywide Land Use Strategy Map.

The Advantage Pinellas Plan also known as the 2045 Long Range Transportation Plan, identifies this section of 6th Street South as a key priority investment corridor, which are corridors best suited to connect transportation (all mobility options) to existing and planned housing and workforce to local and regional jobs. The plan prioritizes investment in projects that support these investment corridors as they are best suited for regional connectivity of housing and employment. It promotes travel options and economic redevelopment while protecting established communities. It is also a goal of the Countywide Housing Compact recently approved by the Housing and Land Use committee of City Council on July 15, 2021, to coordinate redevelopment on these corridors to promote improved access to regional transportation services. Additionally, a goal of the StPete2050 Vision Plan theme of Sustainability and Resilience is to reduce vehicle miles traveled and parking demand by increasing development that is supported by high-frequency transit service. The proposed project furthers all of these goals by fronting on a multimodal corridor with high frequency transit service of 15-minute headways along with an existing adjacent bus stop located on 6th Street South just south of 30th Avenue. Locating higher density residential within close proximity to a high frequency transit stop furthers the goal of maximizing our community transit investments by offering a viable alternative to automobile travel while fostering a more equitable distribution of these investments.

Additionally, the subject property meets the locational criteria for RH in the Countywide Rules, which allows for this designation when it is within or adjacent to activity centers or when located within one-half mile of established Multimodal Corridors or Future Transit Corridors that are often in close, walkable, or bikeable

proximity to high-intensity communities and supporting services or in areas where use and development characteristics are high density residential in nature.

RELEVANT CONSIDERATIONS ON AMENDMENTS TO THE FUTURE LAND USE MAP

The Urban Planning & Historic Preservation Division staff reviewed this application in the context of the following criteria excerpted from the City Code *Section 16.70.040.1.1 Amendments to the Comprehensive Plan and Land Development Regulations*, the review and decision shall be guided by the following factors:

1. Compliance of the proposed use with the goals, objectives, policies, and guidelines of the Comprehensive Plan.

The applicant’s narrative regarding compliance with the Comprehensive Plan is included in the attached application. In addition, the following staff analysis is provided to address compliance with the following policies and objectives from the Comprehensive Plan:

LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.

The subject amendment supports the future redevelopment of a former mobile home park to a multifamily apartment complex that is located in an area with excess facility capacity. There is excess roadway capacity, as well as water and sewer capacity to accommodate the proposed increase in potential density.

LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

The proposed multifamily designation will provide for an appropriate land use transition from the medium density remaining portion of the property to the west, the existing mobile home parks to the south and the commercial uses to the east. The existing northern perimeter vegetation and tree canopy will provide a natural buffer to the single-family homes to the north.

LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives, and policies within this Comprehensive Plan.

The subject property was previously developed as a mobile home park but has been vacant for the past 15 years. The tax base will be improved when redevelopment is completed.

LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.

The proposed future land use designation of RH will allow residential development of 30 dwelling units per acre is in character with what was previously developed onsite, which were two mobile home parks that had an overall average residential density of 23 dwelling units per acre. The adjacent property to the north consists of single-family homes zoned for 15 dwelling units per acre with one principal unit and one accessory unit per lot. Adjacent to the south of 32nd Ave South are two separate mobile home parks, Wilder’s and Lakeshore both with an average density of 17.4 dwelling units per acre. To the west on the other side of Dr. Martin Luther King Jr Street is Lake Maggiore

Park. To the east on the other side of 6th Street South are institutional and commercial uses, specifically the Kindred Hospital of St. Petersburg and an autobody repair shop. New multifamily housing could support the institutional and commercial uses by supplying much needed housing in close proximity to employment.

- LU3.7 Land use planning decisions shall include a review to determine whether existing Land Use Plan boundaries are logically drawn in relation to existing conditions and expected future conditions.

Land use boundaries are logically drawn in relation to existing patterns of residential development on adjacent properties to the south and institutional and commercial development to the east. Redevelopment of the vacant parcel by returning it to a similar residential density as what was previously on site would revitalize the surrounding residential neighborhood while supporting the institutionally zoned land to the east.

- LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic, and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

The proposed multifamily development will provide for a compatible land use transition from the institutional and commercial uses to the east and the mobile home parks to the south. In accordance with the Land Development Regulations, Site Plan Review criteria, appropriate building setbacks and landscape buffering will be required to provide compatibility and protection for the adjacent single-family homes to the north.

- LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.

The amendment area is located on a secondary multimodal corridor with high frequency transit service as designated by the Countywide Land Use Strategy Map and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20) and is approximately 430 feet from Dr. Martin Luther King Jr Street South on the west, which is also designated as a future major street on the Future Major Streets Map and is a supporting multimodal corridor on the Countywide Land Use Strategy Map (see attachment). The site is also located less than two miles south of the In-town Activity Center and Innovation District.

- LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race, and income by providing a diversity of zoning categories with a range of densities and lot requirements.

This proposal is providing a multifamily housing type in immediate proximity to an institutional and commercial employment uses and located on a primary multimodal corridor with high frequency transit. With the potential for an additional 66 workforce housing bonus units, this proposal could help serve residents at different income levels and housing needs.

Additionally, the proposed amendment furthers a goal of the StPete2050 Vision Plan theme of Community Character and Growth that calls for the expansion of housing choices within the neighborhoods, corridors, and centers framework.

- LU4(1) Residential – the City shall provide opportunities for additional residential development where appropriate.

The subject location is appropriate for residential development as it is less than two miles from the downtown economic center and a Restrictive Covenant will be included that will prohibit the construction of residential units within the Coastal High Hazard Area.

- LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.

LOS impact analysis concludes that the proposed FLUM amendment and concurrent rezoning will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management.

- LU 7.1 The City shall consider flood potential, sea level rise and hurricane hazards when processing map amendment requests in the Coastal High Hazard Area ("CHHA"). The City shall deny any request to amend the Future Land Use Map for property within the CHHA that results in an increase of residential density, except that the City may, at its sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment with items B, C, J, and K weighted as mandatory minimum criteria.

- A. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times. Nothing in this policy shall be construed as superseding or otherwise modifying the local plan amendment requirement of Section 163.3178(8), Florida Statutes, as follows:
1. The adopted level of service for out-of-county hurricane evacuation is maintained for a category 5 storm event as measured on the Saffir-Simpson scale: or
 2. A 12-hour evacuation time to shelter is maintained for a category 5 storm event as measured on the Saffir-Simpson scale and shelter space reasonably expected to accommodate the residents of the development contemplated by a proposed comprehensive plan amendment is available; or
 3. Appropriate mitigation is provided, no later than the time of development approval, that will satisfy subparagraph 1 or subparagraph 2. Appropriate mitigation shall include, without limitation, payment of money, contribution of land, and construction of hurricane shelters and transportation facilities. Required mitigation may not exceed the amount required for a developer to accommodate impacts reasonably attributable to development. The City and a developer shall enter into a binding agreement to memorialize the mitigation plan.
- B. Utilization of Existing and Planned infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.

- C. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development for coastal storms.
- D. Maintenance of Scenic Qualities and Improvement of Public Access to Water – The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways (such as Boca Ciega Bay), and Tampa Bay.
- E. Water Dependent Use – The requested amendment is for uses which are water dependent.
- F. Part of Community Redevelopment Plan - The requested amendment is included in a Community Redevelopment Plan, as defined by Florida Statutes for a downtown or other designated redevelopment areas.
- G. Overall Reduction of Density or Intensity – The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
- H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.
- I. Integral Part of Comprehensive Planning Process – The requested amendment has been initiated by the local government as an integral part of its comprehensive planning process, consistent with the local government comprehensive plan.
- J. Location within an Activity Center, Target Employment Center, Special Area Plan or Multi-modal Corridor – The requested amendment is within an existing or proposed Activity Center, Target Employment Center, Special Area Plan or within a Multi-modal Corridor or within one quarter mile of the corridor as designated on the Countywide Plan Map.
- K. Implements the Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP) – The requested amendment incorporates design elements and programs which further the sustainability and resiliency goals and policies of the ISAP, Complete Streets and HIAP.
- L. Reduction of Storm Vulnerable Structures – The requested amendment will result in removal of storm vulnerable structures including but not limited to mobile homes, trailers and residences constructed prior to establishment of FEMA elevation requirements.

Approximately 3.6 acres of the amendment area is located within the Coastal High Hazard Area (“CHHA”) with RM density allowance of up to 15 dwelling units per acre or 54 units. The proposed land use classification of RH will allow 30 du/acre, or 108 units, which is an increase in density in the CHHA.

In accordance with Criterion H, Clustering of Uses outside of the CHHA, the applicant has offered a Restrictive Covenant to run with the land that will prohibit the

construction of residential units within the Coastal High Hazard Area. A Resolution accepting the Restrictive Covenant will be heard concurrently with the Future Land Use and zoning map amendments and will be required to be recorded after the appeal period for the amendments has elapsed.

The site is adjacent to a multi-modal corridor, was previously developed, and has existing infrastructure (Criterion B., C., J.). The CHHA Overlay regulations in the Land Development Code will address Criterion K., and the previous demolition of the mobile homes provides consistency with Criterion L.

Additionally, the proposed amendment furthers a goal of the StPete2050 Vision Plan theme of Community Character and Growth that calls for the allowance of redevelopment in the CHHA that reduces at-risk properties and populations and increases resilient development and structures.

- LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.

The proposed residential development will minimize travel requirements as it is located on a multimodal corridor served by high frequency transit. Adjacent to the site is an existing bus stop for Route 4, which has 15-minute headways and had the highest ridership in the PSTA system (FY2020). The subject property is located less than two miles from the downtown economic center; this short distance along with 15-minute headways may make commuting by transit more appealing.

Additionally, the StPete2050 Vision Plan recognizes that higher density projects along major corridors increase the number of riders and future success of any expanded transit options.

- LU20.2 The Future Land Use Element of the St. Petersburg Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan, including the categories, rules, policies, and procedures thereof.

The subject application includes a map amendment request to the City's Future Land Use Map and Official Zoning Map. In order to maintain consistency with the Countywide Rules, an amendment to the Countywide Map category From Residential Medium (RM) and Multimodal Corridor (MMC) to Residential High (RH) will be required. Associated with the FLUM-63 application is a concurrent text amendment to the Comprehensive Plan (LGCP 2021-01) that proposes to amend the allowed locational criteria of the RH land use designation, of which Forward Pinellas staff have issued a letter of approval and consistency with the Countywide Rules.

- LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

The subject property is a through lot that has frontage on two roadways that are classified as Future Major Streets and multimodal corridors. The eastern border is 6th Street South, which is a secondary multimodal corridor with high frequency transit service as designated by the Countywide Land Use Strategy Map and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20). The western border is Martin Luther King Jr Street South, which is also a future major street and but designated as a supporting multimodal corridor. And as stated above, the subject property is located less than two miles from the Innovation District and the

Intown Activity Center; this short distance to employment may make commuting by transit and other non-automobile modes more appealing.

CM10B The City shall direct population concentrations away from known or predicted coastal high hazard areas consistent with the goals, objectives, and policies of the Future Land Use Element.

As previously noted, approximately 3.6 acres of the amendment area is located within the Coastal High Hazard Area (CHHA) that is zoned for residential allowing up to 15 dwelling units per acre or up to 54 units. The proposed land use classification of RH will allow 30 du/acre, or 108 units. The applicant has offered a Restrictive Covenant to run with the land that will prohibit the construction of residential units within the Coastal High Hazard Area. A Resolution accepting the Restrictive Covenant will be heard concurrently with the Future Land Use and zoning map amendments.

T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

As stated above, the proposed amendments will allow higher density multifamily units with the potential for workforce housing units located less than two miles south of the Intown Activity Center and Innovation District; this short distance may make commuting by transit and other non-automobile modes more appealing. Additionally, the amendment area is currently serviced by PSTA Route 4 with a bus stop in close proximity.

T13.2 The City shall include criteria in the FLUM amendment process in the Land Development Regulations to give additional weight to amendments that increase densities for projects that are located in close proximity to Activity Centers or along corridors where transit or facilities for high occupant vehicles exist, where compatible with the policies established in the Land Use Element.

As stated above, the proposed amendments will allow higher density multifamily units with the potential for workforce housing units located less than two miles south of the Intown Activity Center and Innovation District and along a secondary multimodal corridor served by high frequency transit; this short distance may make commuting by transit and other non-automobile modes more convenient and appealing. Additionally, the amendment area is currently serviced by PSTA Route 4 with 15-minute headways and a bus stop in close proximity (6th Street South and 31st Ave South).

Additionally, a goal of the StPete2050 Vision Plan theme of Sustainability and Resilience is to reduce vehicle miles traveled and parking demand by increasing development that is supported by high-frequency transit service.

PR1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

The subject property owner has authorized their agent to initiate the subject land use and zoning map amendments in order to further their interests in their private property.

PR1.2 The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.

The subject property owner has authorized their agent to initiate the subject land use and zoning map amendments in order to expand upon their existing entitlements and to develop according to state law and local ordinances.

PR1.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

The proposed amendments do not alter the property owner's right to privacy or their ability to exclude others from the property to protect the owner's possessions and property.

PR1.4 The right of a property owner to dispose of his or her property through sale or gift.

The proposed amendments do not alter the property owners right to dispose of their property through sale or gift.

2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.

The proposed amendment would not adversely affect any environmentally sensitive land or properties which are documented as habitat for listed species as defined by the conservation element of the Comprehensive Plan. The subject 11 acres was formerly developed as a mobile home park with an overall density average of 23 mobile home units per acre. The mobile home park and mobile home units have since been demolished where the site is now a vacant lot consisting of open maintained lawn and perimeter tree canopy.

3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units.

The subject property was originally developed as a mobile home park in 1946 with an overall residential density average of 23 mobile home units per acre. Assuming an average occupancy of 1.59 people per mobile home, the former mobile home park population in the amendment areas is estimated historically to have been 391 people. [$10.68 \times 23 \times 1.59 = 390.57$]

The proposed amendment from RM and PR-MU to the RH Future Land Use designation, allowing 30 dwelling units per acre, represents a dwelling unit change from 176 units to 330 units, which is an increase of 154 units. [$15(9.8) + 24(1.2) - 30(11) = 154$] Assuming 1.5 people per multifamily unit, this represents a potential population increase from 264 to 495 or an overall potential population increase of 231. However, the proposed zoning designation of NSM-2 only allows for 24 dwelling units per acre or 264 units overall representing a dwelling unit change from 176 units to 264, which is an increase of 88 units. Assuming 1.5 people per multifamily unit, this represents a potential population increase of 132. Based on the zoning designation of NSM-2, the proposed multifamily development would be able to accommodate 396 people [$11 \times 24 \times 1.5$], which represent an overall increase in population by five to six people compared to the mobile home parks that previously occupied the site.

As part of the ongoing StPete2050 visioning initiative, a market assessment was recently completed to help identify projected 2050 population growth and growth potential by land use type over the next 30 years. In the last five (5) years, the City's population increased by 16,985 persons, with an annual percent increase of 1.3%. The assessment also found an annualized (per year) demand for new development between 1,035 (low growth scenario) and 1,550 (high growth scenario) residential units. Large, consolidated lots such as the subject property are helping the community address a growing need for more market rate affordable housing. Each of these opportunities must be considered in

accordance with the City's Comprehensive Plan and Land Development Regulations, which is the purpose of this review and analysis.

The proposed multifamily development is below the projected density buildout need and proposed growth in the city.

- 4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS.**

The following LOS impact analysis concludes that the proposed FLUM amendment and concurrent rezoning will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management. Upon application for site plan review, or development permits, a concurrency review will be completed to determine whether the proposed development may proceed. The property owner must comply with all laws and ordinances in effect at the time development permits are requested.

POTABLE WATER

Under the existing inter-local agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1st of each year the anticipated water demand for the following year. TBW is contractually obligated to meet the City's and other member government's water supply needs. The City's adopted LOS standard is 125 gallons per capita per day (gpcd), while the actual current usage equates to approximately 78 gpcd. The City's overall potable water demand is approximately 28 million gallons per day (mgd), while the systemwide capacity is 68 mgd. With only 41% of capacity systemwide currently being used, there is excess water capacity to serve the amendment area.

Based on the highest residential development potential for the RH designation and estimated population increase of 231, at the LOS rate of 125 gpcd, the peak potable water demand for the subject property is 28,875 gpd or 0.029 mgd. This would raise the potable water demand for the City up to 28.029 mgd, while the systemwide capacity is 68 mgd.

Based on the proposed zoning district of NSM-2 with an estimated population increase of 132, at the LOS rate of 125 gpcd, the peak potable water demand for the subject property is 16,500 gpd or .0165 mgd. This would raise the potable water demand for the City up to 28.017 mgd, while the systemwide capacity is 68 mgd. Therefore, there is adequate water capacity to service the amendment area for either build out scenario.

SANITARY SEWER

The subject property is served by the Southwest Water Reclamation Facility, which presently has an estimated excess average daily capacity of 3.32 mgd. The estimate is based on permit capacity of 20 mgd and a calendar year 2019 daily average flow of 16.68 mgd. With approximately 17% available capacity, there is excess average daily capacity to serve the amendment area.

Based on the highest residential development potential for the RH designation and an estimated population increase of 231 people, at the LOS rate of 170 gpcd, the peak sanitary sewer demand for the subject property is 39,270 gpd or 0.039 mgd. This would raise the daily average flow for the City up to 16.72 mgd while the systemwide capacity is 20 mgd.

Based on the proposed zoning district of NSM-2 with an estimated population increase of 132 people, at the LOS rate of 170 gpcd, the peak sanitary sewer demand for the proposed development is 22,440

gpd or 0.022 mgd. This would raise the sanitary sewer demand for the City up to 16.02 mgd, while the systemwide capacity is 20 mgd. Therefore, there is adequate sanitary sewer capacity to service the amendment area for either build out scenario.

Following several major rain events in 2015-2016, the City increased the system-wide peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. The City is also in the process of system reliability improvements at the Water Reclamation Facilities (WRFs). Concurrent to this, the City has been aggressively conducting improvements to the gravity/collection system to decrease the inflow and infiltration (I&I) which would decrease the peak flow to the WRFs. The City remains committed to spending approximately \$16 million a year in continued I&I reduction.

The City is also fully committed to completing the Integrated Water Resources Master Plan, which incorporates growth projections and outlines the required system and network improvements to maintain LOS.

SOLID WASTE/SANITATION

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year. The County currently receives and disposes of municipal solid waste generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted, or buried at the Bridgeway Acres sanitary landfill. The City and County's commitment to recycling and waste reduction programs have assisted in keeping down the actual demand for solid waste disposal, which continues to extend the life span of Bridgeway Acres Sanitary Landfill. The landfill is expected to remain in use for approximately 79 years, based on current design (grading) and disposal rates. Thus, there is excess solid waste capacity to serve the amendment area.

In calendar year 2019, the City's collection demand for solid waste service was approximately 1.05 tons per person per year. Based on the maximum residential development allowed by the RH designation and a potential population increase of 231 people, with a LOS rate of 1.3 tons per person per year, the peak solid waste generation rate for the subject property is 300.3 tons per year.

Based on the proposed zoning district of NSM-2 with an estimated population increase of 132 persons, with a LOS rate of 1.3 tons per person per year, the peak solid waste generation rate for the subject property is 171.6 tons per year. Based on these rates, there is excess solid waste capacity to service the amendment area for either scenario.

RECREATION

The City's adopted LOS for recreation and open space is 9 acres/1,000 population, the actual LOS City-wide is estimated to be 19.8 acres/1,000 population. Based on the highest RH residential development and a potential population increase of 231 people, with a LOS rate of 9 acres/1,000 permanent and seasonal residents, the City would have 19.73 acres/1,000 permanent and seasonal residents. If approved, there will be no noticeable impact on the adopted LOS standard for recreation and open space. There is an existing City park to the west, Lake Maggiore which will provide recreational opportunities within walking distance of the future residents.

STORMWATER MANAGEMENT/DRAINAGE

Unlike the previously mentioned concurrency related facilities, stormwater level of service is not calculated with a per capita formula. Instead, the LOS standard for drainage is implemented by the City through the review of drainage plans for new development and redevelopment where all new construction of and improvements to existing surface water management systems will be required to meet design standards outlined in the Drainage Ordinance, Section 16.40.030 of the Land

Development Regulations. This ordinance requires all new development and redevelopment projects to be permitted through the City and SWFWMD to ensure projects meet quantity and quality design standards for stormwater treatment.

Prior to development of the subject property, site plan approval will be required. At that time, City Code and Southwest Florida Water Management District (SWFWMD) site requirements for stormwater management criteria will be implemented. The City is currently updating its' Stormwater Master Plan as part of the Integrated Water Resources Master Plan. While this update is consistent with the SWFWMD guidelines, it is enhanced as it takes into consideration sea level rise to identify projects to maintain LOS and enhance water quality. The City's Stormwater Design Standards are being updated to incorporate Low Impact Design (LID) to reduce stormwater runoff and increase water quality. Likewise, the City recently updated its' impervious service mapping throughout the City and will be working towards a credit-based stormwater rate system for commercial and residential properties who implement LID and rain harvesting elements.

TRAFFIC

Existing Conditions

The subject property is located on the northern side of 32nd Avenue South and west of 6th Street South. The City of St. Petersburg maintains 32nd Avenue South, which is a two-lane, local road. The City maintains 6th Street South, which is a four-lane, undivided road that is classified as a collector. Dr. M.L. King Jr. Street South is located in close proximity to the subject property. The City maintains Dr. M.L. King Jr. Street South, which is a four-lane, divided road that is classified as a minor arterial.

While the City no longer has a level of service (LOS) standard for roadway capacity, the proposed amendment is not expected to significantly degrade existing levels of service. According to the Forward Pinellas' 2020 Annual Level of Service (LOS) Report, 6th Street South from 18th Avenue South to 39th Avenue South has an AADT count of 14,695, a volume-to-capacity (V/C) ratio of 0.429, and a LOS of "D." Dr. M.L. King Jr. Street South from 26th Avenue South to 45th Avenue South has an AADT count of 13,389, a V/C ratio of 0.173, and a LOS of "C." Roadway level of service is divided into six letter grades, "A" through "F," with "A" having free flow conditions for motorists and "F" having heavy traffic congestion. Roadway level of service data is not provided for 32nd Avenue South in the Forward Pinellas' "2020 Annual LOS Report," but the traffic impact on 32nd Avenue South was studied by the applicant's traffic consultant and will be discussed later in this report.

Trip Generation under the Existing Residential Medium (RM) and Multimodal Corridor (MMC) to Residential High (RH) Land Use Map Designations

The traffic impact assessment provided here is a "macro" level of service analysis that is based on the existing Residential Medium (RM) and Multimodal Corridor (MMC) land use designations on the Countywide Plan Map and utilizing traffic generation rates per acre from the Countywide Plan Rules. The MMC land use is adjacent to 6th Street South, which is classified as a secondary future transit corridor on the Forward Pinellas' Land Use Strategy Map.

The vehicle trip generation rate under the existing RM and MMC land uses are approximately 143 p.m. peak hour trips, calculated as follows:

- Step a. 96 avg. daily trips per acre of RM land x 9.8 acres = approximately 941 avg. daily trips;
 467 avg. daily trips per acre of MMC land x 1.2 acres = approximately 560 avg. daily trips
- Step b. 1,501 avg. daily trips x .095 percent = approximately 143 p.m. peak hour trips

The vehicle trip generation rate under the requested Residential High (RH) land use is approximately 169 p.m. peak hour trips, calculated as follows:

Step a. 162 avg. daily trips per acre of RH land x 11 acres = approximately 1,782 avg. daily trips

Step b. 1,782 avg. daily trips x .095 percent = approximately 169 p.m. peak hour trips

A Plan change from Residential Medium and Multimodal Corridor to Residential High will result in an estimated 19 new p.m. peak hour trips.

Summary of traffic impact (p.m. peak hour trips):

Existing Residential Medium and Multimodal Corridor Plan Categories	143
Requested Residential High Plan Category	169
<hr/>	
New p.m. peak hour trips	26

The projected traffic from the proposed land use change based on the Countywide Rules method will not significantly degrade the levels of service on the major road network.

(The traffic analysis presented above is based on the applicable trip generation rates from the Forward Pinellas' *Countywide Rules*)

Applicant's Transportation Analysis

The applicant's traffic consultant produced a transportation analysis for the proposed Lake Maggiore Apartments (June 2021). The consultant utilized trip generation data in the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" (10th Edition) to estimate the number of vehicular trips that are projected to be generated by the proposed 330 mid-rise apartments. The proposed apartments are projected to generate 1,797 daily trips, 110 a.m. peak hour trips and 139 p.m. peak hour trips. These are trips that are either entering or leaving the subject property. Staff concurs with these project trip estimates. The consultant did not reduce the trip estimates to account for the vehicular trips that were generated by the mobile homes that previously existed on the site.

The consultant conducted turning movements counts on 32nd Avenue South at 6th Street and Dr. M.L. King Jr. Street. Project trips were distributed on the road network to determine the combined impact of peak season traffic and project traffic on intersections and roadway segments in the vicinity of the subject property. The consultant concluded that the existing capacity of the intersections and roadway segments is sufficient to accommodate the peak season traffic and project traffic. Based on data in the consultant's report and data in the Forward Pinellas' "2020 Annual LOS Report," staff concurs that the roadway network has sufficient capacity to accommodate the additional traffic that would be generated by the proposed development.

TRANSIT

The Citywide LOS for mass transit will not be affected. PSTA has two routes near the subject parcels:

- Route 4 with 15-minute peak service along 6th Street South
- Route 20 with 60-minute peak service on Dr. M.L. King Jr. Street South

PSTA's Direct Connect program provides a \$5 discount on Uber, Lyft, or United Taxi trips to or from 26 locations around Pinellas County that connect with PSTA's route network. Employees and residents of the subject parcel could use the program for a trip from their place of residence to a Direct Connect stop to connect to a different PSTA route or at the end of their trip from a Direct Connect stop to their destination. If riders make 150% or less of the federal poverty level, they will qualify for PSTA's Transportation Disadvantaged (TD) program, which provides a monthly bus pass

for \$11. They would also be eligible for PSTA's TD Late Shift program, which provides up to 25 on-demand trips per month to/from work when bus service is not available for a \$9 copay. TD riders also receive a \$9 discount on Uber and United Taxi rides through the Direct Connect program. Since the subject parcel is within three-fourths of a mile of a PSTA route it would also be served by PSTA's Americans with Disabilities Act (ADA) paratransit service, PSTA Access. Eligibility for the PSTA Access program is set by federal law and is based on the inability to utilize existing fixed-route transit service due to a disability.

COMPLETE STREETS

The City of St. Petersburg is committed to maintaining a safe transportation system for all users, including pedestrians and bicyclists. A Complete Streets administrative policy was signed in November 2015 that aims to make all city streets and travel ways safe and accommodating to all modes of transportation. The Complete Streets Implementation Plan was adopted in May 2019.

Pedestrian Network

There are currently no pedestrian facilities along 32nd Avenue South between Dr. M.L. King Jr. Street South and 6th Street South. There are sidewalks on both sides of Dr. M.L. King Jr. Street South and 6th Street South near the subject property. The Complete Streets Implementation Plan includes future trail facilities along Dr. M.L. King Jr. Street South and 6th Street South, as well as pedestrian crossings across both roadways at 30th Avenue South.

Bicycle Network

There are no existing bicycle facilities on 32nd Avenue South, Dr. M.L. King Jr. Street South, or 6th Street South. The Complete Streets Implementation Plan includes future trail facilities along Dr. M.L. King Jr. Street South and 6th Street South, as well as enhanced crossings of Dr. M.L. King Jr. Street South and 6th Street South at 30th Avenue South.

Neighborhood Traffic Plan

The subject parcels are not located within a Neighborhood Traffic Plan. There are speed humps on 32nd Avenue South.

5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;

The land area is both appropriate and adequate for the proposed multifamily development allowing for up to 30 dwelling units per acre and associated amenities.

6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;

The City has limited availability of large, consolidated lots such as the subject property that can help the community address the growing need for more market rate affordable housing. Its location on a multimodal corridor with high frequency transit service and proximity to downtown support the subject property as being suitable for the proposed land use designation of Residential High (RH).

7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;

The requested RH land use designation and NSM-2 zoning to allow for the anticipated multifamily development is consistent with the land use pattern to the south and what was historically developed on site, which were two mobile home parks that had an overall average residential density of 23 dwelling units per acre. The adjacent property to the north consists of single-family homes. Adjacent to the south of 32nd Ave South are two separate mobile home parks, Wilder's and Lakeshore both with an average density of 17.4 dwelling units per acre. To the west on the other side of Dr. Martin

Luther King Jr Street is Lake Maggiore Park. To the east on the other side of 6th Street South are institutional and commercial uses, specifically the Kindred Hospital of St. Petersburg and an autobody repair shop. New multifamily housing could directly support the institutional and commercial uses by supplying much needed housing in close proximity to employment.

8. Whether the existing district boundaries are logically drawn in relation to existing conditions on the property proposed for change;

The purpose of the proposed amendments is to allow redevelopment of the vacant site back to its historical function of supporting residential housing. The subject property consists of two linear horizontal parcels that will allow for logically drawn land use and zoning district boundaries related to the existing conditions of the property.

9. If the proposed amendment involves a change from residential to a nonresidential use or mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;

Not applicable.

10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan;

Approximately 3.6 of the 11 total subject amendment acres is located within the Coastal High Hazard Area (“CHHA”) and 100-year floodplain, which is currently zoned for residential allowing up to 15 dwelling units per acre or up to 54 units. The applicant has offered a Restrictive Covenant to run with the land that will prohibit the construction of residential units within the Coastal High Hazard Area. Assuming an average unit occupancy of 1.5 people per multifamily unit, the proposed project is thereby redirecting a population concentration of 162 people away from and outside of the CHHA. The requested increase in residential density will be clustered together outside of the CHHA where the land inside the CHHA can be developed only with nonresidential uses such as supporting amenities, which is aligned with the goal of the StPete2050 Vision Plan theme of Community Character and Growth that calls for the allowance of redevelopment in the CHHA that reduces at-risk properties and populations and increases resilient development and structures.

The entirety of the property is currently in hurricane evacuation level zone B. Both 6th and 4th Street South are evacuation routes. The western half of the property is located in an AE special flood hazard area.

11. Other pertinent facts.

The Community Planning and Preservation Commission and City Council may bring up other pertinent information as necessary.

CONSISTENCY WITH THE COUNTYWIDE PLAN:

Proposed amendments to local future land use plans and land development regulations are required to be consistent with the Countywide Plan Map and the criteria and standards set forth in the Countywide Rules. The proposed future land use map amendment to the Residential High (RH) land use designation meets the location criteria for RH in the Countywide Rules, which allows for this designation when it is within or adjacent to activity centers or when located within one-half mile of established Multimodal Corridors or Future Transit Corridors that are often in close, walkable, or bikeable proximity to high-intensity communities and supporting services or in areas where use and development characteristics are high density residential in nature.

Following City Council approval of the subject FLUM-63, an amendment to the Countywide Plan Map from Residential Medium (RM) and Multimodal Corridor (MMC) to Residential High (RH) will be required. Both the City and Countywide designation of RH allows for a residential density of 30 units per acre. However, the Countywide MMC designation at this location allows for a residential density of 50 units per acre.

PUBLIC NOTICE and COMMENTS

Public Notice

The applicant has met the minimum notification requirements prescribed by City Code Chapter 16.

- May 21, 2021: Pursuant to City Code, the applicant sent a “Notice of Intent to File” to the Council of Neighborhood Associations (“CONA”), the Federation of Inner-City Organizations (“FICO”) and the nearby neighborhood associations of Lake Maggiore Shores, Lakewood Terrace and Harbordale.
- June 3, 2021: The City’s Urban Planning and Historic Preservation Division (“Division”) received an application for processing.
- June 15, 2021: An email notification and the submitted application was sent by the Division to CONA, and the nearby neighborhood associations of Lake Maggiore Shores, Lakewood Terrace and Harbordale.
- September 27, 2021: Public notification signs were posted on the subject property. In addition to noticing the public hearing, and two (2) online links were included for accessing the information described above.
- September 27, 2021: Public notification letters were sent by direct mail to neighboring property owners within 300-linear feet of the subject property. Additional letters of notification were sent to CONA, FICO, and the nearby neighborhood associations of Lake Maggiore Shores, Lakewood Terrace and Harbordale. In addition to the standard information, this notification included both the CPPC and City Council public hearing dates and times, web links to review the then-pending staff reports, and a link to the current planning projects webpage for more information.

Public Comments

To date, there have been no public comments.

PUBLIC HEARING PROCESS

The proposed ordinance associated with the Future Land Use Map and Official Zoning Map amendment requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC) and one (1) public hearing with City Council. The concurrent text amendment to the Comprehensive Plan (LGCP 21-01) will require one (1) public hearing with the Community Planning & Preservation Commission (CPPC) and two (2) public hearings before City Council.

SUMMARY

The Staff analysis is to determine whether the proposed Amendments are consistent to the requirements of the Comprehensive Plan. Based on the analysis contained in this report, once the concurrent text amendment to the Comprehensive Plan is adopted, City staff agrees with the application narrative and finds that the proposed Future Land Use and Official Zoning Map amendments at the subject location are consistent with the Comprehensive Plan in the review of the Land Use, Utilities, Housing, and Transportation Elements.

The proposed amendments also further the goals of the StPete2050 Vision Plan, 2045 Long Range Transportation Plan and countywide housing strategies by coordinating redevelopment on a multimodal corridor in such a way that promotes improved access to regional transportation services. Locating higher density residential on a multimodal corridor with close proximity to a high frequency transit stop furthers the goal of maximizing our community transit investments by offering a viable alternative to automobile travel while fostering a more equitable distribution of these investments.

RECOMMENDATION

Staff recommends that the Community Planning and Preservation Commission (CPPC), in its capacity as the Local Planning Agency, make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the Comprehensive Plan Future Land Use Map and Official Zoning Map amendments described herein.

ATTACHMENTS

1. Subject Area Maps and the Countywide Land Use Strategy Map
2. Application, including Project Narrative and Restrictive Covenant



ATTACHMENT NO. 1

Maps



AERIAL

CITY FILE

FLUM-63

SCALE: 1" = 330'



SUBJECT AREA





AERIAL

CITY FILE

FLUM-63

SCALE: 1" = 330'

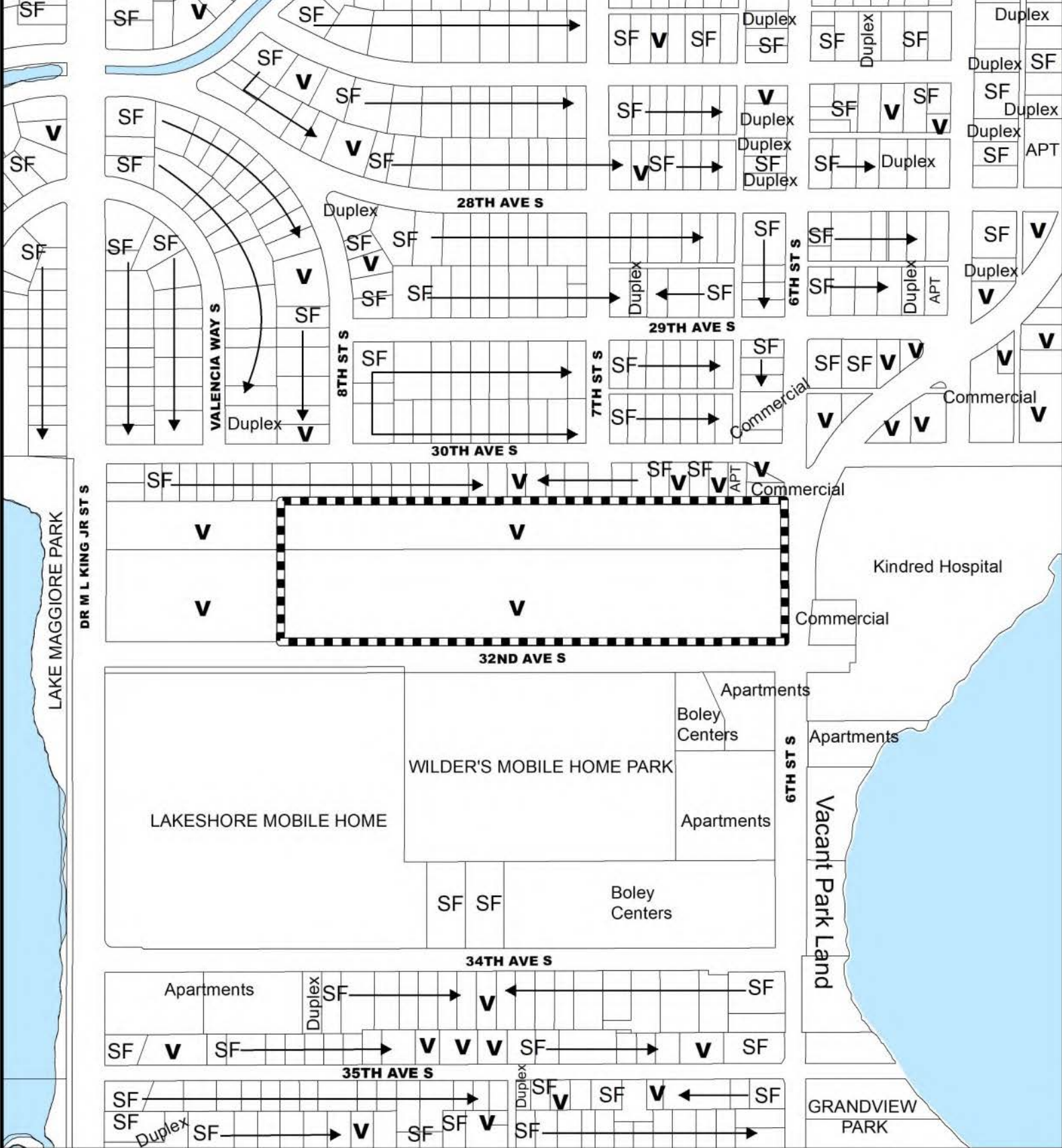


SUBJECT AREA



CHHA





EXISTING USES

CITY FILE

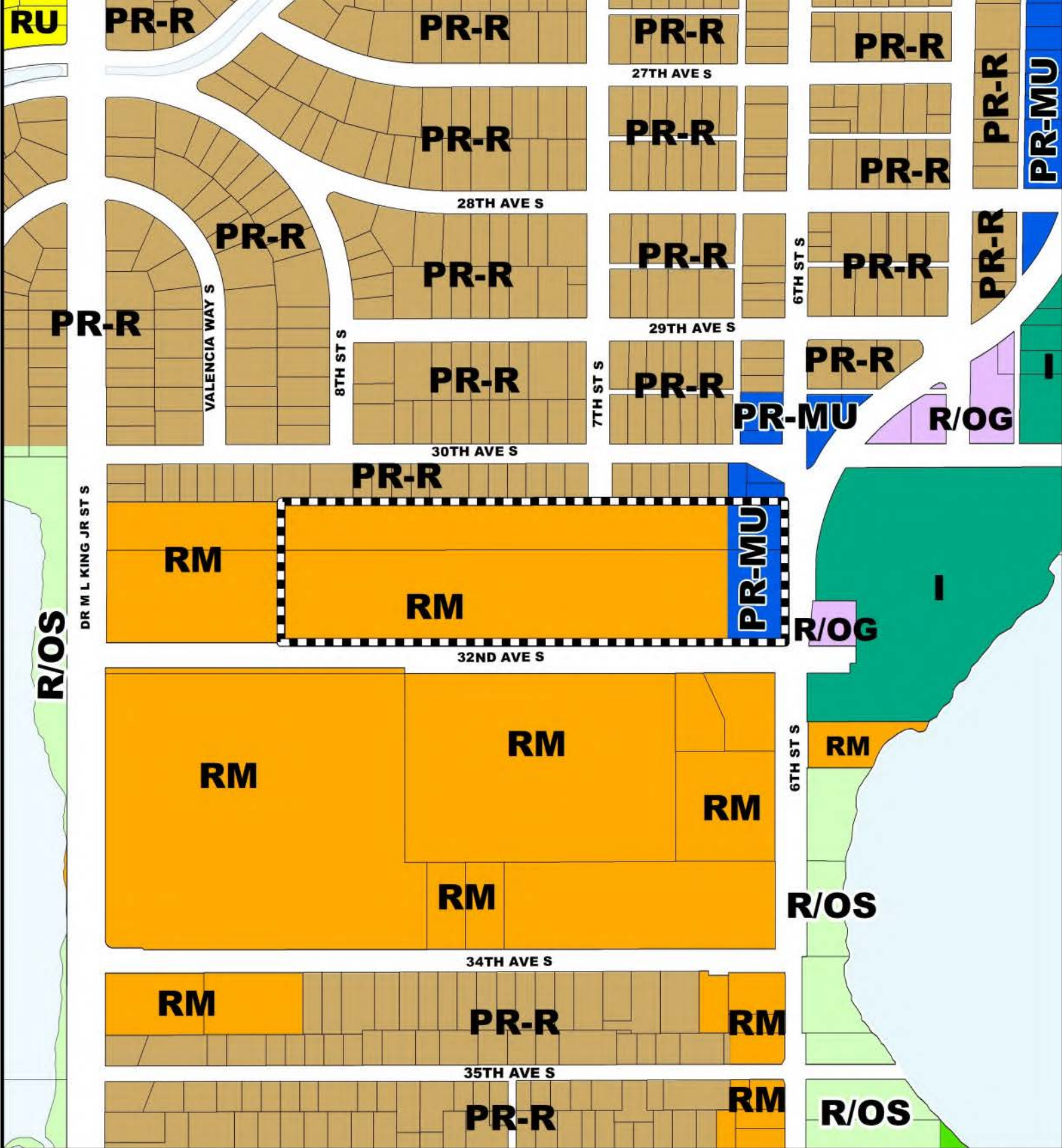
FLUM-63

SCALE: 1" = 330'



SUBJECT AREA





FUTURE LAND USE

CITY FILE

FLUM-63

SCALE: 1" = 330'

From: RM
(Residential Medium)

From: PR-MU
(Planned Redevelopment
Mixed-Use)



To: RH
(Residential High)

SUBJECT AREA





COUNTYWIDE PLAN MAP

CITY FILE

FLUM-63

SCALE: 1" = 330'

From: RM
(Residential Medium)

From: MMC
(Multimodal Corridor)

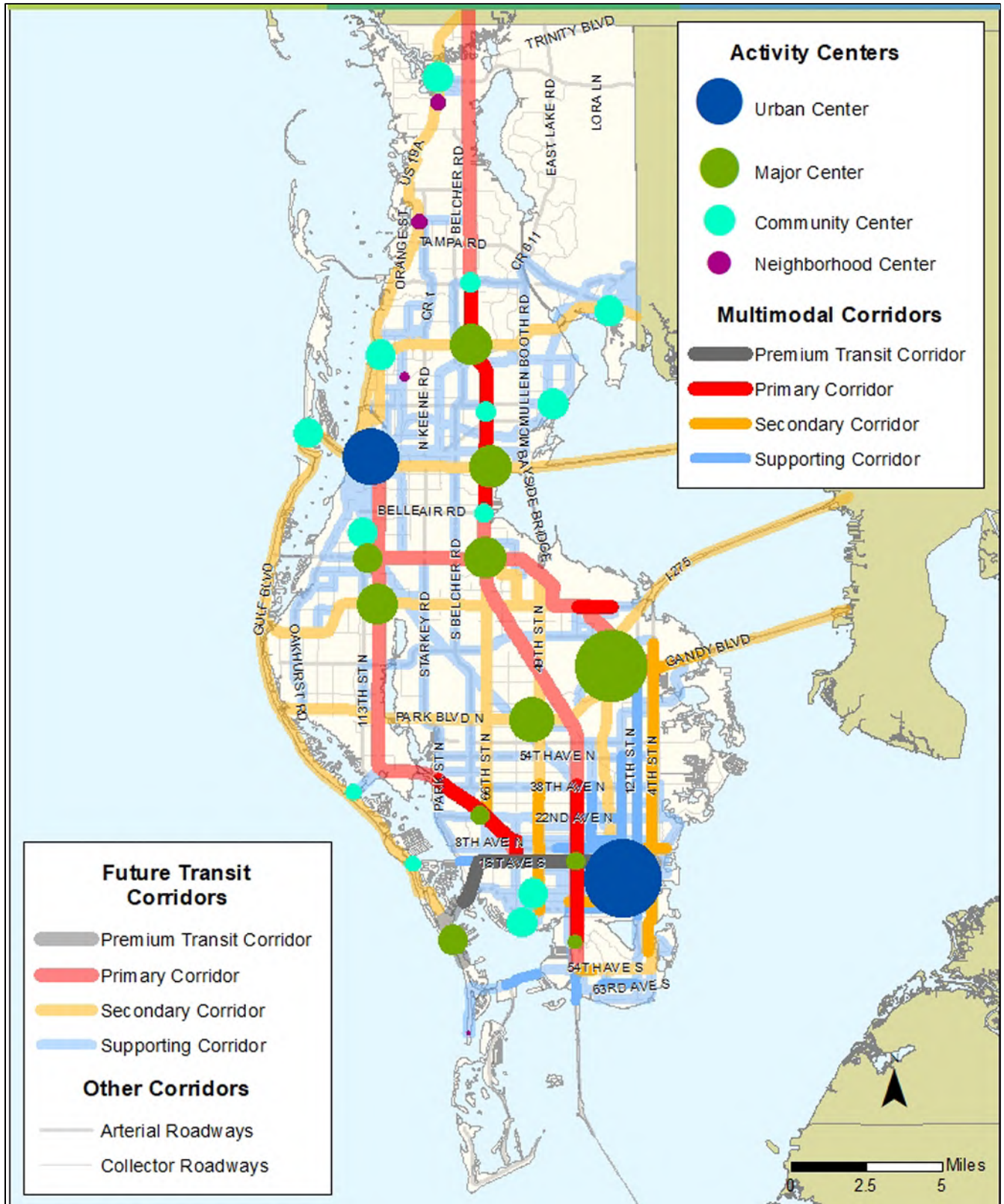


To: RH
(Residential High)

SUBJECT AREA



Figure 1
The Land Use Strategy Map





ATTACHMENT NO. 2

Application



**JOHNSON
POPE**
BOKOR
RUPPEL &
BURNS, LLP

COUNSELORS AT LAW

TAMPA ■ CLEARWATER ■ ST. PETERSBURG

Craig A. Taraszki, Partner
490 1st Avenue South, Suite 700
St. Petersburg, Florida 33701
Telephone: (727) 999-9900
Email: CraigT@JPFirm.com

File No. 068239.143313

June 3, 2021

via E-Mail and Hand Delivery

Elizabeth Abernethy
Planning and Development Services Department
City of St. Petersburg
One 4th Street North, 8th Floor
St. Petersburg, FL 33701
elizabeth.abernethy@stpete.org

Re: **Application for Rezoning and Future Land Use Change**

Applicant: SWD Lake Maggiore, LLC

Location: 3049 6th Street South (Easterly 11 acres of Parcel Nos. 31-31-17-08244-000-0101 & - 0102)

Dear Elizabeth,

On behalf of our client, SWD Lake Maggiore, LLC, please find enclosed the below referenced documents in support of their application for rezoning and future land use change:

1. One (1) copy of the completed Application for Rezoning and Future Land Use Change, including request narrative;
2. One (1) copy of the Affidavit To Authorize Agent by SWD Lake Maggiore dated May 13, 2021;
3. One (1) copy of the Sketch and Legal of the subject property prepared by Polaris Associates, Inc. dated May 6, 2021;
4. One (1) copy of the ALTA/NSPS Boundary Survey prepared by Polaris Associates, Inc. last revised April 1, 2021;
5. One (1) copy of the Conceptual Master Plan prepared by Place Architecture dated May 3, 2021;
6. One (1) copy of the Notice of Intent to File letter to the Federation of Inner-City Community Organizations dated May 21, 2021;
7. One (1) copy of the Notice of Intent to File letter to the Council of Neighborhood Associations dated May 21, 2021;
8. One (1) copy of the Notice of Intent to File email to the Lake Maggiore Shores Neighborhood Association dated May 21, 2021;
9. One (1) copy of the Notice of Intent to File email to the Lakewood Terrace Neighborhood Association dated May 21, 2021;
10. One (1) copy of the Notice of Intent to File email to the Harbordale Neighborhood Association dated May 21, 2021; and
11. Check No. 1029 in the amount of \$4,400.00 payable to "City of St. Petersburg" (\$2,400.00 for this Rezoning/FLU application and \$2,000.00 for the associated Comprehensive Plan text amendment referenced below).



JOHNSON POPE
BOKOR RUPPEL & BURNS, LLP

COUNSELORS AT LAW

TAMPA ■ CLEARWATER ■ ST. PETERSBURG

City of St. Petersburg
June 3, 2021
Page 2

The requested changes are to accommodate a proposed multifamily development with workforce housing component. A conceptual plan is included with the application materials. As part of this application, the applicant is requesting an amendment to the Residential High future land use category regulations found in the Future Land Use Element of the City's Comprehensive Plan, which request is being submitted concurrently under separate cover.

Please confirm your receipt and contact me if you have any questions or require any additional information or documents.

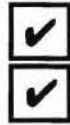
Regards,

JOHNSON, POPE, BOKOR, RUPPEL & BURNS, LLP

Craig A. Taraszki

Encl.

cc: Derek Kilborn (derek.kilborn@stpete.org)
Jennifer Bryla (jennifer.bryla@stpete.org)
Mark Rios (mark.rios@stoneweg.com)



FUTURE LAND USE PLAN CHANGE REZONING

Application No. _____
(To Be Assigned)

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Planning and Economic Development Department, located on the 8th floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida.

GENERAL INFORMATION

APPLICATION

Date of Submittal:

Street Address: 3049 6th Street South

Parcel ID or Tract Number: 31-31-17-08244-000-0102 and 31-31-17-08244-000-0101

Zoning Classification: *Present:* NSM-1 / CCT-1 *Proposed:* NSM-2

Future Land Use Plan Category: *Present:* RM / PR-MU *Proposed:* RH

NAME of APPLICANT (Property Owner): SWD Lake Maggiore, LLC

Street Address: 360 Central Ave, Suite 1130

City, State, Zip: St. Petersburg, FL 33701

Telephone No: 727-220-4725 (Mark Rios, Development Manager)

Email Address: mark.rios@stoneweg.com

NAME of any others PERSONS (Having ownership interest in property):

Specify Interest Held:

Is such Interest Contingent or Absolute:

Street Address:

City, State, Zip:

Telephone No:

Email Address:

NAME of AGENT OR REPRESENTATIVE: Craig Taraszki, Esq. (Johnson, Pope, Bokor, Ruppel & Burns, LLP)

Street Address: 490 1st Ave South, Suite 700

City, State, Zip: St. Petersburg, FL 33701

Telephone No: 727-999-9900

Email Address: craigt@jpfirm.com

AUTHORIZATION

Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map \$ 2,400.00

Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map \$ 2,000.00

Rezoning only \$ 2,000.00

Cash or credit card or check made payable to the "City of St. Petersburg"

The UNDERSIGNED CERTIFIES that the ownership of all property within this application has been fully divulged, whether such ownership be contingent or absolute, and that the names of all parties to any contract for sale in existence or any options to purchase are filed with the application. Further, this application must be complete and accurate, before the public hearings can be advertised, with attached justification form completed and filed as part of this application.

Signature: _____
Must be signed by title holder(s), or by an authorized agent with letter attached.

Date: 6/3/2021



FUTURE LAND USE PLAN CHANGE
 REZONING

NARRATIVE (PAGE 1 of 1)

NARRATIVE

PROPERTY INFORMATION:

Street Address: 3049 6th Street South

Parcel ID or Tract Number: 31-31-17-08244-000-0101 and 31-31-17-08244-000-0102

Square Feet: 479,160

Acreage: 11.0 acres

Proposed Legal Description:

See attached sketch and legal description.

Is there any existing contract for sale on the subject property: No

If so, list names of all parties to the contract: n/a

Is contract conditional or absolute: n/a

Are there any options to purchase on the subject property: No

Is so, list the names of all parties to option: n/a

REQUEST:

The applicant is of the opinion that this request would be an appropriate land use and / or rezoning for the above described property, and conforms with the Relevant Considerations of the Zoning Ordinance for the following reasons:

See attached narrative

FUTURE LAND USE PLAN CHANGE & REZONING APPLICATION NARRATIVE

(SWD LAKE MAGGIORE, LLC)

Standards for review. In addition to the standards of review for a zoning and planning decision generally, a decision shall be guided by the following factors:

1. Compliance of the proposed use with the goals, objectives, policies and guidelines of the Comprehensive Plan;

The proposed residential use complies with the following goals of the Land Use Element of the Comprehensive Plan:

Protect the public health, safety and general welfare. Stable, affordable housing is vital to public health, safety and general welfare.

Protect and enhance the fabric and character of neighborhoods. The subject property is currently vacant and was last occupied by a mobile home park. Vacant property undermines the fabric and character of neighborhoods, so reinstating a residential development would reestablish and support the residential character.

Protect and enhance resources and amenities. Redeveloping existing properties zoned for residential and rezoning to increase allowable density protects resources and amenities since it relieves the housing pressure placed on other properties designated for other uses to repurpose them for residential.

Assure that services and facilities are provided at the adopted level of service concurrent with existing and future demand. The subject property was previously developed as a mobile home park with a density of approximately 24 units per acre, which is the same base density of the proposed NSM-2 zoning.

Attain the highest level of economic well-being possible for the city and its citizens. Stable, affordable housing furthers the economic well-being of the city and its citizens.

The proposed use complies the following objectives and policies of the Land Use Element of the Comprehensive Plan:

Objective LU2: The Future Land Use Plan shall facilitate a compact urban development pattern that provides opportunities to more efficiently use and develop infrastructure, land and other resources and services by concentrating more intensive growth in activity centers and other appropriate areas.

Policy LU2.4 The City may permit an increase in land use intensity or density outside of activity centers where available infrastructure exists and surrounding uses are compatible.

Although the subject property is not located within an activity center, the area is appropriate for the density allowable under the proposed NSM-2 zoning and RH future land use. The last active use of the subject property was as a mobile home park with a density of 24 units per acre, which is the same as the base density allowable under the proposed zoning. Immediately south of the subject property are the Lakeshore Mobile Home Park and Wilder's Mobile Home Park. These

mobile home parks are in an NMH zoning district, which allows a maximum residential density of 8 mobile home units per acre, and are designated RM future land use, which allows a maximum density of 15 units per acre. The density of both existing mobile home parks is nonconforming at approximately 17 units per acre (Lakeshore MHP is 191 units/11 acres; Wilder's MHP is 136 units/8 acres).

The subject property is bounded on the east by 4th Street South where it transitions to 6th Street South, and the block associated with the subject property is bounded on the west by Dr. Martin Luther King, Jr. Street South. Both 4th/6th Street South and Dr. Martin Luther King, Jr. Street South are designated multimodal corridors. The subject property is serviced by two Pinellas Suncoast Transit Authority ("PSTA") routes. Route 4 services the east side of the subject property and Route 20 services the west side.

Objective LU3: The Future Land Use Map (Map 2) shall specify the desired development pattern for St. Petersburg through a land use category system that provides for the location, type, density and intensity of development and redevelopment. All development will be subject to any other requirements, regulations and procedures outlined in the land development regulations including, but not limited to: minimum lot size, setback requirements, density, floor area ratio, and impervious surface ratio.

Policy LU3.1.A.5 Residential High (RH) - Allowing high density residential uses not to exceed the 30 units per net acre;

Policy LU3.2 Development shall not exceed the densities and intensities established within this Future Land Use Element except where allowed by the land development regulations.

Policy LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.

Policy LU3.6: Land use planning decisions shall weigh heavily the established character of predominately developed areas where changes of use or intensity of development are contemplated.

As previously detailed, the established character of the area is residential in excess of the 15 units per acre allowable under the RM future land use category.

Policy LU3.15: The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.

Objective LU7: Development activities of all kinds within the coastal high hazard areas shall be consistent with the goals, objectives and policies of the Coastal Management Element of the Comprehensive Plan.

Policy LU7.1: The City shall consider flood potential, sea level rise and hurricane hazards when processing map amendment requests in the Coastal High Hazard ("CHHA"). The City shall deny any request to amend the Future Land Use Map for property within the CHHA that results in an increase of the maximum allowable density or intensity, except that the City may, at its sole and

absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment with items B, C, J and K weighted as mandatory minimum criteria.

The requested amendment will result in the utilization of existing infrastructure and existing disturbed area. The subject property is located within a designated multimodal corridor. The applicant's mitigation strategy is to locate all residential dwelling units outside the Coastal High Hazard Area. The project will implement the applicable Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP) and will incorporate design elements and programs which further the sustainability and resiliency goals and policies of the ISAP, Complete Streets and HIAP.

Objective LU23: The City shall support sustainable land development patterns through the LDRs and the Comprehensive Plan.

Policy LU23.4: The City's LDRs shall continue to support land development patterns that make possible a mixture of land use types resulting in employment, schools, services, shopping and other amenities located near residential development and neighborhoods.

The subject property is located south of a CCT-1 zoning district which includes the following mix of residential and non-residential uses: Don's Irish Pub, a residential multi-family building, and a vacant parcel. The subject property is located west of an IC (Institutional Center) zoning district which includes the following non-residential uses: Kindred Hospital and BodyWorks European & Domestic Auto Repairs.

The proposed use complies with the following goals of the Housing Element of the Comprehensive Plan:

To facilitate the provision of decent, safe, sanitary, healthy and affordable housing in suitable neighborhoods at affordable costs to meet the needs of the present and future residents of the city, while preserving and enhancing the community's physical and social fabric, and cultural diversity, and while protecting the interests of special needs groups, and extremely low, very low, low, and moderate-income households.

The proposed rezoning and future land use amendment is to allow for a multifamily residential development with workforce housing component.

The proposed use complies with the following objectives and policies of the Housing Element of the Comprehensive Plan:

Objective H1: The City shall provide technical and financial assistance to the private sector to provide dwelling units of various types, sizes and costs to meet the affordable housing needs of existing and future populations of the city, including those participating in the Working to Improve Our Neighborhoods (W.I.N) program.

Policy H1.4 The City shall monitor the use of the Workforce Housing Density/Intensity Bonus Ordinance to ensure that affordable workforce housing units are produced.

Objective H3B: The City shall provide affordable housing incentives (such as revised Land Development Regulations and expedited permitting processing) to developers of affordable housing for the extremely low, very low and low income groups.

Policy H3.8 All residential districts designated by the land use plan and zoning map shall permit development of affordable housing for extremely low, very low, low, and moderate income households, preferably in developments containing units affordable to a range of income groups.

The proposed use complies with the following objectives and policies of the Coastal Management Element of the Comprehensive Plan:

Objective

2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for the listed species as defined by the conservation element of the Comprehensive Plan;

The proposed amendment will not adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species.

3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units or public schools;

The proposed amendment is not a material alteration of the population density pattern. The last active use of the subject property was as a mobile home park with a density of 24 units per acre, which is the same as the base density allowable under the proposed NSM-2 zoning.

4. Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS;

The proposed amendment is not expected to materially degrade the level of service for public services and facilities.

5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;

The subject property has an appropriate and adequate land area for the proposed multifamily development. A conceptual site plan is included with the application materials showing the clustering of dwelling units outside of the Coastal High Hazard Area. The project is contemplated to be a single phase; therefore, there are no anticipated expansions.

6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;

The subject property is suitable for the intended redevelopment as a multifamily residential community.

7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;

As previously described, the established land use pattern is medium to high density residential, with single-family detached to the north at a density of 15 units per acre, two mobile home parks to the south at 17 units per acre, and the prior use of the subject property as a mobile home park at 24 units per acre. The proposed change to Residential High (RH) future land use and Neighborhood Suburban Multifamily (NSM-2) zoning with a maximum allowable base density of 24 units per acre is consistent with the established land use pattern.

8. Whether the exiting district boundaries are logically drawn in relation to existing conditions on the property proposed for change;

The subject property is a portion of two existing parcels, each being split zoned and future land use designation, with Commercial Corridor Traditional (CCT-1) zoning and Planned Redevelopment Mixed Use (PR-MR) future land use along the 4th/6th Street South corridor and Neighborhood Suburban Multifamily (NSM-1) zoning and Residential Medium (RM) future land use on the western balance of the block. The proposed district boundaries will align with parcel boundaries that will be adjusted as a condition of approval.

9. If the proposed amendment involves a change from residential to a nonresidential use or a mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;

N/A

10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan;

Portions of the subject property are within the 100-year floodplain and Coastal High Hazard Area. The applicant's mitigation plan includes clustering all residential dwelling units outside of the CHHA (see included conceptual site plan).

11. Other pertinent facts.



File No. 064797.144272

September 27, 2021

Britton Wilson
Planning and Development Services
City of St. Petersburg
britton.wilson@sptete.org

Re: **FLUM-63**
Stoneweg – Lake Maggiore

Dear Britton:

Please accept the following responses to supplement the above referenced application with respect to the balancing criteria of Policy LU 7.1 of the City's Comprehensive Plan.

- A. Access to Emergency Shelter Space and Evacuation Routes.** Please find attached the Transportation Analysis prepared by Palm Traffic dated June 2021, which was previously provided. The project is served by Dr. Martin Luther King Jr. Street South on the west and 6th Street South (which transitions to 4th Street South) on the east. 4th/6th Street South is a designated evacuation route. The analysis concludes that “there currently is excess capacity along all of the study segments” and “it is estimated that the roadway segments within the vicinity of the project should continue to operate at an acceptable level of service.”
- B. Utilization of Existing and Planned Infrastructure.** The project utilizes existing infrastructure, including roadways, water and sewer, and will not require the expenditure of public funds for the construction of new, unplanned infrastructure with the potential to be damaged by coastal storms.
- C. Utilization of Existing Disturbed Areas.** The project utilizes existing disturbed area that was last used as a mobile home park.
- D. Maintenance of Scenic Qualities and Improvement of Public Access to Water.** The project does not front any waterways and will have no impact on public access to water or their scenic qualities.
- E. Water Dependent Use.** The project area has no direct access to water and the anticipated uses are not water dependent.



=====

- F. Part of Community Redevelopment Plan.** The project is not included in a Community Redevelopment Plan.
- G. Overall Reduction of Density or Intensity.** The project is not part of any corollary amendments which would result in an overall reduction of development density.
- H. Clustering of Uses.** The project proposes to mitigate impacts of increased density by locating all residential structures on the portion of the site located outside of the CHHA. This clustering will be implemented using a recorded restriction on the land.
- I. Integral Part of Comprehensive Planning Process.** This is a privately-initiated amendment.
- J. Location within an Activity Center, Target Employment Center, Special Area Plan or Multi-modal Corridor.** Both 4th/6th Street South and Dr. Martin Luther King, Jr. Street South are designated multimodal corridors. The project fronts 6th Street South and is approximately 500 feet from Dr. Martin Luther King Jr. Street South.
- K. Implements the Goals and Policies of the Integrated Sustainability Action Plan (ISAP), Complete Streets and Health in All Policies (HIAP).** The project implements the Built Environment targets and objectives of the ISAP by its use of compact development through clustering, affordable and equitable access to housing through the workforce housing bonus program, and access to transportation being within close proximity to public transit (PSTA stations within walking distance with routes along 4th/6th Street South and Dr. Martin Luther King Jr. Street South). The project implements the Natural Systems targets and objectives of the ISAP by proposing community gardens as an amenity. The project implements the Resilience targets and objectives of the ISAP by redeveloping a former mobile home park which was not designed for resiliency into a modern multifamily development under the current building codes and regulations. The project includes frontage along 6th Street South, which is a linear project included in Phase 1 of the 5-Year Capital Improvement Program of Complete Streets. Any right-of-way improvements required for the project will be coordinated with improvements constructed or planned pursuant to Complete Streets.
- L. Reduction of Storm Vulnerable Structures.** The project proposes redevelopment of property last used as a mobile home park.

We are asking the City to approve the requested amendment based upon a balancing of the foregoing criteria, understanding that items B, C, J and K are weighted as mandatory minimum criteria.



=====

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

Regards,
JOHNSON POPE BOKOR RUPPEL &
BURNS, LLP

A handwritten signature in blue ink, appearing to read 'Craig A. Taraszki', with a long horizontal flourish extending to the right.

Craig A. Taraszki

AFFIDAVIT TO AUTHORIZE AGENT

STATE OF FLORIDA
COUNTY OF PINELLAS

I am (we are) the owner(s) and record title holder(s) of the property noted herein

Property Owner's Name: **SWD LAKE MAGGIORE LLC, a Delaware limited liability company**

This property constitutes the property for which the following request is made:

Property Address: 3049 6th Street South

Parcel ID Number: 31-31-17-08244-000-0101 and 31-31-17-08244-000-0102

Request: City Comprehensive Plan text amendment (RH Future Land Use), city rezoning, city Future Land Use Map amendment, and Countywide Plan Map amendment

The undersigned have appointed and do appoint the following agents to execute any application(s) or other documentation necessary to effectuate such applications(s):

Agent's Names: Craig A. Taraszki, Esq.
Johnson, Pope, Bokor, Ruppel & Burns, LLP

This affidavit has been executed to induce the City of St. Petersburg, Florida, to consider and act on the above described property.

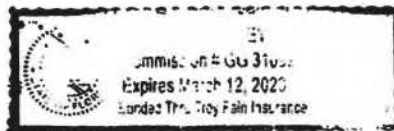
I (we), the undersigned authority, hereby certify that the foregoing is true and correct.

Signature (Owner): _____ Printed Name: Patrick Richard, Its Manager

SWORN TO AND SUBSCRIBED before me, by means of physical presence or online notarization, this 13th day of May, 2021, by Patrick Richard, the Manager of SWD Lake Maggiore LLC, a Delaware limited liability company, on behalf of said company, who is personally known to me or has produced _____ as identification.

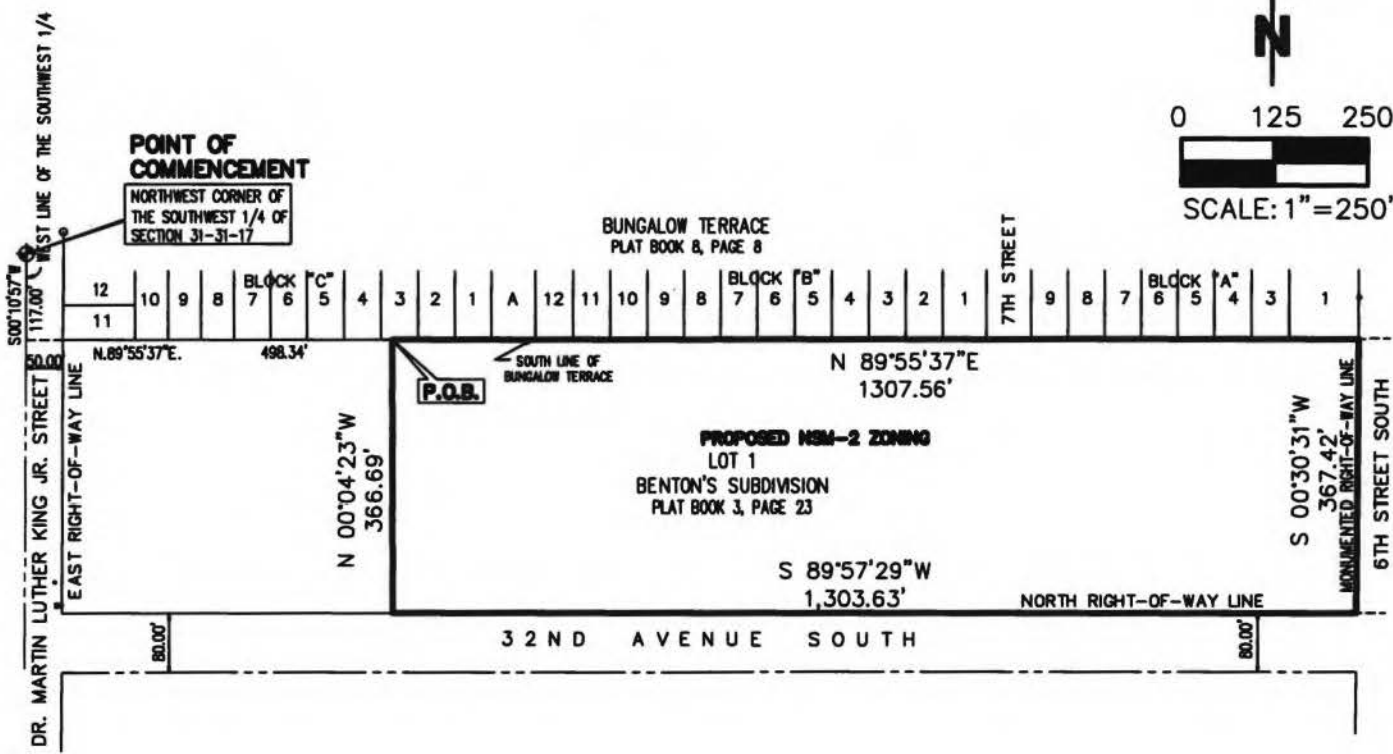
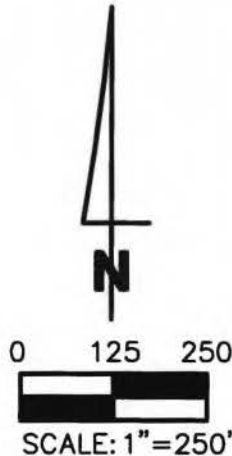
Sharmone Bailey

Notary Public
My Commission Expires:



LEGEND

- BNDY = BOUNDARY
- COR = CORNER
- OR = OFFICIAL RECORDS BOOK
- PB = PLAT BOOK
- PG = PAGE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- R/W = RIGHT-OF-WAY
- SR = STATE ROAD
- US = UNITED STATES



NOT A SURVEY

SHEET 1 OF 2

ITEM	DATE	BY	QC
SKETCH & DESCRIPTION	05-06-21	DHR	DHR
H: \JN\5075\DWG\5075SD.DWG			

LAKE MAGGIORE



POLARIS ASSOCIATES INC.
 PROFESSIONAL SURVEYING LB 6113
 2165 SUNNYDALE BOULEVARD, SUITE D
 CLEARWATER, FLORIDA 33765
 (727) 461-6111

DESCRIPTION

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, AND A PORTION OF LOT 1 BENTON'S SUBDIVISION AS RECORDED IN PLAT BOOK 3, PAGE 23 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 17 EAST PINELLAS COUNTY, FLORIDA; THENCE S.00°10'57"W., 117.00 FEET ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE LEAVING SAID LINE, N.89°55'37"E., 498.34 FEET FOR THE POINT OF BEGINNING; THENCE N.89°55'37"E., 1,307.56 FEET; THENCE S.00°30'31"W., 367.42 FEET; THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF 32ND AVENUE SOUTH, S.89°57'29"W., 1,303.63 FEET; THENCE LEAVING SAID LINE, N.00°04'23"W., 366.69 FEET TO THE POINT OF BEGINNING.

CONTAINING 11.000 ACRES, MORE OR LESS

NOTES

1. BEARINGS ARE BASED ON THE WEST LINE OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 17 EAST, SAID LINE BEING ASSUMED AS S00°10'57"W.
2. LEGAL DESCRIPTION WAS PREPARED BY POLARIS ASSOCIATES, INC.
3. RE-USE OF THIS SKETCH FOR PURPOSES OTHER THAN WHICH IT WAS INTENDED, WITHOUT WRITTEN VERIFICATION, WILL BE AT THE RE-USERS SOLE RISK AND WITHOUT LIABILITY TO THE SURVEYOR. NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO.
4. THIS SKETCH IS NOT INTENDED TO SHOW THE LOCATION OR EXISTENCE OF ANY JURISDICTIONAL, HAZARDOUS OR ENVIRONMENTALLY SENSITIVE AREAS.
5. THIS SKETCH WAS PREPARED WITHOUT THE BENEFIT OF AN ABSTRACT OF TITLE AND MAY BE SUBJECT TO EASEMENTS, RESTRICTIONS, RIGHTS-OF-WAY AND OTHER MATTERS OF RECORD.

CERTIFICATION

I HEREBY CERTIFY THAT THE SKETCH REPRESENTED HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FL



Digitally signed by Dan Rizzuto
 Date: 2021.05.06 10:00:35 -04'00'

DAN H. RIZZUTO
 PROFESSIONAL LAND SURVEYOR
 LS 5227, STATE OF FLORIDA

SHEET 2 OF 2

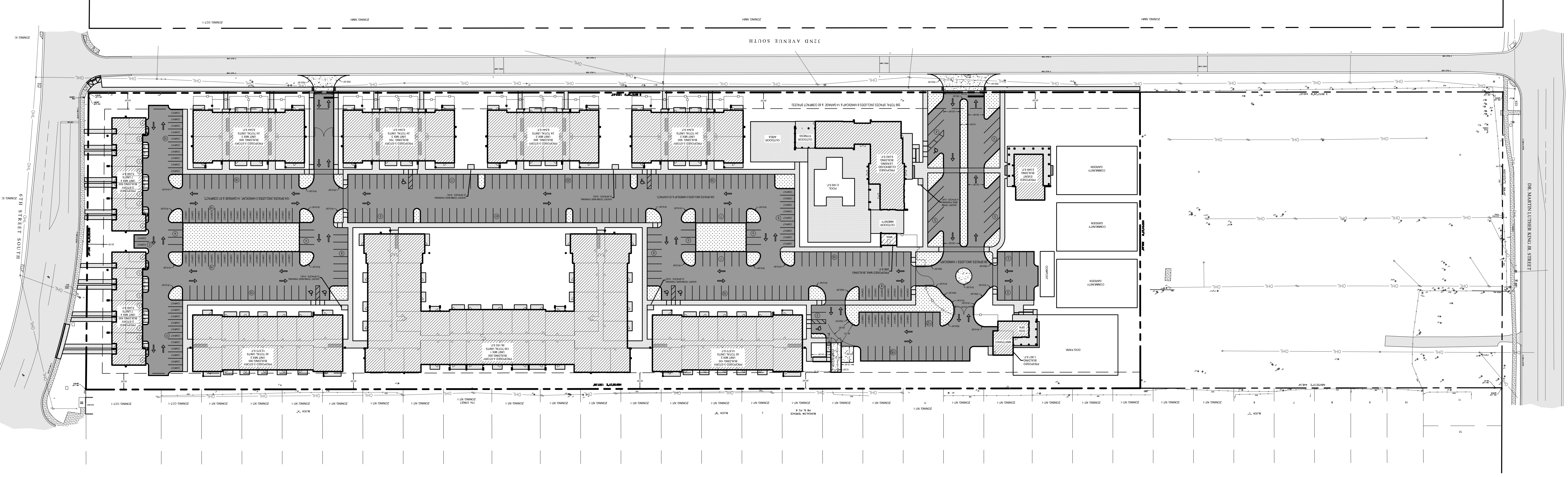
NOT A SURVEY

ITEM	DATE	BY	QC
SKETCH & DESCRIPTION	05-06-21	DHR	DHR
H: \JN\5075\DWG\5075SD.DWG			

LAKE MAGGIORE



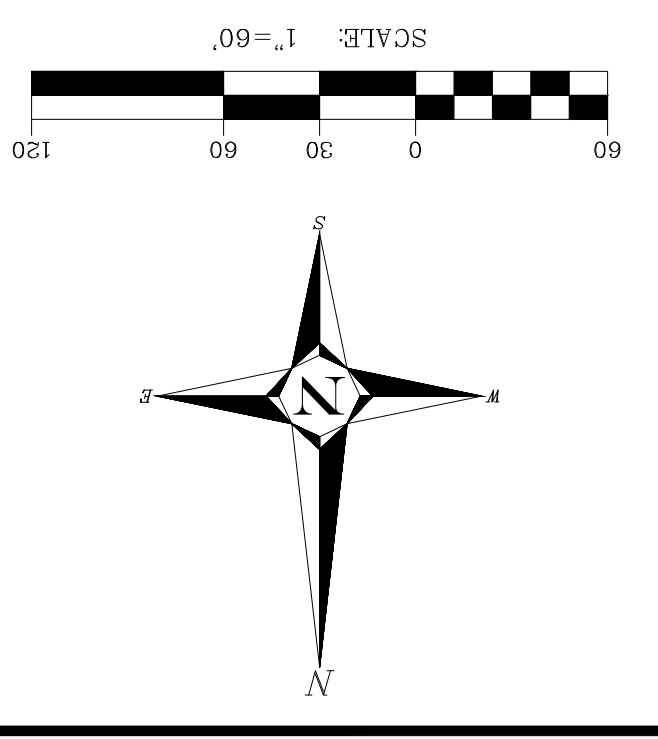
POLARIS ASSOCIATES INC.
 PROFESSIONAL SURVEYING LB 6113
 2165 SUNNYDALE BOULEVARD, SUITE D
 CLEARWATER, FLORIDA 33765
 (727) 461-6113



PRELIMINARY SITE SUMMARY
 PROJECT AREA 479,174 S.F. ~ 11.00 ACRES

EX. IMPERVIOUS AREA	BUILDINGS	0 S.F.	0.00 AC.
EX. IMPERVIOUS AREA	PAVEMENT/WALKS	0 S.F.	0.00 AC.
EX. PERVIOUS AREA	NATURAL/LANDSCAPED	479,174 S.F.	11.00 AC.
EX. PERVIOUS AREA	TOTAL EX. PERVIOUS AREA	479,174 S.F.	11.00 AC. (100%)
PROP. IMPERVIOUS AREA	BUILDINGS	115,925 S.F.	2.66 AC.
PROP. IMPERVIOUS AREA	PAVEMENT/WALKS	176,471 S.F.	4.05 AC.
PROP. IMPERVIOUS AREA	POOL	2,168 S.F.	0.05 AC.
PROP. IMPERVIOUS AREA	TOTAL PROP. IMPERVIOUS AREA	294,564 S.F.	6.76 AC. (61%)
PROP. PERVIOUS AREA	NATURAL/LANDSCAPED	184,610 S.F.	4.24 AC.
PROP. PERVIOUS AREA	TOTAL PROP. PERVIOUS AREA	184,610 S.F.	4.24 AC. (39%)

- PRELIMINARY SITE LEGEND**
- DENOTES EXISTING ASPHALT PAVEMENT
 - DENOTES PROPOSED ASPHALT PAVEMENT
 - DENOTES PROPOSED CONCRETE WALKS/PATHS
 - DENOTES PROPOSED SIDEWALK RAMP (1:12 MAX)
 - DENOTES SIDEWALK W/ TRUNCATED DOME
 - DENOTES VEHICLE USE AREA LANDSCAPING
 - DENOTES HANDICAP PARKING
 - DENOTES DUMPS/TER LOCATION
 - DENOTES NUMBER OF PARKING SPACES
 - TRAFFIC CIRCULATION (NOT FOR PAINTING)



REVISIONS:
 DATE: 09.08.21
 SCALE: 1"=60'
 DRN. BY: KES
 CHKD. BY: DMV
 PROJ. No. 13447-1
 Sheet C1

CLIENT
Stoneweg, US LLC
 360 Central Avenue, Suite 1130
 St. Petersburg, Florida 33701
 Telephone No. (386) 397-3651

PRELIMINARY SITE PLAN
 LAKE MAGGIORE MULTI-FAMILY
 HOUSING DEVELOPMENT

VICKSTROM ENGINEERING SERVICES, INC.

 505 20th Avenue NE
 St. Petersburg, FL 33704
 Telephone No. (727) 894-0404
 Registry No. 30184

Craig Taraszki

From: Craig Taraszki <CraigT@jpfirm.com>
Sent: Friday, May 21, 2021 7:18 PM
To: B1darlin@aol.com
Subject: Notice of Intent to File Rezoning & Future Land Use Map Amendment - Stoneweg - Lake Maggiore
Attachments: Stoneweg_Lake Maggiore_FLU-Rezoning Application.pdf

Ms. Darling,

On behalf of our client, SWD US, LLC, we are providing this preliminary notice to the Lake Maggiore Shores Neighborhood Association of their intent to file an application for rezoning and future land use map amendment as part of their efforts to develop the easterly 11-acres of the vacant block north of 32nd Ave S between 6th St S and Dr MLK Jr St S. Please find attached a draft copy of their rezoning and future land use map amendment application. Please let me know if you have any questions or comments.

Regards,
Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Avenue South, Suite 700
St. Petersburg, FL 33701
Main: 727-999-9900
Direct: 727-551-4434

Craig Taraszki

From: Craig Taraszki <CraigT@jpfirm.com>
Sent: Friday, May 21, 2021 7:12 PM
To: 'terre66@aol.com'
Subject: Notice of Intent to File Rezoning and Future Land Use Map Amendment - Stoneweg - Lake Maggiore
Attachments: Stoneweg_Lake Maggiore_FLU-Rezoning Application.pdf

Ms. McEachern,

On behalf of our client, SWD Lake Maggiore, LLC, we are providing this updated notice of intent to file the attached application for rezoning and future land use map amendments. The project has been modified to rezone and amend the future land use map for the easterly 11-acres of the tract. Please let me know if you have any questions or comments.

Regards,
Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Avenue South, Suite 700
St. Petersburg, FL 33701
Main: 727-999-9900
Direct: 727-551-4434

From: Craig Taraszki
Sent: Friday, February 28, 2020 4:10 PM
To: terre66@aol.com
Subject: Notice of Intent to File - Lake Maggiore Mixed-Use - Rezoning, FLU Amendment and Plat

Dear Ms. McEachern,

On behalf of our client, Stoneweg US, LLC, we are providing this preliminary notice to the Harbordale Neighborhood Association of Stoneweg's intent to file applications for rezoning, future land use map amendment and prelim/final plat as part of their efforts to develop the 14-acre vacant block north of 32nd Ave S between 6th St S and Dr MLK Jr St S. Please find attached a draft copy of their rezoning and future land use map amendment application. We anticipate submitting the application to the city on March 9th. Please let me know if you have any questions or comments.

Regards,
Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
333 3rd Avenue North, Suite 200
St. Petersburg, FL 33701
Main: 727-800-5980
Direct: 727-551-4434

Craig Taraszki

From: Craig Taraszki <CraigT@jpfirm.com>
Sent: Friday, May 21, 2021 7:15 PM
To: 'ken@nhnerd.com'
Subject: Notice of Intent to File Rezoning and Future Land Use Map Amendment - Stoneweg - Lake Maggiore
Attachments: Stoneweg_Lake Maggiore_FLU-Rezoning Application.pdf

Ken,

This project is moving forward again, but has been modified to rezone and amend the future land use on the easterly 11-acres of the tract. Attached is the application. Please let me know if you have any questions or comments.

Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Avenue South, Suite 700
St. Petersburg, FL 33701
Main: 727-999-9900
Direct: 727-551-4434

From: Craig Taraszki
Sent: Friday, February 28, 2020 4:08 PM
To: ken@nhnerd.com
Subject: Notice of Intent to File - Lake Maggiore Mixed-Use - Rezoning, FLU Amendment and Plat

Mr. Conklin,

On behalf of our client, Stoneweg US, LLC, we are providing this preliminary notice to the Lakewood Terrace Neighborhood Association of Stoneweg's intent to file applications for rezoning, future land use map amendment and prelim/final plat as part of their efforts to develop the 14-acre vacant block north of 32nd Ave S between 6th St S and Dr MLK Jr St S. Please find attached a draft copy of their rezoning and future land use map amendment application. We anticipate submitting the application to the city on March 9th. Please let me know if you have any questions or comments.

Regards,
Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
333 3rd Avenue North, Suite 200
St. Petersburg, FL 33701
Main: 727-800-5980
Direct: 727-551-4434

CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to the following recipients on the date shown below:

1.	Council of Neighborhood Associations c/o Tom Lally	PO Box 13693 St Petersburg, FL 33733
2.	Federation of Inner-City Community Organizations c/o Kimberly Frazier-Leggett	3301 24th Avenue South St. Petersburg, FL 33712

5/24/2021

(Date)

USPS Stamp:



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U.S. POSTAGE PAID
SAINT PETERSBURG, FL
33701
MAY 24 21
AMOUNT
\$1.55
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**JOHNSON
POPE
BOKOR
RUPPEL &
BURNS, LLP**

COUNSELORS AT LAW

TAMPA ■ CLEARWATER ■ ST. PETERSBURG

CRAIG A. TARASZKI, PARTNER
333 THIRD AVENUE NORTH, SUITE 200
ST. PETERSBURG, FL 33701
TELEPHONE: (727) 800-5980 EXT. 5101
EMAIL: CRAIGT@JPFIRM.COM

File No. 068239.143313

via E-Mail and USPS 1st Class

May 21, 2021

Council of Neighborhood Associations
c/o Tom Lally
PO Box 13693
St Petersburg, FL 33733
variance@stpetecona.org

Re: **NOTICE OF INTENT TO FILE – REZONING AND FUTURE LAND USE MAP
AMENDMENT**

3049 6TH Street South

Parcel Nos. 31-31-17-08244-000-0101 and 31-31-17-08244-000-0102

On behalf of our client, SWD Lake Maggiore, LLC, please find enclosed their application for rezoning and future land use map amendment affecting an 11-acre portion of the above referenced tract.

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

Regards,
JOHNSON POPE BOKOR RUPPEL &
BURNS, LLP

Craig A. Taraszki

Enc.

cc (via email only): Jennifer Bryla, City of St. Petersburg

Craig Taraszki

From: Craig Taraszki <CraigT@jpfirm.com>
Sent: Friday, May 21, 2021 7:03 PM
To: variance@stpetecona.org
Subject: Notice of Intent to File Rezoning/FLUE - Stoneweg - Lake Maggiore
Attachments: Stoneweg_Lake Maggiore_FLU Rezoning NOI_CONA.PDF

Please see the attached Notice of Intent to File a Rezoning and Future Land Use Map Amendment application for the above referenced project. Please let me know if you have any questions or comments.

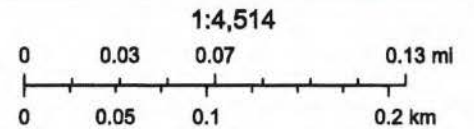
Regards,
Craig A. Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Avenue South, Suite 700
St. Petersburg, FL 33701
Main: 727-999-9900
Direct: 727-551-4434

Existing Zoning

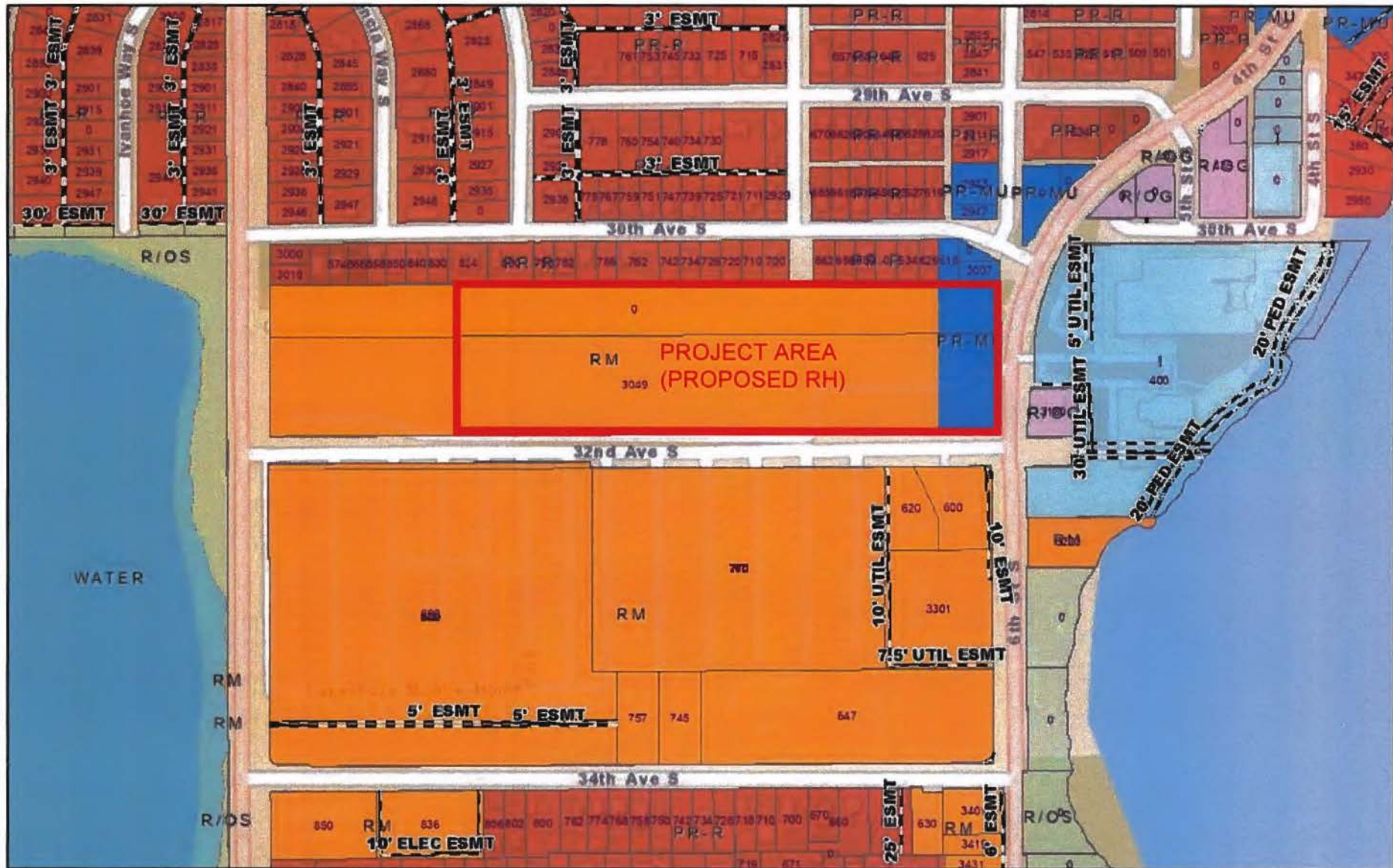


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- Easements
- Tax Parcels Boundary
- House Numbers
- Tax Parcels Info
- Zoning Districts
- CCT-1
- NMH
- CRT-1
- IC
- NSE
- NSM-1
- NT-1
- NT-2
- WATER
- City Limit Line



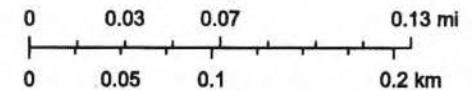
Existing Future Land Use Map



5/21/2021, 6:44:19 PM

1:4,514

- Easements
- Tax Parcels Boundary
- House Numbers
- Tax Parcels Info
- Future Land Use
- Residential Medium
- Residential/Office General
- Recreation/Open Space
- Institutional
- Planned Redevelopment Residential
- Planned Redevelopment Mixed-Use
- Water



City of St. Petersburg, City of Tampa, County of Pinellas, Earl, HERE,

Prepared by and return to:
Craig Taraszki
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Avenue South, Suite 700
St Petersburg, FL 3701

DECLARATION OF RESTRICTIVE COVENANTS

THIS DECLARATION OF RESTRICTIVE COVENANTS (this “**Declaration**”) is made as of the _____ day of _____ 2021, by SWD LAKE MAGGIORE LLC, a Delaware limited liability company (the “**Declarant**”), and is made with reference to the following:

WHEREAS, Declarant is the fee simple owner of that certain vacant, 11-acre parcel of real property, located in Pinellas County, Florida, as further described in Exhibit “A” attached hereto and incorporated herein (the “**Property**”), and

WHEREAS, Declarant applied to the City of St. Petersburg (the “**City**”) to amend the zoning and future land use designations of the Property (City Case No. _____), (collectively, the “**Land Use Amendments**”), which Land Use Amendments result in the increase of the maximum allowable residential density within the Property;

WHEREAS, the City established a Coastal High Hazard Area (the “**CHHA**”) pursuant to the City of St. Petersburg Comprehensive Plan, which identifies certain areas within the city as highly vulnerable to damage from storm surge, waves and erosion;

WHEREAS, as of the Effective Date, a portion of the Property is located within the CHHA, as described in Exhibit “B” attached hereto and incorporated herein (the “**CHHA Portion**”);

WHEREAS, to mitigate the risk of increasing the maximum allowable residential density within the CHHA and as a material inducement to obtain approval of Land Use Amendments, Declarant agrees to restrict the placement of any residential dwelling units within the CHHA Portion as set forth herein;

NOW, THEREFORE, in consideration of the foregoing, Declarant, for itself and its heirs, administrators, successors and assigns, declares that the Property shall be held, owned, transferred, sold, conveyed, leased, mortgaged, used, maintained and improved subject to the covenants and restrictions set forth below:

1. Recitals. The foregoing recitals are true and correct and are hereby incorporated herein by this reference.
2. Covenants and Restrictions. Declarant hereby declares, and each party acquiring any interest in any portion of the Property agrees through acceptance of such acquisition, that no residential dwelling units shall be located within the CHHA Portion. The covenants and restrictions contained herein shall be construed to be covenants running with the land, and, as such, shall be binding upon each and every owner of any portion of the

Property, their heirs, legal representatives, successors and assigns.

3. Acceptance. Every person and entity who now or hereinafter acquires any right, title, estate, lease, or other interest in or to the Property, or any portion thereof, is and shall be inclusively deemed to have consented and agreed to the restrictions contained in this Declaration, whether or not any reference to this Declaration is contained in the instrument by which such person or entity acquires such interest.

4. Enforcement by City. The City is a beneficiary of the covenants and restrictions contained herein and, as such, the City may enforce such covenants and restrictions by action at law or in equity, including, without limitation, a decree of specific performance or mandatory or prohibitory injunction, against any party violating or attempting to violate the terms hereof.

5. No Waiver by City. A failure of the City to enforce any of the covenants and restrictions contained herein shall not be deemed a waiver of the right to do so thereafter. Any waiver by the City shall only be effective if in writing, which waiver shall only be applicable to the specific instance to which it relates and shall not be deemed to be a continuing or future wavier.

6. Authority. The person executing this Declaration covenants that they have full power and authority to execute this Declaration. Declarant has the right, power, and authority to execute this Declaration and to effectuate the obligations codified in this Declaration. All approvals necessary and appropriate to effectuate the obligations codified in this Declaration have been obtained from all affected persons and parties.

7. Effective Date. This Declaration shall be effective as of the date of recording in the Public Records of Pinellas County, Florida (the “**Effective Date**”).

8. Severance and Waiver. The invalidity or unenforceability of any portion or provision of this Declaration shall not affect the remaining portions or provisions hereof.

9. Binding Effect. This Declaration shall inure to the benefit of each of the parties hereto and shall be fully binding upon each party’s respective shareholders, beneficiaries, parties, trustees, receivers, affiliates, agents, legal representatives, heirs, and all successors and assigns.

10. Amendment. No amendment to this Declaration shall be effective without the written consent of the City, which consent shall not be unreasonably withheld, conditioned or delayed.

11. Governing Law. This Declaration and the application, interpretation, construction and enforcement of all matters relating to, arising under or otherwise involving this Declaration shall be governed and construed by the laws of the State of Florida.

12. Jurisdiction and Venue. Each party knowingly and voluntarily acknowledges that each party is and shall hereafter be fully and unconditionally susceptible and subject to the exclusive jurisdiction of the courts of Pinellas County, Florida for adjudication of all matters relating to or arising out of this Declaration. The exclusive venue for all actions or proceedings relating to or involving this Declaration shall be the state courts of Pinellas County, Florida.

13. Headings. The paragraph headings used herein are inserted for the convenience of the reader only and are not intended to be part of this Declaration or any way to define, limit, or describe this Declaration and the intent the particular provision to which they refer.

[Signature page to follow]

IN WITNESS WHEREOF, Declarant has duly executed this Declaration as of the day and year first written above.

Declarant:

SWD LAKE MAGGIORE LLC,
a Delaware limited liability company

By: _____
Print Name: _____
Title: _____

STATE OF FLORIDA
COUNTY OF _____

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this _____ day of _____, 2021, by _____, as _____ of SWD LAKE MAGGIORE LLC, a Delaware limited liability company, on behalf of the company, who is personally known to me or has produced _____ as identification.

(Notary Seal)

Notary Public

Name typed, printed or stamped
My Commission Expires: _____

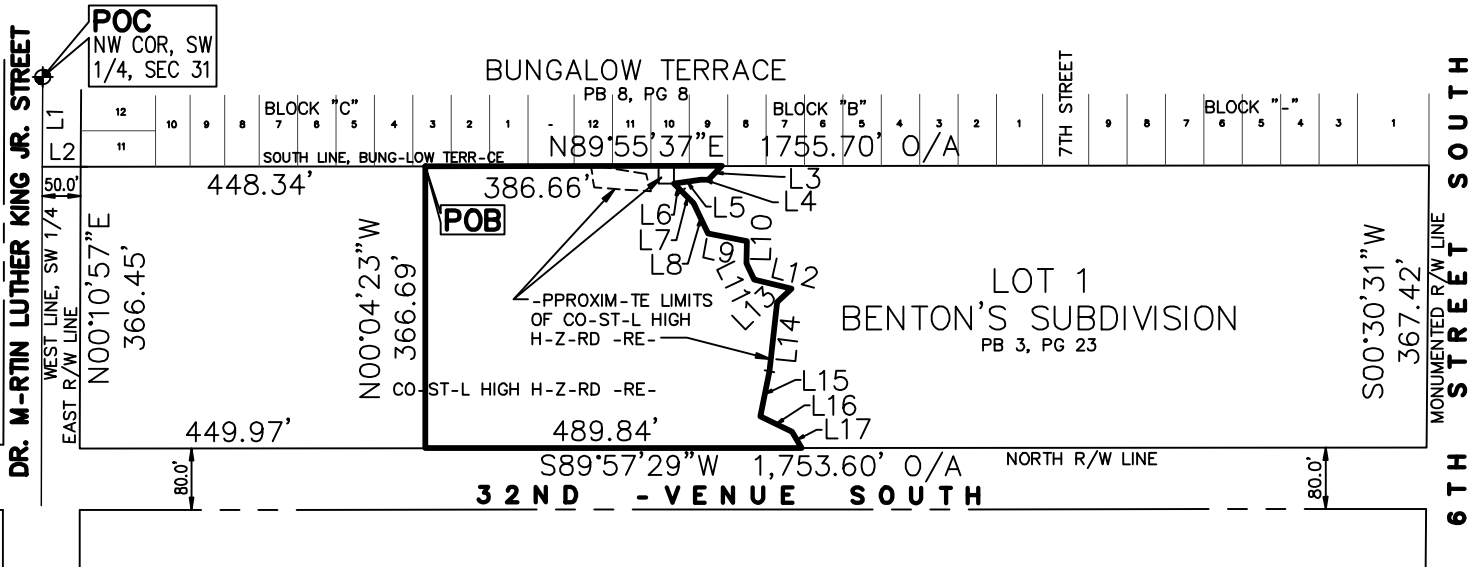
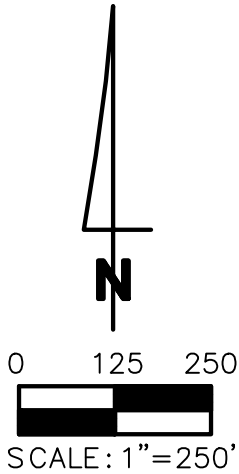
EXHIBIT "A"

EXHIBIT "B"

LINE T-BLE		
LINE	BE ARING	LENGTH
L1	S00°10'57"W	117.00'
L2	N89°55'37"E	50.00'
L3	S43°51'35"W	25.08'
L4	N88°48'51"W	10.51'
L5	S81°42'53"W	35.14'
L6	S43°51'39"E	14.09'
L7	S46°06'51"E	21.89'
L8	S25°51'53"E	43.91'
L9	S78°55'44"E	51.14'
L10	S01°10'15"W	29.04'
L11	S25°51'35"E	23.24'
L12	S76°16'00"E	49.88'
L13	S46°09'59"W	25.77'
L14	S06°13'25"W	90.35'
L15	S11°35'35"W	60.06'
L16	S64°06'02"E	45.81'
L17	S31°12'51"E	24.48'

LEGEND

- COR = CORNER
- PB = PL-T BOOK
- PG = P-GE
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- R/W = RIGHT-OF-W-Y



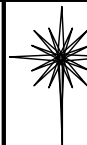
NOT - SURVEY

SHEET 1 OF 2

ITEM	DATE	BY	QC
SKE TCH & DESCRIPTION	09/09/21	JT	DHP
H: \JN\5075\DWG\5075SD ZONING.DWG			

L-KE M-GGIORE
 -P-RTMENTS

EXHIBIT "B"



POLARIS -SSOCI-TES INC.

PROFESSION-L SURVEYING LB 6113
 2165 SUNNYD-LE BOULEV-RD, SUITE D
 CLE-RW-TER, FLORID- 33765
 (727) 461-6113

D E S C R I P T I O N

THAT PORTION OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, AND A PORTION OF LOT 1 BENTON'S SUBDIVISION AS RECORDED IN PLAT BOOK 3, PAGE 23 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF THE SOUTHWEST 1/4 OF SECTION 31, TOWNSHIP 31 SOUTH, RANGE 17 EAST PINELLAS COUNTY, FLORIDA; THENCE S.00°10'57"W., 117.00 FEET ALONG THE WEST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 17; THENCE LEAVING SAID LINE, N.89°55'37"E., 50.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF DR. MARTIN LUTHER KING JR. STREET; THENCE CONTINUE N.89°55'37"E., 448.34 FEET FOR THE POINT OF BEGINNING; THENCE N.89°55'37"E., 386.66 FEET; THENCE S.43°51'35"W., 25.08 FEET; THENCE N.88°48'51"W., 10.51 FEET; THENCE S.81°42'53"W., 35.14 FEET; THENCE S.43°51'39"E., 14.09 FEET; THENCE S.46°06'51"E., 21.89 FEET; THENCE S.25°51'53"E., 43.91 FEET; THENCE S.78°55'44"E., 51.14 FEET; THENCE S.01°10'15"W., 29.04 FEET; THENCE S.25°51'35"E., 23.24 FEET; THENCE S.76°16'00"E., 49.88 FEET; THENCE S.46°09'59"W., 25.77 FEET; THENCE S.06°13'25"W., 90.35 FEET; THENCE S.11°35'35"W., 60.06 FEET; THENCE S.64°06'02"E., 45.81 FEET; THENCE S.31°12'51"E., 24.48 FEET; THENCE S.89°57'29"W., 489.84 FEET; THENCE N.00°04'23"W., 366.69 FEET TO THE POINT OF BEGINNING.

CONTAINING 3.575 ACRES, MORE OR LESS.

N O T E S

1. BE-RINGS -RE B-SED ON THE WEST LINE OF THE SOUTHWEST 1/4 OF SECTION 31-31-17, BEING -SSUMED -S S.00°10'57"W.
2. LEG-L DESCRIPTION W-S PREP-RED BY POL-RIS -SSOCI-TES, INC.
3. RE-USE OF THIS SKETCH FOR PURPOSES OTHER TH-N WHICH IT W-S INTENDED, WITHOUT WRITTEN VERIFIC-TION, WILL BE -T THE RE-USERS SOLE RISK -ND WITHOUT LI-BILITY TO THE SURVEYOR. NOTHING HEREIN SH-LL BE CONSTRUED TO GIVE -NY RIGHTS OR BENEFITS TO -NYONE OTHER TH-N THOSE CERTIFIED TO.
4. THIS SKETCH IS NOT INTENDED TO SHOW THE LOC-TION OR EXISTENCE OF -NY JURISDICTION-L, H-Z-RDOUS OR ENVIRONMENT-LLY SENSITIVE -RE-S.
5. THIS SKETCH W-S PREP-RED WITHOUT THE BENEFIT OF -N -BSTR-CT OF TITLE -ND M-Y BE SUBJECT TO E-SEMENTS, RESTRICTIONS, RIGHTS-OF-W-Y -ND OTHER M-TTERS OF RECORD.

C E R T I F I C - T I O N

I HEREBY CERTIFY THAT THE SKETCH REPRESENTED HEREON MEETS THE STANDARDS OF PRACTICE SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS -ND M-PPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE, PURSUANT TO SECTION 472.027 FLORIDA STATUTES.

DAN H. RIZZUTO
 PROFESSIONAL LAND SURVEYOR
 LS 5227, STATE OF FLORIDA

NOT - SURVEY

SHEET 2 OF 2

ITEM	DATE	BY	QC	L-KE M-GGIORE -P-RTMENTS	 POLARIS -SSOCI-TES INC. PROFESSION-L SURVEYING LB 6113 2165 SUNNYD-LE BOULEV-RD, SUITE D CLE-RW-TER, FLORID- 33765 (727) 461-6113
SKE TCH & DESCRIPTION	09/09/21	JT	DHR		
H:\JN\5075\DWG\5075SD ZONING.DWG					

TRANSPORTATION ANALYSIS

Lake Maggiore Apartments - 32nd Avenue South

Prepared for:

Stoneweg



Transportation Analysis

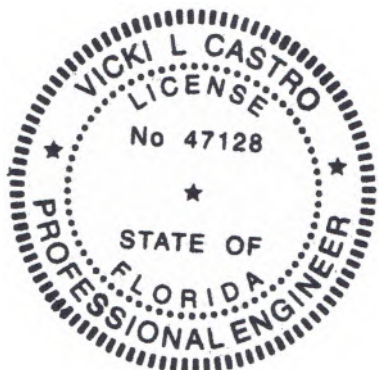
Lake Maggiore Apartments – 32nd Avenue South

June 2021

Prepared for:
Stoneweg

Prepared by:
Palm Traffic
400 North Tampa Street, 15th Floor
Tampa, FL 33602
Ph: (813) 296-2595

Project No. T21042



Vicki L. Castro, P.E.
P.E. No. 47128

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Trip Generation
Turning Movement Counts
FDOT Seasonal Adjustment Factors
Intersection Analysis
FDOT Generalized Level of Service Handbook Tables
Turn Lane Warrants

INTRODUCTION

The purpose of this report is to provide the Transportation Analysis for the property located west of 6th Street South and north of 32nd Avenue South in the City of St. Petersburg, as shown in Figure 1.

PROJECT DESCRIPTION

The site is currently vacant. The proposed project is to develop the property with up to 330 multi family dwelling units.

The access for the project is proposed to be the following:

- Two (2) full accesses to 32nd Avenue South.

A conceptual site plan is included in the Appendix of this report.

ESTIMATED PROJECT TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of “OTISS” which utilizes the Institute of Transportation Engineers’ (ITE) Trip Generation, 10th Edition, 2017, as its data base. Based on these trip rates, it is estimated that the project would generate approximately 1,797 daily trip ends, as shown in Table 1. The project would generate approximately 110 trip ends during the AM peak hour with 29 inbound and 81 outbound, as shown in Table 1. During the PM peak hour, the project would generate approximately 139 trip ends with 85 inbound and 54 outbound, as shown in Table 1.

Figure 1. Project Location

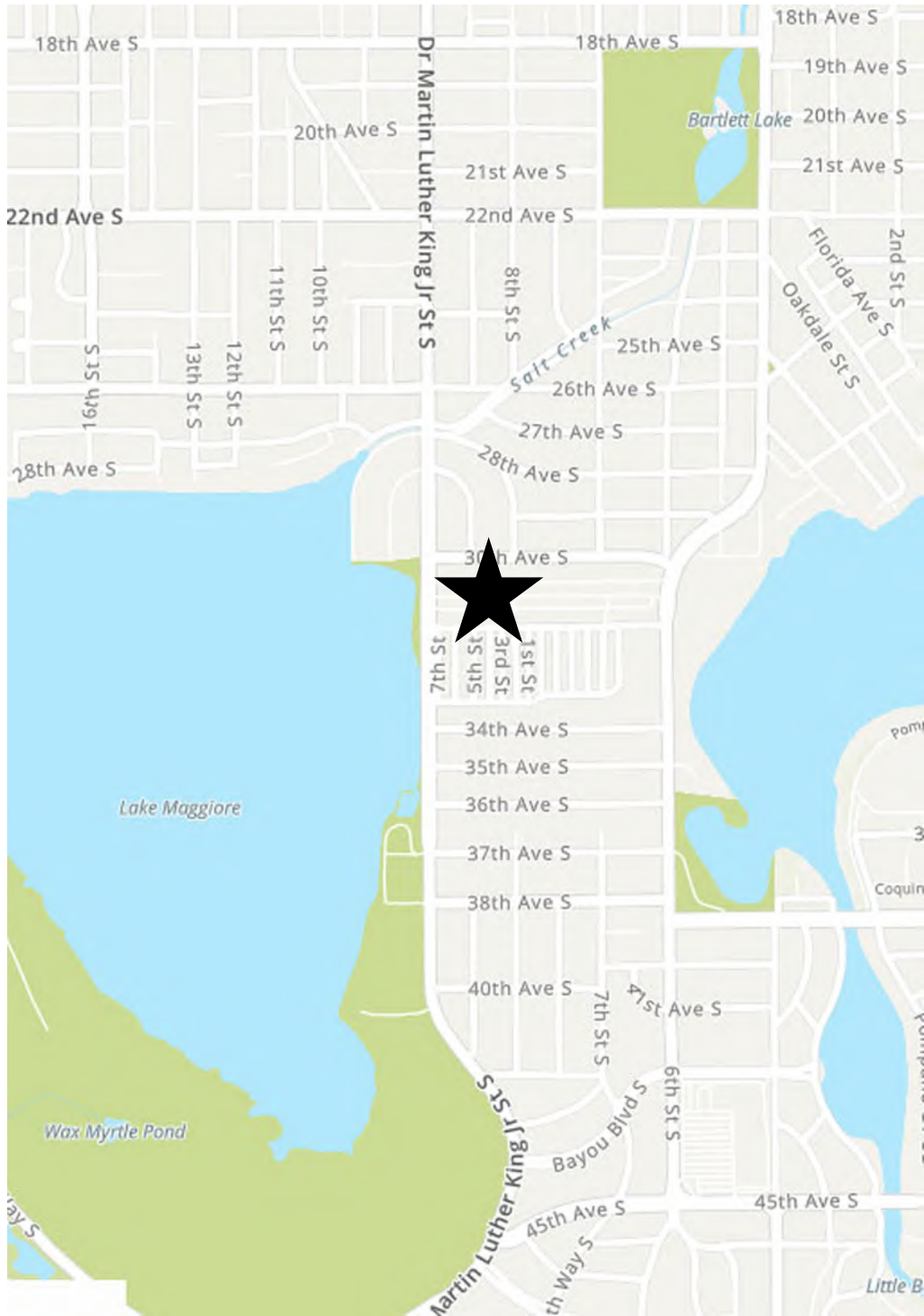


Table 1. Estimated Project Traffic

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (1)</u>	<u>AM Peak Hour Trip Ends (1)</u>			<u>PM Peak Hour Trip Ends (1)</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Apartments	221	330 DU's	1,797	29	81	110	85	54	139

(1) Source: ITE Trip Generation, 10th Edition, 2017.

ANALYSIS PERIOD

This analysis will include the AM and PM peak hours.

PROJECT TRIP DISTRIBUTION / ASSIGNMENT

The following distribution of the AM and PM peak hour project trip ends were based on the existing traffic and development patterns with hand assignment to the local roadway network :

- 55% to and from the north (via Dr. Martin Luther King Jr. Street South and 6th Street South)
- 45% to and from the south (via Dr. Martin Luther King Jr. Street South and 6th Street South).

Table 2 shows the distribution of the AM and PM peak hour project trip ends. Figure 2 illustrates the project trip ends on the adjacent roadway network for the AM and PM peak hour.

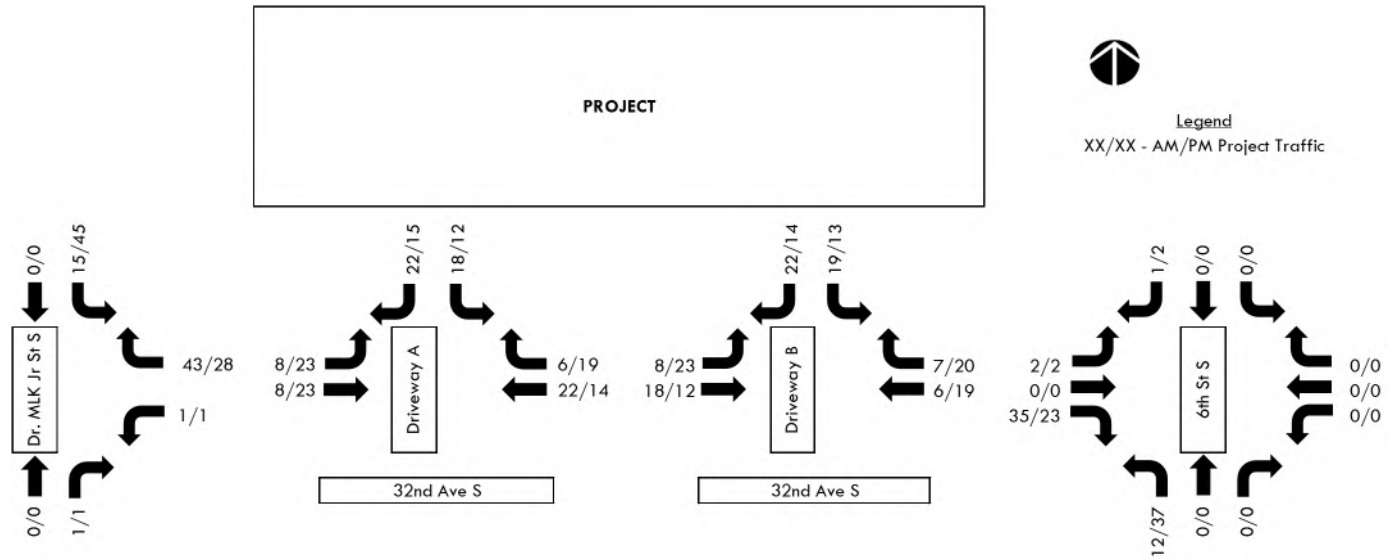
ADJACENT ROADWAYS

As stated previously, the site is located west of 6th Street South and north of 32nd Avenue South. 32nd Avenue South is a two (2) lane undivided roadway in the vicinity of the project. 6th Street South is a four (4) lane undivided roadway in the vicinity of the project.

Table 2. Estimated Peak Hour Project Traffic Distribution

<u>Time Period</u>	<u>North (55%)</u>		<u>South (45%)</u>		<u>Total</u>	
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
AM	16	45	13	36	29	81
PM	47	30	38	24	85	54

Figure 2. Peak Hour Project Traffic



PEAK SEASON TRAFFIC

The following methodology was utilized to estimate the background volumes within the study area:

1. PALM TRAFFIC obtained AM and PM peak hour turning movement counts at the following intersections:
 - 32nd Avenue South and 6th Street South
 - 32nd Avenue South and Dr. Martin Luther King Jr. Street South.

Figure 3 illustrates the existing traffic.

2. The turning movement counts were adjusted to peak season based on the FDOT Peak Season Adjustment Factors for Pinellas County. Figure 4 illustrates the peak season traffic. Figure 5 illustrates the peak season plus project traffic for the AM and PM peak hours.

Figure 3. Existing Traffic

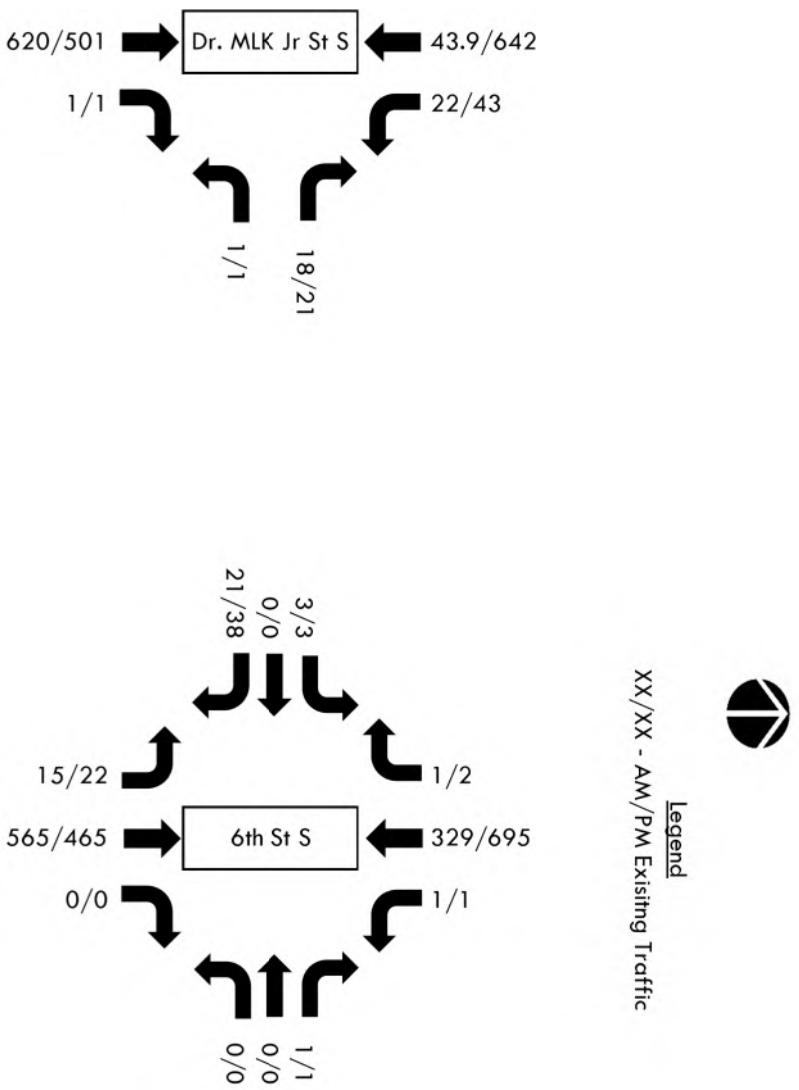


Figure 4. Peak Season Traffic

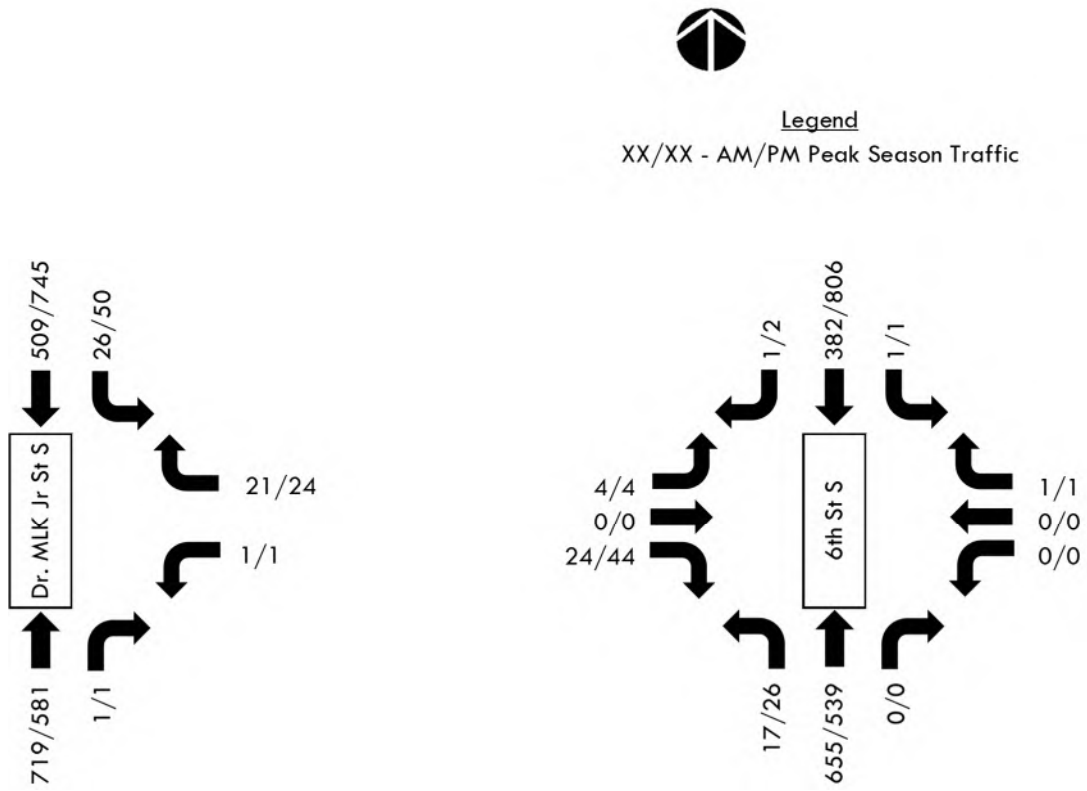
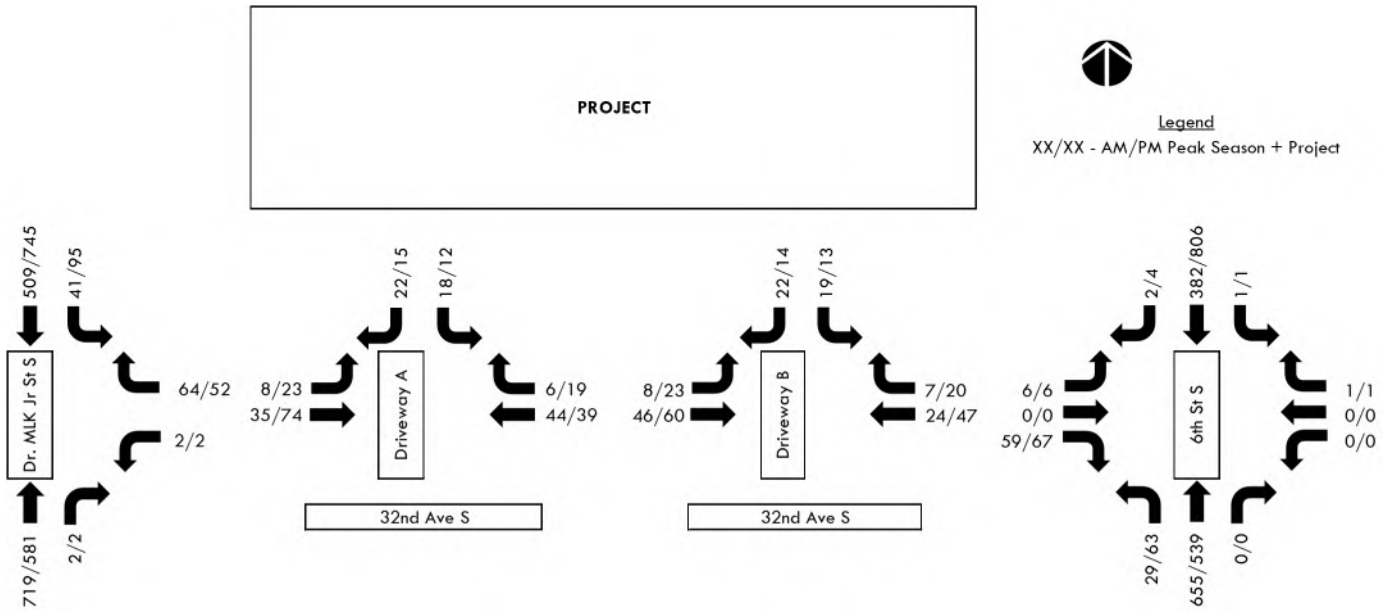


Figure 5. Peak Season Plus Project Traffic



INTERSECTION ANALYSIS

Intersection analysis was conducted for the AM and PM peak hours at the following intersections within the study network:

- 32nd Avenue South and 6th Street South
- 32nd Avenue South and Dr. Martin Luther King Jr Street South
- 32nd Avenue South and Project Driveways.

The analysis was based on SYNCHRO with the proposed project traffic. Table 3 summarizes the analysis for the intersections and is described in detail in the following paragraphs.

32nd Avenue South and 6th Street South

This intersection is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours, as shown in Table 3.

32nd Avenue South and Dr. Martin Luter King Jr Street South

This intersection is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours, as shown in Table 3.

32nd Avenue South and Driveway A

This proposed project driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours, as shown in Table 3.

32nd Avenue South and Driveway B

This proposed project driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours, as shown in Table 3.

Table 3. Estimated Intersection Volume to Capacity Ratio

<u>Intersection</u>	<u>Direction</u>	<u>AM Peak Hour</u> Peak Season + Project Volume to Capacity			<u>PM Peak Hour</u> Peak Season + Project Volume to Capacity		
		<u>Left</u>	<u>Through</u>	<u>Right</u>	<u>Left</u>	<u>Through</u>	<u>Right</u>
Dr. MLK Jr. St. S and 32nd Ave. S.	WB	0.12	-	0.12	0.09	-	0.09
	NB	-	0.30	0.15	-	0.24	0.12
	SB	0.05	0.16	-	0.10	0.23	-
6th St. S. and 32nd Ave. S.	EB	0.10	0.10	0.10	0.17	0.17	0.17
	WB	0.00	0.00	0.00	0.00	0.00	0.00
	NB	0.03	0.03	0.20	0.08	0.08	0.17
	SB	0.00	0.00	0.12	0.00	0.00	0.25
32nd Ave. S. and Driveway A	EB	0.02	0.02	-	0.02	0.02	-
	WB	-	0.04	0.04	-	0.04	0.04
	Sb	0.03	-	0.03	0.03	-	0.03
32nd Ave. S. and Driveway B	EB	0.02	0.02	-	0.02	0.02	-
	WB	-	0.04	0.04	-	0.04	0.04
	SB	0.03	-	0.03	0.03	-	0.03

GENERALIZED LINK ANALYSIS

A generalized link analysis was conducted for those roadways within the area of influence for the following traffic conditions:

- Peak Season Traffic
- Peak Season Plus Project Traffic

Table 4 presents the results of the analysis for the peak season traffic conditions. According to the results shown in the table, there currently is excess capacity along all of the study segments. With the project traffic added to the peak season traffic, it is estimated that the roadway segments within the vicinity of the project should continue to operate at an acceptable level of service, shown in Table 4.

Table 4. Generalized Link Analysis

<u>Roadway</u>	<u>From</u>	<u>To</u>	<u>LOS</u>	<u>Standard Lanes</u>	<u>Peak Hour Two-Way Capacity (1)</u>	<u>PM Peak Hour Traffic (2)</u>	<u>PM Project Traffic (3)</u>	<u>Peak Hour Plus Project Traffic</u>	<u>Available Capacity</u>
32nd Ave S	Dr. MLK Jr St S	6th St S	D	2LU	1,166	73	139	212	954
6th St S	39th Ave S	30th Ave S	D	4LU	3,192	1,415	73	1,488	1,704
Dr. MLK Jr St S	39th Ave S	30th Ave S	D	4LD	4,257	1,400	60	1,460	2,797

(1) Source: FDOT Generalized Level of Service Tables

$$\text{LOS C: } 2\text{LU} = 1,620 \times 0.9 \times 0.8 = 1,166$$

$$\text{LOS C: } 4\text{LU} = 4,730 \times 0.9 \times 0.75 = 3,192$$

$$\text{LOS C: } 4\text{LD} = 4,730 \times 0.9 = 4,257$$

(2) See Figure 4, Peak Season Traffic, of this report.

(2) See Figure 2, Project Traffic, of this report.

ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Transportation Analysis. NCHRP 279 was utilized to determine the need for right turn lanes and Harmelink was utilized to determine the need for left turn lanes. The access recommendations are summarized in Table 5 and described in the following paragraph:

32nd Avenue South and Driveway A

The proposed driveway will have full access to 32nd Avenue South. Based on the estimated project traffic, an eastbound left turn lane is not warranted and a westbound right turn lane is not warranted.

32nd Avenue South and Driveway B

The proposed driveway will have full access to 32nd Avenue South. Based on the estimated project traffic, an eastbound left turn lane is not warranted and a westbound right turn lane is not warranted.

Table 5. Access Recommendations

<u>Intersection</u>	<u>Movement</u>	<u>Peak Hour Volume (1)</u>	<u>Turn Lane Warranted?</u>
32nd Ave S and Driveway A	EBL WBR	8/23 6/19	N N
32nd Ave S and Driveway B	EBL WBR	8/23 7/20	N N

(1) See Figure 5 from the report.

APPENDIX

APPENDIX
CONCEPTUAL SITE PLAN

PROJECT SUMMARY

9 UNIT BUILDINGS

4 MIX BUILDING TYPES

- (1) MIX 1 | 4 STORIES | 136 UNITS PER BLDG
- (2) MIX 2 | 3 STORIES | 42 UNITS PER BLDG
- (4) MIX 3 | 3 STORIES | 24 UNITS PER BLDG
- (2) MIX 4 | 2 STORY TH | 7 UNITS PER BLDG

330 UNITS

- 180 ONE BED / ONE BATH - 55%
- 136 TWO BED / TWO BATH - 41%
- 14 TWO BED / 2 1/2 BATH TH - 4%

PARKING

- 192 SPACES REQUIRED
- 309 SPACES PROVIDED

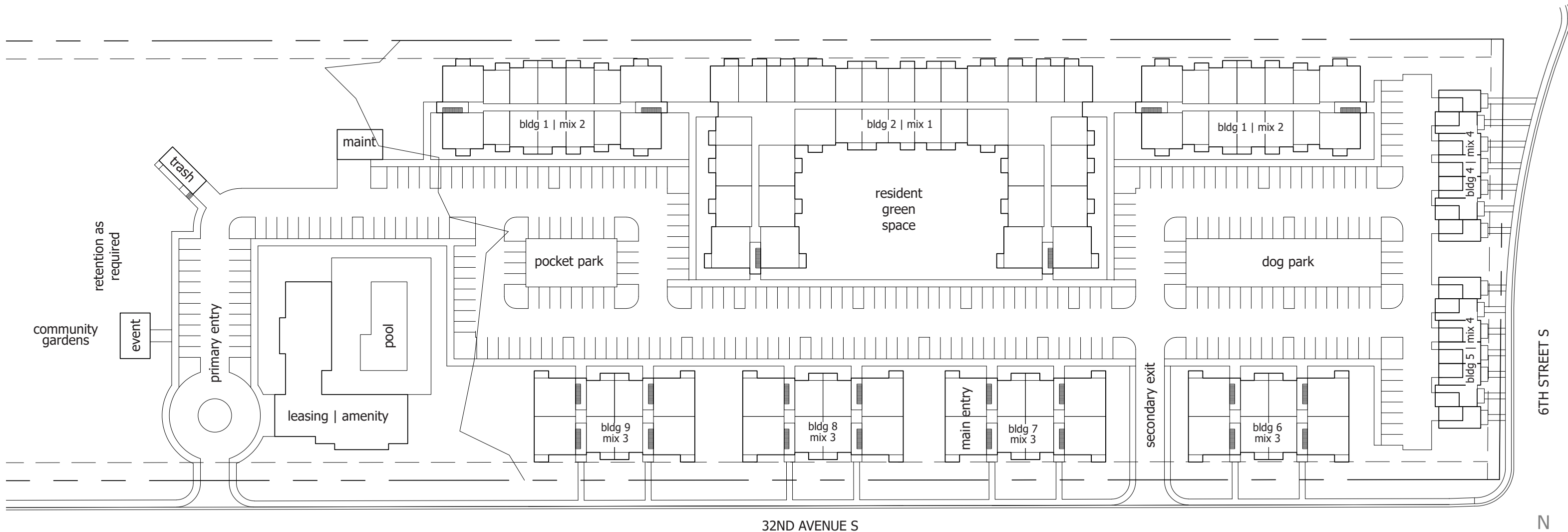
CLUBHOUSE

- 4,200 SF ESTIMATED
- INCLUDES LEASING, CLUBROOM & FITNESS

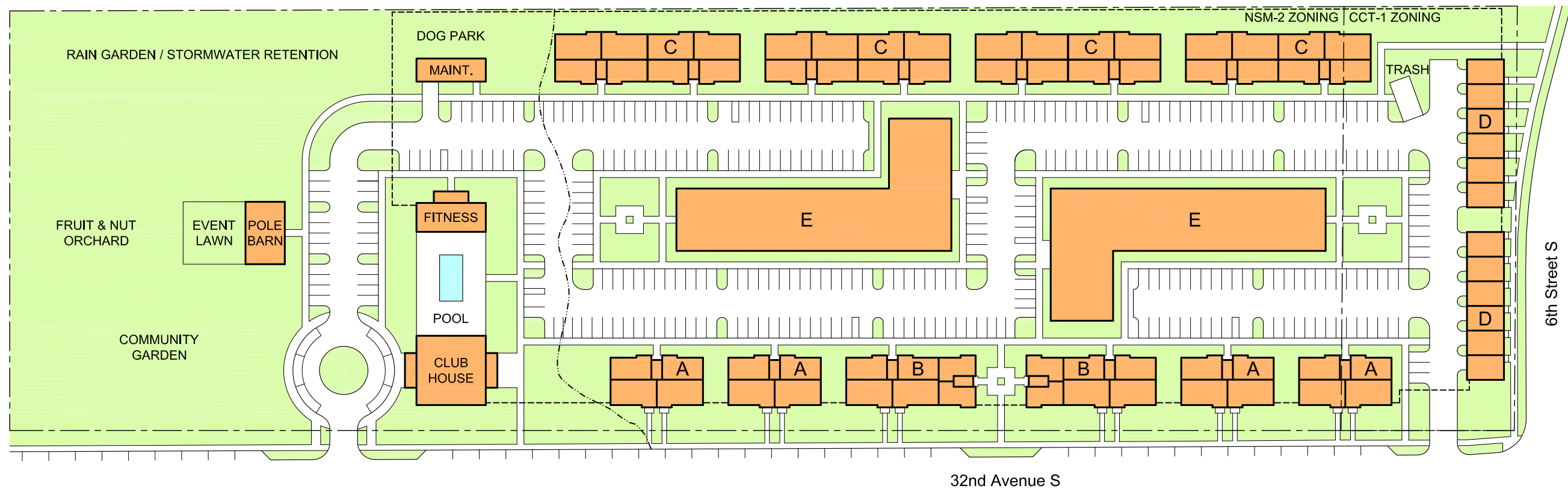
RETENTION TO BE CONFIRMED BY CIVIL ENGINEER

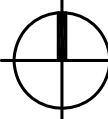
TEST FIT DISCLAIMER:

THIS DOCUMENT IS CONCEPTUAL IN NATURE AND IS PROVIDED TO PRESENT GENERAL DESIGN INTENT ONLY. THE DESIGN IS SUBJECT TO CHANGE PENDING INPUT FROM THE PROJECT'S ENGINEERS AND ADDITIONAL JURISDICTIONAL REQUIREMENTS UNKNOWN AT THE TIME OF PRODUCING THIS DOCUMENT.



BUILDING LEGEND				
BLDG. TYPE	FLOORS	UNITS	QUANTITY	TOTAL
A	3	12	4	48
B	3	18	2	36
C	3	24	4	96
D	3	6	2	12
E	4	69	2	138
GRAND TOTAL				330




Conceptual Master Plan
 SCALE: 1" = 100'-0"

APPENDIX
TRIP GENERATION

PERIOD SETTING

Analysis Name :	Daily	No :	
Project Name :	Lake Maggiore Apartments	City:	
Date:	5/4/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	330	Weekday	Best Fit (LIN) T = 5.45 (X)+-1.75	899 50%	898 50%	1797

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	899	0 %	898

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	1797	0	0	1797

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	899
Total Exiting	898
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	899
Total Exiting Non-Pass-by Trips	898

PERIOD SETTING

Analysis Name :	AM Peak Hour	No :	
Project Name :	Lake Maggiore Apartments	City:	
Date:	5/4/2021	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Gen Manual, 10th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	330	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) $\ln(T) = 0.98\ln(X) \pm 0.98$	29 26%	81 74%	110

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	29	0 %	81

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	110	0	0	110

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	29
Total Exiting	81
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	29
Total Exiting Non-Pass-by Trips	81

PERIOD SETTING

Analysis Name :	PM Peak Hour		
Project Name :	Lake Maggiore Apartments	No :	
Date:	5/4/2021	City:	
State/Province:		Zip/Postal Code:	
Country:		Client Name:	
Analyst's Name:		Edition:	Trip Gen Manual, 10th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)	Dwelling Units	330	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) $\ln(T) = 0.96\ln(X) \pm 0.63$	85 61%	54 39%	139

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
221 - Multifamily Housing (Mid-Rise)	0 %	85	0 %	54

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
221 - Multifamily Housing (Mid-Rise)	139	0	0	139

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 221 - Multifamily Housing (Mid-Rise) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

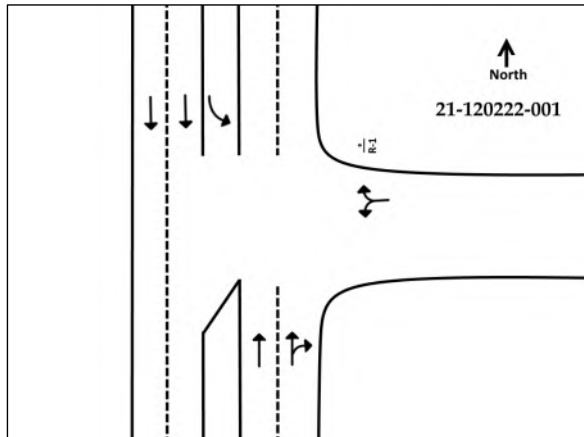
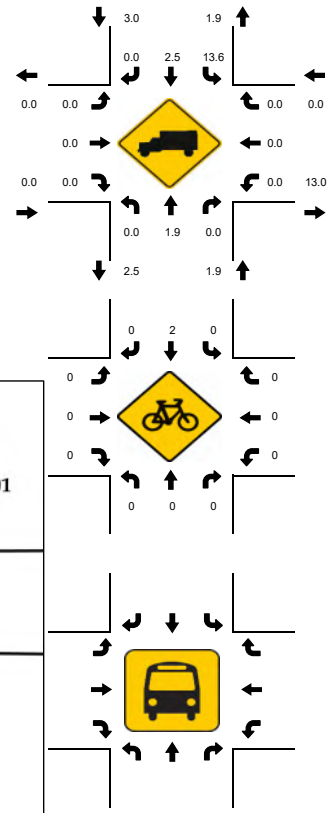
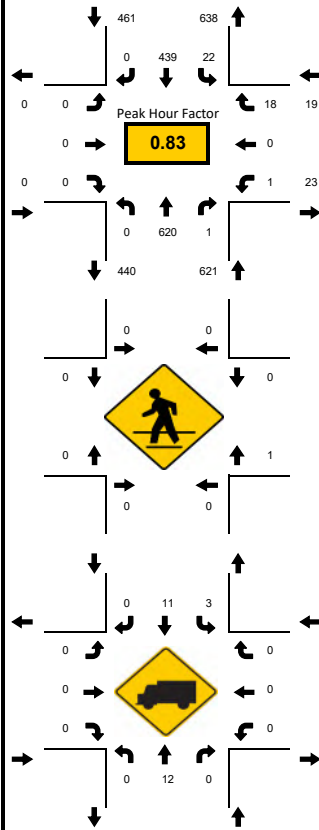
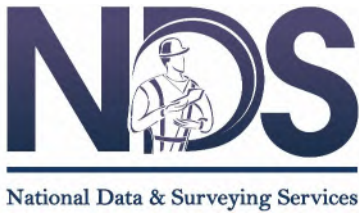
Total Entering	85
Total Exiting	54
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	85
Total Exiting Non-Pass-by Trips	54

APPENDIX
TURNING MOVEMENT COUNTS

LOCATION: Dr Martin Luther King Jr St S & 32nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120222-001
 DATE: Wed, Jun 02, 2021

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM

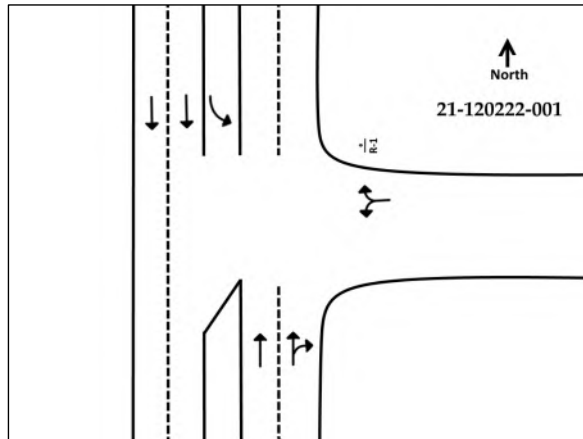
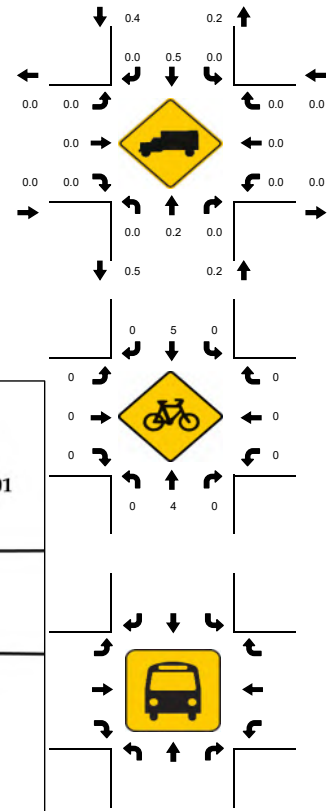
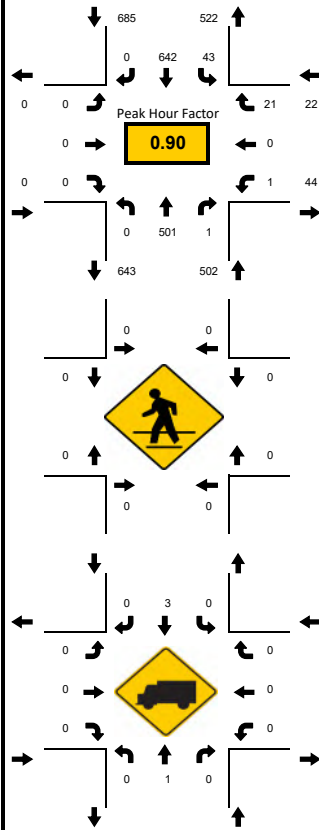


15-Min Count Period Beginning At	Dr Martin Luther King Jr St S Northbound					Dr Martin Luther King Jr St S Southbound					32nd Ave S Eastbound					32nd Ave S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	112	0	0	0	0	65	0	0	0	0	0	0	0	0	0	0	4	0	0	181	855
07:15 AM	0	117	2	0	0	1	78	0	0	0	0	0	0	0	0	1	0	6	0	0	205	1005
07:30 AM	0	118	2	0	0	2	73	0	0	0	0	0	0	0	0	0	0	8	0	0	203	1079
07:45 AM	0	149	1	0	0	6	107	0	0	0	0	0	0	0	0	0	0	3	0	0	266	1101
08:00 AM	0	203	0	0	0	3	119	0	0	0	0	0	0	0	0	0	0	6	0	0	331	1033
08:15 AM	0	157	0	0	0	6	111	0	0	0	0	0	0	0	0	1	0	4	0	0	279	702
08:30 AM	0	111	0	0	0	7	102	0	0	0	0	0	0	0	0	0	0	5	0	0	225	423
08:45 AM	0	93	0	0	0	4	96	0	0	0	0	0	0	0	0	1	0	4	0	0	198	198
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	812	4	0	0	28	476	0	0	0	0	0	0	0	0	4	0	24	0	0	1348	
Heavy Trucks	0	16	0	0	0	8	12	0	0	0	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	
Bicycles	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Buses																						
Stopped Buses																						

LOCATION: Dr Martin Luther King Jr St S & 32nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120222-001
 DATE: Wed, Jun 02, 2021

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

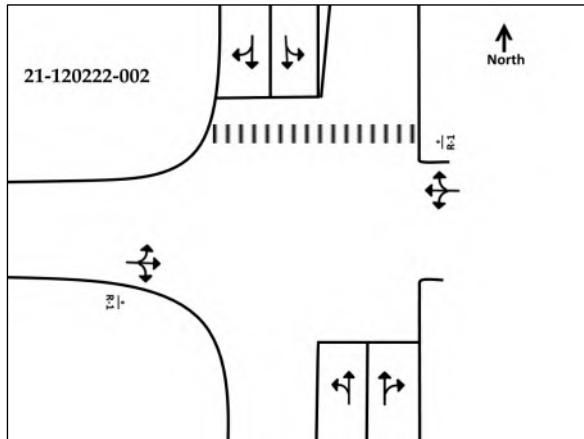
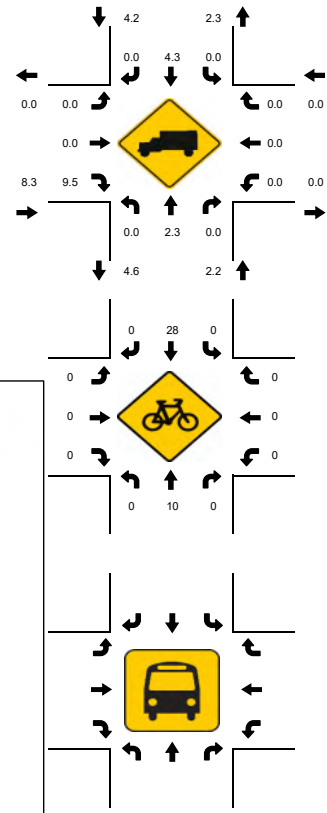
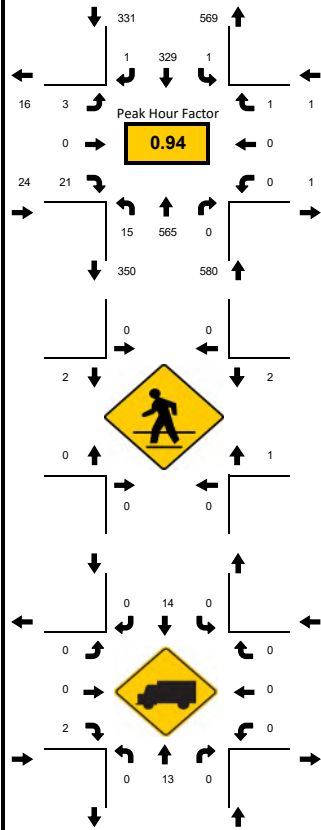
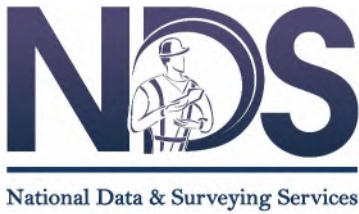


15-Min Count Period Beginning At	Dr Martin Luther King Jr St S Northbound					Dr Martin Luther King Jr St S Southbound					32nd Ave S Eastbound					32nd Ave S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	98	0	0		8	162	0	0		0	0	0	0		0	0	2	0		270	1135
04:15 PM	0	133	0	0		7	140	0	0		0	0	0	0		1	0	4	0		285	1163
04:30 PM	0	118	2	0		10	169	0	0		0	0	0	0		1	0	4	0		304	1178
04:45 PM	0	117	1	0		11	140	0	1		0	0	0	0		0	0	6	0		276	1209
05:00 PM	0	110	0	0		5	179	0	0		0	0	0	0		0	0	4	0		298	1205
05:15 PM	0	128	0	0		14	153	0	0		0	0	0	0		0	0	5	0		300	907
05:30 PM	0	146	0	0		12	170	0	0		0	0	0	0		1	0	6	0		335	607
05:45 PM	0	119	1	0		6	140	0	0		0	0	0	0		0	0	6	0		272	272
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	0	584	4	0		56	716	0	4		0	0	0	0		4	0	24	0		1392	
Heavy Trucks	0	4	0	0		0	12	0	0		0	0	0	0		0	0	0	0		16	
Pedestrians	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	
Bicycles	0	12	0	0		0	16	0	0		0	0	0	0		0	0	0	0		28	
Buses																						
Stopped Buses																						

LOCATION: 6th St S & 32nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120222-002
 DATE: Wed, Jun 02, 2021

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

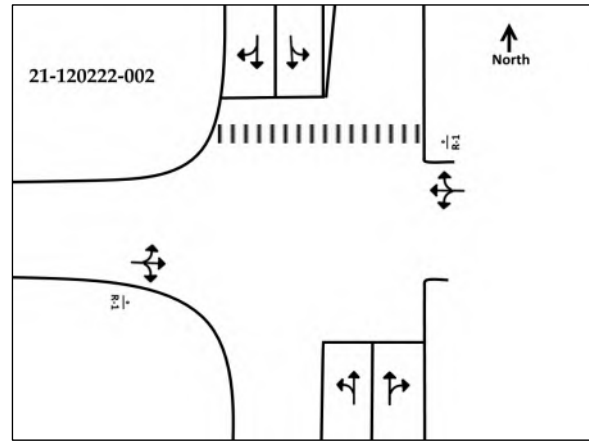
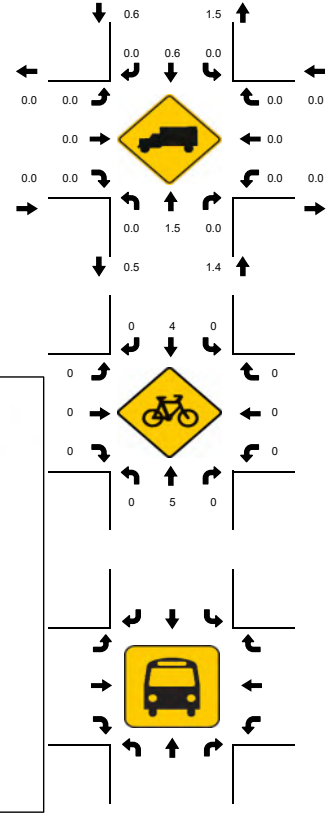
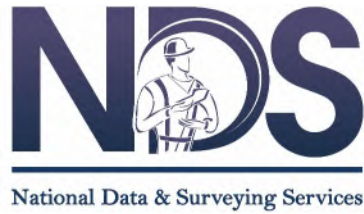
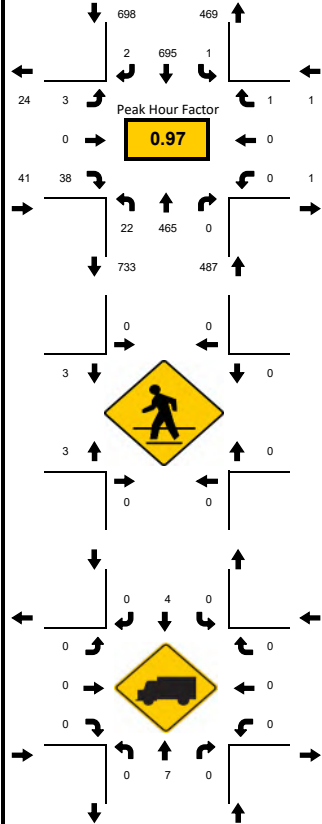


15-Min Count Period Beginning At	6th St S Northbound					6th St S Southbound					32nd Ave S Eastbound					32nd Ave S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	5	119	0	0		0	52	0	0		0	0	0	0		0	0	0	0		176	824
07:15 AM	6	127	0	0		0	62	0	0		0	0	2	0		0	0	0	0		197	874
07:30 AM	8	141	0	0		0	48	0	0		1	0	3	0		0	0	0	0		201	901
07:45 AM	3	151	0	0		0	89	0	0		1	0	6	0		0	0	0	0		250	936
08:00 AM	4	126	0	0		1	92	0	0		0	0	3	0		0	0	0	0		226	913
08:15 AM	4	139	0	0		0	74	1	0		0	0	6	0		0	0	0	0		224	687
08:30 AM	4	149	0	0		0	74	0	0		2	0	6	0		0	0	1	0		236	463
08:45 AM	4	122	0	0		0	93	2	0		1	0	5	0		0	0	0	0		227	227
Peak 15-Min Flowrates	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Total	
All Vehicles	16	604	0	0		4	368	4	0		8	0	24	0		0	0	4	0		1032	
Heavy Trucks	0	20	0	0		0	16	0	0		0	0	8	0		0	0	0	0		44	
Pedestrians	0	0	0	0		0	0	0	0		8	0	0	0		8	0	0	0		16	
Bicycles	0	16	0	0		0	108	0	0		0	0	0	0		0	0	0	0		124	
Buses																						
Stopped Buses																						

LOCATION: 6th St S & 32nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120222-002
 DATE: Wed, Jun 02, 2021

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:30 PM - 05:45 PM



15-Min Count Period Beginning At	6th St S Northbound					6th St S Southbound					32nd Ave S Eastbound					32nd Ave S Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	4	106	0	0		0	145	1	0		0	0	8	0		0	0	0	0		264	1099
04:15 PM	2	120	0	1		0	127	2	0		0	0	7	0		0	0	0	0		259	1136
04:30 PM	6	108	0	0		0	144	1	0		2	0	8	0		0	0	0	0		269	1176
04:45 PM	3	106	0	0		0	186	0	0		1	0	11	0		0	0	0	0		307	1223
05:00 PM	4	110	0	0		1	178	1	0		0	0	6	0		0	0	1	0		301	1227
05:15 PM	5	114	0	0		0	167	0	0		0	0	13	0		0	0	0	0		299	926
05:30 PM	10	118	0	0		0	173	1	0		1	0	13	0		0	0	0	0		316	627
05:45 PM	3	123	0	0		0	177	0	0		2	0	6	0		0	0	0	0		311	311
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
All Vehicles	40	492	0	0		4	712	4	0		8	0	52	0		0	0	4	0		1316	
Heavy Trucks	0	8	0	0		0	4	0	0		0	0	0	0		0	0	0	0		12	
Pedestrians	0					0					12					0					12	
Bicycles	0	16	0	0		0	8	0	0		0	0	0	0		0	0	0	0		24	
Buses																						
Stopped Buses																						

APPENDIX

FDOT PEAK SEASON ADJUSTMENT FACTORS

2020 PEAK SEAS A R A EG RY REP R - REP R YPE: ALL
 A EG RY: 1500 PI ELLAS U YWIDE

WEEK	DA ES	S	M PS
* 1	01/01/2020 - 01/0 /2020	1.02	1.13
* 2	01/05/2020 - 01/11/2020	0.9	1.0
* 3 4	01/12/2020 - 01/18/2020	0.85	0.9
*	01/19/2020 - 01/25/2020	0.8	0.93
* 5	01/26/2020 - 02/01/2020	0.82	0.91
* 6	02/02/2020 - 02/08/2020	0.81 4	0.90
* 7	02/09/2020 - 02/15/2020	0.79 4	0.88 4
* 8	02/16/2020 - 02/22/2020	0.83	0.92
* 9	02/23/2020 - 02/29/2020	0.86	0.96
*10	03/01/2020 - 03/07/2020	0.90	1.00
*11	03/08/2020 - 03/1 /2020	0.9	1.0
*12	03/15/2020 - 03/21/2020	0.97 4	1.08 4
*13	03/22/2020 - 03/28/2020	1.11	1.23
1	03/29/2020 - 0 /0 /2020	1.25	1.39
15	0 /05/2020 - 0 /11/2020	1.39	1.5
16	0 /12/2020 - 0 /18/2020	1.53	1.70
17	0 /19/2020 - 0 /25/2020	1. 2	1.58
18	0 /26/2020 - 05/02/2020	1.32	1. 7
19	05/03/2020 - 05/09/2020	1.21	1.3
20	05/10/2020 - 05/16/2020	1.10	1.22
21	05/17/2020 - 05/23/2020	1.08	1.20
22 4	05/2 /2020 - 05/30/2020	1.06 4	1.18
23	05/31/2020 - 06/06/2020	1.0	1.16
2	06/07/2020 - 06/13/2020	1.02	1.13
25	06/1 /2020 - 06/20/2020	1.00 4	1.11
26	06/21/2020 - 06/27/2020	1.01	1.12
27	06/28/2020 - 07/0 /2020	1.02	1.13
28	07/05/2020 - 07/11/2020	1.02 4	1.13
29	07/12/2020 - 07/18/2020	1.03	1.1
30	07/19/2020 - 07/25/2020	1.03	1.1
31	07/26/2020 - 08/01/2020	1.03	1.1
32	08/02/2020 - 08/08/2020	1.02	1.13
33	08/09/2020 - 08/15/2020	1.02	1.13
3	08/16/2020 - 08/22/2020	1.02	1.13
35	08/23/2020 - 08/29/2020	1.02	1.13
36	08/30/2020 - 09/05/2020	1.02	1.13
37	09/06/2020 - 09/12/2020	1.02	1.13
38	09/13/2020 - 09/19/2020	1.02 4	1.13
39	09/20/2020 - 09/26/2020	1.01	1.12
0	09/27/2020 - 10/03/2020	1.00	1.11
1	10/0 /2020 - 10/10/2020	0.99	1.10
2	10/11/2020 - 10/17/2020	0.98	1.09
3	10/18/2020 - 10/2 /2020	0.99	1.10
	10/25/2020 - 10/31/2020	0.99 4	1.10
5	11/01/2020 - 11/07/2020	1.00	1.11
6	11/08/2020 - 11/1 /2020	1.00 4	1.11
7 4	11/15/2020 - 11/21/2020	1.01	1.12
8 4	11/22/2020 - 11/28/2020	1.01	1.12
9	11/29/2020 - 12/05/2020	1.01 4	1.12
50	12/06/2020 - 12/12/2020	1.02	1.13
51	12/13/2020 - 12/19/2020	1.02 4	1.13
52	12/20/2020 - 12/26/2020	0.9	1.0
53	12/27/2020 - 12/31/2020	0.85	0.9

* PEAK SEAS

27- EB-2021 10:30:07

830UPD











7_1500_PKSEAS . X 4

APPENDIX
INTERSECTION ANALYSIS

HCM Unsignalized Intersection Capacity Analysis

1: MLK Jr St S & 32nd Ave S

















06/11/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	64	719	2	41	509
Future Volume (Veh/h)	2	64	719	2	41	509
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	67	757	2	43	536
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1112	380			759	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1112	380			759	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	89			95	
cM capacity (veh/h)	193	618			848	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	69	505	254	43	268	268
Volume Left	2	0	0	43	0	0
Volume Right	67	0	2	0	0	0
cSH	581	1700	1700	848	1700	1700
Volume to Capacity	0.12	0.30	0.15	0.05	0.16	0.16
Queue Length 95th (ft)	10	0	0	4	0	0
Control Delay (s)	12.0	0.0	0.0	9.5	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	12.0	0.0			0.7	
Approach LOS	B					
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			37.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: 6th St S & 32nd Ave S

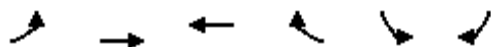
06/11/2021

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	0	59	0	0	1	29	655	0	1	382	2
Future Volume (Veh/h)	6	0	59	0	0	1	29	655	0	1	382	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	0	62	0	0	1	31	689	0	1	402	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	812	1156	202	1016	1157	344	404			689		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	812	1156	202	1016	1157	344	404			689		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	92	100	100	100	97			100		
cM capacity (veh/h)	264	190	805	174	190	651	1151			901		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	68	1	376	344	202	203						
Volume Left	6	0	31	0	1	0						
Volume Right	62	1	0	0	0	2						
cSH	682	651	1151	1700	901	1700						
Volume to Capacity	0.10	0.00	0.03	0.20	0.00	0.12						
Queue Length 95th (ft)	8	0	2	0	0	0						
Control Delay (s)	10.9	10.5	0.9	0.0	0.1	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	10.9	10.5	0.5		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			49.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 32nd Ave S & Driveway A

06/11/2021

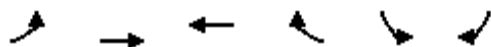


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	35	44	6	18	22
Future Volume (Veh/h)	8	35	44	6	18	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	37	46	6	19	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	52				102	49
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	52				102	49
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1554				892	1020
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	45	52	42			
Volume Left	8	0	19			
Volume Right	0	6	23			
cSH	1554	1700	957			
Volume to Capacity	0.01	0.03	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	1.3	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	1.3	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			18.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: 32nd Ave S & Driveway B

06/11/2021













Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	46	24	7	19	22
Future Volume (Veh/h)	8	46	24	7	19	22
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	8	48	25	7	20	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	32				92	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	32				92	28
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	98
cM capacity (veh/h)	1580				903	1046
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	56	32	43			
Volume Left	8	0	20			
Volume Right	0	7	23			
cSH	1580	1700	974			
Volume to Capacity	0.01	0.02	0.04			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	1.1	0.0	8.9			
Lane LOS	A		A			
Approach Delay (s)	1.1	0.0	8.9			
Approach LOS			A			
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			19.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: MLK Jr St S & 32nd Ave S

06/11/2021

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	52	581	2	95	745
Future Volume (Veh/h)	2	52	581	2	95	745
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	2	55	612	2	100	784
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1205	307			614	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1205	307			614	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	92			90	
cM capacity (veh/h)	158	689			961	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	57	408	206	100	392	392
Volume Left	2	0	0	100	0	0
Volume Right	55	0	2	0	0	0
cSH	616	1700	1700	961	1700	1700
Volume to Capacity	0.09	0.24	0.12	0.10	0.23	0.23
Queue Length 95th (ft)	8	0	0	9	0	0
Control Delay (s)	11.4	0.0	0.0	9.2	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	11.4	0.0			1.0	
Approach LOS	B					
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			34.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: 6th St S & 32nd Ave S

06/11/2021

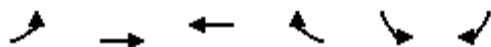


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	6	0	67	0	0	1	63	539	0	1	806	4
Future Volume (Veh/h)	6	0	67	0	0	1	63	539	0	1	806	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	6	0	71	0	0	1	66	567	0	1	848	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1268	1551	426	1196	1553	284	852			567		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1268	1551	426	1196	1553	284	852			567		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	88	100	100	100	92			100		
cM capacity (veh/h)	117	103	577	116	103	713	783			1001		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	77	1	350	284	425	428						
Volume Left	6	0	66	0	1	0						
Volume Right	71	1	0	0	0	4						
cSH	441	713	783	1700	1001	1700						
Volume to Capacity	0.17	0.00	0.08	0.17	0.00	0.25						
Queue Length 95th (ft)	16	0	7	0	0	0						
Control Delay (s)	14.9	10.1	2.7	0.0	0.0	0.0						
Lane LOS	B	B	A		A							
Approach Delay (s)	14.9	10.1	1.5		0.0							
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			59.0%		ICU Level of Service					B		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: 32nd Ave S & Driveway A

06/11/2021

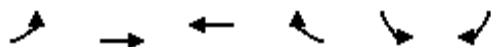


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Volume (veh/h)	23	74	39	19	12	15
Future Volume (Veh/h)	23	74	39	19	12	15
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	24	78	41	20	13	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	61				177	51
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	61				177	51
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	98
cM capacity (veh/h)	1542				800	1017
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	102	61	29			
Volume Left	24	0	13			
Volume Right	0	20	16			
cSH	1542	1700	907			
Volume to Capacity	0.02	0.04	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.8	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	1.8	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			21.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

4: 32nd Ave S & Driveway B

06/11/2021



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↘	
Traffic Volume (veh/h)	23	60	47	20	13	14
Future Volume (Veh/h)	23	60	47	20	13	14
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	24	63	49	21	14	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	70			170	60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70			170	60	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	98			98	99	
cM capacity (veh/h)	1531			807	1006	
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	87	70	29			
Volume Left	24	0	14			
Volume Right	0	21	15			
cSH	1531	1700	899			
Volume to Capacity	0.02	0.04	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	2.1	0.0	9.1			
Lane LOS	A		A			
Approach Delay (s)	2.1	0.0	9.1			
Approach LOS			A			
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			21.1%	ICU Level of Service	A	
Analysis Period (min)			15			

APPENDIX

FDOT GENERALIZED LEVEL OF SERVICE TABLES

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas¹

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	1,510	1,600	**	4	4,050	5,640	6,800	7,420	
4	Divided	*	3,420	3,580	**	6	5,960	8,310	10,220	11,150	
6	Divided	*	5,250	5,390	**	8	7,840	10,960	13,620	14,850	
8	Divided	*	7,090	7,210	**	10	9,800	13,510	17,040	18,580	
						12	11,600	16,350	20,930	23,200	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	660	1,330	1,410	4	4,130	5,640	7,070	7,690	
4	Divided	*	1,310	2,920	3,040	6	6,200	8,450	10,510	11,530	
6	Divided	*	2,090	4,500	4,590	8	8,270	11,270	13,960	15,380	
8	Divided	*	2,880	6,060	6,130	10	10,350	14,110	17,310	19,220	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 1,800 Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	1,050	1,620	2,180	2,930
2	Undivided	No	No	-20%		4	Divided	3,270	4,730	5,960	6,780
Multi	Undivided	Yes	No	-5%		6	Divided	4,910	7,090	8,950	10,180
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
-	-	-	Yes	+5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes	+5%		
BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						UNINTERRUPTED FLOW HIGHWAYS					
Lane Coverage	B	C	D	E		Lanes	Median	B	C	D	E
0-49%	*	260	680	1,770		2	Undivided	1,050	1,620	2,180	2,930
50-84%	190	600	1,770	>1,770		4	Divided	3,270	4,730	5,960	6,780
85-100%	830	1,700	>1,770	**		6	Divided	4,910	7,090	8,950	10,180
PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Uninterrupted Flow Highway Adjustments					
Sidewalk Coverage	B	C	D	E		Lanes	Median	Exclusive left lanes	Adjustment factors		
0-49%	*	*	250	850		2	Divided	Yes	+5%		
50-84%	*	150	780	1,420		Multi	Undivided	Yes	-5%		
85-100%	340	960	1,560	>1,770		Multi	Undivided	No	-25%		
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)						UNINTERRUPTED FLOW HIGHWAYS					
Sidewalk Coverage	B	C	D	E		Lanes	Median	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2		2	Undivided	1,050	1,620	2,180	2,930
85-100%	> 4	≥ 3	≥ 2	≥ 1		4	Divided	3,270	4,730	5,960	6,780
						6	Divided	4,910	7,090	8,950	10,180

¹Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

²Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

³Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
<https://www.fdot.gov/planning/systems/>

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways		Core Freeways		Highways		State Arterials		Class I	
	Class I	Class II	Bicycle	Pedestrian						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
LEVEL OF SERVICE THRESHOLDS										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.		
		%ffs	Density						ats	ats
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX
TURN LANE WARRANTS

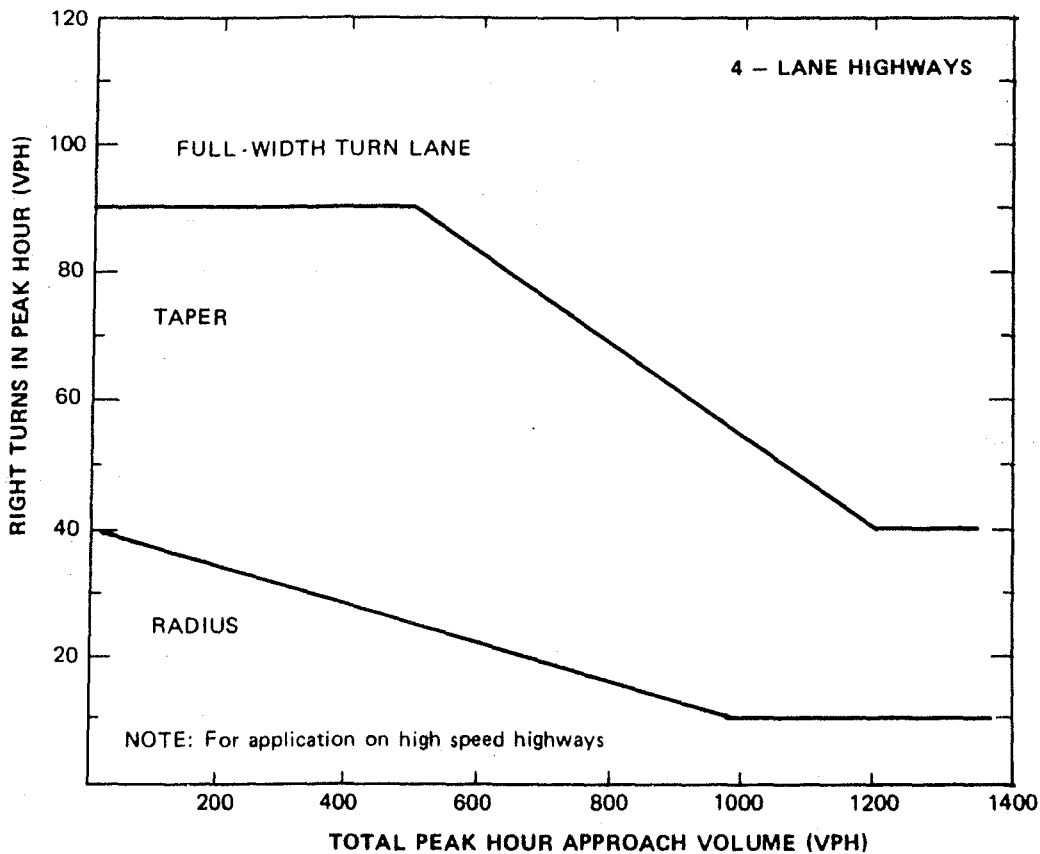
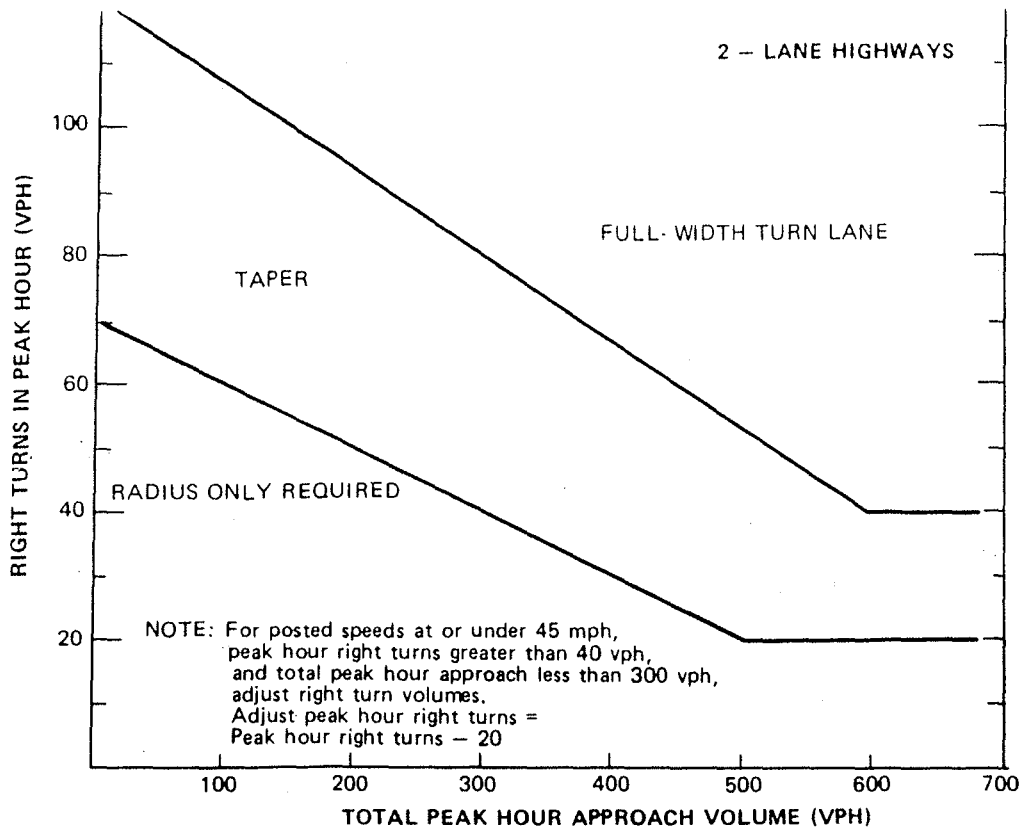


Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

2-lane roadway (English)

INPUT

Variable	Value
85 th percentile speed, mph:	25
Percent of left-turns in advancing volume (V_A), %:	24%
Advancing volume (V_A), veh/h:	97
Opposing volume (V_O), veh/h:	58

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	447
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:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

