

Staff Report to the St. Petersburg Community Planning & Preservation Commission Prepared by the Planning & Development Services Department, Development Review Services Division

For Public Hearing and Recommendation to City Council on **November 8, 2022**, beginning at 2:00 P.M., Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida

According to Planning and Development Services records, no commissioners have direct or indirect ownership interest in real property located within 1,000 linear feet of real property contained with the application (measured in a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

Development Agreement: Key Gandy, LLC

Second Amendment

This is a private-initiated amendment to an existing Development Agreement (DA) requesting that 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 second amendment to the DA for the property generally located south of State Road 600 (Gandy Boulevard) and east of San Fernando Boulevard NE.

APPLICANT INFORMATION

OWNERS:	Key Gandy, LLC 848 Brickell Avenue, Suite 1100 Miami, FL 33131
APPLICANT/AGENT:	Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A. Attention: S. Elise Batsel, Esq. and Kevin B. Reali, Esq 401 East Jackson Street, Suite 2100 Tampa, Florida 33602
CITY STAFF:	Corey Malyszka, Zoning Official Development Review Services Division One 4 th Street North St. Petersburg, Florida 33711 Corey.malyszka@stpete.org (727) 892-5453

SITE DESCRIPTION	
Street Address:	Generally South of Gandy Blvd., East of San Fernando Blvd. NE
Parcel ID No.:	17-30-17-28602-005-0050, 17-30-17-28602-005-0271(CCS-1), 17-30-17-28602-005-0270(CCS-1), 17-30-17-28602-005-0360 (CCS-1), 17-30-17-28602-005-0420 (NPUD)
Acreage:	Gandy Center 3.23 ac. Upland, Pirates Cove 4.81 ac. Upland, Riviera 25.95 ac. Upland
Zoning:	Corridor Commercial Suburban - 1 (CCS-1) and (NPUD-1) – Neighborhood Planned Unit Development
Future Land Use:	Residential Urban (RU) and Planned Redevelopment Mixed Use (PR-MU)
Countywide Plan Map:	Multimodal Corridor (MMC) and Residential Low Medium (RLM)
Existing Use:	Vacant
Surrounding Uses:	Commercial/Gandy Boulevard to the north; single family residential and unincorporated to the west; multi-family townhomes and Tampa Bay to the south, Tampa Bay to the east
Neighborhood Association:	Not located within a neighborhood association.

Background

A DA was approved in 2009 for three parcels combined known as Gandy Center, Pirates Cove and Riviera, consisting of approximately 34 acres of upland, generally located South of Gandy Boulevard and East of San Fernando Boulevard NE. The entire property is currently vacant, and the northern Gandy Center/Pirates Cove area was previously developed with 4300 sq. ft. of commercial space, 833 sq. ft. of office/marina with 55 wet slips and 64 mobile home units. The southern portion known as the Riviera Property was previously developed with 256 mobile home units, 57 wet slips and a clubhouse. The northern portion of the site was re-zoned to Corridor Commercial Suburban - 1 (CCS-1), which allows for commercial development as well as residential. The southern portion of the site was re-zoned to Neighborhood Planned Unit Development (NPUD) zoning district.

The original DA provided for 15 dwelling units per acre and 0.55 FAR for commercial uses and allowed the grandfathered density to be redeveloped under the City's Redevelopment of Grandfathered Uses procedures. The northern CCS-1 portion of the project was approved to include a 120-unit apartment complex, a commercial marina with 45 wet slips, 72,000 square feet of retail space, and 21,000 square feet. of restaurant space. The NPUD-1 portion to the south was approved for up to 256 residential units and 225 docks/wet slips through a Redevelopment site plan approval process.

On December 9, 2021, City Council approved the first amendment to DA. The purpose of the first amendment to the 2009 Development Agreement was to reflect a revised development program. The northern section previously known as the Gandy Center and Pirates Cove parcels continued to include an apartment complex with a maximum of 120 units. The 72,000 square feet of retail was replaced with a 37,800 square foot marina/boat storage building with 200 dry slips. The 21,000 square feet for three restaurants was reduced to one restaurant, up to 8,000 square feet.

The allowance of up to 45 wet slips was not modified. A requirement was included in the DA to assure that the project will be mixed use, requiring that the restaurant be finished prior to or concurrently with the first multi-family building on the Gandy Center Property/Pirates Cove Property.

The changes to the Riviera Property allowed more flexibility in the type of residential uses, eliminating specific approval of single-family and townhouses. The maximum of 256 units requiring approval of a Redevelopment plan was consistent with the original approval.

REQUEST

The applicant is requesting a second amendment to the Development Agreement to increase the allowable density in accordance with recent state legislation. In 2021, the state legislature passed SB64 which established Section 403.892, F.S. providing for a 25%-35% density bonus when developments provide graywater collection and reuse systems. In the 2022 legislative session under HB 965, 403.892 was amended to further clarify the requirements for multi-family projects, allowing a master graywater collection and reuse system for such projects. As per F.S. 381.0065(2)(f) "Graywater" means that part of domestic sewage that is not blackwater, including waste from the bath, lavatory, laundry, and sink, except kitchen sink waste. The graywater reuse technologies essentially send shower drains to a tank for filtering and storage. Water that is stored in the graywater system is then sent to toilets instead of using potable water. The graywater statue is a non-discretionary statue that authorizes up to a 35% density bonus for developments that are larger than 25 units with graywater systems installed covering 100% of the units within the development. A density bonus of 25% is authorized when the graywater systems are installed for at least 75% of the units within the development.

As shown in the following table, the applicant is proposing to increase the density by 25% for an additional 30-units in the CCS-1 portion of the site and 64-units in the NPUD-1 portion of the site. The applicant provided an updated transportation study which is attached to the report. The second amendment also includes a new expiration date and a revised conceptual site plan reflecting the increased units.

Unit Mix Table	First Amendmen	ıt	Second Amendment			
	Gandy Center/ Pirates Cove	Riviera	Gandy Center/ Pirates Cove	Riviera		
Residential Units		256		320		
Multi-family	120		150			
Townhouse						
Single-family						
Wet Slips	45	225	45	225		
Dry Slips	200	0	200	0		
Non-residential sq. ft.						
Retail						
Restaurant	8,000		8,000			
Marina	37,800		37,800			
Total Non-Residential	45,800		45,800			
Total Units	120	256	150	320		
Total Units combined	376		470			

Comprehensive Plan Consistency

The proposed second Amendment to the DA is consistent with the following policies set forth in the Comprehensive Plan:

- 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.
- 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.
- 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.

PUBLIC NOTICE and COMMENTS

A sign was placed on the property and mail notices were sent to affected neighbors within 300 feet of the subject property on October 24, 2022. Staff has not received any comments regarding the amendment.

PUBLIC HEARING PROCESS

The proposed ordinance associated with the amended DA requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC) to be held on November 8[,] 2022, and one (1) public hearing with City Council to be held on December 15, 2022, beginning at 5:01 PM.

SUMMARY

City staff recommends approval of the second amendment to the DA.

REPORT PREPARED BY:

s Corey Malyszka	10/28/2022
Corey Malyszka, AICP Zoning Official	DATE
Development Review Services Division	
Planning & Development Services Department	
REPORT APPROVED BY:	

10/28/2022

DATE

|s| Elizabeth Abernethy

Elizabeth Abernethy, AICP Director Planning & Development Services Department

Attachments: Aerial Map, Proposed Second Amendment with revised Concept Plan and Transportation Analysis, Project Narrative, SB64 and HB965 annotated

ATTACHMENT NO. 1 Aerial Map



SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

THIS SECOND AMENDMENT TO DEVELOPMENT AGREEMENT (the "<u>Second</u> <u>Amendment</u>") is made and entered into as of the Effective Date between **KEY GANDY, LLC**, a Florida limited liability company (the "<u>Developer</u>"), and **CITY OF ST. PETERSBURG**, **FLORIDA**, a Florida municipal corporation (the "<u>City</u>").

RECITALS

WHEREAS, Pirates Cove, LLC and Gandy Center, LLC (predecessor in interest to Gandy Harbour I, LLC, Gandy Harbor II, LLC and Gandy Harbor III, LLC) entered into that certain Development Agreement dated as of April 27, 2009, and recorded on May 4, 2009 in Official Records Book 16573, Page 980, of the Public Records of Pinellas County, Florida (the "Original Development Agreement"); and

WHEREAS, Gandy Harbour I, LLC, Gandy Harbor II, LLC and Gandy Harbor III, LLC (predecessor in interest to Developer) and the City entered into that certain First Amendment to Development Agreement effective as of January 6, 2022 and recorded on January 6, 2022 in Official Records Book 21881, Page 1957, of the Public Records of Pinellas County, Florida (the "First Amendment"); and

WHEREAS, the Original Development Agreement and the First Amendment shall hereinafter be referred to as the "DA"); and

WHEREAS, the Pirates Cove Comp Plan Amendment and Rezoning contemplated in the Original Development Agreement were approved, the Special Exception contemplated in Section 8.A. of the First Amendment was approved, and the Redevelopment plan contemplated in Section 8.C. of the First Amendment was approved; however, construction of the Project has not yet commenced; and

WHEREAS, Developer and the City have agreed to amend and modify certain terms and provisions contained in the First Amendment to acknowledge the Developer's election to utilize the graywater density bonus provisions set forth in Section 403.892, Florida Statutes (the "Graywater Statute"); and

WHEREAS, the Developer seeks to exercise rights pursuant to the Graywater Statute to implement a 25% density bonus over the Property, by committing to the installation of a graywater system serving at least 75% of the residential units permitted by this Second Amendment.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants contained herein and other good and valuable consideration, the receipt, adequacy, and sufficiency of which are hereby mutually acknowledged, the parties agree as follows:

1. **<u>Recitals</u>**. The above recitals are true and correct and are incorporated herein by this reference.

2. <u>Effective Date and Duration</u>. Section 2 of the First Amendment is hereby deleted in its entirety and replaced with the following:

Effective Date and Duration. The term of the Development Agreement shall be for fifteen (15) years from the Effective Date of the Second Amendment to the Development Agreement. The term of this Development Agreement may be extended as provided by law.

Maximum Density and Intensity of Proposed Uses.

3. <u>Project Site Plan</u>. Exhibit **B** of the DA is hereby deleted in its entirety and replaced with the Exhibit **B** titled Snug Harbor Concept Plan attached hereto and incorporated herein by reference.

4. <u>Permitted Development Uses and Building Intensities</u>. Section 4 of the First Amendment is hereby deleted in its entirety and replaced with the following:

- A. Gandy Center Property/Pirates Cove Property. The proposed project is a mixed use of commercial-restaurant-residential that includes: (i) restaurants and specialty retail, (ii) an apartment complex with a maximum of 120 units, (iii) a commercial marina (including a maximum of 45 wet slips and 200 dry slips), which would provide slips for public access and rental, and (iv) up to 30 additional graywater incentive residential units pursuant to compliance with the Graywater Statute. According to the Concept Plan and the Transportation Study provided by the applicant, the Gandy Center and Pirates Cove properties will be redeveloped with 8,000 sq. ft. of restaurant space; a maximum of 150 apartment units; and a 37,800 sq. ft. marina/boat storage with a maximum of 45 wet slips and 200 dry slips. A Certificate of Completion (CC) for the shell of the restaurant shall be obtained prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building on the Gandy Center Property/Pirates Cove Property. Nothing contained herein shall prevent the City from issuing no more than one Temporary Certificate of Occupancy (TCO) for not more than six (6) months for the first multi-family building.
- B. <u>Riviera Property</u>. The proposed project includes (i) a maximum of 256 residential dwelling units, and (ii) up to 64 additional graywater incentive residential units pursuant to compliance with the Graywater Statute, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property. According to the Conceptual Plan and Transportation Study provided by the applicant, the Riviera property will be redeveloped with a maximum of 320 residential units and a maximum of 225 wet slips.

5. <u>Deeds</u>. Exhibit C of the DA is hereby deleted in its entirety and replaced with the Exhibit C attached hereto and incorporated herein by reference.

6. <u>**Transportation Analysis.</u>** Exhibit **D** of the DA is hereby deleted in its entirety and replaced with Exhibit D attached hereto and incorporated herein by reference.</u>

7. **Obligations of the Developer**. Section 7 of the First Amendment is hereby amended to include a new Subsection H., which reads as follows:

H. The 94 additional graywater incentive residential units are permitted subject to the requirements of the Graywater Statute, to be demonstrated prior to issuance of the building permits for those units, including (i) the duty to submit a manufacturer's warranty or data providing (a) reasonable assurance that the residential graywater system will function as designed, and (b) an estimate of anticipated potable water savings for each system pursuant to Sec. (3)(c) of the Graywater Statute, and (ii) provide an operation and maintenance manual for the graywater system or the master graywater collection and reuse system for the entire project pursuant to Sec. (3)(e).

8. <u>Land Development Approvals/Permits Required</u>. Section 8 of the First Amendment is hereby deleted in its entirety and replaced with the following:

Land Development, Building and ROW Permits Required. The local development permits required provide no guarantee that they will be approved by the governing body. The approvals required for the development of the Project on the Project Site include but may not be limited to:

- A. Special exception for the CCS-1 (Corridor Commercial Suburban) zoned portion of the Project Site to allow the residential component of such portion to exceed 40% of the total FAR for such portion;
- B. City site and construction approvals;
- C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 320 residential dwelling units; and
- D. Plat or subdivision approvals, including infrastructure construction plan approval.

The Developer shall be entitled to construct the Project in phases, in accordance with a phasing plan. Open space shall be maintained for the Project as required by the City's Land Development Code; however, Developer shall be able to locate such open space areas throughout the Project Site and at locations to be determined and or amended by Developer during the site plan review process.

9. <u>**Termination**</u>. Section 11 of the First Amendment is hereby deleted in its entirety and replaced with the following:

The expiration of fifteen (15) years from the Effective Date of the Second Amendment to this Development Agreement.

10. **<u>Recording and Effective Date</u>**. Upon full execution by the parties and no later than fourteen (14) days after final approval of this Second Amendment by City Council, the Developer shall record this Second Amendment in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded Second Amendment to the City for forwarding Florida Department of Economic Opportunity. This Second Amendment shall become effective upon recordation (the "Effective Date").

11. **Deadline for Execution**. The Developer shall execute this Second Amendment prior to the date on which the City Council considers this Second Amendment for final approval. The City shall execute this Second Amendment no later than fourteen (14) days after final approval by City Council.

12. <u>**Counterparts, Facsimile</u>**. Facsimile or pdf copies of this Second Amendment and signatures shall be binding as originals. This Second Amendment may be executed in any number of counterparts, each of which shall be effective only upon delivery and thereafter shall be deemed an original, and all of which shall be taken to be one and the same instrument, with the same effect as if all parties hereto had signed the same signature page. Any signature page of this Second Amendment may be detached from any counterpart of this Second Amendment without impairing the legal effect of any signatures thereon and may be attached to another counterpart of this Second Amendment identical in form hereto but having attached to it one or more additional signature pages.</u>

13. <u>Conflict</u>. In the event of any direct conflict between the terms and provisions of this Second Amendment and the terms and provisions of the Development Agreement or the First Amendment, the terms and provisions of this Second Amendment shall control. To the extent that there shall be no such direct conflict, the Development Agreement shall remain in full force and effect and the parties hereto hereby ratify same. Developer and City have jointly negotiated and drafted this Second Amendment and it shall not be interpreted against either party as the drafter thereof. All rules of contract interpretation included in the Development Agreement are applicable to this Second Amendment.

14. <u>Capitalized Terms</u>. All capitalized terms not defined herein shall have the meanings given to them in the Development Agreement and First Amendment, as applicable.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

This Second Amendment has been executed by the Developer and the City as of the Effective Date.

Signed, sealed and delivered in the presence **DEVELOPER:** of:

WITNESSES:

KEY GANDY, LLC, a Florida limited liability company

Print Name:_____

KEY INT'L INVESTORS II LLC, a Florida limited liability company Its: Manager

Print Name:_____

By:	
Print Name:	
Title:	

STATE OF FLORIDA COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [] online notarization, this _____ day of _____, 2022, by ______, as ______ of KEY INT'L INVESTORS II LLC, a Florida limited liability company, the Manager of KEY GANDY, LLC, a Florida limited liability company, on behalf of said entities, who (check one):

□ is/are personally known to me, or

 \Box who has/have produced ______ as identification.

(Notary Seal)

Notary Public - (Signature

ATTEST:

CITY:

	CITY OF ST. PETERSBURG , a Florida municipal corporation
City Clerk	
Approved as to form and content by Office of the City Attorney	Print Name:
	Title:
City Attorney (Designee) 00651182.docx	
	(City Clerk Seal)
STATE OF FLORIDA COUNTY OF PINELLAS	
	edged before me by means of (check one) [X]
physical presence or [] online notarization, as,	on, this day of, 2022, by for the City of St.

Petersburg, a Florida municipal corporation, on behalf of said corporation, who (check one):

 \Box is/are personally known to me, or

□ who has/have produced ________as identification.

(Notary Seal)

Notary Public - (Signature

<u>EXHIBIT B</u>

Snug Harbor Conceptual Site Plan

[attached]

Exhibit B

EXHIBIT C

Conveyance Deed of the Pirate Cove Property, the Gandy Center Property and the Riviera Property

[attached]

[CLOSING TO OCCUR 09/08/2022]

<u>EXHIBIT D</u>

Traffic Analysis

[attached]

Exhibit D

TRANSPORTATION ANALYSIS

SNUG HARBOR

Prepared For

KEY INTERNATIONAL

Prepared By



LINCKS & ASSOCIATES, INC. Engineers – Planners Tampa, Florida

TRANSPORTATION ANALYSIS

SNUG HARBOR

Prepared For

KEY INTERNATIONAL

Prepared By

LINCKS & ASSOCIATES, INC. 5023 West Laurel Street Tampa, Florida 33607 813-289-0039 State of Florida Authorization No. EB0004638

> Revised August, 2022 June, 2021

Project No. 19046

P.E. lenny 555 Date



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INTRODUCTION

The purpose of this report is to provide a Transportation Analysis in conjunction with the development located south of Gandy Boulevard and east of Snug Harbor Road in the City of St. Petersburg, as shown in Figure 1.

The Developer proposes to modify the existing Development Agreement for the property to allow the following land uses:

- Townhomes 52 Dwelling Units
- Multi-Family 418 Dwelling Units
- High-Turnover Restaurant 8,000 Square Feet
- Marina 270 Slips

The access to serve the project shall be as follows:

- One right-in/right-out access to Gandy Boulevard
- Two (2) full access to San Fernando Boulevard
- One (1) exit only to Snug Harbor Road

ESTIMATED DAILY 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) <u>Trip Generation</u> <u>Manual</u>, 11th Edition, 2021 as its data base. Based on these trip rates, it is estimated the proposed land uses would generate/attract approximately 3,816 daily trip ends, as shown in Table 1.



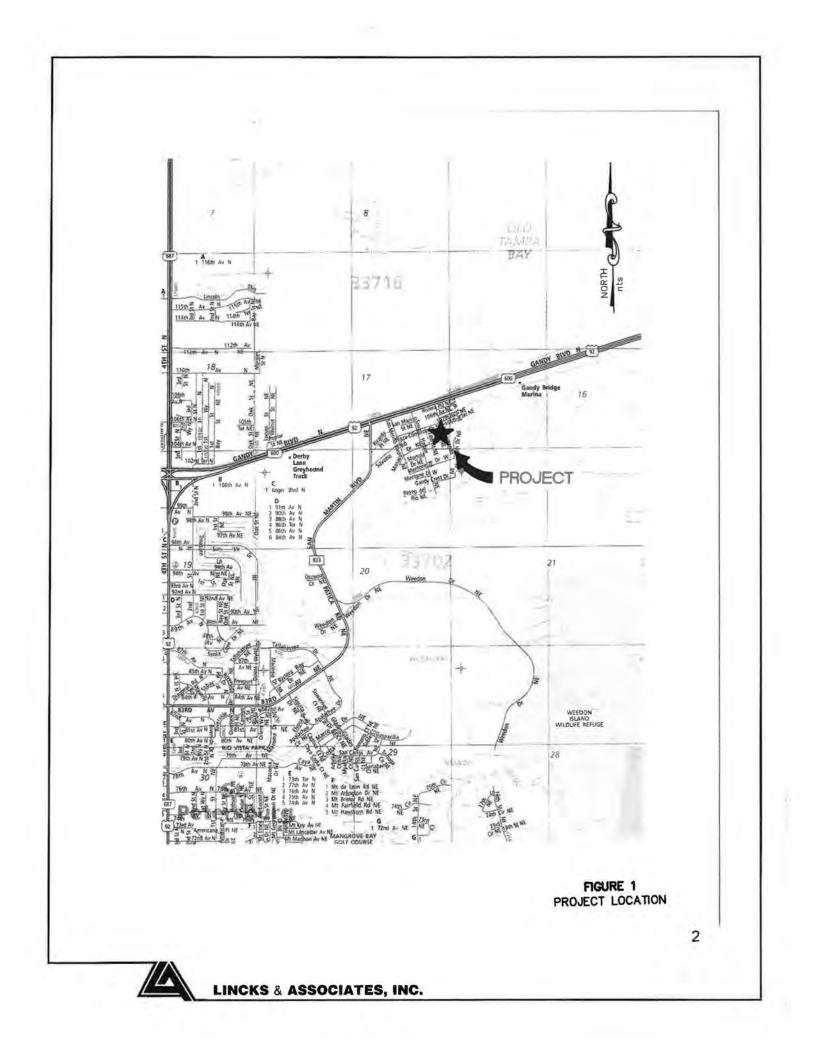


TABLE 1

ESTIMATED DAILY TRIP ENDS (1)

	ΠE		Daily	Passerby	New Daily
Land Use	LUC	Size	Trip Ends	Capture	External Trip Ends
Townhomes	220	52 DU's	409	0	409
Multi-Family	221	418 DU's	1,898	0	1,898
High Turnover Restaurant	932	8,000 SF	858	369	489
Marina	420	270 Slips	<u>651</u>	Q	<u>651</u>
		Total	3,816	369	3,447

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Passerby Trip Ends

High Turnover Restaurant (8,000 SF) - 43% 858 x 0.43 = 369

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Studies contained in the ITE <u>Trip Generation Handbook</u>, 11th Edition, indicate that a percentage of the restaurant trip ends already exist on the adjacent roadways – passerby capture. Therefore, the new daily trip ends generated/attracted to the proposed land uses are estimated to be 3,447 new daily trip ends.

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

Again, based on the ITE <u>Trip Generation Manual</u>, 11th Edition data, the proposed land uses would generate/attract approximately 307 trip ends during the AM peak hour with 97 inbound and 210 outbound, as shown in Table 2.

As stated previously, studies contained in the ITE <u>Trip Generation Handbook</u>, 11th Edition, indicate that a percentage of the restaurant trips already exist on the adjacent roadways – passerby capture. Therefore, the new AM peak hour trip ends generated/attracted to the proposed land uses would be approximately 274 trip ends with 79 inbound and 195 outbound.

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

Again, based on the ITE <u>Trip Generation Manual</u>, 11th Edition data, the proposed land uses would generate/attract approximately 335 trip ends during the PM peak hour with 204 inbound and 131 outbound, as shown in Table 3.

As stated previously, studies contained in the ITE <u>Trip Generation Handbook</u>, 11th Edition, indicate that a percentage of the restaurant trips already exist on the adjacent roadways

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TABLE 2

ESTIMATED AM PEAK HOUR TRIP ENDS (1)

ПЕ		AM Peak Hour Trip Ends			Passerby Capture			New AM Peak Hour Trip Ends			
Land Use	LUC	Size	In	Out	Total	ln	Out	Total	ln	Out	Total
Townhomes	220	52 DU's	9	30	39	0	0	0	9	30	39
Multi-Family	221	418 DU's	40	132	172	0	0	0	40	132	172
High Turnover Restaurant	932	8,000 SF	42	35	77	18	15	33	24	20	44
Marina	420	270 Slips	<u>6</u>	<u>13</u>	<u>19</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>6</u>	<u>13</u>	<u>19</u>
		Total	97	210	307	18	15	33	79	195	274

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Passerby Trip Ends

High Turnover Restaurant (8,000 SF) - 43% In: 42 x 0.43 = 18 Out: 35 x 0.43 = 15

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TABLE 3

ESTIMATED PM PEAK HOUR TRIP ENDS (1)

	ITE		PM Peak Hour Trip Ends			Passerby Capture			New PM Peak Hour Trip Ends		
Land Use	LUC	Size	ln	Out	Total	ln	Out	Total	In	Out	Total
Townhomes	220	52 DU's	27	16	43	0	0	0	27	16	43
Multi-Family	221	418 DU's	99	64	163	0	0	0	99	64	163
High Turnover Restaurant	932	8,000 SF	44	28	72	19	12	31	25	16	41
Marina	420	270 Slips	<u>34</u>	<u>23</u>	<u>57</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>34</u>	<u>23</u>	<u>57</u>
		Total	204	131	335	19	12	31	185	119	304

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

 Passerby Trip Ends High Turnover Restaurant (8,000 SF) - 43% In: 44 x 0.43 = 19 Out: 28 x 0.43 = 12

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– passerby capture. Therefore, the new PM peak hour trip ends generated/attracted to the proposed land uses would be approximately 304 trip ends with 185 inbound and 119 outbound.

PROJECT TRIP DISTRIBUTION

The distribution of project traffic was estimated based on the development and traffic patterns in the vicinity of the project.

Figure 2 illustrates the distribution of the AM peak hour project trip ends and Figure 3 illustrates the distribution of the PM peak hour project trip ends.

BUILDOUT YEAR

The project is anticipated to have a buildout of 2030.

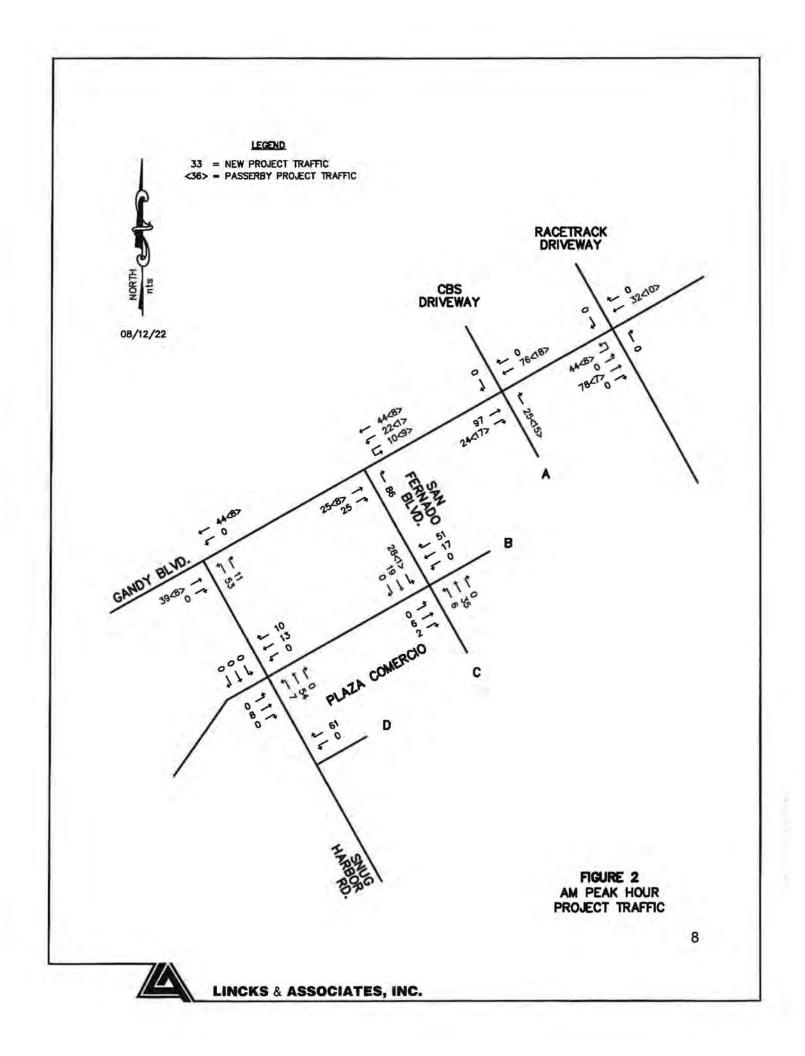
BACKGROUND TRAFFIC

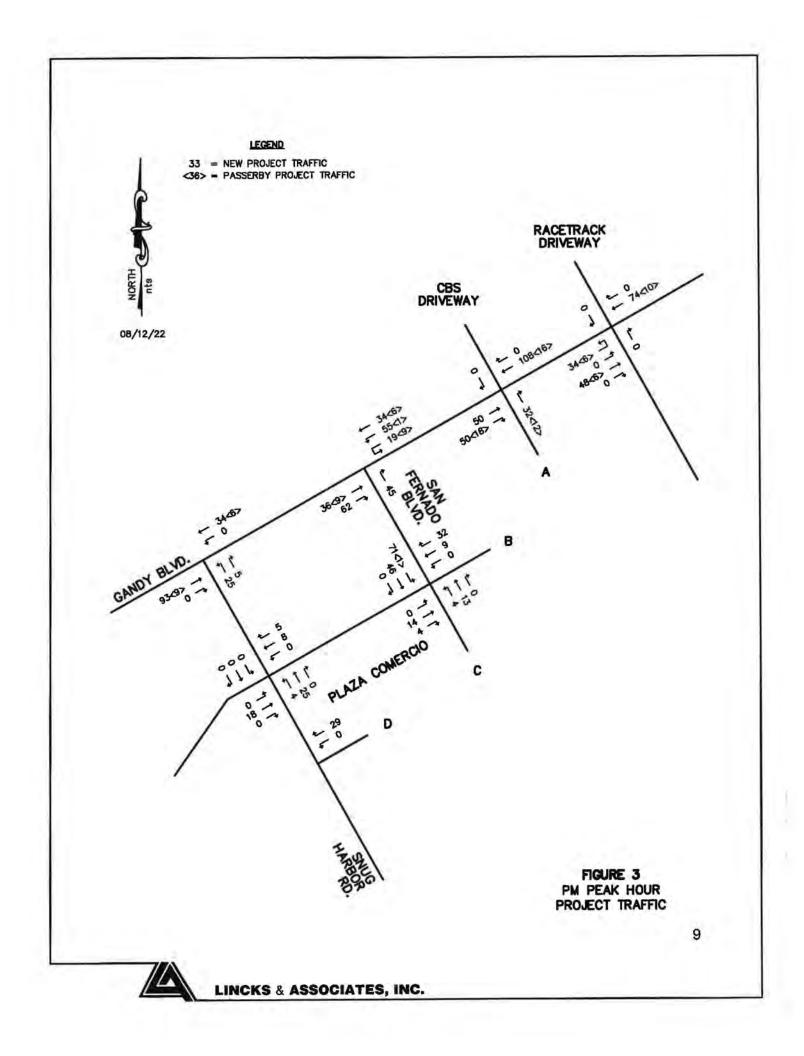
The background traffic utilized in this report was calculated as follows:

- AM and PM peak hour turning movement counts were conducted at the following intersections:
 - Gandy Boulevard and Snug Harbor Road
 - Gandy Boulevard and San Fernando Boulevard
 - Gandy Boulevard and Existing CBS Driveway
 - Gandy Boulevard and Existing RaceTrac Driveway

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 The existing counts were conducted during the peak season. Therefore, no adjustment was made.

Figure 4 illustrates the peak season traffic.

- The peak season traffic was redistributed based on the following proposed modifications to the median openings along Gandy Boulevard.
 - The existing full median opening at San Fernando Boulevard was modified to a directional median opening (left-in/right-in/right-out).
 - The existing full median opening at the CBS Driveway was closed.
 - The existing full median opening at RaceTrac driveway was modified to a directional median opening (left-in/right-in/right-out).

Figure 5 illustrates the redistributed peak season traffic.

 A growth rate of 1% per year was utilized to factor the peak season traffic to 2030. The growth rate was calculated based on the FDOT historical traffic counts. (See Appendix.

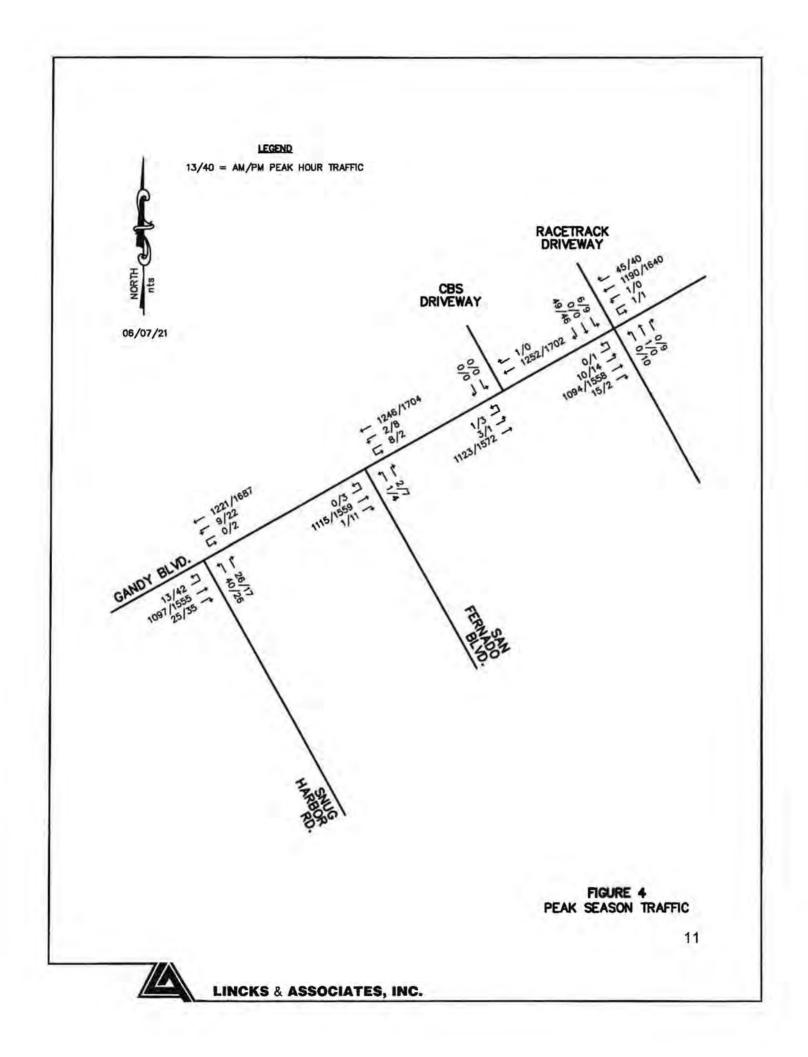
Figure 6 illustrates the 2030 background traffic. Figure 7 illustrates the AM peak hour 2030 background plus project traffic and Figure 8 illustrates the PM peak hour 2030 background plus project traffic.

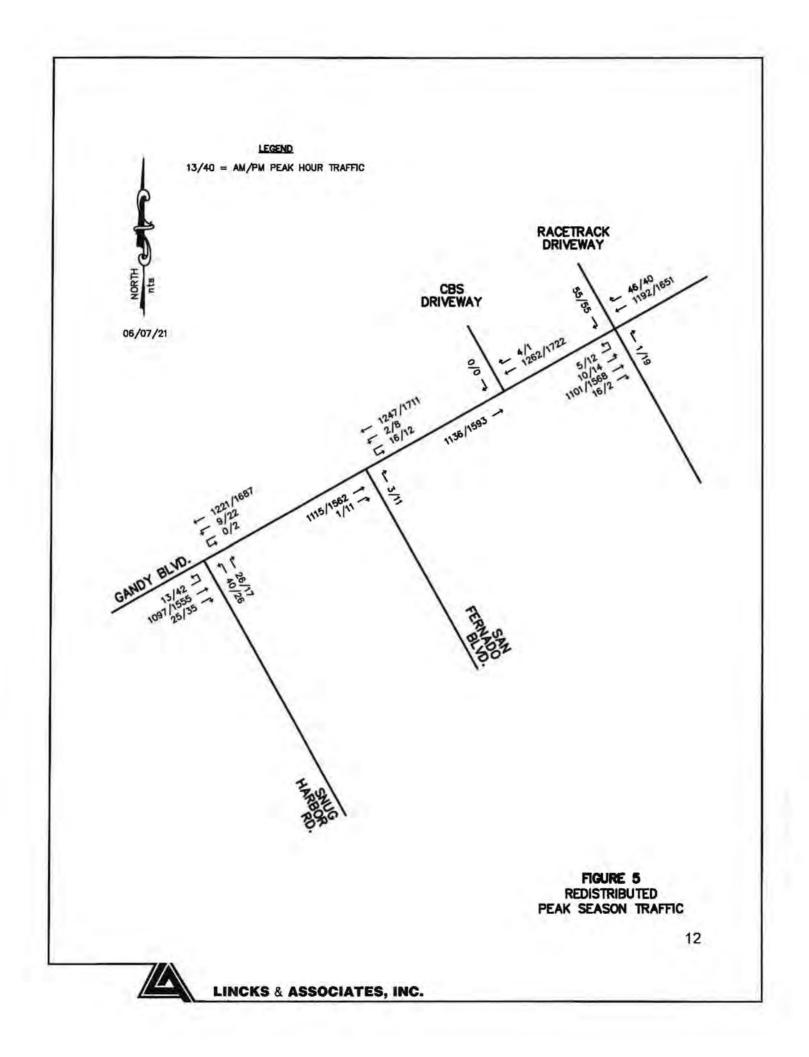
ADJACENT ROADWAYS

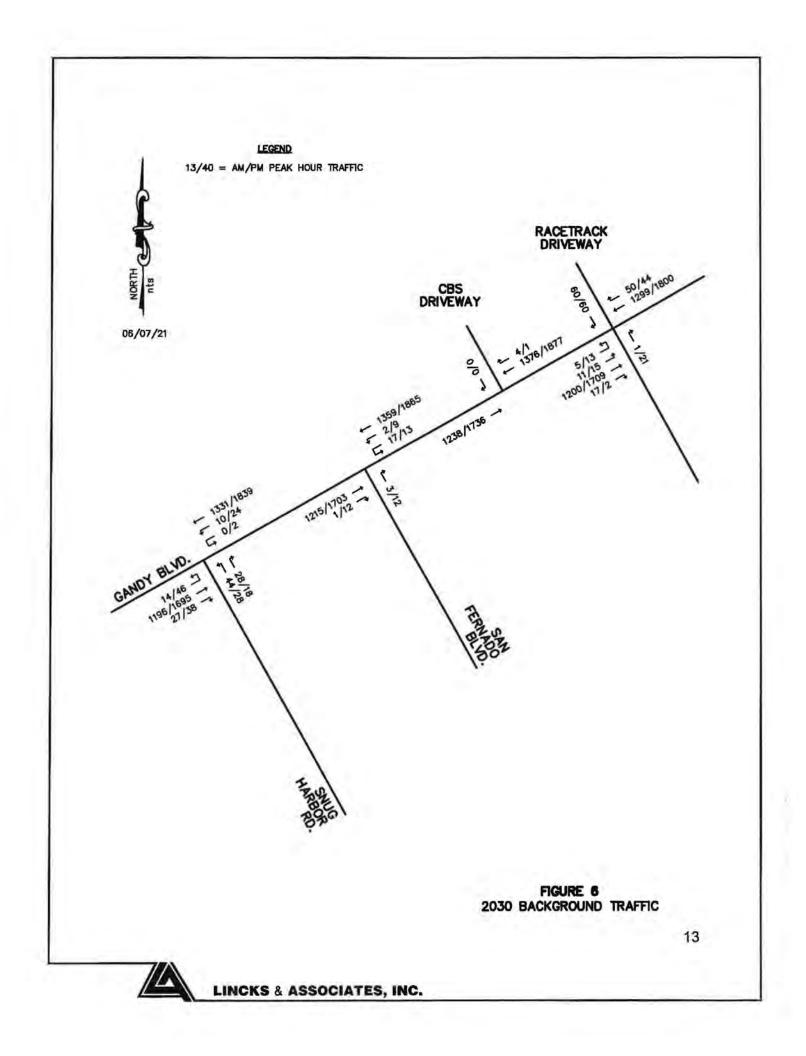
As stated previously, the project is located south of Gandy Boulevard and east of Snug

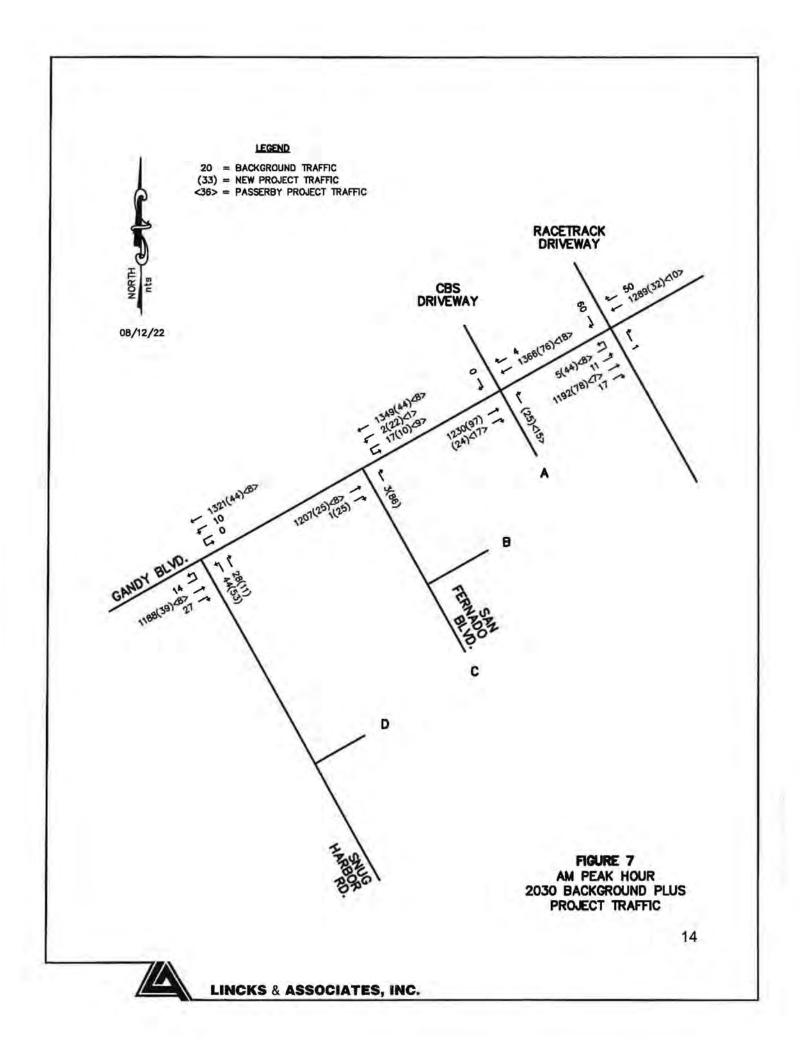
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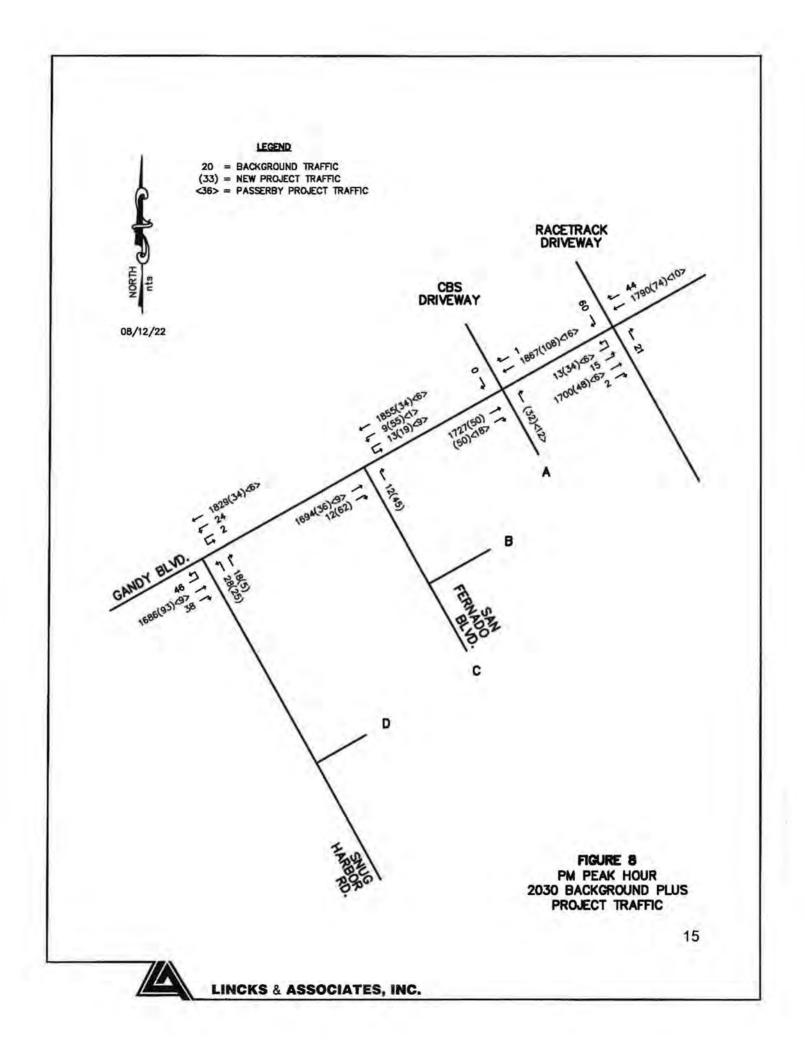
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Harbor Road. Gandy Boulevard is a four (4) lane divided roadway in the vicinity of the project. According to Pinellas County CIP and the FDOT work program there are no capacity adding improvements budgeted in the vicinity of the project.

INTERSECTION ANALYSIS

A capacity analysis was conducted for the AM and PM peak hours at the following intersections:

- Gandy Boulevard and Snug Harbor Road
- Gandy Boulevard and San Fernando Boulevard
- Gandy Boulevard and Project Access A
- Gandy Boulevard and RaceTrac Driveway

These calculations were performed utilizing the Highway Capacity Software (HCS) for the unsignalized intersections. Table 4 summarizes the results of the analysis for the above intersections and described in the following paragraphs:

Gandy Boulevard and Snug Harbor Road

Snug Harbor Road currently has a full unsignalized access to Gandy Boulevard. Based on unsignalized intersection analysis, all movements within the intersection should operate at a V/C ratio of less than 1.0 during AM and PM peak hours with 2030 background plus project traffic, as shown in Table 4.

Gandy Boulevard and San Fernando Boulevard

San Fernando Boulevard currently has full unsignalized access to Gandy Boulevard. As requested by FDOT, this median opening is proposed to be modified to left-in/right-in/



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TABLE 4

ESTIMATED INTERSECTION LEVEL OF SERVICE (V/C RATIO)

			AM Peak Hou	r	PM Peak Hour			
		2030 Back	ground Plus Pl	roject Traffic	2030 Bac	kground Plus P	roject Traffic	
Intersection	Direction	Left	Through	Right	Left	Through	Right	
Gandy Blvd and	EB	0.03			0.15			
Snug Harbor Road	WB	0.02		2 P	0.10		÷	
	NB	0.69		0.69	0.97		0.97	
Gandy Blvd and	WB	0.23			0.70	i de la la		
San Fernando Blvd	NB	-	1	0.13	1.6		0.16	
Gandy Blvd and	NB	6	4	0.10	-	1.2	0.16	
Access A	SB	Χ.		0.0			0.0	
Gandy Blvd and	EB	0.30			0.80			
RaceTrac Drwy	NB			0.0			0.08	
And a state of the	SB	6		0.16		1.2	0.24	

*Free Flow therefore no Level of Service reported.

right-out. Based on unsignalized intersection analysis, all movements within the intersection should operate at a V/C ratio of less than 1.0 during AM and PM peak hours with 2030 background plus project traffic, as shown in Table 4.

Gandy Boulevard and Project Access A

This project access is proposed to have right-in/right-out access to Gandy Boulevard. Unsignalized intersection analysis indicates that all movements at this intersection should operate at a V/C ratio of less than 1.0 during both the AM and PM peak hours with the 2030 background plus project traffic, as shown in Table 4.

Gandy Boulevard and RaceTrac Driveway

This intersection is currently unsignalized with full median opening on Gandy Boulevard. As requested by FDOT, the full median opening is proposed to be modified to left-in/right-in/right-out. Based on unsignalized intersection analysis, all movements within the intersection should operate at a V/C ratio of less than 1.0 during the AM and PM peak hours with the 2030 background plus project traffic, as shown in Table 4.

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. The methodology utilized to determine the need for a right turn lane was based on the FDOT Driveway Information Guide. The lengths of the turn lanes were determined based on the FDOT Design Manual. The results are shown in Table 5 and are described in the paragraphs below:



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Gandy Boulevard and San Fernando Boulevard

San Fernando Boulevard currently has full unsignalized access to Gandy Boulevard. As requested by FDOT, this intersection is proposed to be modified to left-in/right-in/right-out. Based on projected volumes, an eastbound right turn lane is warranted. Therefore it is recommended a 350 foot eastbound right turn be provided. The existing westbound left turn lane should be extended to 450 feet, as shown in Table 5.

Gandy Boulevard and Project Access A

This project access is proposed to have right-in/right-out access to Gandy Boulevard. Based on the projected volumes, an eastbound right turn lane is warranted. Due to existing driveways to the east and west of this project access, a 300 foot eastbound right turn lane is recommended, as shown in Table 5.

Gandy Boulevard and RaceTrac Driveway

This intersection is currently unsignalized with full median opening on Gandy Boulevard. As requested by FDOT, the full median opening is proposed to be modified to left-in/rightin/right-out. With the closure of the median opening serving the CBS driveway, it is recommended the eastbound left turn lane from the RaceTrac median opening be extended to the existing eastbound left turn lane serving the CBS driveway. This will provide an approximately 610 foot eastbound left turn lane. As shown in Table 5, this should be sufficient to accommodate the 2030 background plus project traffic.



TABLE 5

ACCESS RECOMMENDATIONS

Intersection	Movement	Volume (1)	Turn Lane Warranted? (2)	Queue Length (3)	Deceleration Length (4)	Total Length	Existing Length	Recommended Length
Gandy Blvd and	WBL	55/100	Existing	100'	350'	450'	335'	450'
San Fernado Blvd	EBR	20/68	Yes		350'	350'	-	350'
Gandy Blvd and Project Access A	EBR	42/70	Yes	4	350'	350'	*	300'
Gandy Blvd and RaceTrac Drwy	EBL	55/62	Existing	100'	350'	450'	250'	610'

(1) See Figures 7 and 8, Background Plus Project Traffic, of this report.

(2) Based on FDOT Driveway Information Guide.

(3) Estimated Queue Length:

Gandy Blvd and San Fernando Blvd

WBL: 100/30 x 25 = 83' Use 100'

Gandy Blvd and RaceTrac Drwy

EBL: 62/30 x 25 = 52' Use 100'

(4) Based on FDOT Exhibit 212-1 and design speed of 55 MPH on Gandy Blvd.

APPENDIX



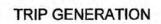
SITE PLAN





For: Key International ST_PETERSBURG, FLORIDA

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Print Preview

PERIOD SETTING

Analysis Name :	New Analysi	s						
Project Name :	Snug Harbor use	Revised	Land No:					
Date:	7/29/2022		City:					
State/Province:			Zip/Po	ostal Code:				
Country:			Client	Name:				
Analyst's Name:			Editio	n:	Trip Genera Ed	ation Mar	nual, 11th	
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday	Best Fit (LIN) T = 6.41 (X)+75.31	205 50%	204 50%	409	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	41B ⁽⁰⁾	Weekday	Average 4.54	949 50%	949 50%	1898	
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Fl. GFA	8	Weekday	Average 107.2	429 50%	429 50%	858	
420 - Marina (General Urban/Suburban)	Berths	270	Weekday	Average 2.41	326 ⁽¹⁾ 50%	325 ⁽¹⁾ 50%	651(1)	
101 to discharge sizes in the	Children .							

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0%	205	0 %	204
221 - Multifamlly Housing (Mid-Rise)	0 %	949	0 %	949
932 - High-Turnover (Sit-Down) Restaurant	0 %	429	0 %	429
420 - Marina	0%	326	0 %	325
420 - Mainia	0 /8	020	0 /0	020

INTERNAL TRIPS

Balanced:

0

220 -	Multifam	ily Housing (Low-	Rise)		
Exit	204	Demand Exit:	0%	(0)	

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) Entry 949

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Entry	205	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	949
220 -	Multifam	lly Housing (Low-	Rise)			932 - High-Turi	nover	(Sit-Do	wn) Restaur	ant
Exit	204	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	429
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	429
220 -	Multifam	lly Housing (Low-	Rise)						420 - Mari	ina
Exit	204	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	326
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	325
221 - 1	Multifam	ily Housing (Mid-R	lise)			932 - High-Turr	over	(Sit-Do	wn) Restaur	ant
Exit	949	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	429
Entry	949	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	429
221 - 1	Multifami	ily Housing (Mid-R	lise)						420 - Mari	ina
Exit	949	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	326
Entry	949	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	325
932 - 1	ligh-Turr	nover (Sit-Down) F	Restau	irant					420 - Mari	ina
Exit	429	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	326
Entry	429	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	325

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220 - Multifamily Housing (Low-Rise)

		Internal Trips				
	Total Trips	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips
Entry	205 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	205 (100%)
Exit	204 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	204 (100%)
Total	409 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	409 (100%)

221 - Multifamily Housing (Mid-Rise)

		Internal Trips				
	Total Trips	220 - Multifamily Housing (Low- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Tota!	External Trips
Entry	949 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	949 (100%)
Exit	949 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	949 (100%)
Total	1898 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1898 (100%)

932 - High-Turnover (Sit-Down) Restaurant Total Trips Internal Trips

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External Trips

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		220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	420 - Marina	Total	
Entry	429 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	429 (100%)
Exit	429 (100%)	D (0%)	0 (0%)	0 (0%)	0 (0%)	429 (100%)
Total	858 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	858 (100%)

420 - Marina

		Internal Trips	Internal Trips					
	Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	Total	External Trips		
Entry	326 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	326 (100%)		
Exit	325 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	325 (100%)		
Total	651 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	651 (100%)		

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	409	0	0	409
221 - Multifamily Housing (Mid-Rise)	1898	0	0	1898
932 - High-Tumover (Sit-Down) Restaurant	858	0	0	858
420 - Marina	651	0	0	651

ITE DEVIATION DETAILS

Weekday	
Landuse	No deviations from ITE.
Methods	No deviations from ITE.
External Trips	220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.
	221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.
	932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.
	420 - Marina (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	1909
Total Exiting	1907
Total Entering Reduction	0
Total Exiting Reduction	O
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	1909
Total Exiting Non-Pass-by Trips	1907

Print Preview

PERIOD SETTING

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2	Cibe				
	City:				
	Zip/Post	al Code:			
	Client N	ame:			
	Edition:		Trip Genera Ed	ation Ma	nual, 11th
Size	Time Period	Method	Entry	Exit	Total
52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.31 (X)+22.85	9 23%	30 77%	39
418			40 23%	132 77%	172
SFA 8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 9.57	42 55%	35 45%	77
270 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.07	6 ⁽¹⁾ 32%	13 ⁽¹⁾ 68%	19 ⁽¹⁾
	Size 52 418	Client Na Edition: Size Time Period 52 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. 418 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. SFA 8 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Zip/Postal Code: Client Name: Edition: Size Time Period Method 52 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Best Fit (LIN) T = 0.31 (X)+22.85 418 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Best Fit (LIN) T = 0.44 (X)+-11.61 SFA 8 Weekday, Peak Hour of Adjacent 9.57 Average 9.57 SFA 8 Weekday, Peak Hour of Adjacent 9.57 Average 9.57 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent 9.07 Average 0.07 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent 9.07 Average 0.07	Zip/Postal Code: Client Name: Edition: Size Time Period Method Entry 52 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Best Fit (LIN) T = 0.31 (X)+22.85 9 23% 418 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Best Fit (LIN) T = 0.44 (X)+-11.61 40 23% SFA 8 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Average 9.57 42 55% SFA 8 Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Average 0.07 42 55% 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Average 0.07 6 ⁽¹⁾ 32%	Zip/Postal Code: Client Name: Edition: Size Time Period Method Entry Exit 52 Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. Best Fit (LIN) 9 30 418 Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Best Fit (LIN) 40 132 57A 8 Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Average 9.57 42 35 5FA 8 Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Average 9.57 45% 45% 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent Between 7 and 9 a.m. Average 0.07 6 ⁽¹⁾ 32% 13 ⁽¹⁾ 68%

(0) indicates size out of range.(1) indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	9	0 %	30
221 - Multifamily Housing (Mid-Rise)	0%	40	0 %	132
932 - High-Turnover (Sit-Down) Restaurant	0 %	42	0 %	35
420 - Marina	0 %	6	0%	13

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INTERNAL TRIPS

220 -	Multifamil	y Housing (Low-	Rise)			221 - ML	ltifan	nily Housing) (Mid-Ri	se)
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	40
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	132
220 -	Multifamil	y Housing (Low-	Rise)			932 - High-Turi	nover	(Sit-Down)	Restaura	ant
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	42
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	35
220 -	Multifamil	y Housing (Low-	Rise)					4	20 - Mari	na
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	13
221 -	Multifamil	y Housing (Mid-	Rise)			932 - High-Turi	nover	(Sit-Down)	Restaur	ant
Exit	132	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	42
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	35
221 -	Multifamil	y Housing (Mid-f	Rise)					4	20 - Mari	na
Exit	132	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	13
932 -	High-Turn	over (Sit-Down)	Resta	urant				4	20 - Mari	na
Exit	35	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	42	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	13
-	14. JAL		Dian							

220 - Multifamily Housing (Low-Rise)

		Internal Trips				
	Total Trips	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips
Entry	9 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	9 (100%)
Exit	30 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	30 (100%)
Total	39 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	39 (100%)

221 - Multifamily Housing (Mid-Rise)

	Internal Trips				
Total Trips	220 - Multifamily Housing (Low- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips

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Entry	40 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	40 (100%)
Exit	132 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	132 (100%)
Total	172 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	172 (100%)

932 - High-Turnover (Sit-Down) Restaurant

		Internal Trips				- 10 · · · · · · · · ·
	Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	420 - Marina	Total	External Trips
Entry	42 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	42 (100%)
Exit	35 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	35 (100%)
Total	77 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	77 (100%)
					-	

420 - Marina

	Internal Trips				
Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamlly Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	Total	External Trips
6 (100%)	0 (0%)	D (0%)	0 (0%)	0 (0%)	6 (100%)
13 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	13 (100%)
19 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	19 (100%)
	6 (100%) 13 (100%)	Total Trips 220 - Multifamily Housing (Low- Rise) 6 (100%) 0 (0%) 13 (100%) 0 (0%)	Total Trips 220 - Multifamily Housing (Low- Rise) 221 - Multifamily Housing (Mid- Rise) 6 (100%) 0 (0%) 0 (0%) 13 (100%) 0 (0%) 0 (0%)	Total Trips 220 - Multifamily Housing (Low- Rise) 221 - Multifamily Housing (Mid- Rise) 932 - High- Turnover (Sit- Down) Restaurant 6 (100%) 0 (0%) 0 (0%) 0 (0%) 13 (100%) 0 (0%) 0 (0%) 0 (0%)	Total Trips 220 - Multifamily Housing (Low- Rise) 221 - Multifamily Housing (Mid- Rise) 932 - High- Turnover (Sit- Down) Restaurant Total 6 (100%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 13 (100%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	39	0	0	39
221 - Multifamily Housing (Mid-Rise)	172	0	0	172
932 - High-Turnover (Sit-Down) Restaurant	77	0	0	77
420 - Marina	19	0	0	19

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.

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

External Trips 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

> 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

932 - High-Tumover (Sit-Down) Restaurant (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

420 - Marina (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case

SUMMARY

Total Entering	97
Total Exiting	210
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	O
Total Entering Non-Pass-by Trips	97
Total Exiting Non-Pass-by Trips	210

Print Preview

PERIOD SETTING

Analysis Name :	New Analysi	S					
Project Name :	Snug Harbor use	-Revised	Land No:				
Date:	7/29/2022		City:				
State/Province:			Zip/Posta	al Code:			
Country:			Client Na	ame:			
Analyst's Name:			Edition:		Trip Gener Ed	ation Ma	nual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.43 (X)+20.55	27 63%	16 37%	43
221 - Multifamily Housing (Mld-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	99 61%	64 39%	163
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 9.05	44 61%	28 39%	72
420 - Marina (General Urban/Suburban)	Berths	270 ⁽⁰⁾	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.21	34 ⁽¹⁾ 60%	23 ⁽¹⁾ 40%	57 ⁽¹⁾
	Project Name : Date: State/Province: Country: Analyst's Name: Land Use 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) 221 - Multifamily Housing (MId-Rise) - Not Close to Rail Transit (General Urban/Suburban) 932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	Project Name :Snug Harbor useDate:7/29/2022State/Province:7/29/2022Country:Analyst's Name:Land UseIndependent Variable220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)Independent variable221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)1000 Sq. Ft. GFA420 - Marina (General Urban/Suburban)Berths	Project Name :Snug Harbor-Revised useDate :7/29/2022State/Province :7/29/2022Country:Analyst's Name :Land UseIndependent Variable220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)Size221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units52932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)1000 Sq. Ft. GFA8420 - Marina (GeneralBerths270 ⁽⁰⁾	Project Name :Snug Harbor-Revised Land useNo :Date:7/29/2022City:State/Province:Zip/PostaCountry:Cilent NaAnalyst's Name:Edition:Land UseIndependent VariableSize220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)Dwelling Units332 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)1000 Sq. Ft. GFA8932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)Berths270 ⁽⁰⁾ 420 - Marina (General Urban/Suburban)Berths270 ⁽⁰⁾ 420 - Marina (General Urban/Suburban)Berths270 ⁽⁰⁾ 420 - Marina (General Urban/Suburban)Berths270 ⁽⁰⁾	Project Name : Snug Harbor-Revised Land use No : Date : 7/29/2022 City: State/Province: Zjp/Postal Code: Country: Client Name: Analyst's Name: Edition: Land Use Independent Variable Size Time Period Method 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 52 Weekday, Peak Best Fit (LIN) Hour of Adjacent Dwelling Units Between 4 and 6 p.m. 221 - Multifamily Housing (MId-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 418 Weekday, Peak Best Fit (LIN) Hour of Adjacent Dwelling Units 418 Weekday, Peak Street Traffic, Orne Hour Between 4 and 6 p.m. Best Fit (LIN) 932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) 1000 Sq. Ft. GFA 8 Weekday, Peak Hour of Adjacent Average Hour of Adjacent 9.05 Street Traffic, One Hour Between 4 and 6 420 - Marina (General Urban/Suburban) Berths 270 ⁽⁰⁾ Weekday, Peak Average Hour of Adjacent 0.21 Street Traffic, One Hour Between 4 and 6	Project Name : Snug Harbor-Revised Land use No : Date: 7/29/2022 City: State/Province: Zjp/Postal Code: Country: Analyst's Name: Cilent Name: Analyst's Name: Size Time Period Method Entry Land Use Independent Variable Size Time Period Method Entry 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 418 Weekday, Peak Best Fit (LIN) Between 4 and 6 p.m. 99 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 418 Weekday, Peak Best Fit (LIN) Between 4 and 6 p.m. 99 932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) Dwelling Units 418 Weekday, Peak Average 44 932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) Beths 270(0) Weekday, Peak Average 444 940 or f Adjacent Between 4 and 6 p.m. 9.05 61% 61% Street Traffic, One Hour Between 4 and 6 9.05 61% 942 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) Berths 270(0) Weekday, Peak Average Average Add Bor.	Project Name : Snug Harbor-Revised Land use No : Date : 7/29/2022 City: State/Province: Zjp/Postal Code: Country: Client Name: Analyst's Name: Image Participation Mage Land Use Independent Variable Size Time Period Method Entry Exit 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 52 Weekday, Peak Hour of Adjacent p.m. Best Fit (LIN) 27 16 33% 16 37% 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) Dwelling Units 418 Weekday, Peak Hour of Adjacent p.m. Best Fit (LIN) Te 0.39 (X)+0.34 99 64 64 39% 932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) 1000 Sq. Ft. GFA 8 Weekday, Peak Hour of Adjacent p.m. Average 9.05 44 28 61% 39% 420 - Marina (General Urban/Suburban) Berths 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent p.m. Average 9.05 44/ 80% 28 9.05 61% 39% 420 - Marina (General Urban/Suburban) Berths 270 ⁽⁰⁾ Weekday, Peak Hour of Adjacent p.m. Average 9.05 34 ⁽¹⁾ <th< td=""></th<>

(0) indicates size out of range.(1) Indicates small sample size, use carefully.

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	27	0 %	16
221 - Multifamily Housing (MId-Rise)	0 %	99	0%	64
932 - High-Turnover (Sit-Down) Restaurant	0 %	44	0 %	28
420 - Marina	0%	34	0%	23

Print Preview

INTERNAL TRIPS

220 - 1	Multifam	The Harden and Solar	D/ I							
_	wurunan	nily Housing (Low-	KISE)			221 - Mu	lufan	illy Hou	using (Mid-Ri	se)
Exit	16	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	99
Entry	27	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	64
220 - 1	Multifan	nily Housing (Low-	Rise)			932 - High-Turr	over	(Sit-Do	wn) Restaura	ant
Exit	16	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	44
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	28
220 - 1	Multifan	nily Housing (Low-	Rise)						420 - Mari	na
Exit	16	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	34
Entry	27	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	23
221 - 1	Multifam	nily Housing (Mid-F	lise)			932 - High-Turr	lover	(Sit-Do	wn) Restaura	ant
Exit	64	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	44
Entry	99	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	28
221 - 1	Multifam	nily Housing (Mid-F	tise)						420 - Mari	na
Exit	64	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	34
Entry	99	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	23
932 - 1	ligh-Tur	mover (Sit-Down) I	Restau	urant					420 - Mari	na
Exit	28	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	34
Entry	44	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	23
	220 - 1 Exit Entry 220 - 1 Exit Entry 221 - 1 Exit Entry 221 - 1 Exit Entry 932 - 1 Exit	Exit 16 Entry 27 220 - Multifan Exit 16 Entry 27 221 - Multifan Exit 64 Entry 99 221 - Multifan Exit 64 Entry 99	220 - Multifamily Housing (Low-Exit16Demand Exit:Entry27Demand Entry:220 - Multifamily Housing (Low-Exit16Demand Exit:Entry27Demand Exit:Entry27Demand Exit:Entry27Demand Exit:Entry99Demand Exit:Entry99Demand Exit:Exit64Demand Exit:Entry99Demand Exit:Exit64Demand Exit:Entry99Demand Exit:Entry99Demand Exit:Entry99Demand Exit:Entry28Demand Exit:	220 - Multifamily Housing (Low-Rise)Exit16Demand Exit:0 %Entry27Demand Entry:0 %220 - Multifamily Housing (Low-Rise)Exit16Demand Exit:0 %Entry27Demand Exit:0 %Entry27Demand Entry:0 %221 - Multifamily Housing (Mid-Rise)Exit64Demand Exit:0 %Entry99Demand Entry:0 %Exit64Demand Exit:0 %Exit64Demand Entry:0 %Exit64Demand Exit:0 %Exit64Demand Exit:0 %Satit64Demand Exit:0 %Exit64Demand Exit:0 %Exit64Demand Exit:0 %Exit64Demand Exit:0 %Exit64Demand Exit:0 %Exit28Demand Exit:0 %	220 - Multifamily Housing (Low-Rise)Exit16Demand Exit:0%(0)Entry27Demand Entry:0%(0)20 - Multifamily Housing (Low-Rise)Exit16Demand Exit:0%(0)Entry27Demand Entry:0%(0)Entry27Demand Entry:0%(0)Entry27Demand Entry:0%(0)Entry99Demand Exit:0%(0)Entry99Demand Entry:0%(0)Entry99Demand Entry:0%(0)Entry99Demand Entry:0%(0)Entry99Demand Entry:0%(0)Sati64Demand Exit:0%(0)Entry99Demand Entry:0%(0)Exit28Demand Entry:0%(0)	Entry 27Demand Entry: 0 % (0)Balanced: 0220 - Multifamily Housing (Low-Rise)Exit 16Demand Exit: 0 % (0)Balanced: 0Exit 16Demand Entry: 0 % (0)Balanced: 00Entry 27Demand Entry: 0 % (0)Balanced: 0220 - Multifamily Housing (Low-Rise)Exit 16Demand Exit: 0 % (0)Balanced: 0Exit 16Demand Exit: 0 % (0)Balanced: 00Entry 27Demand Entry: 0 % (0)Balanced: 0221 - Multifamily Housing (Mid-Rise)Exit 64Demand Exit: 0 % (0)Balanced: 0Exit 64Demand Exit: 0 % (0)Balanced: 00221 - Multifamily Housing (Mid-Rise)Exit 64Demand Exit: 0 % (0)Balanced: 0Exit 64Demand Exit: 0 % (0)Balanced: 00S21 - Multifamily Housing (Mid-Rise)Exit 64Demand Exit: 0 % (0)Balanced: 0S21 - Multifamily Housing (Mid-Rise)Exit 28Demand Exit: 0 % (0)Balanced: 0S21 - Multifamily Housing (Mid-Rise)Exit 64Demand Exit: 0 % (0)Balanced: 0S32 - High-Turnover (Sit-Down) RestaurantExit 28Demand Exit: 0 % (0)Balanced: 0S32 - High-Turnover (Sit-Down) RestaurantBalanced: 0Balanced: 0S44Demand Exit: 0 % (0)Balanced: 0Balanced: 0	Entry 27 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 220 - Multifamily Housing (Low-Rise) 932 - High-Turn Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: Entry 27 Demand Entry: 0 % (0) Balanced: 0 Demand Entry: 220 - Multifamily Housing (Low-Rise) Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Exit: 220 - Multifamily Housing (Low-Rise) Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 220 - Multifamily Housing (Mid-Rise) Eatry 27 Demand Exit: 0 % (0) Balanced: 0 Demand Exit: 221 - Multifamily Housing (Mid-Rise) 932 - High-Turn 0 Demand Exit: 0 Entry 99 Demand Exit: 0 % (0) Balanced: 0 Demand Exit: 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Exit: 0 % (0) 0 Demand Entry: 232 - High-Turnover (Sit-Down) Resta	Entry 27 Demand Entry: 0 % (0) Belanced: 0 Demand Exit: 0 % 220 - Multifamily Housing (Low-Rise) S32 - High-Turnover Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % 220 - Multifamily Housing (Low-Rise) Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % 21 - Multifamily Housing (Mid-Rise) 932 - High-Turnover Balanced: Demand Entry: 0 % Exit 64 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Entry: 0 % (0) Balanced: 0 Demand Entry: 0 %	Entry 27 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) 220 - Multifamily Housing (Low-Rise) 932 - High-Turnover (Sit-Do 0 Demand Entry: 0 % (0) Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) Entry 27 Demand Entry: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) 220 - Multifamily Housing (Low-Rise) Exit 16 Demand Exit: 0 % (0) Balanced: 0 Demand Exit: 0 % (0) 221 - Multifamily Housing (Mid-Rise) 932 - High-Turnover (Sit-Do 0 Demand Entry: 0 % (0) Exit 64 Demand Entry: 0 % (0) Balanced: 0 Demand Entry: 0 % (0) 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Entry: 0 % (0) 0 Demand Entry: 0 % (0) 221 - Multifamily Housing (Mid-Rise) Exit 64 Demand Entry: <td< td=""><td>Entry 27 Demand Entry: 0 % (0) Belanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 932 - High-Turmover (Sit-Down) Restaurance Balanced: 0 Demand Entry: 0 % (0) Entry Exit 16 Demand Exit: 0 % (0) 0 Balanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 420 * Mari Balanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 420 * Mari 0 0 Demand Exit: 0 % (0) Exit 221 - Multifamily Housing (Mid-Rise) 0 0 Demand Exit: 0 % (0) Exit 221 - Multifamily Housing (Mid-Rise) 932 - High-Turmover (Sit-Down) Restaurant 0 0 Exit 221 - Multifamily Housing (Mid-Rise) 932 - High-Turmover (Sit-Down) Restaurant 0 0 0 Exit 221 - Multifamily Housing (Mid-Rise) 1 0 0 Demand Exit: 0 % 0</td></td<>	Entry 27 Demand Entry: 0 % (0) Belanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 932 - High-Turmover (Sit-Down) Restaurance Balanced: 0 Demand Entry: 0 % (0) Entry Exit 16 Demand Exit: 0 % (0) 0 Balanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 420 * Mari Balanced: 0 Demand Exit: 0 % (0) Exit 220 - Multifamily Housing (Low-Rise) 420 * Mari 0 0 Demand Exit: 0 % (0) Exit 221 - Multifamily Housing (Mid-Rise) 0 0 Demand Exit: 0 % (0) Exit 221 - Multifamily Housing (Mid-Rise) 932 - High-Turmover (Sit-Down) Restaurant 0 0 Exit 221 - Multifamily Housing (Mid-Rise) 932 - High-Turmover (Sit-Down) Restaurant 0 0 0 Exit 221 - Multifamily Housing (Mid-Rise) 1 0 0 Demand Exit: 0 % 0

220 - Multifamily Housing (Low-Rise)

	Total Trips 27 (100%)	Internal Trips				
Entry Exit Total	Total Trips	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips
Entry	27 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	27 (100%)
Exit	16 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	16 (100%)
Total	43 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	43 (100%)

221 - Multifamily Housing (Mid-Rise)

1	Internal Trips				
Total Trips	220 - Multifamily Housing (Low- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips

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Entry	99 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	99 (100%)
Exit	64 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	64 (100%)
Total	163 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	163 (100%)

932 - High-Turnover (Sit-Down) Restaurant

	Total Trips	Internal Trips	and the second			
	Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	420 - Marina	Total	External Trips
Entry	44 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	44 (100%)
Exit	28 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)
Total	72 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	72 (100%)

420 - Marina

	Internal Trips				
Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	Total	External Trips
34 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	34 (100%)
23 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	23 (100%)
57 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	57 (100%)
	34 (100%) 23 (100%)	Total Trips 220 - Multifamily Housing (Low- Rise) 34 (100%) 0 (0%) 23 (100%) 0 (0%)	Total Trips 220 - Multifamily Housing (Low- Rise) 221 - Multifamily Housing (Mid- Rise) 34 (100%) 0 (0%) 0 (0%) 23 (100%) 0 (0%) 0 (0%)	Total Trips220 - Multifamily Housing (Low- Rise)221 - Multifamily Housing (Mid- Rise)932 - High- Turnover (Sit- Down) Restaurant34 (100%)0 (0%)0 (0%)0 (0%)23 (100%)0 (0%)0 (0%)0 (0%)	Total Trips 220 - Multifamily Housing (Low- Rise) 221 - Multifamily Housing (Mid- Rise) 932 - High- Turnover (Sit- Down) Restaurant Total 34 (100%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 23 (100%) 0 (0%) 0 (0%) 0 (0%) 0 (0%) 0 (0%)

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	43	0	0	43
221 - Multifamily Housing (Mid-Rise)	163	0	0	163
932 - High-Turnover (Sit-Down) Restaurant	72	0	0	72
420 - Marina	57	0	O	57

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.

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Print Preview

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

External Trips 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

> 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

420 - Marina (General Urban/Suburban) ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	204
Total Exiting	131
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	o
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	204
Total Exiting Non-Pass-by Trips	131

PASSERBY CAPTURE



					by Land Use				_						
		Sou	rce: ITE Trip Ge	eneration N	<i>lanual ,</i> 11th Ed	ition									
Land Use Code		932													
Land Use		High-Turnover (Sit-Down) Restaurant General Urban/Suburban													
Setting															
Time Period		Weekday PM Peak Period													
# Data Sites		12													
Average Pass-By Rate 43%															
and the property of		Pass-By Characteristics for Individual Sites													
-			-												
GFA (000)	State or Province	Survey Year	# Interviews	Pass-By Trip (%)	No Primary (%)	n-Pass-By Trips Diverted (%)	Total (%)	Adj Street Peak Hour Volume	Source						
2.9	Kentucky	1993	41	37	27	36	63	3935	2						
3.1	Kentucky	1993	21	38	29	33	62	2580	2						
4.6	Florida	1992	276	63	-	-	37	-	30						
5	Florida	1992	65	58	1		42	-	30						
5.3	Kentucky	1993	24	50	37	13	50	1615	2						
5.7	Florida	1994	308	57	-	- + · · ·	43	-	30						
5.8	Florida	1992	150	32	-	-	68	-	30						
6.2	Florida	1995	521	46	43	11	54		30						
7.1	Indiana	1993	-	23	23	54	77	1565	2						
8	Florida	1995	664	40	39	21	60		30						
11	Florida	1996	267	38	43	19	62		30						
12	Florida	1996	317	29	51	20	71		30						
				1			1		1						

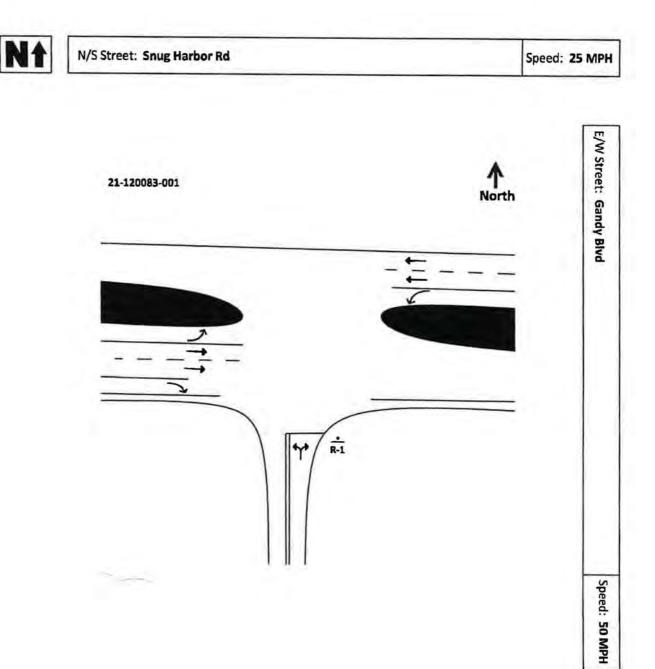
TRAFFIC COUNTS



LINCKS & ASSOCIATES, INC.



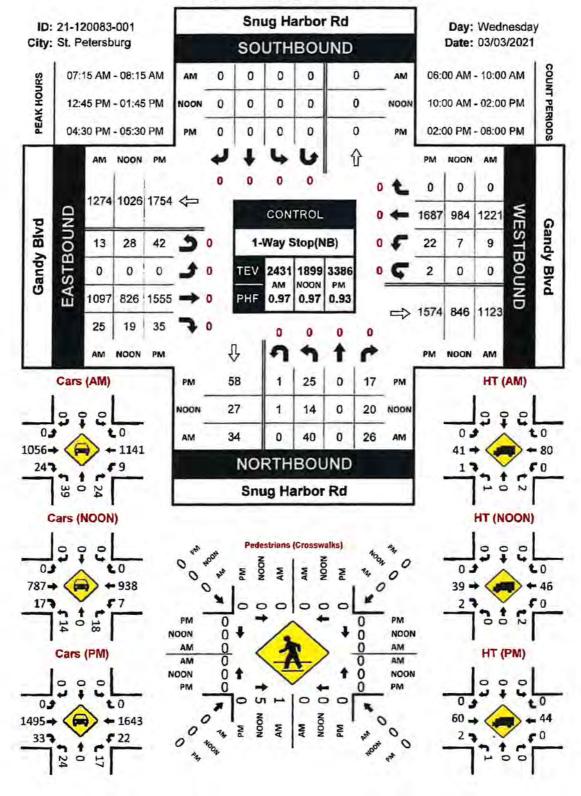
Site Code:	21-120083-001
Date:	03/03/2021
Weather:	Sunny
City:	St. Petersburg
County:	Pinellas
Count Times:	06:00 - 10:00
	10:00 - 14:00
	14:00 - 20:00
Control:	1-Way Stop(NB)



Prepared by National Data & Surveying Services

Snug Harbor Rd & Gandy Blvd

Peak Hour Turning Movement Count



Location: Srug Harbor Rd & Gendy Blvd Crity: St. Patersburg Control: 1-Way Stop(NB)

Project ID: 21-120083-001 Date: 3/3/2021

a start a	1-way Sto	sp(145)						To	otal					Later	3/3/2021	_	
N5/EW Streets:		Snug Ha	arbor Rd		-	Snug H	arbor Rd			Gandy	Blvd			Gandy	Blvd	2.5	
4.84	0	NORTH	GNUOE	p	0		HEOUND	0	0	EASTE	GUND	σ	0		OUNO	D	
AM	NL.	NT	0 NR	NU	SL	0 ST	SR	SU	E	ET	0 ER	EU	W/L	0 WT	WR	wu	то
5:00 AM	3	0	4	0	0	0	0	0	0	147 209	2	s	0	116	0	0	21
6:15 AM 6:30 AM	3	ő	3	0	ő	0	ä	ö	0	209	2	5	Q C	143	0	0	36
6:45 AM	7	0	3	0	0	0	0	0	0	246	3	3	0	213	0	0	47
7:00 AM 7:15 AM	3	0	5	0	0	0	0	0	0	256 308	5	2	2	216 292	0	00	4
7:30 AM	16	0	5	0	0	0	٥	0	α	278	8	3	2	314	õ	0	6
7:45 AM	3	0	8	0	0	0	0	0	0	261	7	3	3	324	0	0	6
8:00 AM 8:15 AM	11	0	8	0	0	0	0	0	0	250 237	5	4 2	2	291 344	0	00	5
8 30 AM	6	0	3	0	0	0	0	0	0	241	6	9	2	288	0	0	5
8.45 AM	9	0	5	0	0	0	0	0	0	218	9	9	2	297 232	0	0	5
9:15 AM	7	0	0	D	0	0	0	0	0	190	8	5	ĩ	250	0	0	4
9:30 AM 9:45 AM	5	a o	3	0	0	0	0 0	0	0	208	10	2	0	227 201	0	0	4
	NL	NI	NR	NU	SL.	57	SR	SJ	B	ET	ER	EU	WL	WT	WR	WU	10
TOTAL VOLUMES : APPROACH %'S :	109 64.88%	0	59 35,12%	0.00%	0	0	0	0	0.00%	3691 95.94%	92 2.39%	64 1.66%	23 0.58%	3942 99.42%	0	0 0.00%	79
PEAK HR :	-	07:15 AM -	08:15 AM	Lange and			13		10.00		_						TO
PEAK HR VOL : PEAK HR FACTOR :	40 0.625	0.000	26 0.813	0.000	0.000	0.000	0,000	0,000	0.000	1097 0,890	25 0.781	13 0.813	9 0.750	1221 0,942	0.000	0 000.0	24
		0.7	86	-						0.90				0.9	40		0.9
NOON	0	0	BOUND	0	0	9 B	HBOUND 0	0	0	EAST8	OUND	0	0	WESTE	0 OUND	D	
10:00 AM	NL.	NT 0	NR	NU	SL 0	51	SR 0	SJ 0	EL	ET 174	ER 6	EU	WL.	W7 174	WR 0	0	TO
10:15 AM	6	0	5	õ	ō	õ	ō	õ	0	155	4	4	ŏ	163	ŏ	õ	3
10:30 AM	5	0	3	0	0	0	0	0	0	209	7	6	0	202	0	0	4
10.45 AM 11:00 AM	6	0	2	0	0	0	0	0	0	156	5	5	0	190	0	0	3
11:15 AM	3	0	2	0	0	0	0	0	0	194	4	4	1	175	0	0	31
11:30 AM 11:45 AM	5	0	5	0	0	0	0	0	0	201	8	8	2	223 224	0	0	49
12:00 PM	4	0	2	0	0	0	0	0	0	190	4	4	2	185	0	0	- 35
12:15 PM 12:30 PM	5	0	35	0	0 0	0	0	0	0	192 207	87	4 7	3	257 234	0	0	41
12 45 PM	5	ő	8	1	ő	õ	0	o	ő	192	4	9	2	247	ŏ	ő	4
1:00 PM	3	0	3	0	0	0 -	0	0	0	198	7	9	1	242	0	0	4
1:15 PM 1:30 PM	4 2	0	4 5	0	0	0	0	0	0	235 201	6 2	4	2	235 260	0	0	45
1:45 PM	3	0	1	0	D	0	0	0	0	212	5	8	2	218	0	0	44
TOTAL VOLUMES :	N_ 79	NT	NR 50	NU 1	SL 0	ST	58	5U 0	EL O	ET 3074	ER 89	EU 97	WL 21	WT 3405	WR	0.	TQ 68
APPROACH %"s : PEAK HR :	60.77%	0.00%	38.4645 01:45 PM	0.77%	-		-		0.00%	9129%	2.73%	2,98%	0.61%	99.39 th	0.00%	0.00%	TO
PEAK HR VOL : PEAK HR FACTOR :	14 0.700	0,000	20 0.625	0.250	0.000	0.000	0	0.000	0,000	026 0.879	19 0.679	28 0.778	7	984 0.946	0.000	0.000	18
		0.6					A131			0,89	1			0.94			0.9
PM	0	NORTH	BOUND	0	a	Sourn	ONDORH	D	Ø	EASTER 0	DUND	0	0	WESTB	DUND	0	
	NL 9	NT	NR	NU	SL 0	গ	8	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
2:00 PM 2:15 PM	9	00	5	0	0	0	0	0 C	0	213 233	9 12	57	5	217 243	0	0	51
2:30 PM	4	D	5	Ű	o	ŏ	0	ö	ő	190	5	5	2	287	ō	ŏ	49
2:45 PM	6	0	4	0	0	0	0	0	0	216	10	7	6	274	0	0	52
3:00 PM 3:15 PM	4 3	ő	2	0	ő	ő	ő	0	0	259 316	4	4 5	1	278 318	0	00	55
3:30 PM	2	0	3	0	0	0	0	0	0	411	8	10	3	349	D	0	78
3:45 PM 4:00 PM	7	0	2	0	0	0	0	0	0	376	4	10	4	345	0	0	74
4:15 PM	5	0	ä	ō	õ	ō	0	0	0	418	5	13	4	358	õ	õ	80
4:30 PM 4:45 PM	7	0	25	0	0	0	0	0	0	383	11	6	8	448	0	0	85
5:00 PM	4	0	5	0	0	0	0	0	0	393	7	14	6 4	390 404	0	1	83
5:15 PM	8	0	5	0	0	0	0	0	0	424	7	14		445	0	0	90
5:30 PM 5:45 PM	5	0	5 4	0	0	0	0	0	0	386 333	13	10	10	351 362	0	0	78
6:00 PM	4	0	6	0	0	0	D	0	0	290	12	6	5	284	0	0	60
6:15 PM 6:30 PM	73	0	2 4	0	0	0	0	0	C O	248	7	10 6	23	317 231	0	0	59
6:45 PM	1	0	4	0	0	0	0	0	0	191	7	5	3	191	0	0	40
7:00 9%	3	0	3	0	0	0	0	0	0	142	7	8	2	170	0	0	33
7:15 PM	1 5	0	1	0	000	0	0	0	0	136 136	3	3	230	154 158	0	0	33 30 27
7:30 PM	5		NR	NU	SL	ण इत	SR	SU	EL.	ET	ER	EU	WL	124	0 WR	wu	70
7:30 PM 7:45 PM	N	NT							0	6805	196	181	89	7066	C	3	145
7:45 PM	NL 119	0 0	83	1	0	0	0	0									- 27-
7:45 PM TOTAL VOLUMES : APPROACH %5:1 PEAK HR :	119 58.62%	0.00%	83 -10.69% 05:30 PM	10.45%	0				0.00%	91,88%	2.59%	2.52%	1.24%	98.71%	0.00%	0.04%	TO
7:45 PM	119 58.62%	0.00%	83 40,69% 05:30 PM 17 0,850	1	0 0.000	0	0 0.000	0			2.59% 35 0.795						TO 33

Location: Snug Harbor Rd & Gandy Blvd City: Sr. Petersburg Control: 1-Way Stop(N3)

Project 1D: 21-120083-001 Date: 3/3/2021

	_		-		-		-	C	ars							_	
NS/EW Streets:		Snug H	larbor Rd		1000	Snug	Harbor Rd		P	Gand	y Blvd			Gand	y Blvd		1
0.04	0		HBOUND	0	ò	SCU	THEOUND		1.1		ECUND		-		BOUND		1
AM	NL	0 NT	0 NR	NU	51	ST	0 SR	0 SU	EL	0 ET	0 ER	0 EU	0 WL	WT	WR	6 WU	TO
6:00 AM	2	0	4	0	0	0	0	0	0	135	2	4	0	112	0	0	25
6:15 AM 6:30 AM	3	0	4	0	0	0	0	0	0	199 233	3	5	0	135	0	0	34
6 45 AM	s	ő	3	ő	0	ő	ŏ	ő	0	235	3	3	0	194	ő	o	1 4
7:00 AM	2	0	1	0	0	0	0	0	0	253	5	5	1 3	194	0	0	46
7:15 AM	10 16	0	5	0	0	0	0	0	0	295	3	3	2	269	0	0	58
7:30 AM 7:45 AM	3	0	7	0	0	0	0	0	0	268	2	3	2	297	0	0	55
F 00 A/4	10	0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	5
6 15 AM	10	0	1	0	0	0	0	0	0	229	5	2	2	325	0	0	57
8:30 AM 8:45 AM	6	0	2	0	0	0	0	0	0	231 203	4	9	2	272 280	0	0	57
9:00 AM	6	0	4	0	0	0	0	0	0	216	6	4	2	207	0	0	4
9:15 AM 9:30 AM	7	0	03	0	0	0	D	0	0	176	7 9	9	1	230 216	0	0	4
5:45 AM	5	ő	3	Ğ	ő	ő	ŏ	ō	ő	166	3	1 2	1	184	0	0	47
TOTAL VOLUMES :	NL	NT	NR	NU	SL 0	ST	58	SU	EL 0	E	B	RJ	WL	WT	WR	wu	10
APPROACH %'s:	101 65.16%	0.00%	54 34.84%	0.00%	u	0	ų	0	0.00%	3525	84 2.29%	63 1.72%	0.60%	3674 99.40%	0.00%	0.00%	75
PEAK HR : PEAK HR VOL :	39	07:15 AM	- 08:15 AN	0	0	0	0	D	0	1056	24	13	9	1141	0	o	230
PEAK HR FACTOR	0.61	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0,000	0.895	0.857	0,813	0.750	0.932	0.000	0.000	0.9
-			HEOUND	-	-	Chin	HBOOND	-			OUND		-		DUND	-	-
NOON	0	0	0	ø	0	Ø	0	0	0	0	0	9	e	0	0	0	1
the second second	NL 5	NT 0	NR	NU	SL.	57	SR	50	EL	ET	ER	EU	WL	WT	WR	WU	TO
10:00 AM 10:15 AM	8	ő	1	0	0	0	ő	0	0	155	3	4	0	156	0	0	32
10:30 AM	5	0	Ĵ	0	0	0	D	0	0	195	6	6	0	189	0	0	40
10.45 AM	4	0	2	0	0	0	0	0	0	143	5	6	0	178	0	0	33
11:00 AM 11:15 AM	6	ő	2	ő	0	õ	0	0	0	165	5	5	0	157	0	0	36
11:30 AM	5	0	5	0	0	0	0	0	0	165	B	8	1 1	213	0	٥	42
11:45 AM 12:00 PM	9	0	0	0	0	0	0	0	0	158	- 5	9	2	212	0	0	39
12:15 PM	6	0	3	õ	0	õ	ő	ů.	o l	180	B	4	3	174	0	0	37
12:30 PM	5	0	5	0	0	0	0	0	0	190	7	7	3	218	D	0	43
12:45 PM 1:00 PM	5	0	8	0	0	0	0	0	0	185	3	8	2	238	0	0	45
1:15 PM	4	õ	3	ő	ő	ő	ő	ö	ŏ	222	6	4	ź	225	0	ő	46
1:30 PM	2	0	4	0	0	0	0	0	0	192	1	6	2	245	0	D	45
1:45 FN	3	0	1	0	D	0	0	0	0	198	5	8	2	207	0	0	42
TOTAL VOLUMES	NL 77	NT 0	NR. 45	NU	9. 0	ST	58	50	11 0	ET 2886	ER. 83	EU 96	WI, 21	WT 3204	WR 0	WU 0	101 64
APPROACH %'s: PEAK HR :	61.11%	0.00%	38.10%	0.79%	-				0,00%	94.16%	2.71%	2.13%	0.65%	99.35%	0.00%	0.00%	TOT
PEAK HR VOL :	14	0	16	1	0	0	0	C	0	787	17	27	7	938	0	0	180
EAK HR FACTOR	0.70	0.000	0.563	0.250	0.000	0.000	0.000	0.000	C.000	0.886	0.607 95	0.750	0,875	0.957 D,9	0.000	0.000	0,9
		NORTH	BOUND		-	SOUT	MEDUND		-	EASTE	OUND			WEST	BOUND	-	-
PM	NL	NT	0 NR	0 NU	0	0	0 98	0 SU	EL	0	0	0	0	0 WT	0 WR	0	TO
2:00 PM	5	0	5	0	SL 0	57	0	0	0	204	ER B	EU	WL I	207	0	WU D	43
2:15 PM	5	0	5	0	0	0	0	0	0	220	9	7	5	228	0	0	47
2:30 PM 2:45 PM	4	0	4	0	0	D	0	0	0	201	5	5	2	276 260	0	0	47
3:00 PM	4	0	3	0	0	0	0	0	0	252	7	4	2	256	0	0	53
3:15 9%	3	0	23	0	0	0	0	0	0	298	4	5	1	303	0	0	51
3.30 PM 3.45 PM	6	ő	3	ŏ	ő	0 C	ő	ő	ő	389	B	10	3	342 335	0	0	75
4:00 PM	7	0	2	0	0	0	0	0	0	350	13	5	5	345	0	0	72
4.15 PM	57	0	32	0	0	0	0	0	0	399 369	5	13	4	346	0	0	77
2 20 044	ś	ŏ	ŝ	ò	ō	õ	0	0	ö	319	10	8	8	433	ő	1	83 75
4:30 PM 4:45 PM		0	5	0	0	0	0	0	0	374	7	14	6	391	0	1	80
4.45 PM 5:00 PM	A.	0	5	0	0	0	0	0	0	413 371	7 13	14 9	4	435	0	0 D	88
4.45 PM 5:00 PM 5:15 PM	8	0		ŏ	0	0	0	0	0	322	8	10	4	355	õ	0	71
4.45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	8 5 7	0	4			0	0	0	0	282	12	6	s	277	0	0	59
4.45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM	8 5 7 4	0	6	0	0	0	0		0	243	67	10 6	2 3	314 228	0	0	58
4.45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM	8 5 7	0		0	000	c o	0	o	0	229							
4.45 PM 5:00 PM 5:15 PM 5:45 PM 6:45 PM 6:15 PM 6:15 PM 6:45 PM	8 5 7 4 7 3 3	0	6244	0000	0	000	0	0	0	224	7	5	3	190	0	0	
4.45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:30 PM 6:45 PM 7:00 PM	8 5 7 4 7 3 3 3	000000000000000000000000000000000000000	62443	00000	000000000000000000000000000000000000000	0000	0	000	0	185	7	5	2	166	0	0	39 33
4 45 PM 5:00 PH 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:30 PM 6:30 PM 6:35 PM 7:15 PM 7:30 PM	8 5 7 4 7 3 3	0 0 0 0 0	6244	0000	0	000	0000	0	0	185 141 148 137	7 7 3	5 7 3		166 163 153	0000		33 33 30
4.45 PM 5:00 PH 5:15 PM 5:30 PM 6:30 PM 6:15 PM 6:31 PM 6:31 PM 6:31 PM 7:00 PM 7:30 PM 7:30 PM 7:30 PM	8 57 4 7 3 3 3 1	0 0 0 0 0	6244 321 0	000000	0 0 0 0 0 0 5L	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0	0000	0	185 141 148	7 7 3 3 ER	5 8 7	2 2 3	166 163	0	000	33 33 30 26
4.45 PM 5:00 PH 5:15 PM 5:30 PM 6:30 PM 6:35 PM 6:35 PM 6:35 PM 7:30 PM 7:30 PM 7:35 PM 7:30 PM 7:45 PM	8 57 4 7 3 3 3 1 5 NL 114	0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 3 2 1 0 NR 82	00000	00000	000000	00000	000000	0 0 0 0 EL 0	185 141 146 137 134 ET 5526	7 7 3 3 ER 179	5 7 3 4 EU 180	2 2 3 0 V/L 88	166 163 153 119 WT 6861	0 0 0 0 0 0 0	~ 0000 WW	
4.45 PM 5:00 PM 5:15 PM 5:30 PM 6:30 PM 6:15 PM 6:31 PM 6:31 PM 6:31 PM 7:30 PM 7:30 PM 7:30 PM 7:35 PM 7:30 PM 7:45 PM 0TAL VOLUMES : APPROACH %%'s:	8 5 7 3 3 3 3 3 1 5 NL 114 57.87%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 3 2 1 0 NR 82 41.62% 05:30 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 EL 0 0.00%	185 141 148 137 134 ET 5526 54.75%	7 7 3 3 ER 179 2.60%	5 7 3 4 EU 180 2,61%	2 3 0 WL 88 1.27%	166 163 153 119 WT 6861 96.71%	0 0 0 0 0 0 0 0 0,00%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	33 33. 30. 26. TOT 140 TOT
4 45 PM 5:00 PH 5:15 PM 5:30 PM 5:30 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM 7:00 PM 7:35 PM 7:35 PM 7:35 PM 7:35 PM 7:35 PM	8 5 7 3 3 3 3 3 3 3 5 5 8 8 8 8 8 8 8 9 8 9 8 9 8 9 8 9 8 9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 3 2 1 0 NR 82 41.62%	00000	0 0 0 0 0 0 5L	0 0 0 0 0 0 0 51	0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 EL 0	185 141 146 137 134 ET 5526	7 7 3 3 ER 179	5 7 3 4 EU 180	2 2 3 0 V/L 88	166 163 153 119 WT 6861	0 0 0 0 0 0 0	~ 0000 WW	33 33 30 26 TOT 140

Location: Snug Hartor Rd & Gandy Blvd City: SL, Petersburg Control: 1-Way Stop(NB)

HT

Project ID: 21-120083-001 Date: 3/3/2021

	_	_		-	-				IT			_					
NS/EW Streets:		Snug H	arbor Rd			Snug H	larbor Rd		1	Gandy	BMd		Gandy Blvd				
	1.1.1		RECOND				HBOUND		1.5	EASTE					BOUND		-
AM	0	0	0	0	0	0	D	0	0	0	0	C	0	0	0	0	
6:00 AH	NL	0 NT	NR.	NU	SL	ST	92	50	EL 0	ET 12	ER O	EU	WL 0	WT	WR 0	WU	TO
6:15 AV4	l õ	õ	õ	õ	ŏ	o	D	õ	o	9	õ	ô	ä	8	0	ō	l i
6:30 AM	ŏ	õ	0	õ	0	0	0	0	ō	7	õ	õ	ō	10	õ	õ	Î
6.45 AM	2	0	0	0	0	0	0	0	0	11	0	0	0	19	0	õ	3
7:00 AM	1	0	0	0	0	0	0	0	0	3	0	0	1	22	0	0	2
7:15 AM	0	0	0	0	0	0	0	D	0	13	0	0	0	23	0	0	3
7:30 AM	D	0	D	0	0	0	0	0	0	10	1	0	0	17	0	0	2
7:45 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	2
B:CO AM	1	0	1	0	0	0	0	0	0	9	0	0	0	22	0	0	3
8:15 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	2
8 30 AM 8:45 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	16	0	0	2
9:00 AM	1	0	0	0	0	0	0	0	0	15	3	0	0	17	0	0	- 3
9:15 AM	i	ő	ô	ō	D	õ	õ	ū	a a	14	1	ō	ő	20	ő	ö	3
9:30 AM	i	ō	õ	0	0	õ	0	õ	0	15	î	ŏ	ō	11	0	õ	2
9:45 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	17	0	õ	2
	1.1.1			1000	1.1				1.00	1.000			1				
and a second second second	NL	NT	NR	NU	SL	ST	SR	SU	EL,	ET	ER	EU	WL	WT	WR	wu	10
TOTAL VOLUMES :	8	0	5	0	0	0	ø	0	0	165	6	1	1	268	0	0	4
APPROACH %5'S : PEAK HR :	61.54%	0.00%	38.46%	0.00%	-		_	-	0.00%	94.85%	4.57%	0.57%	0.37%	99.63%	0.00%	0.00%	TO
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	41	1	0	0	80	0	0	12
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.788	0,250	0.000	0.000	0.870	0.000	0.000	1.1.1.1
			375	diets		1000				0.8				0.8			0,8
											-	-	-	_			1000
NOON	0		HOUND				HBOUND			EASTB				WEST			1
NOON		0 NT	0 NR	0	0	0	0 SR	0	0	0	0	0	0	0	0	0	-
10:00 AM	NL 1	0	0	NU	8	ST	0	<u>SU</u> 0	EL	ET 19	ER	EU	WL	WT 18	WR 0	WU	TO 3
10:15 AM	i	õ	ő	e.	0	0	o	õ	0	10		Ď	C	13	0	0	2
10:30 AM	ó	õ	õ	ŏ	ō	ō	0	õ	õ	14		õ	õ	13	ō	ō	21
10:45 AM	ŏ	0	0	ō	0	Ö	0	0	0	13	0	0	0	12	ō	õ	25
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	ID	0	0	17
11:15 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	14	0	0	26
11:30 AM	0	0	D	σ	0	0	0	0	0	16	0	0	0	10	0	0	26
11:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	19
12:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20
12:15 PH	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM 12:45 PM	0	õ	0	0	0	ő	0	0	0	17	0	0	0	16	0	0	33
1:00 PM	ő	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	2
1:15 PM	ō	ō	1	ő	ő	õ	õ	õ	ō	13	0	ŏ	0	9	o	õ	23
1:30 PM	ō.	Ő	1	õ	0	õ	ő	ō	0	9	1	õ	ŏ.	15	õ	õ	26
1:45 PM	0	0	0	0	0	0	D	0	0	14	0	0	0	11	0	0	25
														-			-
TOTAL VOLUMES :	NL 2	NT	NR	NU	8	51	SR 0	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
APPROACH %'s:	50.00%	0.00%	2 50,00%	0.00%	0	0	.0	U	0.00%	188 95.41%	6 3.08%	1 0.51%	0.00%	202	0	0.00%	40
PEAK HR :	2010070	12:45 PM -		0,00 1	-				0.00 0		2100 10	9.2475	4.44.14	400,00 1	W.00 W	0,00 %	TOT
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	39	2	1	0	46	0	a	90
EAK HR FACTOR :	0.00	0.000	0.500	0.000	0.000	0,000	0.000	0.000	0.000	0.750	0.500	0.250	0.000	0.767	0.000	0.000	1.0
	-	0.5			1					0.80			tooning	0.70		5. C. L.	0.8
	-																1
PM	Ó	O	BOUND	0	0	0	HBOUND 0	a	Charles Inc.	EASTE		0		WESTE	OUND	0	11.1
PIVI									0						WR	wu	TO
	N		NO		C1				0	0 FT	0 FP		0	O			2
2:00 PM	NL	NT	NR	NU	SL	\$T	SR	SU	EL	ET	ER.	EU	WL	WT		1	31
2:00 PM 2:15 PM	1 0		0 0	0	5L 0 0		SR								0	0	
2:15 PM 2:30 PM	1	0 0 0	0	0	000	5T 0 0	5R 0 0	50 0 0	EL 0 0	9 13 10	ER.	EU	WL.	WT 10	0	0	27
2:15 PN 2:30 PN 2:45 PM	1 0 0 1	0 0 0	00-0	000	0000	5T 0 0 0 0	5R 0 0 0	50 0 0 0 0	EL 0 0 0	ET 9 13 10 15	ER 1 3 0 0	EU 0 0	WL 0 0 1	WT 10 15 11 14	0000	000	23
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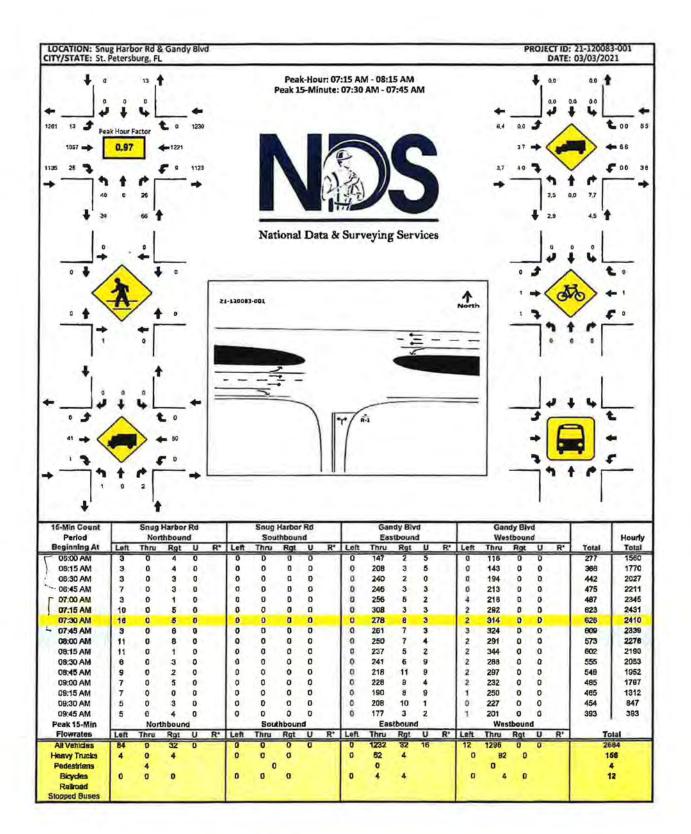
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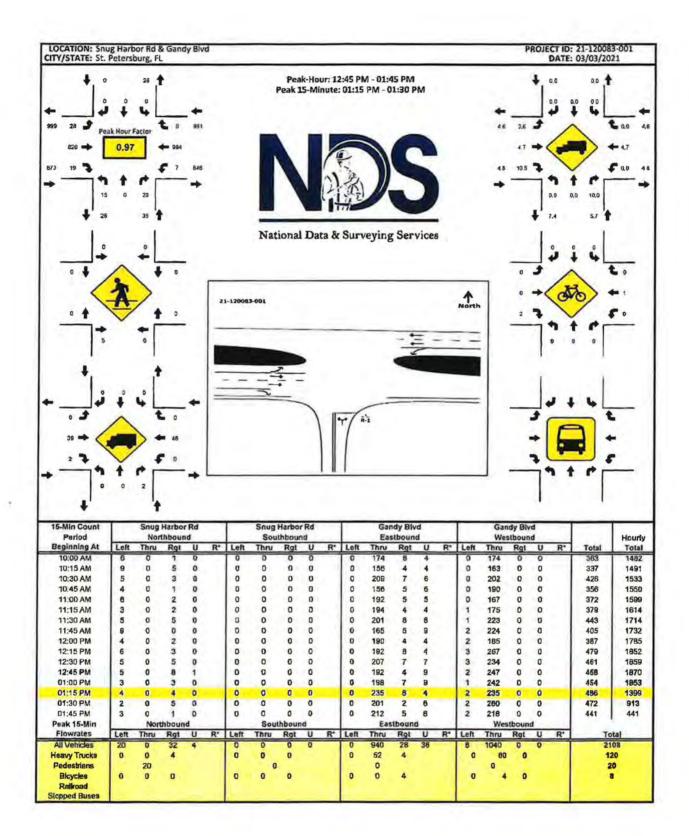
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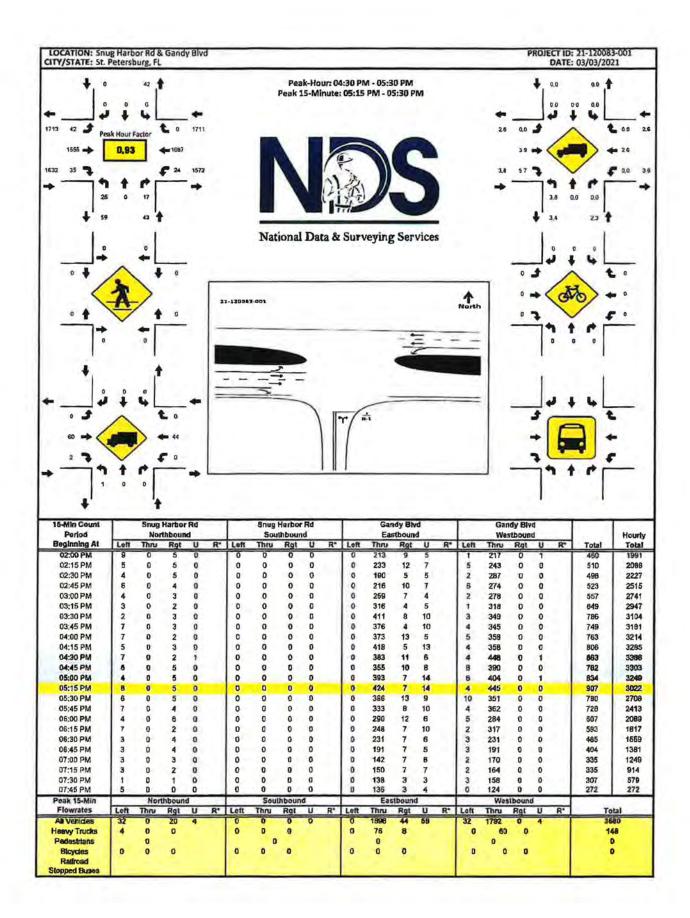
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6:15 AM 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM 3:30 PM	0	0	D	0	0	0	0	0	0	0	0	0	ö	0	0	0	0
3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	ō	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0
4:30 PM 4:45 PM	0	0	0	0	0	0	0 C	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0
5:15 PM 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	00	0
6:30 PM 6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM 7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	2
7:45 PM	ō	ō	ō	ō	ō	Ō	0	ō	ō	õ	Ō	0	ū	ō	ŏ	ō	0
	NL	NT	NR	NU	SL	57	SR	SU	E.	ET	ER.	EU	WA.	WT	WR	WU	TOT
	1	0	0	0	0	0	0	0	0	D	0	0	2 50.005%	2 50.00%	0.00%	0.00%	5
OTAL VOLUMES :	00.00%	0.00%	D.G.Pos	0,00754													
	00.00%	04:30 PM -	0.00% 05:30 PM 0	0.00%	0	0	o	0	0	0	0	0	0	0	0	0	TOT/

Intersection Turning Movement Count Location: Snug Harbor Rd & Gandy Blvd Project ID: 21-120083-001

		3/3/2021	alks)	Crossw	strians (Pede			
٦.	Blvd	Gandy	y Bivd		Ì	Snug Ha	arbor Rd	Snug H	NS/EW Streets:
-	C 1	WEST	LEG	and the second se	0.12 (Manual)	SOUT	TH LEG		and the second second second
TOT	SB	NB	SB	NB	W8	EB	WB	EB	AM
0	Ū	0	0	0	0	0	0	0	6:00 AM
0	0	0	0	0	0	0	D	0	6:15 AM 6:30 AM
0	ŏ	ő	ő	õ	a l	ö	ő	ö	6:45 AM
0	0	0	0	0	0	0	0	0	7:00 AM
0	0	0	0	0	0	0	0	0	7:15 AM
1 0	0	0	0	0	0	1	0	0	7:30 AM
0	0	0	0	0	0	0	0	0	7:45 AM 8:00 AM
0	0	0	0	0	0	0	a	0	8:15 AM
0	D	0	0	0	0	0	0	0	8:30 AM
0	0	0	0	0	0	0	0	0	6:45 AM 9:00 AM
ŏ	o	õ	0	õ	ő	Ū	ŭ	0	9:15 AM
0	0	0	U	0	0	0	O	0	9:30 AM
0	0	0	a	0	0	0	0	0	9:45 AM
TOT	58	NB	58	NB	WB	EB	WB	EB	
1	0	0	0	0	0	1	0	õ	TOTAL VOLUMES :
1					0.00%	100.00%			APPROACH %'s:
TOT		- Q		1000	1000		- 08:15 AM		PEAK HR :
1	0	0	0	0	0	1 0.250	0	0	PEAK HR VOL : PEAK HR FACTOR :
0.25			- 54		50	0.250			PEAR HR PALIUR :
-	4-5-				1.2.2				
1		WEST	LEG			SOUT	HLEG		NOON
TOT	SB	NB 0	58	NB	WB 0	68 0	0 1	<u>EB</u>	10:00 AME
2	Q	0	ő	0	0	2	0	0	10:00 AM
0	ō	a	0	0	ō	0	0	0	10:30 AM
3	0	٥	0	0	3	0	0	0	10:45 AN
0	0	0	0	0	0	D	0	0	11:00 AM
0	0	a	0	ő	0	a	ő	0	11:15 AN 11:30 AM
Ō	ũ	ō	0	0	O	O	o	0	11:45 AM
0	0	0	0	0	0	0	0	0	12:00 PM
1	0	0	0	0	0	1	0	0	12:15 PM
0	0	0	0	0	0	0	0	0	12:30 PM 12:45 PM
- 5	0	0	0	0	0	5	0	0	1:00 PM
0	0	0	0	0	0	0	0	0	1:15 PM
0	0	0	0	0	0	0	0	0	1:30 PM
0	0	0	0	0	0	0	0	0	1:45 PM
TOT	SB	NB	58	NB	WB	EB	WB	68	
11	0	0	0	0	3	8	0	0	TOTAL VOLUMES :
-				-	27.27%	72.73%			APPROACH %'s :
101/	0	0	a	0	0	5	- 01:45 PM	12:45 PM -	PEAK HR : PEAK HR VOL :
		u	u I	e.		0.250		u	PEAK HR FACTOR :
0.25					50	D.2			Distinction
						10.01			
TOT		WEST		EAST		SOUTH	HLEG		PM
TOT	<u>58</u> 0	NB	SB	0 NB	WB 1	EB	WB	EB	2:00 PM
Ó	D	0	0	0	0	0	0	0	2:15 PM
1 1	0	0	0	0	1	0	0	0	2:30 PM
0	0	0	0	0	0	0	0	0	2:45 PM
0	0	0	0	0	0	0	0	0	3:00 PM 3:15 PM
0	0	0	0	0	0	0	0	0	3:30 PM
0	0	0	0	0	0	0	0	0	3:45 PM
2	0	0	0	0	0	2	0	0	4:00 PM
0	0	0	a	0	0	0	0	D	4:15 PM 4:30 PM
0	ő	ő	ő	ő	ŏ	ő	õ	0	4:45 PM
0	0	0	0	0	0	0	0	0	5:00 PM
0	0	0	0	0	0	0	0	0	5:15 PM
0	0	0 G	0	0	0	0	0	0	5:30 PM
2	0	0	0	0	2	0	0	0	6:00 PM
1	0	0	0	0	0	1	0	0	6:15 PM
0	0	0	0	0	0	0	0	0	6130 PM
0	0	0	0	0	0	0	0	0	6:45 PM
0	0	0	0	0	0	0	0	0	7:00 PM 7:15 PM
ő	0	õ	D	0	0	0	0	õ	7:30 PM
i i	0	ō	0	0	0	Ö	ō	ō	7:45 PM
1 70070	CD.	AID	60	NC	14/15	1.0	100	-	
TOT/ 9	SB	NB	58	NB	WB 5	4	WB	EB	TOTAL VOLUMES :
1	4				55.56%	44.44%			APPROACH %'s :
TOTA		1.5	1	1. Sec. 1.		1	05:30 PM	04:30 PM -	PEAK HR :
	0	0	0	0	0	0	0	0	PEAK HR VOL :
0									PEAK HR FACTOR :

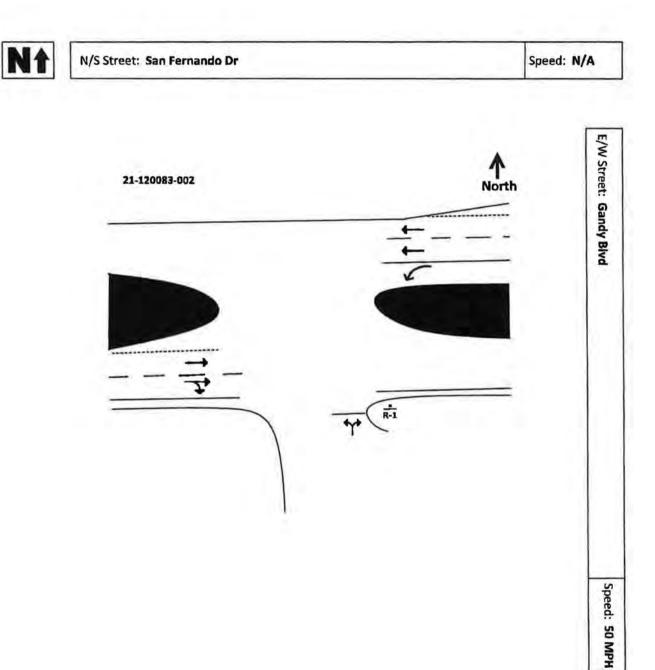








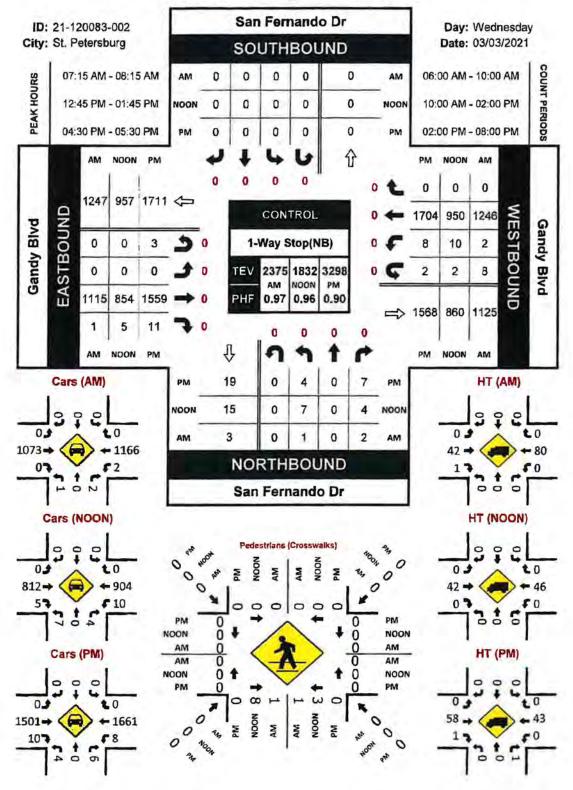
21-120083-002
03/03/2021
Sunny
St. Petersburg
Pinellas
06:00 - 10:00
10:00 - 14:00
14:00 - 20:00
1-Way Stop(NB)



Prepared by National Data & Surveying Services

San Fernando Dr & Gandy Blvd

Peak Hour Turning Movement Count



Location: San Fernando Dr & Gandy Bivd City: SL Petersburg Control: 1-Way Stop(NB)

Project ID: 21-120083-002 Date: 3/3/2021

	-	1000						To				_				_	
NS/EW Streets:		San Ferr	nando Dr			San Fen	nando Dr			Gandy	Blvd	1	-	Gandy	Blvd		
and the second se	1.1.1.1.1.1.1.1	NORTH	GUNDEH		1		ISOUND			EASTB		1.1	1000		BOUND		-
AM	O	0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	-
E-00 A44	NL	NT	NR	NU	2	ST	58	50	EL	144	ER	EU	WL	WT 114	WR 0	0	TÓ 2
6:00 AM 6:15 AM	0	0	0	0	0	0	ő	ō	0	222	0	ő	õ	151	õ	0	3
6:30 AM	ö	0	õ	ő	o	ō	0	ŏ	ŏ	240	0	0	ő	187	ö	õ	4
6:45 AM	ő	0	ō	ŏ	0	0	0	0	ō	250	Ő.	ō	0	216	ō	0	4
7:00 AM	0	0	0	0	0	0	0	0	0	260	0	2	0	213	0	0	4
7:15 AH	0	0	0	D	0	0	0	0	0	304	0	0	1	307	0	2	6
7:30 AM	0	0	0	0	0	C	0	0	0	292	0	0	0	304	0	1	5
7:45 44	0	0	0	0	0	0	0	0	0	264	1	0	0	330	0	2	5
8:00 AM 8:15 AM	1	0	2	0	0	0	0	0	0	255 243	0	0	ō	305 330	0	3	5
8:30 AM	ô	å	1	0	ŏ	ő	õ	õ	0	229	ŏ	ö	õ	311	ő	2	5
8 45 AM	õ	ő	i	0	Ö	Q	0	õ	a	234	2	1	1	275	0	ō	5
9.00 AM	1	0	3	0	0	0	0	0	0	220	0	0	0	247	0	0	4
9:15 AM	1	0	1	0	0	0	0	0	0	207	0	0	1	237	0	1	4
9:30 AM	1	D	2	0	0	0	0	0	0	205	0	0	1	225	0	0	43
9:45 AM	0	0	3	0		U	0	U	U	173	0	0	U	211	0	U	3
	NL	NT	NR	NU	9	57	SR	SU	E	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES :	5	0	13	0	80	0	0	0	0	3742	4	3	5	3965	0	11	77
APPROACH 96's :	27.78%	0.00%	77.22%	0.00%					0.00%	99.81%	0.11%	0.08%	0.13%	99.60%	0.00%	0.28%	1.5
PEAK HR :	<u> </u>	07:15 AM -	08:15 AM		1.1					1.1.1		1.00	1.101-0			-	TO
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	1115	1	0	2	1246	0	B	23
PEAK HR FACTOR :	0.250	0.000	0,250	0,000	0.000	0.000	0.000	D.000	0.000	0.917	0.250	0.000	0.500	0.944	0.000	0,657	0.5
		0,2	250		-			_		0.9)	6		(0.9	46		_
	-	HOTT	BOUND		-	CT (1)	RECUND	-	-	EASTB	2.853			WESTE	0.00	_	-
NOON	0	C	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	V/R	WU	TO
10:00 AM	2	0	0	0	0	0	0	0	0	160	0	0	4	167	0	0	3
10:15 AM	0	0	1	0	0	0	0	0	0	169	1	0	0	159	0	0	3
10:30 AM	1	0	1	0	0	D	0	0	0	200	1	0	2	207	0	1	4
10:45 AM	0	0		0	0	0	0	0	0	160	-	0	3	167	0	-	3
11:00 AM	0	0	4	0	0	0	0	0	0	203	3	0	1	171	0	2	38
11:15 AM 11:30 AM	0	ő	1	0	0	0	ő	ŏ	0	207	ô	0	2	171 233	0	1	4
11:45 AM	3	õ	i i	õ	0	ō	ō	0	0	176	3	ő I	5	219	ŏ	i	4
12:00 PM	1	0	3	0	0	0	0	0	0	150	2	0	2	191	0	1	31
12:15 PM	0	0	1	D	0	0	0	0	0	199	2	0	3	263	0	0	- 41
12:30 PM	3	0	1	0	0	0	0	0	0	199	4	0	1	253	0	0	4
12:45 PM	1	0	2	0	0	0	0	0	0	210	2	0	-	234	0	1	4
1:00 PM	2	0	0	0	0	0	0	0	0	192	1	0	6	244	0	0	4
1:15 PM 1:30 PM	1 3	0	2	0	0	0	0	0	0	242 210	1	0	03	228	0	1	41
1:45 PM	z	õ	2	0	Ö	ö	ŏ	ő	ŏ	203	2	o I	2	223	ő	ĩ	2
	1911			-	6. T			- 6.1					_	-		1.1	
Sec. and Sec.	NL	NI	NR	NU	SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES :	19	0	20	0	0	0	0	0	0	3107	25	D	35	3394	0	10	68
APPROACH W's :	45.72%	0.00%	51.28%	0,00%	-				0.00%	99.20%	0.60%	0.03%	1.02%	98.69%	0.00%	0.29%	-
PEAK HR :	7	12:45 PM -	01:45 PM	0	0	0	0	0	0	854	5	0	10	950	0	2	TO 18
PEAK HR VOL :	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0,000	0.000	0.882	0.625	0.000	0.417	0.973	0.000	0.500	1.1.1
CAP NO FACTOR	0,200	0.9		0,000	0000	0.000	0,000	Dinne.	01000	0.86		0,000	0.447	0.5/5		0.500	0.5
AK HR FACTOR									_				-				_
EAK HR FACTOR :	-	-		1	-					The state of the	14.14 M				CHINE		_
	-	NORTH	BOUND			SOUTH	BOUND			EASTB	JUND	- 1	1.0.5	WESTE			
	o	NORTH	0	0	0	C	U	0	٥	D	0	D	0	D	0	0	TO
PM	NL	NORTH 0 NT		NU	SL	0 57	0	SU	EL.	0 ET	0 ER	EU	WL	0 TW	0 WR	WU	
PIM 2:00 PM	NL	NORTH 0 NT 0	0 NR 2	NU	SL 0	0 57 0	0 58	SU 0	<u>EL</u>	0 ET 210	0 ER 4	EU 0	WL 3	0 WT 220	0 WR	WU 1	4
PIM 2:00 PM 2:15 PM	NL 0 4	NORTH 0 NT 0 0	0 NR 2 3	0 0	SL D	C ST O G	0 5R 0 0	50 0 0	0 0	0 ET 210 235	0 ER 4 3	EU 0 0	WL 3 2	0 107 220 253	0 WR 0	WU 1 1	4
PM 2:00 PM 2:15 PM 2:30 PM	NL	NORTH 0 NT 0 0 0	0 NR 2 3 1	0 0 0	5L 0 0	0 57 0 0 0	0 58 0 0 0	5U 0 0	EL 0 0	0 ET 210 235 197	0 ER 4	EU 0	WL 3 2 1	0 1220 253 276	0 WR 0 0	WU 1	44 50 48
PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM	NL 0 4	NORTH 0 NT 0 0 0 0 0	0 NR 2 3	NU 0 0 0	SL 0 0 0	C 57 0 0 0 0	8 58 0 0 0 0	SU 0 0 0	0 0	0 ET 210 235 197 213	0 ER 4 3	EU 0 0 0	WL 3 2	0 V/T 220 253 276 269	0 WR 0 0	WU 1 1 0	4 50 44 44
PM 2:00 PM 2:15 PM 2:30 PM	NL 0442	NORTH 0 NT 0 0 0	0 NR 2 3 1	0 0 0	SL 0 0 0 0	0 57 0 0 0	58 000000000000000000000000000000000000	SU 0 0 0 0 0 0	EL 0 0 0 0 0	0 ET 210 235 197 213 248 329	0 6R 3 1 3	EU 0 0 0 0 0	WL 3 2 1 0 2 3	0 V/T 220 253 276 269 291 311	0 WR 0 0 0 0 0	WU 1 1 0 1 2 0	4 54 4 5 5
PIM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:07 PM 3:15 PM 3:30 PM	NL 04422	NORTH 0 NT 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2	NU 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0	C 57 C 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	58 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0		0 ET 210 235 197 2(3 248 329 403	0 ER 3 1 3 2	EU 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2	0 v/T 220 253 276 269 291 311 359		WU 1 1 0 1 2	4 54 4 5 6 76
PM 2:15 PM 2:15 PM 2:30 PM 2:35 PM 3:05 PM 3:15 PM 3:33 PM 3:345 PM	NL 0442 2103	0 0 NT 0 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2 2 2 5	0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 58 0 0 0 0 0 0 0	50 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0	0 ET 210 235 197 213 248 329 403 369	0 8 3 1 3 2 1 2 2	EU 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2 3 2 3	0 <u>V/T</u> 220 253 276 269 291 311 359 344		WU 1 1 0 1 2 0 1	450 48 45 56 76 76
2:00 PM 2:15 PM 2:35 PM 2:35 PM 3:07 PM 3:07 PM 3:35 PM 3:35 PM 4:00 PM	NL 044221033	NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2 2 2 2 5 2		SL 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 58 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0	81. 0 0 0 0 0 0 0 0 0 0	0 ET 210 235 197 2(3 248 329 403 369 358	0 ER 3 1 3 1 2 1 2 1 2 1 2 1	EU 0 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2 3 2 3 2 3	0 <u>V/T</u> 220 253 276 269 291 311 359 344 352	0 WR 0 0 0 0 0 0 0 0 0 0	WU 1 1 0 1 2 0 1 0	4 50 48 45 56 76 77 71
PM 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:07 PM 3:30 PM 3:30 PM 3:35 PM 4:00 PM 4:57 PM	NL 0442210331	NORTH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2 2 2 5 2 1		SL 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 58 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0	81. 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 210 235 197 213 248 329 403 389 358 440	0 8 3 1 3 2 1 2 2	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2 3 2 3	0 1220 253 276 269 291 311 359 344 352 370		WU 1 1 0 1 2 0 1 0 1 0 0	4 50 48 45 64 76 74 71 BI
2:00 PM 2:15 PM 2:35 PM 2:30 PM 2:35 PM 3:00 PM 3:330 PM 4:15 PM 4:15 PM 4:15 PM 4:15 PM	NL 044221033	NCRITH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2 2 2 5 2 1 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 58 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 210 235 197 213 248 329 403 389 358 440 371	0 ER 3 3 1 3 2 1 2 2 1 2 2 1 3 2	EU 0 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2 3 2 3 1 1	0 WT 220 253 276 269 291 311 359 344 352 370 433		WU 1 1 0 1 2 0 1 0 1	4 50 48 45 64 76 74 18 18 18 18 18 18 18 18 18 18 18 18 18
PIM 2:00 PM 2:15 PM 2:30 PM 2:35 PM 3:15 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:35 PM	NL 044221033101	NCRITH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0		SL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6			0 ET 210 235 197 2(3 248 329 403 389 358 440 371 369	0 ER 4 3 1 3 2 1 7 2 1 3 2 2 2	EU 0 0 0 0 0 0 0 0 0 0 1 3 1 1	WL 3 2 1 0 2 3 2 3 2 3 2 1 1 2	0 WT 220 253 276 269 291 311 359 344 352 370 433 415		WU 1 1 0 1 2 0 1 0 1 1	4 50 48 45 64 76 74 71 BI BU 75
PM 2:00 PM 2:15 PM 2:35 PM 2:35 PM 3:05 PM 3:35 PM 3:35 PM 4:00 PM 4:15 PM 4:30 PM 4:30 PM 4:30 PM 4:35 PM	NL 0442210331	NCRITH 0 NT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 NR 2 3 1 0 2 2 2 5 2 1 0	NU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SL 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 58 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	SU 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EL 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 ET 210 235 197 213 248 329 403 389 358 440 371	0 ER 3 3 1 3 2 1 2 2 1 2 2 1 3 2	EU 0 0 0 0 0 0 0 0 0 0 0 0	WL 3 2 1 0 2 3 2 3 2 3 1 1	0 WT 220 253 276 269 291 311 359 344 352 370 433		WU 1 1 0 1 2 0 1 0 1	4 50 48 45 64 76 74 18 18 18 18 18 18 18 18 18 18 18 18 18
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National Data & Surveying Services Intersection Turning Movement Count

Location: San Fernando Dr & Gandy Blvd City: St. Petersburg Control: 1-Way Stop(NB)

Project 7D: 21-120083-002 Date: 3/3/2021

	1-MAX 210						_	C	ars		_	-	Date: 3/3/2021					
NS/EW Streets:			nando Dr				rnando Dr			Gandy				Gandy	and the second second			
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6:00 AM	0	0	0	0	0	0	0	0	0	134	0	0	0	110	0	0	24	
6:15 AM	0	0	0	0	0	0	0	0	0	212	0	0	0	143	0	0	35	
6:30 AM 6:45 AM	o	0	0	0	0	0	ö	ő	0	233 239	0	0	0	177	0	0	41 43	
7:00 AM	0	0	0	Ő	0	0	0	0	0	257	0	2	0	191	0	0	45	
7:15 AM	0	0	0	0	0	0	0	0	0	292	0	0	7	283	0	2	57	
7:30 AM 7:45 AM	0 0	0	ő	0	0 0	0	e e	0	0	281 255	0	0	0	288	0	1	57	
8:00 AM	1	0	2	0	0	0	0	0	0	245	0	0	1	309 285	0	3	56	
8:15 AM	1	0	ō	ō	0	Ó	0	D	0	235	0	ō	Ö	311	0	0	54	
8.30 M4	D	0	1	0	0	0	0	0	0	219	0	0	0	293	0	2	51	
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9:45 AM	0	0	2	0	0	0	0	0	0	160	0	0	0	193	0	0	35	
	NL	NT	NR	NU	SL	ST	SR	SU	R	ET	ER	EU	WL	WT	WR	WU	TOT	
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National Data & Surveying Services Intersection Turning Movement Count

Location: San Fernando Dr & Gandy Blvd City: St. Petersburg Control: 1-Way Stop(NB)

Project ID: 21-120083-002

control.	1-Way Sto	00107						1	IT				Date: 3/3/2021				
NS/EW Streets:		San Fen	nardo Dr	_		San Fe	mando Dr	1.11		Gandy	Blud		1.1.1	Gandy	Blvd		1
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6:00 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	4	0	0	1 15
6:15 AM 6:30 AM	C C	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	1
6.45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	3
7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0	3 12	0 D	0	0	22 24	0	0	2
7:30 AM	ő	ő	ō	ő	ő	ō	o	ŏ	0	11	õ	ŏ	0	16	õ	0	z
7 45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	9	1 0	0	0	21	0	0	2
8:15 AM	o	õ	õ	ŏ	ő	ŏ	a	õ	0	8	õ	ő	ő	19	õ	0	2
8:30 AM	0	0	0	0	0	0	0	0	C O	10	0	0	0	18	0	0	21
8 45 AM	0	0	0	0	0	C	0	0	0	16	0	0	0	28	0	0	3
9:15 AM 9:30 AM	0	0	0	0	0	0	0	0	0	13 15	0	0	0	17	0	0	3
9:45 AM	ő	0	0	ő	0	a	0	õ	0	13	a	0	0	11 18	0	0	20
	NL	NT	-	NU	6		58	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES:	0	0	NR 1	0	20	57	0	0	0	169	2	0	0	269	0	0	4
APPROACH %b's :	0.00%	0.00%		0.00%				-	0.00%	95.63%	1.17%	0.00%	0.00%	100.0045	0.00%	0.00%	6
PEAK HR : PEAK HR VOL :	0	0	- 08:15 AM	0	0	0	0	0	0	42	1	0	0	80	0	0	12
PEAK HR FACTOR :	0.000	0.000	0,000	0.000	0,000	0.000	0,000	0.000	0,000	0.875	0.250	0.000	0.000	0,633	0,000	0.000	0.8
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10.00 AM	1	0	0	0	0	0	0	0	0	17	0	0	1	17	0	0	24
10:15 AM 10:30 AM	0	0	0	0	0	å	ö	ő	o	12 13	0	0	ō	12 14	0	0	27
10:45 AM	0	0	0	0	0	0	0	0	0	13	1	0	0	11	0	0	25
11:00 AM 11:15 AM	0	0 C	1	0	0	0	0	0	0	7	0	0	0	10	0	0	10
11:30 AM	U	0	0	0	0	0	0	0	0	15	O	0	0	10	0	0	25
11 45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	14	0	0	22
12:15 PM	0	٥	0	0	0	0	0	0	0	12	0	0	0	16	0	D	28
12 30 PM 12.45 PM	0	0	0	0	0	0	0	D	0	16 8	0	0	0	16	a	0	33
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	0	0	D	0	0	0	0	14	0	0	0	9 15	0	0	23
1:45 PM	0	D	0	Q	0	Ō	0	0	0	14	0	0	D	10	a	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	8.	ET	ER	EU	WL	WT	WR	WU	TOT
APPROACH %5'S	2 65.67%	0	1	0	0	0	0	0	0.00%	188 98.95%	2	0	1	199 99.50%	0	0.00%	39
PEAK HR :		0.00%	33.33% 01:45 PM	0.00%		-			0.00%	30.35%	1.05%	0.00%	0.50%	99.5058	0,00%	0.00%	TOT
PEAK HR VOL :	0	0	0	0	0	0	0.000	0	0	42	0	0	0	45	0	0	55
EAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0,719	0.000	0.000	0.84
		NORTH	BOUND	-	-	SCEIT	HBOUND			EASTB	CLIND			WESTE	O ING		-
PM	0	0	0	0	U	0	0	Ø	0	0	0	0	0	D	0	0	
2:00 PM	NL O	NT 0	NR	NU D	2	57	SR 0	SU 0	EL 0	8	ER	EU	WL.	11	0	WU	701
2:15 PM	2	0	0	0	0	0	0	0	0	14	0	0	0	13	0	0	29
2 30 PM 2 45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22
3:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	1	22
3:15 PM 3:30 PM	0	0	0	0	0	0	0	0	0	18 22	0	0	0	13	0	0	31
3:45 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	11	Ó	0	36
4:00 PM 4.15 PM	0	0	0	0	0	0	0	0	0	21 21	0	0	0	13	0	e o	34
4 30 PM	0	0	0	0	0	0	0	0	0	14	õ	0	0	14	ō	0	28
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National Data & Surveying Services Intersection Turning Movement Count Location: San Fernando Dr & Gandy Blvd City: SL Petersburg Control: 1-Way Stop(NB)

Project ID: 21-120083-002 Date: 3/3/2021

					-			Bi	kes				_		1.2		
NS/EW Streets:	1	San Fern	nd obne			San Fer	nando Dr			Gandy	Blvd			Gandy	Blvd		1
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6:00 AH	0	0	0	0	0	0	0	0	0	0	- 1	0	0	0	0	0	1
6:15 AM 6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 45 AM	ŏ	ō	ō	Ö	0	0	o	ō	0	0	0	Ő	0	0	Ő	ō	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AN 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
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9:00 AM 9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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9:45 AM	0	0	0	0	0	0	D	0	0	0	0	0	0	0	0	0	0
	NL.	NT	NR	NU	SL	ST	SR	SU	EL.	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES :	0	0	3	0	0	э	0	٥	0	1	1	0	0	1	0	0	6
APPROACH %'s : PEAK HR :	0.00%	07:15 AM -	100.00%	0.00%	-			-	0.00%	50.00%	\$0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOTA
PEAK HR VOL :	0	0	1	0	0	D	a	0	0	1	0	0	0	. 1.	٥	٥	3
PEAK HR FACTOR :	0,000	0.000	0.250	0.000	0.000	0,000	0.000	0,000	0.000	0.250	0,000	0,000	0,000	0.250	0.000	0.000	0,250
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10:30 AM	0	0	1	٥	0	D	D	0	0	0	D	0	0	0	0	0	1
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12:45 PM 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	- 0
1:15 PM	0	0	1	0	0	0	0	0	0	D	0	0	0	0	0	0	1
1:30 PM 1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Laste			-						1.12	1.00						3-1-1	
TOTAL VOLUMES :	NL 1	NT 0	NR 3	NU	SL	50	SR	50	EL	2	ER	EU 0	WL 2	Wr	WR	WU O	TOTA
APPROACH %'s:	25.00%	0.00%	75.00%	0.00%				4	0.00%5	100,00%	0.00%	0.00%	100.00%	0.03%	0.00%	0.00%	•
PEAK HR :		2:45 PM -				0	0	D	0	0				0	0	0	TOTA
PEAK HR VOL : PEAK HR FACTOR :	1 0.25	0.000	0.250	0.000	0,000	0.000	0.000	0.000	0.000	0.000	000.0	0.000	0.000	0.000	0.000	0.000	2
		0.50	00	-	-					_		_		_		-	0.300
		NORTHE			11215		BOUND			EASTB			1.0	WESTE			1
PM	D	0	0	0	0	0 ST	0 SR	0 SU	0 EL	ET	ER	eu l	WL	WT	0 WR	wu	TOTA
		MT	A10			0		30		EI			TTL.	VII.			0
2:00 PM	NL	0	0 NR	NU	SL		0	0	0	0	0	0	0	0	0	0	0
2:00 PM 2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:00 PM	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000		0 0 0 0 0	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0	00000	002000000000000000000000000000000000000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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2:00 PM 2:15 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 3:345 PM 4:05 PM 4:35 PM 4:35 PM 5:00 PM 5:30 PM 5:30 PM 5:30 PM 5:45 PM 6:15 PM 6:35 PM 6:35 PM 6:35 PM 6:35 PM 7:00 PM 6:35 PM												000000000000000000000000000000000000000	000020000100000000000000000000000000000			00000000000000000000000000000000000000	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:10 FM 3:30 PM 3:30 PM 4:35 PM 4:00 PM 4:35 PM 4:45 PM 5:00 PM 5:15 PM 6:39 PM 6:39 PM 6:39 PM 7:30 PM 7:30 PM 7:30 PM 7:30 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00000000000000000000000000000000000000	0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Intersection Turning Movement Count Location: San Fernando Dr & Gandy Blvd City: St. Petersburg Project ID: 21-120083-002 Date: 3/3/2021 Pedestrians (Crosswalks) NS/EW Streets: San Fernando Dr San Fernando Dr Gandy Blvd Gandy Blvd NORTH LEG SOUTH LEG EAST LEG WEST LEG AM EB EB TOTAL WB WB NB 6:00 AM 6:15 AM 6:30 AM 6:45 AM 7:00 AM n D õ Ó ó ō ō õ a ō Ð 7:15 AM 7:30 AM ĩ 7:45 AM D 8:15 AM 8:30 AM 8:45 AM 9:00 AM Ó 9:15 AM 9:30 AM 9:45 AM õ õ EB WB E9 WB NB NB TOTAL TOTAL VOLUMES : 1 33.33% 2 66.67% APPROACH %'s : 07:15 AM - 08:15 AM TOTAL PEAK HR : PEAK HR VOL : 0.250 0.250 PEAK HR FACTOR : 0.500 0.500 EAST LEG WEST LEG NORTH LEG SOUTH LEG NOON TOTAL WB WB NB NB EB SB 10:00 AM 10:15 AM 10:30 AM 10:45 AM 11:00 AM õ õ ĩ ō Ð ō Ō 11:15 AM 11:30 AN ō D 11:45 AN 12:00 PN 12:15 PN 'n ō U 12:30 P Ó п â a 12:45 PM 1:00 PM 1:15 PM õ Ō õ Ō Ō 1:30 PM 1:45 PM WB NB TITTAL EB 0 WR EB NB SR TOTAL VOLUMES : APPROACH %'S : D 11 68.75% 31.25% 100.00% 22:45 PM - 01:45 PM TOTAL PEAK HR : ø PEAK HE VOL : O ō 0.250 D PEAK HR FACTOR : 0,250 0.250 0.250 NORTH LEG SOUTH LEG EAST LEG WEST LEG PM WB WB NB SB NB SB TOTAL EB 2:00 PM 2:15 PM 2:30 PM õ õ 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:45 PM 4:00 PM Ð ñ 'n Ō õ O Ó D 4:15 PM 4:30 PM ŏ õ Ö 4:45 PM 5:15 PM 5:30 PM Õ Ő 5.45 PM 6:15 PM 6:30 PM 6:45 PM 7:00 PM Ò D 7:15 PM ō 7:30 PM Z 7:45 PM

EB

04:30 PM

TOTAL VOLUMES :

APPROACH %'s: PEAK HR : PEAK HR VOL :

PEAK HR FACTOR

W8

05:30 PM

EB

3.33%

WB

65.67%

NB

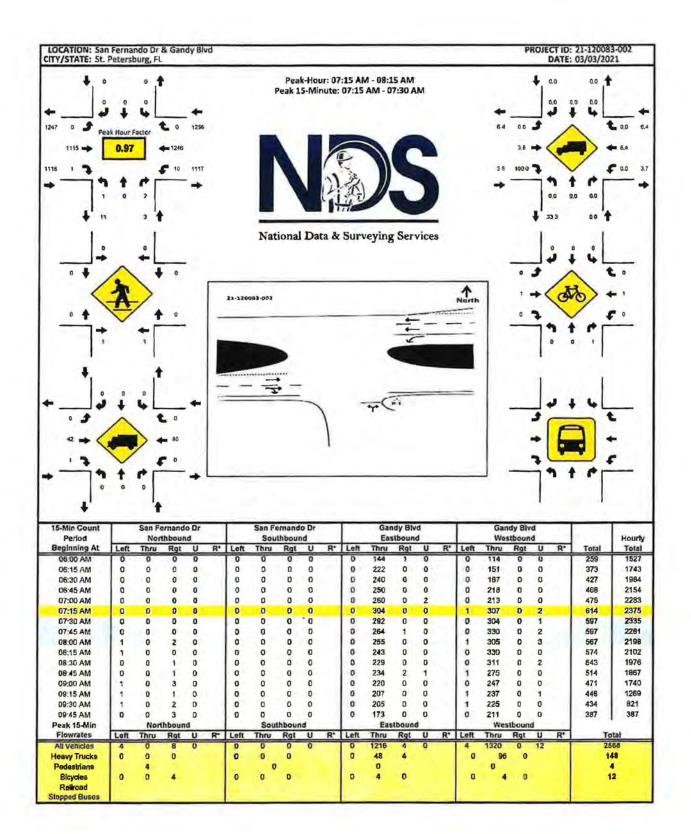
Q

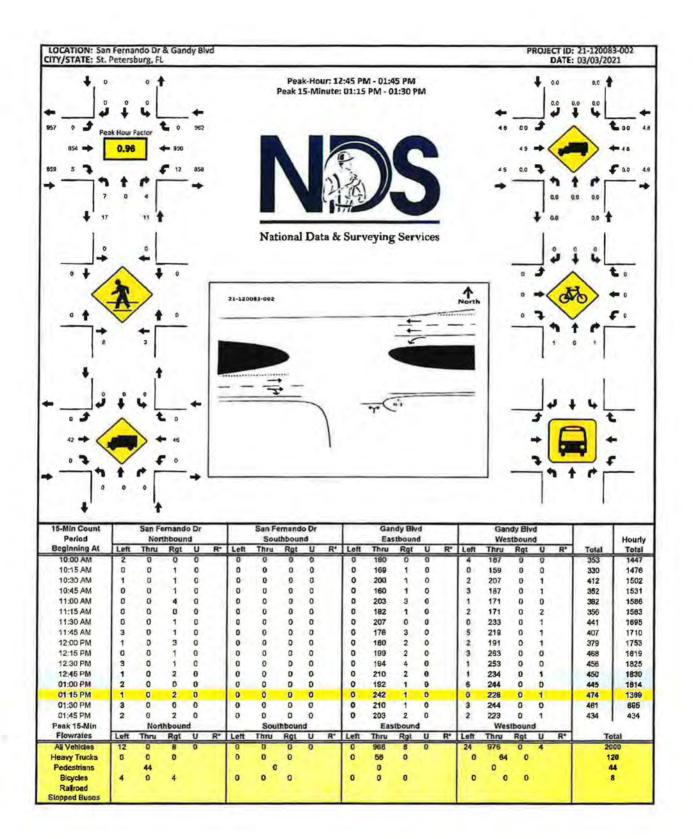
SB

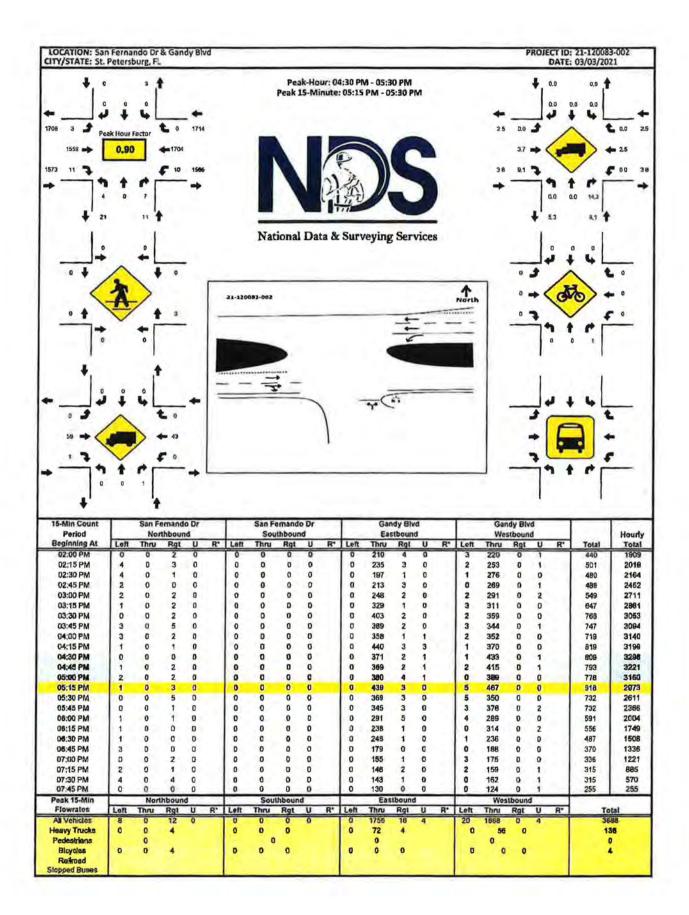
NB

TOTAL

TOTAL

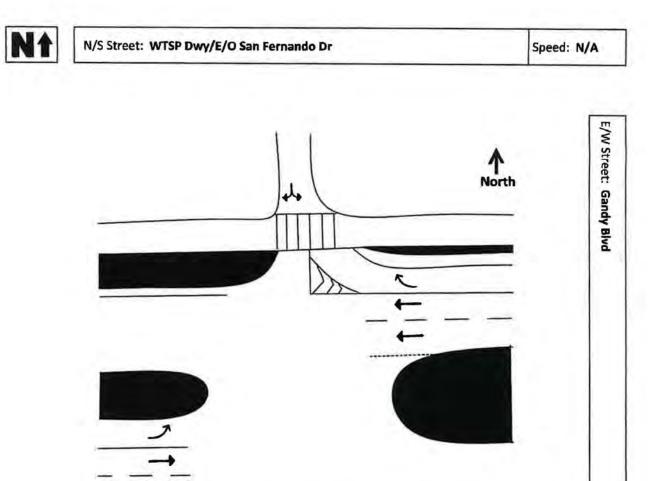








Site Code:	21-120083-003
Date:	03/03/2021
Weather:	Sunny
City:	St. Petersburg
County:	Pinellas
Count Times:	07:00 - 09:00
	16:00 - 18:00
Control:	No Control

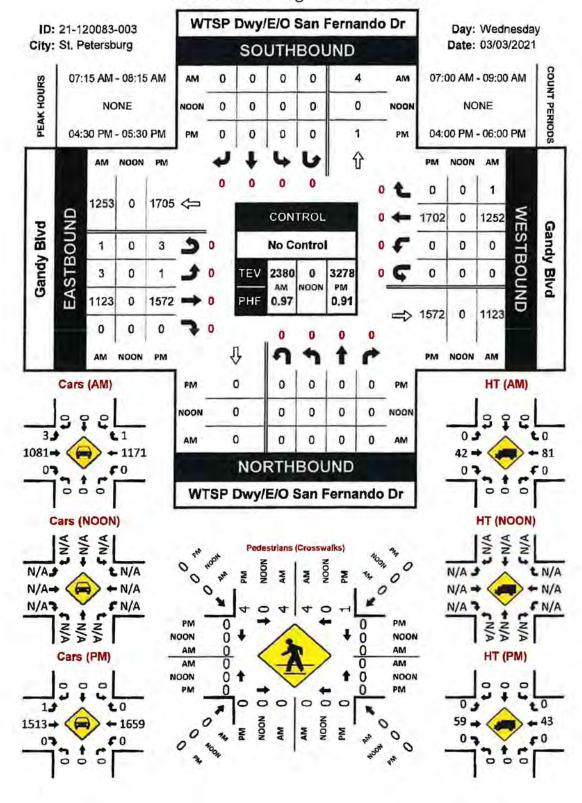


Speed: 50 MPH

Prepared by National Data & Surveying Services

WTSP Dwy/E/O San Fernando Dr & Gandy Blvd

Peak Hour Turning Movement Count



Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd

City: St. Petersburg

Control: No Control

Project ID: 21-120083-003 Date: 3/3/2021

								То	tal				-			-	
NS/EW Streets:	WTS	P Dwy/E/O	San Fernan	do Dr	WTSP	Dwy/E/O	San Feman	do Dr		Gandy	Blvd			Gandy	Blvd		
and a second		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND	1	
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTA
7:00 AM	0	0	0	0	0	0	0	0	0	257	0	0	0	221	0	0	478
7:15 AM	0	0	0	0	0	0	0	0	0	310	0	0	0	303	0	0	613
7:30 AM	0	0	0	0	0	0	0	0	2	285	0	1	0	319	1	0	608
7:45 AM	0	0	0	0	0	0	0	0	0	274	0	0	0	317	0	0	591
8:00 AM	0	0	0	0	0	0	0	0	1	254	0	0	0	313	0	0	568
8:15 AM	0	0	0	0	0	0	0	0	1	245	0	0	0	322	1	1	570
8:30 AM	0	0	0	0	0	0	0	0	1	225	0	0	0	317	1	0	544
8:45 AM	0	0	0	0	0	0	0	0	1	238	0	0	0	274	0	0	513
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	6 0.29%	2088 99.67%	0 0.00%	1 0.05%	0.00%	2386 99.83%	3 0.13%	1 0.04%	448
PEAK HR :						-					1.00				TOT		
PEAK HR VOL : PEAK HR FACTOR :	0 000-0	0 0.000	0.000	0 0.000	0.000	0 0.000	000.0	0 0.000	3 0.375	1123 0.906 0.9	0 0.000	1 0.250	0 000.0	1252 0.981 0.9	1 0.250	0 0.000	238

200		NORTH	HOUND		1.00	SOUTH	IBOUND		1	EASTE	OUND			WESTE	OUND		
PM	٥	0	0	0	0	0	۵	D	0	0	0	0	0	0	0	0	
and the second s	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	363	0	1	0	350	0	0	715
4:15 PM	0	0	0	0	0	0	0	0	0	434	0	1	0	378	0	0	813
4:30 PM	0	0	0	0	0	0	0	0	0	377	0	1	0	426	0	0	804
4:45 PM	0	0	0	0	0	0	0	0	0	359	0	1	0	431	0	0	791
5:00 PM	0	0	0	0	0	0	0	0	1	397	0	0	0	383	0	0	781
5:15 PM	D	0	D	0	0	O	0	0	0	439	0	1	0	462	0	0	902
5:30 PM	0	0	0	0	0	0	0	0	1	362	0	1	0	368	0	0	732
5:45 PM	0	0	0	۵	0	0	0	0	1	355	0	0	0	368	0	1	725
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTA
TOTAL VOLUMES : APPROACH %'s :	0	0	0	Q	D	0	0	0	4 0.13%	3086 99.68%	0	6 0.19%	0.00%	3166 99.97%	0	1 0.03%	6263
PEAK HR :		04:30 PM	- 05:30 PM		1.00												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1572	0	3	0	1702	O	0	3278
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.895	0.000	0.750	0.000	0.921	0.000	0.000	0.909

Intersection Turning Movement Count

Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd City: St. Petersburg Control: No Control

Project ID: 21-120083-003 Date: 3/3/2021

		-			_			C	ars								
NS/EW Streets:	WTS	P Dwy/E/O	San Fernar	ido Dr	WTS	P Dwy/E/O	San Fernar	ndo Dr		Gandy	Blvd			Gandy	Blvd	1.1.11	
	-	NORT	HEOUND		1	SOUTI	HEQUND			EASTE	BOUND			WEST	JOUND		
AM	0 NL	D NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	254	0	0	0	198	0	0	452
7:15 AM	0	0	0	0	0	0	0	0	0	298	0	0	0	280	0	0	578
7:30 AM	0	0	0	0	0	0	0	0	2	274	0	1	0	303	1	0	581
7:45 AM	0	0	0	0	0	0	0	0	O	265	0	0	D	295	0	0	561
8:00 AM	0	0	0	0	0	0	0	0	1	244	0	0	0	292	0	0	537
8:15 AM	0	0	0	0	0	0	D	0	1	238	0	0	0	305	1	1	546
8:30 AM	0	0	0	0	0	0	0	0	1	216	0	0	0	299	1	0	517
8:45 AM	0	0	0	0	0	0	0	0	1	220	٥	0	0	259	0	a	480
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'S :	0	٥	0	0	0	0	0	0	6 0.30%	2009 99.65%	0.00%	1 0.05%	0 0.00%	2232 99.82%	3 0,13%	1 0.04%	4252
PEAK HR :	1.00	07:15 AM	- 08:15 AM	1	1000				100 100				10.4				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1081	0	1	0	1171	1	0	2257
PEAK HR FACTOR 1	0.00	0.000	0.000	0.000	0,000	0.000	0.000	0.000	0.375	0.907	0.000	0.250	0.000	0.966	0.250	0.000	0.971
	100					-											
-	1.72	NORT	HBOUND			SOUT	HBOUND		1.	EAST	BOUND	6.1	1.5	WEST	BOUND	4	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.00

24.24	1.00	NORTH	HBOUND			SOUTH	HBOUND		1	EASTE	BOUND	10 T		WEST	BOUND		
PM	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	1.000
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	342	0	1	0	336	0	0	680
4:15 PM	0	0	0	0	0	0	0	0	0	413	0	1	0	368	0	0	782
4:30 PM	0	0	D	0	0	0	0	0	0	363	0	1	0	412	0	0	775
4:45 PM	0	0	0	0	0	0	0	0	0	343	0	1	0	425	0	0	769
5:00 PM	0	0	0	0	0	0	0	0	1	379	0	0	0	369	0	0	749
5:15 PM	0	0	0	0	0	0	0	0	0	428	0	1	0	453	0	0	882
5:30 PM	0	0	0	0	0	0	0	0	1	347	0	0	0	361	0	0	709
5:45 PM	0	0	0	0	0	0	0	0	1	345	0	0	0	360	O	1	707
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES : APPROACH %'s :	D	0	0	0	0	0	0	0	4 0.13%	2960 99.70%	0.00%	5 0.17%	0 0.00%	3084 99.97%	0.00%	1 0.03%	6054
PEAK HR :	1	04:30 PM	- 05:30 PM	Q	-	- A.			Sec. 1997	1000		1.1.1.1	Provide States			1000	TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1513	0	3	0	1659	0	0	3176
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.884	0.000	0.750	0.000	0.916	0.000	0.000	0.900

Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd City: St. Petersburg Control: No Control

Project ID: 21-120083-003 Date: 3/3/2021

0.768

				-				H	T								
NS/EW Streets:	WTS	P Dwy/E/O	San Fernan	do Dr	WTSF	Dwy/E/O	San Feman	do Dr	1	Gandy	Blvd			Gandy	Blvd		
		NORTH	BOUND			SOUTH	BOUND			EASTB	OUND			WESTE	OUND		-
AM	0	0	0	Ó	0	0	0	D	0	0	0	0	0	0	D	0	1
	NL	NT	NR	NU	SL	51	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	23	0	0	26
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	23	0	0	35
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	21	0	0	30
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	21	0	0	31
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	17	0	0	24
8:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	18	0	0	27
8:45 AM	0	0	0	0	0	0	0	0	0	18	D	0	0	15	0	0	33
	NL.	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	79 100.00%	0.00%	0.00%	0 0.00%	154 100.00%	0.00%	0 0.00%	23
PEAK HR !	-	07:15 AM	- 08:15 AM	1	1.0						1.00						TOT
PEAK HR VOL :	0	0	0	0	0	D	0	0	0	42	0	0	0	81	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000 75	0.000	0.000	0.880	0.000	0.000	0.87
												-	-		1942-194 1940-1940		_
-			HBOUND	1.00	1.0		HBOUND		HTV T	EASTB		1.5.1	1.1	WESTE		- 6 1	1.00
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	14	0	0	3
4:15 PM	0	0	0	0	D	0	0	0	D	21	0	0	0	10	0	0	31
4:30 PM	0	0	D	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	0	D	0	0	0	0	16	0	0	0	6	0	0	22
5:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	14	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0	0	20
5:30 PM	0	0	0	0	0	0	0	0	0	15 10	0	1	0	7	0	0	23
5:45 PM	0	0	0	0	0	u	U	U	0	10	0	0	U	8	U	ų	10
Second Second	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO'
TOTAL VOLUMES : APPROACH %'s :	0	Q	0	0	C	0	0	0	0	126 99.21%	0.00%	1 0.79%	0	82 100.00%	0	0	20
PEAK HR :	-	04:30 PM	- 05:30 PM	1				-									TOT
PEAK HR VOL : PEAK HR FACTOR :	0 0.00	0 0.000	0 0.000	0 0.000	0.000	0 000.0	0 0.000	0 0.000	0 0.000	59 0.819 0.8	0.000	0 0.000	0 0.000	43 0.768 0.7	0 0.000	0 0.000	10

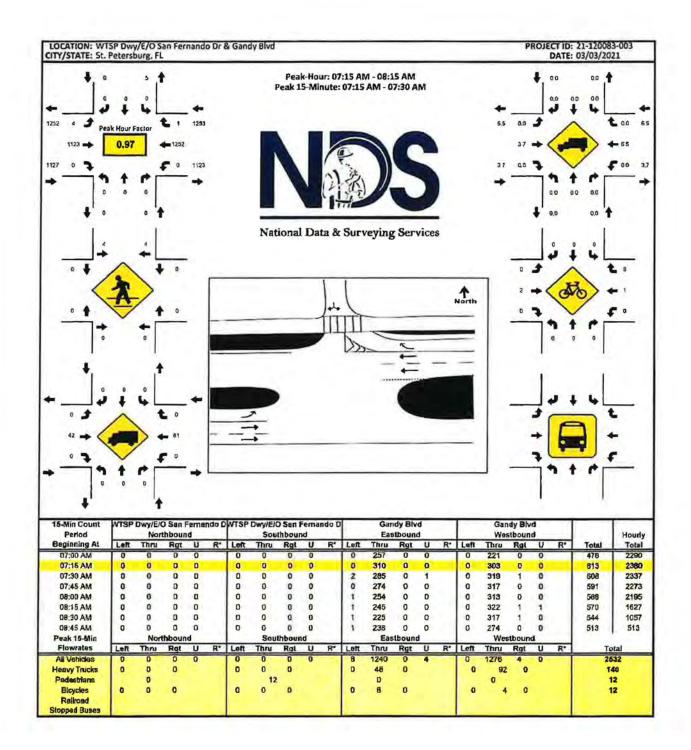
0.819

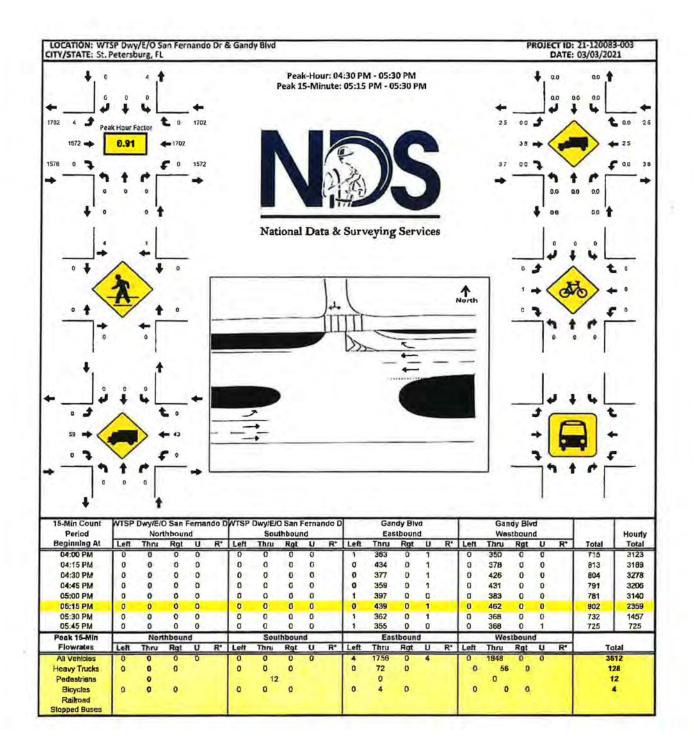
Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd City: St. Petersburg Control: No Control

Project ID: 21-120083-003 Date: 3/3/2021

					-			Bil	(es						3/2021		
NS/EW Streets:	WTS	Dwy/E/O	San Fernand	do Dr	WTSP	Dwy/E/O	San Fernan	do Dr	1.	Gandy	Blvd			Gandy	Blvd		1
	S. 10	NORTH	IBOUND	1.5		SOUTH	BOUND	1		EASTB	OUND	_		WESTE	OUND	-	-
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOT
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	٥	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	O	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR.	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	0	0	0	0	3 100.00%	0.00%	0.00%	0.00%	1 100.00%	0	0.00%	4
PEAK HR :	100	07:15 AM	- 08:15 AM	2		-			1.1.1.1	1.1							TOT
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	O	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.3
					_												
			HBOUND		1.1.1		HBOUND		11.5	EASTB				WESTE		-	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4.4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5.45 PM	U		U	ų	U	U	U	U	, o	U	0	0	v	U	ŭ	U	
S	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TO
TOTAL VOLUMES : APPROACH %'s :	0	0	0	0	0	D	0	0	0	1 100.00%	0	0 0.00%	0.00%	3 100.00%	D 0.00%	0.00%	4
	-	04-30 PM	- 05:30 PM	M					-								TO
PEAK HR :		04.30															

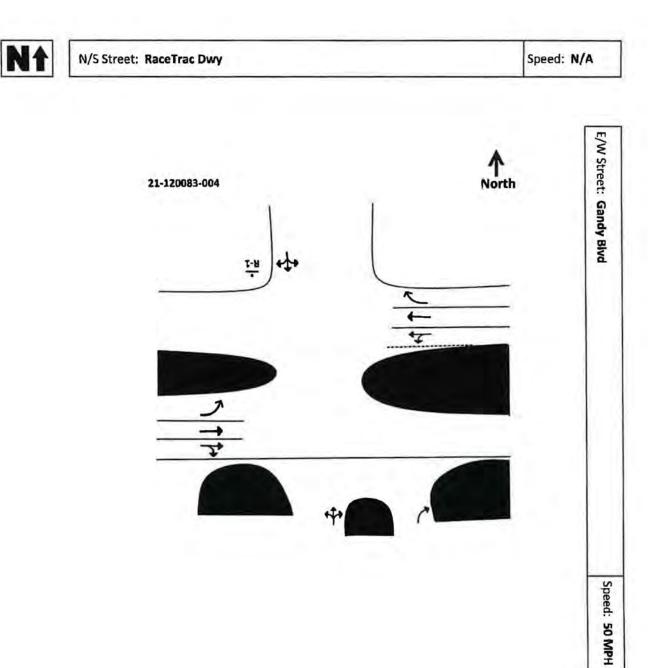
				ing M					
	VTSP Dwy/E/ it. Petersburg	O San Fernan		dy Blvd strians (Date:	21-120083-00 3/3/2021	3	
NS/EW Streets:	WTSP Dwy Fernan		WTSP Dw	y/E/O San ndo Dr	Gandy		Gandy	Bivd	
0.0.0	NORTH			HLEG	EAST	LEG	WEST	LEG	1
AM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	1	2	0	0	0	0	0	0	3
7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0
8:00 AM	õ	0	0	0	0	0	0	0	0
8:30 AM	0	o	0	o	0	0	D	o	0
8:45 AM	õ	ĩ	ō	0	Ō	Ő	ō	ō	i
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	6	0	0	0	0	0	0	10
APPROACH %'s:	40.00%	60.00%			1				-
PEAK HR :	07:15 AM				1.211	6	L	1.2	TOTAL
PEAK HR VOL :	4	4	0	0	0	0	0	0	8
EAK HR FACTOR :	0.500	0.500			_				0.667
	NORT	HIEG	SOLT	TH LEG	FAST	LEG	WES	LEG	1
PM	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	ō	0	0	0	0	0	0	D	0
4:30 PM	2	1	0	D	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	1
5:30 PM 5:45 PM	1	2	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES : APPROACH %'s :	6 54.55%	5 45.45%	0	0	0	0	0	0	11
PEAK HR :	the second se	- 05:30 PM			1.0.1		1		TOTAL
PEAK HR VOL :	4	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.500	0.250	-			200			0.417







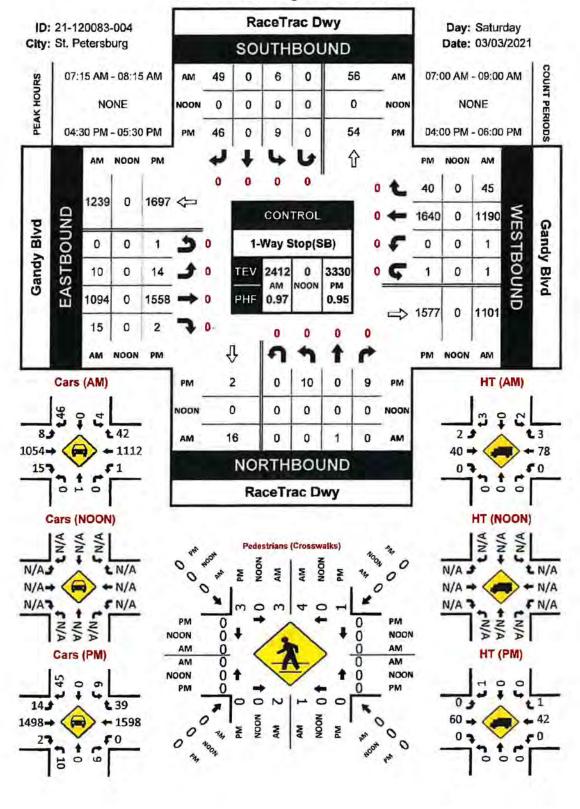
Site Code:	21-120083-004
Date:	03/03/2021
Weather:	Sunny
City:	St. Petersburg
County:	Pinellas
Count Times:	07:00 - 09:00
	16:00 - 18:00
Control:	1-Way Stop(SB)



Prepared by National Data & Surveying Services

RaceTrac Dwy & Gandy Blvd

Peak Hour Turning Movement Count



National Data & Surveying Services Intersection Turning Movement Count

Locations ReceTra: Dwy & Gandy Bivd City: St. Peterstang Centrols: 1-Way Bop(SB)

Project 10: 21-120083-004 Deta: 3/3/2021

1		A			-				TO	tal	-			_		-			100
HS/EW Streets:		RaceTro	C Dwy		P-12	RaceTra	c Dwy			6	andy Blvd	2		1000	Gandy I	ivi			1
AM	ź M	0 NT	C	e Mu		0 S	0 0 0	0.00		0	0 EP	a CV	0	3	D WT	ONUC 0	e wo	MORTHOOLINOV	1014
200 AK 715 AH 720 AH 716 AH 810 AH 815 AK 810 AN 815 AK	00000101	00-00000	000000000	00000000		00000000	* 12 15 13 9 15 9 12	00000000		211 25 25 25 25 25 25 25 25 25 25 25 25 25	25451201	000000-0	00000000		223 275 308 318 289 322 293 275	10 11 16 9 7 15 9 12	00100000	0000	50% 607 623 622 561 567 553 529
TOTAL VOLUMES	11 11 11 11 11 11 11 11 11 11 11 11 11	1	0 0.00%	0 0 0,00%	9 8.52%	51 0 0.00%	58 93 91,18%	9J 0 0000	EL 30	E7 2045 92,94%	20	1	2010	4 4 0.37%	WT 2303	111E 91 1.79%	1	1 1 100.00%	10TA 4593
PEAK HE VOLI	0,000	L 0.250 0.2	0,000	000.0	6 0.750	0000	49 0.517	0,000	10 0,625	1094 0.921	15 0.750 0.916	0 9.000	2	1 0,250	_1190 0,936 0.94	0.035	0.250	1 6.250 6.250	TCT/ 2415 0,966
_		Martin	0000			1000	00,00				ASTERNA		_		WESTE	-		NORTHEOUND2	-
PM	0	0	C NR	0	8	0 ST		ŝ	0	-	U.S.	0	0		WT	0 WA	0 WW	1012	TOTA
4:00 PM 4:13 PM 4:15 PM 4:45 PM 5:10 PM 5:15 PM 5:20 PM 5:25 PP	10107201	00000000					15 9 8 11 18 7 12	00000000		17.43 36 37 36 37 36 37 36 37 36 37 36 37 36 37 37 37 37 37 37 37 37 37 37 37 37 37	-0101000	0010010	000000000	00000000	ないのないのである	15 7 9 9 10 12 12 11	00100000		761 777 856 767 650 877 773 736
TOTAL VOLUMES	51 12 50.01%	0 0 0000	12 50.00W	NU 0	25	5T 0 0.00%	3K 80	9 0.00%	11 28 0.90%	E1 3063	1R 3 0.10%	2	0.00%L	0 000%	WT 3059 47,77%	MA 85 2,704	1 DOTH	0	1014
PEAK HR VOL : PEAK HR FACTOR P			9 9.450	omo	9 0.750	0.000	*5 0.639	000.0	14 0.700	1558 0.999	2 0.500 0.930	6.250	a.000	0.000	1648 0.953 0.95	40	0.250	0,000	101/ 3330 0.945

Tabat



Intersection Turning Movement Count Project ID: 21-120083-004 Date: 3/3/2021

Location: RaceTrac Dwy & Gandy Blvd City: St. Petersburg Control: 1-Way Stop(SB)

PEAK HR VOL : PEAK HR FACTOR :	10 0.36	0 0.000 0.3	9 0,450	0.000	9 0.750	0 0.000 0.7	45 0.662 11	0.000	14 0.700	1498 0.927	2 0.500 0.926	1 0.250	0 0.000	0 0.000	1598 0.958 0.9	39 0.813 59	1 0.250	0 0.000	322 0.94
TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 12 50.00%	NT 0 0.00% 04:30 PM -	NR 12 50.00%	NU 0 0.00%	SL 22 20.37%	ST 0 0.00%	SR 86 79.63%	SU 0 0.00%	EL 28 0.94%	ET 2936 98,89%	ER 3 0.10%	EU 2 0.07%	ER2 0 0.00%	WL 0 0.00%	WT 2981 97.29%	WR 82 2.68%	WU 1 0.03%	N2L2 0	TOT 610 TOT
5:30 PM 5:45 PM	0	0	0	0	4	0	7 11	0	37	362 342	0	1	0	0	364 339	11 11	0	0	75 71
5:15 PM	2	0	1	0	2	D	17	0	5	404	0	0	0	0	413	12	0	0	85
5:00 PM	7	0	5	0	2	0	11	0	3	386	1	0	0	0	373	9	0	0	7
4:30 PM 4:45 PM	0	0	2	0	3	0	8	0	1	328	0	ò	0	0	395	9	0	0 0	7
4:15 PM	0	0	1	0	1	0	9	0	2	385 380	0	0	0	0	341 417	7 9	0	0	7
4:00 PM	1	0	2	0	2	0	14	0	2	349	1	0	0	0	339	14	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	wu	N2L2	TO
PM	D	NORTH	BOUND	0	0	SOUTH	BOUND	0	0	0	ASTROUND	0	C	a	WEST	BOUND	0	ORTHBOUN	
PEAK HR FACTOR :	0.00	0.250	0,000 50	0.000	0,500	0.000	0.621 33	0.000	0.500	0.925	0.750 0.918	0.000	0.250	0.250	0.930	0.656 35	0.250	0.250	0.9
PEAK HR VOL :	0	1	0	0	4	0	46	0	8	1054	15	0	2	1	1112	42	1	1	22
PEAK HR 1		07:15 AM -		010070	101 70	010010	distant fill	Une fu	0100 10	June 1	1000	510574	912910	Unite /s	30122.70	undu lu	0.017	10010010	TC
APPROACH %'s	2 65.67%	1 33.33%	0	0.00%	7 7.61%	0.00%	85 92.39%	0.00%	16 0.80%	1971 98.11%	20	0.00%	2 0.10%	4 0.16%	2158 95.12%	82 3.65%	1 0.04%	1 100.00%	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TO
8:45 AM	1	0	0	0	0	0	10	0	2	208	1	0	0	1	262	11	D	0	4
8:30 AM	ō	õ	õ	ŏ	2	o	7	õ	3	228	Ď	D	ŏ	Ď	279	5	o	a	5
8:00 AM 8:15 AM	0	0	0	0	0	0	8 14	0	0	241 223	1 2	0	2	0	269 305	7	0	1	5
7:45 AM	0	0	0	0	2	0	12	0	2	263	5	0	0	0	299	8	0	0	5
7:30 AM	ō	1	ō	õ	î	O	14	õ	2	265	4	ŏ	õ	ō	292	16	1	ŏ	5
7:00 AM 7:15 AM	0	0	0	0	1	0	8 12	0	2	258 285	2 5	0	0	1	200 252	10 11	0	0	4 5
AM	0 NL	0 NT	0 NR	0 NU	0 SL	U ST 0	0 SR	0 SU	0 EL	0 ET	0 ER	EU	U ER2	0 WL	WT	0 WR	0 WU	D N2L2	TC
		NORTH	5-12-1 C		_	RaceTra				_	andy Blvd				Gandy			ORTHBOUR	_
NS/EW Streets:		RaceTra																	

Intersection Turning Movement Count Project ID: 21-120083-004 Date: 3/3/2021

Location: RaceTrac Dwy & Gandy Blvd City: St. Petersburg Control: 1-Way Stop(SB)

Control:)	, may su	00,001							н	tie -				Dates	3/3/2021				
NS/EW Streets:		RaceTr	ac Dwy			RaceTra	c Dwy	1		G	iandy Blvd				Gandy	Blvd			-
AM	0 NL	NORTO Ú NT	BOUND C NR	DNU	0	SOUTH 0 ST	0 SR	0 5U	0 CL	0 ET	ASTEOUNE 0 ER	0 EU	0 ER2	0 WL	WESTE Q WT	OUND 0 WR	0 WU	ORTHBOUM 0 N2L2	TOT
7:00 AM 7:15 AM 7:30 AM	000	0 0 0	0 0 0	0 0 0	0 1 0	000	0	0 0 0	1 0 0	3 12 10	0 0 0	0 0 0	0 0 0	0 0 0	23 23 16	0 0 2	0 0 0	0 0 0	27 36 29
7:45 AM 8:00 AM 8:15 AM 8:30 AM	0000	0000	0	0	0	0	1 1 2	0000	1 0 0	9 9 7 8	0 0 0 0 0	0 0 0 1	0	0	19 20 17 14 13	1 0 1 4	0000	000	3322
8:45 AM TOTAL VOLUMES : APPROACH %'s :	0 NL 0	0 NT 0	0 NR 0	0 NU 0	0 SL 2 20.00%	0 ST 0 0.00%	2 5R 8 80.00%	0 SU 0 0.00%	1 EL 4 5.05%	16 ET 74 93.67%	0 ER 0 0.00%	0 EU 1 1.27%	0 ER2 0 0.00%	0 WL 0 0.00%	13 WT 145 94.16%	1 WR 9 5.84%	0 WU 0 0.00%	0 N2L2 0	3 TO 2
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.000	07:15 AM 0 0.000	- 08:15 AM 0 0.000	0 0.000	2 0.500	0 0.000 0.6	3 0.750	0.000	2 0.500	40 0.833	0 0.000 0.875	0 0.000	0 0.000	0.000	78 0.848 0.8	3 0.375	0.000	0 0.000	TO 11 0,8
PM	0 NL	NORT 0 NT	HBOUND 0 NR	0 NU	0 SL	SOUTH 0 ST	EOUND 0 SR	0 SU	0 EL	0 ET	O ER	0 EU	0 ER2	0 WL	WESTE 0 WT	BOUND 0 WR	0 WU	ORTHBOUR 0 N2L2	TO
4:00 PM 4:15 PM 4:30 PM 4:30 PM	0 0 0	0	0 B 0	0 0 0	1 0 0	0	1 0 0	0000	0000	22 20 15	0	0000	0000	0	12 11 13 7	1 0 0	0	000	The second se
5:00 PM 5:15 PM 5:30 PM 5:45 PM	00000	000000000000000000000000000000000000000	0 0 0	0 0 0 0 0 0	000000000000000000000000000000000000000	00000	0 1 0 1	0000	0 0 0 0	19 11 14 11	0000	0 0 0	0 0 0 0	00000	13 9 6 7	1 0 1 0	0 0 0 0	0 0 0 0	and the second s
TOTAL VOLUMES : APPROACH %'S :	NL O	NT O	NR O	NU Q	SL 1 25.00%	ST 0 0,00%	SR 3 75.00%	SU 0 0.00%	EL 0 0.00%	ET 127 100.00%	ER 0 0.00%	EU 0 0.00%	ER2 0 0.00%	WL 0 0.00%	WT 78 96.30%	WR 3 3.70%	WU 0 0.00%	N2L2 0	TC 2
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.00	04:30 PM 0 0.000	- 05:30 PM 0 0.000	0.000	D 0.000	0 0.000 0.2	1 0.250 50	0 0.000	0 0.000	60 0.789	0 0.000 0.789	0 0.000	0 0.000	0 0.000	42 0.808 0.7	1 0,250 68	0	0 0.000	TC 1 0.1

Intersection Turning Movement Count Project ID: 21-120083-004 Date: 3/3/2021

Location: RaceTrac Dwy & Gandy Blvd City: St. Petersburg Control: 1-Way Stop(SB)

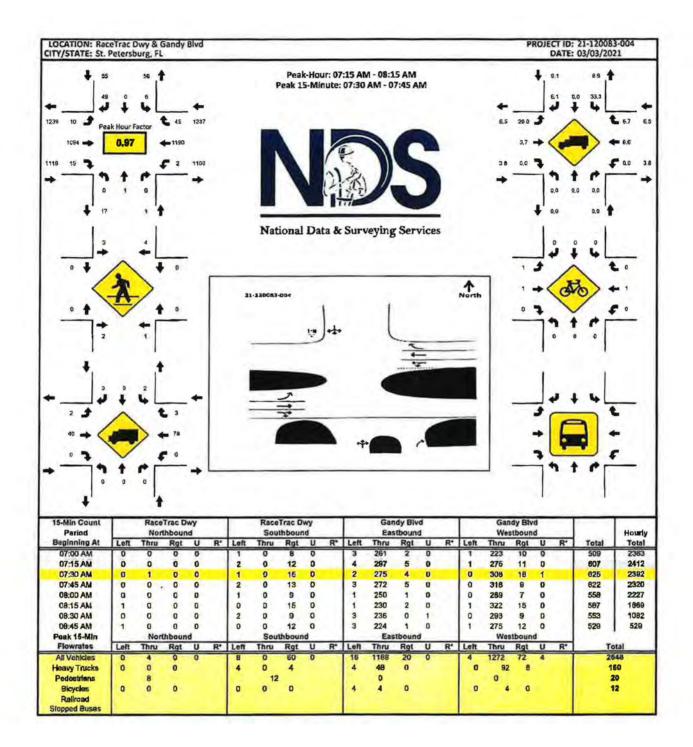
Concroi: 1	L-Way Su	p(30)			_				Bik	es				Date: :	5/3/2021			_	
NS/EW Streets:		RaceTra	ac Dwy		1	RaceTra	c Dwy	= - 3		G	andy Blvd			-	Gandy	Blvd			
AM	0 NL	NORTH 0 NT	1BOUND D NR	0 NU	0	SOUTH 0 ST	BOUND D SR	0 SU	0 EL	U ET	ASTBOUND 0 ER	D EU	0 ER2	0 WL	WESTE 0 WT	OUND 0 WR	0 WU	ORTHBOUN 0 N2L2	TOT
7:00 AM 7:15 AM 7:30 AM	000	0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0	0 0 0	0 0 0	0000
7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	000000000000000000000000000000000000000	0000	000000000000000000000000000000000000000	000000000000000000000000000000000000000	0 0 0	0 0 0 0	0 0 0 0 0 0	0	0	0 1 0 1 0	0 0 0 0 0 0 0 0	0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0	1 2 0 1 0
TOTAL VOLUMES : APPROACH %'S :	NL 0	NT D	NR 0	NU 0	SL O	5T 0	SR	SU 0	EL 1 33.33%	ET 2 66.57%	ER 0 0.00%	EU 0 0.00%	ER2 0 0.00%	WL 0 0.00%	WT 1 100.00%	WR 0 0.00%	WU 0 0.00%	N2L2 0	TOT
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	000.0	07:15 AM 0 0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 000.0	1 0.250	1 0,250	0 0.000 0.250	0 0.000	0 0,000	0 0.000	1 0.250 0.2	0 0.000 50	0 0.000	0 0.000	TO 3 0.3
PM	0 NL	NORTH 0 NT	HBOUND 0 - NR	0 NU	0 SL	SOUTH 0 ST	BOUND 0 SR	0 50	0 EL	0 ET	ASTBOUND 0 ER	0 EU	0 ERZ	0 WL	WESTE 0 V/T		0 WU	ORTHBOUM 0 N2L2	тот
4:00 PM 4:15 PM 4:30 PM 4:45 PM	0000	0	0000	0000	0000	0	0 0 0	000	0000	0 0 0	0000	0 0 0	0	0	100	000	0000	0	
5:00 PM 5:15 PM 5:30 PM 5:45 PM	0000	0 0 0 0	0 0 0	0000	0 0 0 0 0 0 0	0 0 0	0 0 1 0	0000	0 1 0 0	0000	0 0 0	0 0 0	0000	0000	0 0 0	0 0 0	00000	0000	
TOTAL VOLUMES : APPROACH %'s :	NL O	NT 0	NR 0	NU D	SL 0 0.00%	ST 0 0.00%	SR 1 100.00%	SU 0 0.00%	EL 1 100.00%	ET Q 0.00%	ER 0 0.00%	EU 0 0.00%	ER2 0 0.00%	WL 0 0.00%	WT 1 100.00%	WR 0 0,00%	WU 0 0.00%	NZLZ O	то
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.00	04:30 PM 0 0,000	- 05:30 PM 0 0.000	0 0.000	0 0.000	0 0.000	0	0 0.000	1 0.250	0 0.000	0 0.000 0.250	0.000	0 0.000	0 0.000	0.000	0.000	0000.0	0 0.000	TO 1 0.2

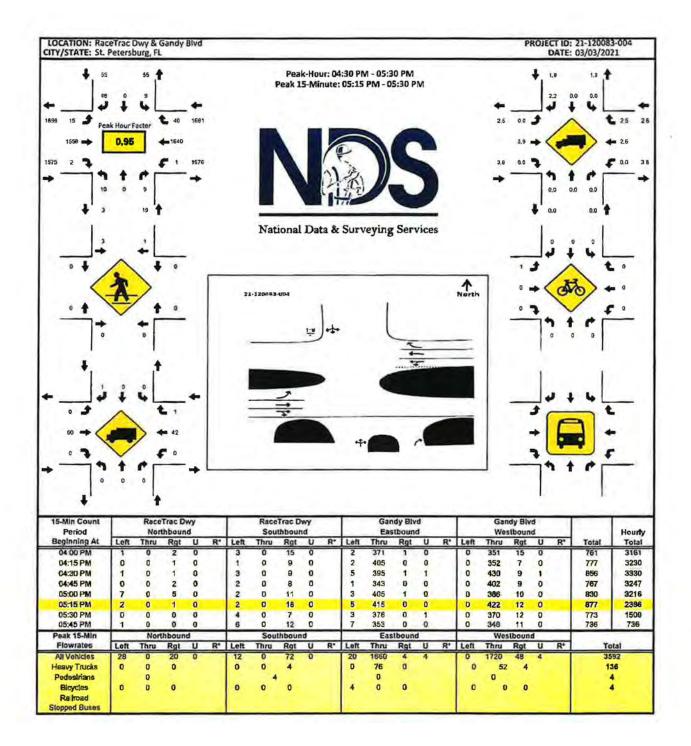
Intersection Turning Movement Count

Location: RaceTrac Dwy & Gandy Blvd City: St. Petersburg Project ID: 21-120083-004 Date: 3/3/2021

				Pede	strians	Crosswa	ilks)				÷
NS/EW Streets:	RaceTr	ac Dwy	RaceTra	ac Dwy	Gand	Blvd	Gandy	y Blvd			
A B 4	NORT	H LEG	SOUTH	LEG	EAST	LEG	WEST	T LEG	SOUTH	LEG 2	
AM	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	1	0	0	0	0	0	1	1	6
7:30 AM	1	1	1	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	2	0	1	0	1	1	0	0	1	0	6
8:30 AM	0	0	0	1	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	0	0	0	O	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTA
TOTAL VOLUMES :	5	5	3	2	1	1	0	0	2	2	21
APPROACH %'s :	50.00%	50.00%	60.00%	40.00%	50.00%	50.00%			50.00%	50.00%	1
PEAK HR :	07:15 AM	- 08:15 AM					12.7		1.000		TOTA
PEAK HR VOL :	3	4	2	1	0	0	0	0	1	1	12
PEAK HR FACTOR :	0.750	0.500	0,500	0.250					0.250	0.250	0.500
	0.5	583	0.3	75					0.2	50	0.500
							-				
PM		'H LEG	SOUT			T LEG		TLEG	SOUTH	LEG 2	
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTA
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	2	0	D	0	0	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTA
TOTAL VOLUMES :	4	2	2	0	0	0	0	0	2	0	10
APPROACH %'s:	66.67%	33.33%	100.00%	0.00%					100.00%	0.00%	
PEAK HR :	the second s	- 05:30 PM	1.1		1.000	1000					TOTA
PEAK HR VOL :	3	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.750	0.250	1.1.1						1.1		1.000
		000									

Pedestrians (Crosswalks)





FDOT PEAK SEASON ADJUSTMENT FACTORS



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 1500 PINELLAS COUNTYWIDE

VEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2019 - 01/05/2019	1.04	1.12
2	01/06/2019 - 01/12/2019	1.03	1,11
3	01/13/2019 - 01/19/2019	1.02	1.10
4	01/20/2019 - 01/26/2019	1.00	1.08
5	01/27/2019 - 02/02/2019	0.98	1.05
6	02/03/2019 - 02/09/2019	0.96	1.03
7	02/10/2019 - 02/16/2019	0.93	1.00
8	02/17/2019 - 02/23/2019	0.93	1.00
9	02/24/2019 - 03/02/2019	0.92	0.99
10	03/03/2019 - 03/09/2019	0.91	0.98
11	03/10/2019 - 03/16/2019	0.91	0.98
12	03/17/2019 - 03/23/2019	0.91	0,98
13	03/24/2019 - 03/30/2019	0.92	0.99
14	03/31/2019 - 04/06/2019	0.93	2.00
15	04/07/2019 - 04/13/2019	0.94	1.01
16	04/14/2019 - 04/20/2019	0.95	1.02
17	04/21/2019 - 04/27/2019	0.95	1.03
18	04/28/2019 - 05/04/2019	0.97	1.04
19	05/05/2019 - 05/11/2019	0.97	1.05
20	05/12/2019 - 05/18/2019	0.99	1.06
21	05/19/2019 - 05/25/2019	0.99	1.06
22	05/26/2019 - 06/01/2019	1.00	1.08
23	06/02/2019 - 06/08/2019	1.00	1.08
24	06/09/2019 - 06/15/2019	1.00	1.08
25	06/16/2019 - 06/22/2019	1.01	1.09
26	06/23/2019 - 06/29/2019	1.01	1.09
27	06/30/2019 - 07/06/2019	1.02	1.10
28	07/07/2019 - 07/13/2019	1.02	1.10
29	07/14/2019 - 07/20/2019	1.03	1.11
30	07/21/2019 - 07/27/2019	1.03	1.11 1.12
31	07/28/2019 - 08/03/2019	1.04	1.12
32	08/04/2019 - 08/10/2019	1,05	1.13
33	08/11/2019 - 08/17/2019	1.05	1.14
34	08/18/2019 - 08/24/2019	1.06	1.14
35	08/25/2019 - 08/31/2019	1.06	1.14
36	09/01/2019 - 09/07/2019	1.07	1.14
37 38	09/08/2019 - 09/14/2019	1.07	1.15
30 39	09/15/2019 - 09/21/2019 09/22/2019 - 09/28/2019	1.06	1.14
40		1.05	1.13
41	09/29/2019 - 10/05/2019 10/06/2019 - 10/12/2019	1.04	1.12
42	10/13/2019 - 10/19/2019	1.03	1.11
43	10/20/2019 - 10/26/2019	1.04	1.12
0.5		1.04	1.12
44 45	10/27/2019 - 11/02/2019 11/03/2019 - 11/09/2019	1.04	1.12
	11/10/2019 - 11/16/2019	1.05	1.12
46	$\frac{11}{10}$	1.05	1.13
47 48	11/24/2019 - 11/23/2019 11/24/2019 - 11/30/2019	1.04	1.12
48	12/01/2019 - 12/07/2019	1.04	1.12
50	12/01/2019 - 12/01/2019 12/08/2019 - 12/14/2019	1.04	1.12
51	12/15/2019 - 12/14/2019 12/15/2019 - 12/21/2019	1.04	1.12
52	12/22/2019 - 12/21/2019 12/22/2019 - 12/28/2019	1.03	1.11
	12/22/2013 - 12/20/2013	1.00	

* PEAK SEASON

14-FEB-2020 15:39:31

830UPD

7 1500 PKSEASON.TXT

FDOT HISTORICAL COUNTS



FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2019 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 0086 - SR-600/US-92,1 MI E OF SAN MARTIN BLVD, PINELLAS CO

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
						m=m=m=m=m
2019	33662 C	E 17171	W 16491	9.00	53.00	4.90
2018	3457B C	E 17739	W 16839	9.00	53.30	5.10
2017	33441 C	E 17173	W 16268	9.00	54.50	4.90
2016	33014 C	E 17011	W 16003	9.00	55,50	4.90
2015	33876 C	E 17033	W 16843	9.00	54.50	4,90
2014 -	32717 C	E 16091	W 16626	9.00	53.80	4.70
2013	30572 C	E 15040	W 15532	9.00	52.50	4.40
2012	29398 C	E 14686	W 14712	9.00	52.90	4.00
2011	26500 F	E O	W O	9.00	53.20	2.30
2010	28098 C	E 13923	W 14175	13.13	53.21	5.30
2009	28085 C	E 14094	W 13991	12.94	54.92	5.30
2008	29445 C	E 14899	W 14546	13.17	53.72	5.30
2007	31910 C	E 15931	W 15979	13.03	53.63	5.20
2006	31924 C	E 15909	W 16015	12.34	51.67	4.80
2005	32248 C	E 16087	W 16161	12.40	51.30	5.20
2004	31007 C	E 15384	W 15623	12.40	51.90	5.00

/5×100=0.6% use 1.0% (33 lelez (32717

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

INTERSECTION ANALYSIS



Conservation at a second	-		-	-		-	p-Co					-				
General Information	-	_		-			10000		matio	n	-	-	-			-
Analyst								ection				_			_	
Agency/Co.	-						Jurisd	10 2340	_	_				_		_
Date Performed	5/25/	2021				_		West Str	2.92			ly Blvd				
Analysis Year	2030					_	-	/South			-	Harbor	Rd-Acce	iss D	_	
Time Analyzed	AM P							Hour Fa			0.98					
Intersection Orientation	East-V						Analy	sis Time	Period	(hrs)	0.25					_
Project Description	Backg	round l	Plus Proje	ect			_			_	_				_	_
Lanes																
				or an IV		Y Y or Street Ea		111								
Vehicle Volumes and Adj	justme	nts					_		_							
Approach		Easth	bound			West	bound			North	bound		1.00	South	bound	
A LTD	U	L	Т	R	U	LL	T	R	U	L	T	R	U	L	Т	R
Movement	0	in the second	0.00	Contraction of the	Contraction of the	-		n	-	-	1		A DESCRIPTION OF	1.000	And and a second second	
Movement Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	-
	-		-	-	4U 0	-	5			-		-		10 0	11 0	12
Priority	10	1	2	3		4	-	6		7	8	9			-	12
Priority Number of Lanes	10	1 0	2	3		4	2	6		7	8	9			-	12
Priority Number of Lanes Configuration	10	1 0 LT	2 2 T	3 1 R	0	4 1 L	2 T	6		7 0	8	9			-	12
Priority Number of Lanes Configuration Volume (veh/h)	10	1 0 LT 14	2 2 T	3 1 R	0	4 1 L 10	2 T	6		7 0 97	8	9 0 39			-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	10	1 0 LT 14	2 2 T	3 1 R	0	4 1 L 10	2 T	6		7 0 97 3	8	9 0 39			-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	10	1 0 LT 14 3	2 2 T	3 1 R	0	4 1 L 10	2 T	6		7 0 97 3	8 1 LR	9 0 39			-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	10	1 0 LT 14 3	2 2 T 1235	3 1 R 27	0	4 1 L 10	2 T	6		7 0 97 3	8 1 LR	9 0 39 3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10	1 0 LT 14 3	2 2 T 1235	3 1 R 27	0	4 1 L 10	2 T	6		7 0 97 3	8 1 LR	9 0 39 3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	10	1 0 LT 14 3	2 2 T 1235	3 1 R 27	0	4 1 L 10	2 T	6		7 0 97 3	8 1 LR	9 0 39 3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave	10	1 0 LT 14 3 N	2 2 T 1235	3 1 R 27	0	4 1 10 3	2 T	6		7 0 97 3	8 1 LR	9 0 39 3	2		-	0
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	10	1 0 LT 14 3 N VS 4.1	2 2 T 1235	3 1 R 27	0	4 1 10 3	2 T	6		7 0 97 3	8 1 LR	9 0 39 3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	10	1 0 LT 14 3 N /s 4.1 4.16	2 2 T 1235	3 1 R 27	0	4 1 10 3 4.1 4.1	2 T	6		7 0 97 3 	8 1 LR	9 0 39 3 3 6.9 6.96	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	1 0 LT 14 3 / / / / / / / / / /	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 	2 T	6		7 0 97 3 	8 1 LR	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	1 0 LT 14 3 / / / / / / / / / /	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 	2 T	6		7 0 97 3 	8 1 LR	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Eritical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	eadway	1 0 LT 14 3 // // // // // // // // // // // // /	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 	2 T	6		7 0 97 3 	8 1 LR 0	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	1 0 LT 14 3 // // // // // // // // // // // // /	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 4.1 4.1 4.16 2.2 2.23 10	2 T	6		7 0 97 3 	8 1 LR 0	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec)	eadway	1 0 LT 14 3 	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3	2 T	6		7 0 97 3 	8 1 LR 0	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	eadway	1 0 LT 14 3 // // // // // // // // // // // // /	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 4.1 4.16 2.2 2.23 10 529 0.02	2 T	6		7 0 97 3 	8 1 LR 0 0	9 0 39 3 3 6.9 6.96 3.3	2		-	12
Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Headway (sec) Critical Headway (sec) Esse Follow-Up Headway (sec) Follow Headwa	eadway	1 0 LT 14 3	2 2 T 1235	3 1 R 27 Left	0	4 1 10 3 4.1 4.1 4.16 2.2 2.23 10 529 0.02 0.1	2 T	6		7 0 97 3 	8 1 LR 0 0 139 169 0.82 5.6	9 0 39 3 3 6.9 6.96 3.3	2		-	12

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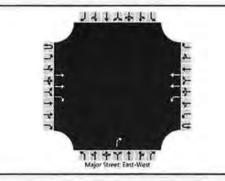
	-	_	-	-	-	-				-	-	_	-	-	-	_
General Information					_		Site	Infor	natio	n						
Analyst							Inters	ection		11						
Agency/Co.							Jurisd	liction			1					
Date Performed	5/25/	2021					East/	West Str	eet		Gand	y Blvd				
Analysis Year	2030						North	/South	Street		Snug	Harbor I	Rd-Acce	ss D		
Time Analyzed	PM Pe	eak					Peak	Hour Fa	ctor		0.98			-		
Intersection Orientation	East-	West.					Analy	sis Time	Period	(hrs)	0.25					
Project Description	Backg	round I	Plus Proj	ect											-	
Lanes																
				1417		Y Y Y or Street, Es		1111								
Vehicle Volumes and Adj	Statistics and															
venicle volumes and Adj	ustme	nts														
Approach	Justmei		bound			West	bound	_		North	bound			South	bound	
	Ustme		bound T	R	U	West	bound	R	U	North L	bound T	R	U	South	bound T	R
Approach	I	East	-	R 3	U 40	-		R 6	U			R 9	U		-	-
Approach Movement	U	East	T	-	-	L	T	1.000	U	L	т		U	L	т	1
Approach Movement Priority	U 1U	Easti L 1	T 2	3	4U	L 4	т 5	6	U	L 7	Т 8	9	U	L 10	T 11	R 1i 0
Approach Movement Priority Number of Lanes	U 1U	Easth L 1 O	T 2 2	3 1	4U	L 4 1	T 5 2	6	U	L 7	т 8 1	9	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration	U 1U	Easth L 1 O LT	T 2 2 T	3 1 R	4U 0	L 4 1 L	T 5 2 T	6	U	L 7 0	т 8 1	9 0	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h)	U 1U	East L 1 0 LT 46	T 2 2 T	3 1 R	4U 0 2	L 4 1 L 24	T 5 2 T	6	U	L 7 0 53	т 8 1	9 0 23	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%)	U 1U	East L 1 0 LT 46	T 2 2 T	3 1 R	4U 0 2	L 4 1 L 24	T 5 2 T	6	U	L 7 0 53 3	т 8 1	9 0 23	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked	U 1U	East1 1 0 LT 46 3	T 2 2 T	3 1 R	4U 0 2	L 4 1 L 24	T 5 2 T	6	U	L 7 0 53 3	T B 1 LR	9 0 23	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)	U 1U	East1 1 0 LT 46 3	T 2 2 T 1778	3 1 R 38	4U 0 2	L 4 1 L 24	T 5 2 T	6	U	L 7 0 53 3	T B 1 LR	9 0 23 3	U	L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U 1U 0	Easth L 1 0 LT 46 3	T 2 2 T 1778	3 1 R 38	4U 0 2 3	L 4 1 L 24	T 5 2 T	6	U	L 7 0 53 3	T B 1 LR	9 0 23 3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage	U 1U 0	Easth L 1 0 LT 46 3	T 2 2 T 1778	3 1 R 38	4U 0 2 3	L 4 1 L 24	T 5 2 T	6		L 7 0 53 3	T B 1 LR	9 0 23 3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Heave	U 1U 0	Eastt L 1 0 LT 46 3	T 2 2 T 1778	3 1 R 38	4U 0 2 3 Only	L 4 1 L 24 3	T 5 2 T	6		L 7 0 53 3	T 8 1 LR	9 0 23 3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec)	U 1U 0	Eastt L 1 0 LT 46 3	T 2 2 T 1778	3 1 R 38	4U 0 2 3 Only 6.4	L 4 1 24 3 4.1	T 5 2 T	6		L 7 0 53 3 7.5	T 8 1 LR	9 0 23 3 3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critlcal Headway (sec)	U 1U 0	Eastt L 1 0 LT 46 3 N VS 4,1 4,16	T 2 2 T 1778	3 1 R 38	4U 0 2 3 0 0 nly 6.4 6.46	L 4 1 24 3 4.1 4.16	T 5 2 T	6		L 7 0 53 3 3 7.5 7.56	T 8 1 LR	9 0 23 3 3 6.9 6.96		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	Eastt L 1 0 LT 46 3	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 	T 5 2 T	6		L 7 0 53 3	T 8 1 LR	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Föllow-Up Headway (sec)	eadway	Eastt L 1 0 LT 46 3	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 	T 5 2 T	6		L 7 0 53 3	T 8 1 LR	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and	eadway	Eastt L 1 0 LT 46 3 () S 4,1 4,16 2,2 2,23 of S	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 	T 5 2 T	6		L 7 0 53 3	T 8 1 LR 0	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec) Follow-Up Headway (sec)	eadway	Eastt L 1 0 LT 46 3 () () () () () () () () () () () () ()	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 4.1 4.16 2.2 2.23 27	T 5 2 T	6		L 7 0 53 3	T 8 1 LR 0	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, and Flow Rate, v (veh/h) Capacity, c (veh/h)	eadway	Eastt L 1 0 LT 46 3 	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 4.1 4.1 4.16 2.2 2.23 27 266	T 5 2 T	6		L 7 0 53 3	T 8 1 LR 0 0	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up He Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up He	eadway	Eastt L 1 0 LT 46 3 // / / / / / / / / / / / / / / / / /	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 L 24 3 	T 5 2 T	6		L 7 0 53 3	T 8 1 LR 0 0	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1
Approach Movement Priority Number of Lanes Configuration Volume (veh/h) Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up Hea Base Critical Headway (sec) Critical Headway (sec) Critical Headway (sec) Follow-Up Headway	eadway	Eastt L 1 0 LT 46 3 () () () () () () () () () () () () ()	T 2 7 1778	3 1 R 38 Left	4U 0 2 3 0 0 nly 6.4 6.46 2.5	L 4 1 24 3 4.1 4.16 2.2 2.23 27 266 0.10 0.3	T 5 2 T	6		L 7 0 53 3	T 8 1 LR 0 0 0 78 80 0.97 5.3	9 0 23 3 3 6,9 6,9 6,96 3,3		L 10	T 11	1

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HCS7 Two-Way Stop-Control Report **General Information Site Information** Analyst Intersection Agency/Co. Jurisdiction Date Performed 5/25/2021 East/West Street Gandy Blvd Analysis Year 2030 North/South Street San Fernando Blvd -Accs B Time Analyzed AM Peak Peak Hour Factor 0.98 Intersection Orientation East-West Analysis Time Period (hrs) 0.25 Project Description Background Plus Project

Lanes



Approach		Eastb	bound			West	bound		100	North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6	1	7	8	9	1	10	11	12
Number of Lanes	0	0	2	1	0	1	2	0	1.000	0	0	1	1.1	0	0	0
Configuration	1.1.1		T	R		L	T		1 1111			R		1010	1	
Volume (veh/h)		0.00	1240	26	36	25	1401					89			1	
Percent Heavy Vehicles (%)		121			3	3						3		11		
Proportion Time Blocked															1	
Percent Grade (%)				15	1.1					(0					
Right Turn Channelized		N	10						1	N	lo					
Median Type Storage				Undi	vided			3								
Critical and Follow-up H	leadway	ys			1											
Base Critical Headway (sec)					6.4	4.1	1				1.2.1	6.9				
Critical Headway (sec)					6.46	4.16						6.96				
Base Follow-Up Headway (sec)		1.			2.5	2,2					1	3.3		1	00	
Follow-Up Headway (sec)					2.53	2.23						3.33				
Delay, Queue Length, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)		$ v \ll d$			122	62		in th				91				
Capacity, c (veh/h)						240			· · · · ·		1.5.1	420			1	
v/c Ratio			1			0,26		1111	1.22			0.22	_			0
95% Queue Length, Q ₉₅ (veh)						1.0		1	(2	0.8				
Control Delay (s/veh)						25.2					1	15.9				
Level of Service (LOS)						D			1		1	C				
Approach Delay (s/veh)						1	.1		-	15	5.9					
Approach LOS					11.5				-	(c	- 10				

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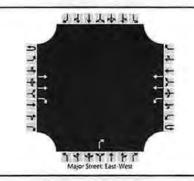
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AM B+P Gandy and San Fernando Dr- Project Access B.xtw

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	5/25/2021	East/West Street	Gandy Blvd
Analysis Year	2030	North/South Street	San Fernando Blv-Accs B
Time Analyzed	PM Peak	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background Plus Project		

Lanes



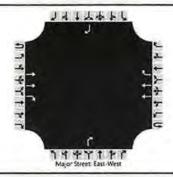
Vehicle Volumes and Ad	justme	nts														
Approach		East	bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	40	4	5	6	1000	7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	0
Configuration		100	T	R		L	T					R	1.1.1			
Volume (veh/h)			1739	74	41	65	1895					57	1.000		A. 4	
Percent Heavy Vehicles (%)					3	3			1.1.1			3				1
Proportion Time Blocked	-			1		12.1		1		S						
Percent Grade (%)	1						-				0		1			
Right Turn Channelized		ŗ	No							N	lo		1			
Median Type Storage				Undi	vided											
Critical and Follow-up H	leadway	ys														
Base Critical Headway (sec)					6.4	4.1						6.9				
Critical Headway (sec)					6.46	4.16				1000	100	6.96				1
Base Follow-Up Headway (sec)		100			2.5	2.2						3.3				
Follow-Up Headway (sec)	1			1	2.53	2.23						3.33				
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)						108						58				
Capacity, c (veh/h)		(c				151					1.1	285	0			
v/c Ratio						0.72						0.20		1.1		
95% Queue Length, Q ₉₅ (veh)						4.2						0.7		241		
Control Delay (s/veh)						73.6						20.8	(COL)			
Level of Service (LOS)		(in the second				F	1			Eav		С				1
Approach Delay (s/veh)						3	1.9			20	0.8					-
Approach LOS	1										C		1			

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HCS7 Two-Way Stop-Control Report **General Information Site Information** Analyst Intersection Agency/Co. Jurisdiction Date Performed 5/25/2021 East/West Street Gandy Blvd Analysis Year 2030 North/South Street Access A 0,98 Time Analyzed AM Peak Peak Hour Factor Intersection Orientation East-West Analysis Time Period (hrs) 0.25 Project Description Background Plus Project

Lanes



Vehicle Volumes and Ad	justme	nts														
Approach		East	bound			West	bound		1	North	bound	1.0	1	South	bound	
Movement	υ	L	T	R	U	L	T	R	U	L	T	R	U	L.	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9	1	10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R	1		T	R		1		R				R
Volume (veh/h)			1327	41		1.11	1460	4	1			40				0
Percent Heavy Vehicles (%)						1.00						3	7			3
Proportion Time Blocked		1							1							
Percent Grade (%)											0		1	1.1	0	
Right Turn Channelized		1	No			1	No			M	No			N	lo	
Median Type Storage				Undi	ivided										_	
Critical and Follow-up H	leadway	ys														
Base Critical Headway (sec)	1					r f					1	6.9				6.9
Critical Headway (sec)				1		1						6.96				6.96
Base Follow-Up Headway (sec)				1		1.1						3.3				3,3
Follow-Up Headway (sec)	100	1			1.5.2.1							3.33				3.33
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)												41	0.10			0
Capacity, c (veh/h)		1		1						1000		393				354
v/c Ratio						1.1	1			1		0.10	$h \equiv r$			0.00
95% Queue Length, Q ₉₅ (veh)						1770						0.3				0.0
Control Delay (s/veh)						-						15.2	2.27.2			15.2
Level of Service (LOS)			0	1						1		C	5	1. 11	_	C
Approach Delay (s/veh)						2.2				1:	5.2					
Approach LOS	1			-						Ú	с					

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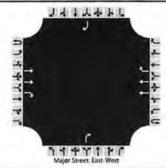
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AM B+P Gandy and Project Access A.xtw

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	5/25/2021	East/West Street	Gandy Blvd
Analysis Year	2030	North/South Street	Access A
Time Analyzed	PM Peak	Peak Hour Factor	0.98
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background Plus Project		

Lanes



Approach		Easth	bound			West	bound			North	bound		1	South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R		1	T	R				R				R
Volume (veh/h)			1777	68			1991	1			1.20	44				0
Percent Heavy Vehicles (%)										-	100	3				3
Proportion Time Blocked			125.7		1.000									-	100	
Percent Grade (%)										200	0			(0	
Right Turn Channelized	1	٩	No			1	No			N	lo			N	lo	
Median Type Storage	1			Undi	vided											
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)	1	1.1					12		1			6.9			1.1	6.9
Critical Headway (sec)					S							6.96				6.96
Base Follow-Up Headway (sec)									1.1	1 -		3.3	1.11		100	3,3
Follow-Up Headway (sec)					1. m 1							3,33			127	3.33
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)					1					1.0		45	0.00	1.5.1		0
Capacity, c (veh/h)												277	i di		100	234
v/c Ratio		1								1		0.16				0.00
95% Queue Length, Qas (veh)										1.11		0.6				0.0
Control Delay (s/veh)								1		1		20.5	10.00	1	1000	20.4
Level of Service (LOS)		22.4				1				1	1	С		-	1.1	C
Approach Delay (s/veh)								- 1		20).5					
Approach LOS				1						(C	-	1			-

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General Information						Site Information												
Analyst							Intersection											
Agency/Co.	-						Jurisdiction							_	-	-		
Date Performed	5/25/			East/West Street					Gan	the Blue				-				
Analysis Year	5/25/2021 2030						North/South Street					Gandy Blvd Race Trac Drwy						
Time Analyzed	AM Peak							Hour Fai			0.98							
Intersection Orientation	East-	-	-	-	10.12.16.0	_												
Project Description	_		Plus Proje	act	_		Analysis Time Period (hrs) 0.25											
Lanes	Ducky	Jound	ius rioje				-	-			_		-					
				14474		ر ۲		リオキスキャレサ										
Vehicle Volumes and Ad	ljustme	nts			Majo	r Street Ea	t F 7 Ast-West			-		-						
Approach		Easth	bound		1	West	bound		Northbound				Southbound					
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Priority	10	1	2	3	4U	4	5	6		7	8	9	1	10	11	12		
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1	(11)	0	0	1		
Configuration	1.1.1	L	Т	TR	1.20		Т	R		1.1.1		R	10.1	10.14		R		
Volume (veh/h)	57	11	1277	17			1331	50		100		1			12.5	60		
Percent Heavy Vehicles (%)	3	3	1									3				3		
Proportion Time Blocked	1.1			1						2.17	1	1.1	l = l	1	· · · · ·			
Proportion Time Blocked									0					0				
Percent Grade (%)											0							
		_	-			N	No	-		_	lo			_	lo			
Percent Grade (%)				Undi	vided	M	No			_	2			_	10			
Percent Grade (%) Right Turn Channelized	leadway	ys		Undi	vided	M	No			_	2			_	lo			
Percent Grade (%) Right Turn Channelized Median Type Storage	leadway	ys 4.1		Undi	vided	Ν	No			_	2	6,9		_	10	6.9		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H		-		Undi	vided	M	No			_	2	6.9 6.96		_		6.9		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec)	6.4	4.1		Undi	Vided	Μ	10			_	2	-		_		-		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec)	6.4 6.46	4.1 4.16		Undi	vided	N				_	2	6.96		_		6,96		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23			vided	N	No			_	2	6.96 3.3		_		6.96 3.3		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 of Se	ervice		vided	1				_	2	6.96 3.3 3.33		_		6,96 3.3 3.33		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 1 of Se 69	ervice		vided	4				_	2	6.96 3.3 3.33 1		_		6.96 3.3 3.33 61		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 0 of Sc 69 182	ervice		vided	•				_	2	6.96 3.3 3.33 1 1 403		_		6.96 3.3 3.33 61 392		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 I of Sc 69 182 0.38	ervice		vided					_	2	6.96 3.3 3,33 1 403 0.00		_		6.96 3.3 3.33 61 392 0.16		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 of Se 69 182 0.38 1.7	ervice		vided					_	2	6.96 3.3 3.33 1 403 0.00 0.0		_		6.96 3.3 3.33 61 392 0.16 0.5		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Qas (veh) Control Delay (s/veh)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 I of Sc 69 182 0.38 1.7 36.4	ervice		vided					_	2	6.96 3.3 3,33 1 403 0,00 0,0 14,0		_		6.96 3.3 3.33 61 392 0.16 0.5 15.9		
Percent Grade (%) Right Turn Channelized Median Type Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q ₈₅ (veh)	6.4 6.46 2.5 2.53	4.1 4.16 2.2 2.23 of Sc 69 182 0.38 1.7 36.4 E	ervice		vided						2	6.96 3.3 3.33 1 403 0.00 0.0			40	6.96 3.3 3.33 61 392 0.16 0.5		

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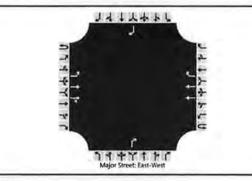
HCS7 Two-Way Stop-Control Report **General Information** Site Information Analyst Intersection Agency/Co. Jurisdiction Date Performed 5/25/2021 East/West Street Gandy Blvd Analysis Year 2030 North/South Street Race Trac Drwy Time Analyzed PM Peak Peak Hour Factor 0.98 Intersection Orientation East-West Analysis Time Period (hrs) 0.25 Project Description Background Plus Project

Lanes

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Vehicle Volumes and Ad	ljustme	nts														
Approach	Eastbound					West	bound			North	bound	1	Southbound			
Movement	U	L	т	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6	1.1.1	7	8	9	1	10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	1
Configuration		L	T	TR			T	R			1	R				R
Volume (veh/h)	53	15	1754	2	1.1.1		1874	44				21				60
Percent Heavy Vehicles (%)	3	3								()	1	3				3
Proportion Time Blocked											1		1 1	100		
Percent Grade (%)										(0	0				
Right Turn Channelized	No									N	ю		No			
Median Type Storage	Undivided															
Critical and Follow-up H	leadwa	ys														
Base Critical Headway (sec)	6.4	4.1										6.9	1.31			6.9
Critical Headway (sec)	6.46	4.16										6.96	1.1			6.96
Base Follow-Up Headway (sec)	2.5	2.2						(3.3				3.3
Follow-Up Headway (sec)	2.53	2.23		1.4	1.20			E = 1		2.53		3.33	1		1.1.3	3.33
Delay, Queŭe Length, an	nd Leve	l of Se	ervice													
Flow Rate, v (veh/h)		69										21			1 1	61
Capacity, c (veh/h)	1.	77						12-12				281	1			256
v/c Ratio		0,90						2-1	1			0.08				0.24
95% Queue Length, Q ₉₅ (veh)	10-0	4.7			1.1.1							0.2		1.1.1	1.1	0.9
Control Delay (s/veh)		169.2			1.1			(C				18.8		1.1	1	23.4
Level of Service (LOS)		F								100	1	с				C
Approach Delay (s/veh)							18	3.8		23.4						
Approach LOS		1						1		((1	

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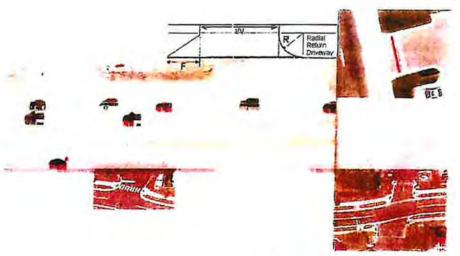
FDOT DRIVEWAY INFORMATION GUIDE



The purpose of this document is to guide the professional through the existing rules, standards and current accepted practice. The background behind the guidelines is also provided.

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Unless stated otherwise or referenced, this is not a set of Department Standards but is a comprehensive guide to assist the professional in making better decisions for driveway placement and design.



Florida Department of Transportation Systems Planning Office 605 Suwannee St. - Station 19 Tallahassee, Florida 32399 850-414-4900

www.dot.state.fl.us/planning



Driveway Information Guide

WHEN SHOULD WE BUILD RIGHT TURN LANEST

Exhibit 44 Recommended Guidelines for Exclusive Right Turn Lanes to Unsignalized* Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 (see note 1)
Over 45 mph	35-55 (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

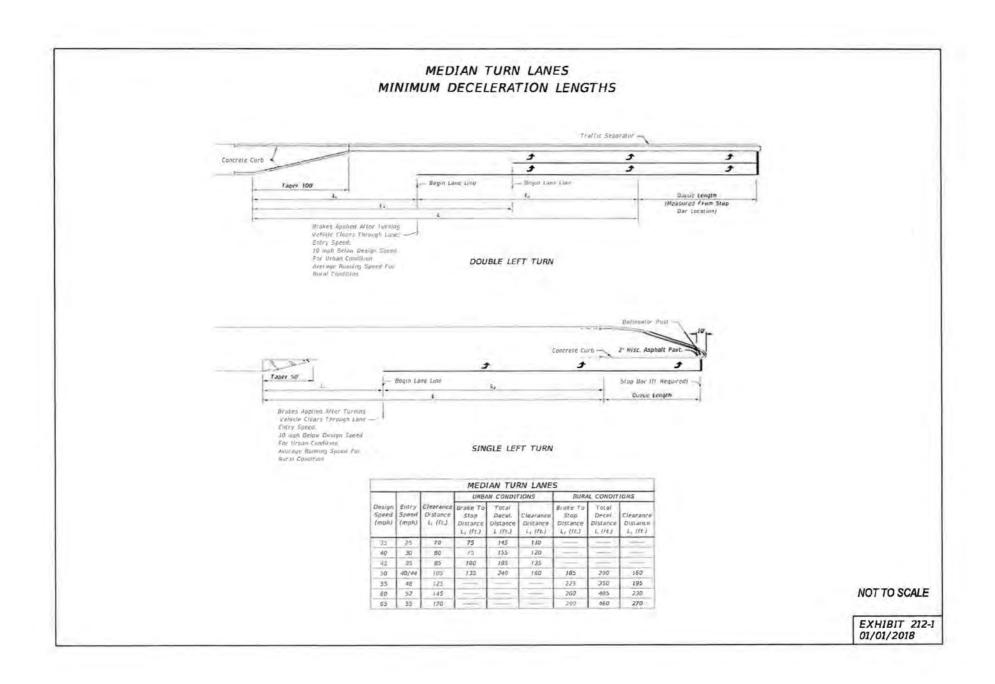
- The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).
- 2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume twolane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

FDOT DESIGN MANUAL EXHIBIT 212-1





NARRATIVE TO SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

Key Gandy, LLC

Submitted by:

S. Elise Batsel, Esquire Kevin B. Reali, Esquire Stearns Weaver Miller 401 East Jackson Street, Suite 2100 Tampa, Florida 33602 (813) 223-4800

Updated October 21, 2022

Project Narrative

The Project includes tax identification nos. 17-30-17-28602-005-0050, 17-30-17-28602-005-0271, 17-30-17-28602-005-0270, 17-30-17-28602-005-0420 ("**Property**"), which total approximately +/- 34 acres upland. The Property is zoned CCS-1 and NPUD-1, with a future land use of Residential Urban and Planned Redevelopment Mixed Use.



Aerial Map

(credit to City staff for this great map)

Background:

City Council approved a First Amendment to Development Agreement on December 9, 2021 ("**DA Amendment**"). The DA Amendment permits development of the Property pursuant to the zoning boundary as follows:

CCS-1 portion (outlined in <u>blue</u> on the Conceptual Plan):

- (1) maximum of 120 multi-family units,
- (2) +/- 37,800 square foot marina/boat storage with a maximum of 200 dry slips;
- (3) +/- 8,000 square feet restaurant; and
- (4) maximum of 45 wet slips.

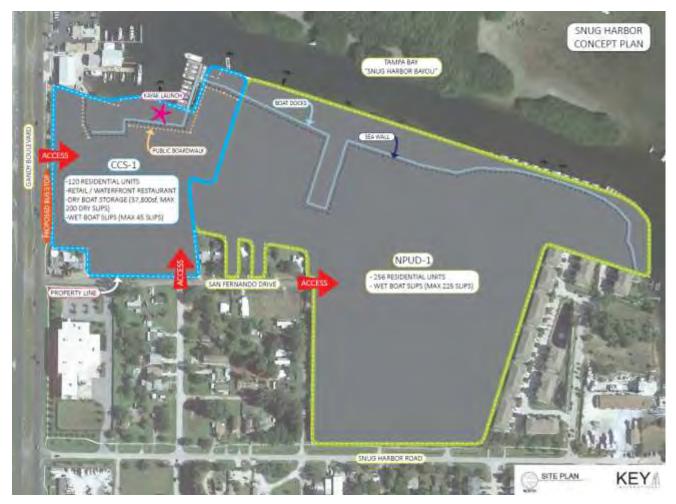
<u>NPUD-1 (outlined in green on the Conceptual Plan):</u>

- (1) maximum of 256 residential units; and
- (2) maximum of 225 wet slips.

The DA Amendment was effective as of January 6, 2022 and recorded in Official Records Book 21881, Page 1957, of the Public Records of Pinellas County, Florida.

Conceptual Plan

(please note north is oriented toward the left)



After approval of the DA Amendment, the Development Review Commission approved the Special Exception and Redevelopment Plan contemplated in Section 8 of the DA Amendment ("**Development Approvals**").

In 2021, the Florida Legislature passed Sec. 403.892, Fla. Stat. ("**Graywater Statute**"), which provides for density bonuses within developments meeting certain criteria providing graywater reuse technologies. The graywater reuse technologies, essentially, send shower and non-kitchen sink drains to a tank for filtering and storage. Water stored in the graywater system is then sent to toilets instead of using potable water in the toilets, which results in potable water savings. Systems can vary greatly from this description, however, in our experience this is the most common design.

Functionally, the Graywater Statute is a non-discretionary statute that authorizes up to a thirty-five percent (35%) density bonus for developments that are (i) larger than 25 units; (ii) with graywater systems installed for all units within the development; where (iii) the developer has submitted the graywater system's manufacturer's warranty that assures the graywater system will operate as designed with an estimate of potable water savings. A density bonus of twenty-five percent (25%) is authorized when graywater systems are installed for seventy-five percent (75%) of the units within the development. The timing of the DA Amendment and Development Approvals was such that the applicant was unable to incorporate the provisions and bonuses of the Graywater Statute. This application seeks to amend the DA Amendment to incorporate the bonus provisions of the Graywater Statue so that the Development Approvals can be updated for the same purposes.

Request:

That applicant seeks to exercise rights pursuant to the Graywater Statute to implement a twenty-five percent (25%) density bonus over the Property. Since development of the Property is controlled by the DA Amendment and Development Approvals, the applicant is requesting to amend the DA Amendment (the "**Second Amendment**" to the Development Agreement) to reflect the twenty-five percent (25%) density bonus. In order to implement the provisions of the Graywater Statute, the applicant proposes the following changes to the DA Amendment:

- 1. <u>Section 3</u>: Update the term to reflect the approval timing of the Second Amendment;
- 2. <u>Project Site Plan</u>: Replace Exhibit B with the updated concept plan included with this application that shows the updated unit counts pursuant to the graywater bonus;
- 3. <u>Section 4</u>: Increase the permitted maximum residential units pursuant to the twenty-five percent (25%) graywater bonus through a change from 120 units to 150 units in the Gandy Center Property/Pirates Cove Property, and a change from 256 units to 320 units in the Riviera Property;
- 4. <u>Transportation Analysis</u>: Replace Exhibit D with an updated transportation study that accounts for the additional units proposed;
- 5. <u>Section 8</u>: Increase the permitted maximum residential units pursuant to the twenty-five percent (25%) graywater bonus through a change from 256 units

to 320 units on the Redevelopment Plan for the NPUD-1 portion of the Property; and

6. <u>Paragraph 31B</u>: Update the termination date to reflect the approval timing of the Second Amendment.

We understand that this is likely the first time the City of St. Petersburg is implementing the Graywater Statute. We welcome an open diolague if concerns arise during review. As always, if you have any questions of comments, please do not hesitate to contact me or any member of our development team.

Elise

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CS for SB 64, 1st Engrossed

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1 2 An act relating to reclaimed water; amending s. 3 403.064, F.S.; requiring certain domestic wastewater 4 utilities to submit to the Department of Environmental Protection by a specified date a plan for eliminating 5 6 nonbeneficial surface water discharge within a 7 specified timeframe; providing requirements for the 8 plan; requiring the department to approve plans that 9 meet certain requirements; requiring the department to make a determination regarding a plan within a 10 specified timeframe; requiring the utilities to 11 12 implement approved plans by specified dates; providing 13 for administrative and civil penalties; requiring 14 certain utilities to submit updated annual plans until 15 certain conditions are met; requiring domestic 16 wastewater utilities applying for permits for new or 17 expanded surface water discharges to prepare a specified plan for eliminating nonbeneficial 18 discharges as part of its permit application; 19 requiring the department to submit an annual report to 20 21 the Legislature by a specified date; providing 22 applicability; providing construction; authorizing the 23 department to convene and lead one or more technical advisory groups; providing that potable reuse is an 24 25 alternative water supply and that projects relating to such reuse are eligible for alternative water supply 26 27 funding; requiring the department and the water 28 management districts to develop and execute, by a 29 specified date, a memorandum of agreement for the

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CS for SB 64, 1st Engrossed

202164er 30 coordinated review of specified permits; providing that potable reuse projects are eligible for certain 31 32 expedited permitting and priority funding; providing construction; creating s. 403.892, F.S.; providing 33 34 definitions; requiring counties, municipalities, and special districts to authorize graywater technologies 35 36 under certain circumstances and to provide certain 37 incentives for the implementation of such technologies; providing requirements for the use of 38 graywater technologies; providing that the 39 installation of residential graywater systems meets 40 certain public utility water conservation measure 41 42 requirements; providing for the applicability of 43 specified reclaimed water aquifer storage and recovery 44 well requirements; providing a declaration of 45 important state interest; providing an effective date. 46 47 Be It Enacted by the Legislature of the State of Florida: 48 49 Section 1. Subsection (17) of section 403.064, Florida 50 Statutes, is renumbered as subsection (18) and amended, and a 51 new subsection (17) is added to that section, to read: 403.064 Reuse of reclaimed water.-52 53 (17) By November 1, 2021, domestic wastewater utilities 54 that dispose of effluent, reclaimed water, or reuse water by 55 surface water discharge shall submit to the department for 56 review and approval a plan for eliminating nonbeneficial surface 57 water discharge by January 1, 2032, subject to the requirements 58 of this section. The plan must include the average gallons per

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59	day of effluent, reclaimed water, or reuse water that will no
60	longer be discharged into surface waters and the date of such
61	elimination, the average gallons per day of surface water
62	discharge which will continue in accordance with the
63	alternatives provided for in subparagraphs (a)2. and 3., and the
64	level of treatment that the effluent, reclaimed water, or reuse
65	water will receive before being discharged into a surface water
66	by each alternative.
67	(a) The department shall approve a plan that includes all
68	of the information required under this subsection as meeting the
69	requirements of this section if one or more of the following
70	conditions are met:
71	1. The plan will result in eliminating the surface water
72	discharge.
73	2. The plan will result in meeting the requirements of s.
74	403.086(10).
75	3. The plan does not provide for a complete elimination of
76	the surface water discharge but does provide an affirmative
77	demonstration that any of the following conditions apply to the
78	remaining discharge:
79	a. The discharge is associated with an indirect potable
80	reuse project;
81	b. The discharge is a wet weather discharge that occurs in
82	accordance with an applicable department permit;
83	c. The discharge is into a stormwater management system and
84	is subsequently withdrawn by a user for irrigation purposes;
85	d. The utility operates domestic wastewater treatment
86	facilities with reuse systems that reuse a minimum of 90 percent
87	of a facility's annual average flow, as determined by the

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88	department using monitoring data for the prior 5 consecutive
89	years, for reuse purposes authorized by the department; or
90	e. The discharge provides direct ecological or public water
91	supply benefits, such as rehydrating wetlands or implementing
92	the requirements of minimum flows and minimum water levels or
93	recovery or prevention strategies for a waterbody.
94	
95	The plan may include conceptual projects under sub-subparagraphs
96	3.a. and 3.e.; however, such inclusion does not extend the time
97	within which the plan must be implemented.
98	(b) The department shall approve or deny a plan within 9
99	months after receiving the plan. A utility may modify the plan
100	by submitting such modification to the department; however, the
101	plan may not be modified such that the requirements of this
102	subsection are not met, and the department may not extend the
103	time within which a plan will be implemented. The approval of
104	the plan or a modification by the department does not constitute
105	final agency action.
106	(c) A utility shall fully implement the approved plan by
107	January 1, 2032.
108	(d) If a plan is not timely submitted by a utility or
109	approved by the department, the utility's domestic wastewater
110	treatment facilities may not dispose of effluent, reclaimed
111	water, or reuse water by surface water discharge after January
112	1, 2028. A violation of this paragraph is subject to
113	administrative and civil penalties pursuant to ss. 403.121,
114	403.131, and 403.141.
115	(e) A domestic wastewater utility applying for a permit for
116	a new or expanded surface water discharge shall prepare a plan

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117	in accordance with this subsection as part of that permit
118	application. The department may not approve a permit for a new
119	or expanded surface water discharge unless the plan meets one or
120	more of the conditions provided in paragraph (a).
121	(f) By December 31, 2021, and annually thereafter, the
122	department shall submit a report to the President of the Senate
123	and the Speaker of the House of Representatives which provides
124	the average gallons per day of effluent, reclaimed water, or
125	reuse water that will no longer be discharged into surface
126	waters by the utility and the dates of such elimination; the
127	average gallons per day of surface water discharges that will
128	continue in accordance with the alternatives provided in
129	subparagraphs (a)2. and 3., and the level of treatment that the
130	effluent, reclaimed water, or reuse water will receive before
131	being discharged into a surface water by each alternative and
132	utility; and any modified or new plans submitted by a utility
133	since the last report.
134	(g) This subsection does not apply to any of the following:
135	1. A domestic wastewater treatment facility that is located
136	in a fiscally constrained county as described in s. 218.67(1).
137	2. A domestic wastewater treatment facility that is located
138	in a municipality that is entirely within a rural area of
139	opportunity as designated pursuant to s. 288.0656.
140	3. A domestic wastewater treatment facility that is located
141	in a municipality that has less than \$10 million in total
142	revenue, as determined by the municipality's most recent annual
143	financial report submitted to the Department of Financial
144	Services in accordance with s. 218.32.
145	4. A domestic wastewater treatment facility that is

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202164er 146 operated by an operator of a mobile home park as defined in s. 147 723.003 and has a permitted capacity of less than 300,000 148 gallons per day. 149 (h) This subsection does not prohibit the inclusion of a plan for backup discharges under s. 403.086(8)(a). 150 151 (i) This subsection may not be deemed to exempt a utility from requirements that prohibit the causing of or contributing 152 153 to violations of water quality standards in surface waters, 154 including groundwater discharges that affect water quality in 155 surface waters. (18)(a) (17) By December 31, 2020, the department shall 156 157 initiate rule revisions based on the recommendations of the Potable Reuse Commission's 2020 report "Advancing Potable Reuse 158 159 in Florida: Framework for the Implementation of Potable Reuse in Florida." Rules for potable reuse projects must address 160 161 contaminants of emerging concern and meet or exceed federal and 162 state drinking water quality standards and other applicable 163 water quality standards. Reclaimed water is deemed a water 164 source for public water supply systems. 165 (b) The Legislature recognizes that sufficient water supply 166 is imperative to the future of the state and that potable reuse 167 is a source of water which may assist in meeting future demand 168 for water supply. 169 (c) The department may convene and lead one or more 170 technical advisory groups to coordinate the rulemaking and 171 review of rules for potable reuse as required under this 172 section. The technical advisory group, which shall assist in the 173 development of such rules, must be composed of knowledgeable 174 representatives of a broad group of interested stakeholders,

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175	including, but not limited to, representatives from the water
176	management districts, the wastewater utility industry, the water
177	utility industry, the environmental community, the business
178	community, the public health community, the agricultural
179	community, and the consumers.
180	(d) Potable reuse is an alternative water supply as defined
181	in s. 373.019, and potable reuse projects are eligible for
182	alternative water supply funding. The use of potable reuse water
183	may not be excluded from regional water supply planning under s.
184	<u>373.709.</u>
185	(e) The department and the water management districts shall
186	develop and execute, by December 31, 2023, a memorandum of
187	agreement providing for the procedural requirements of a
188	coordinated review of all permits associated with the
189	construction and operation of an indirect potable reuse project.
190	The memorandum of agreement must provide that the coordinated
191	review will occur only if requested by a permittee. The purpose
192	of the coordinated review is to share information, avoid the
193	redundancy of information requested from the permittee, and
194	ensure consistency in the permit for the protection of the
195	public health and the environment.
196	(f) To encourage investment in the development of potable
197	reuse projects by private entities, a potable reuse project
198	developed as a qualifying project under s. 255.065 is:
199	1. Beginning January 1, 2026, eligible for expedited
200	permitting under s. 403.973.
201	2. Consistent with s. 373.707, eligible for priority
202	funding in the same manner as other alternative water supply
203	projects from the Drinking Water State Revolving Fund, under the

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204	Water Protection and Sustainability Program, and for water
205	management district cooperative funding.
206	(g) This subsection is not intended and may not be
207	construed to supersede s. 373.250(3).
208	Section 2. Section 403.892, Florida Statutes, is created to
209	read:
210	403.892 Incentives for the use of graywater technologies
211	(1) As used in this section, the term:
212	(a) "Developer" has the same meaning as in s. 380.031(2).
213	(b) "Graywater" has the same meaning as in s.
214	<u>381.0065(2)(e).</u>
215	(2) To promote the beneficial reuse of water in the state,
216	a county, municipality, or special district shall:
217	(a) Authorize the use of residential graywater technologies
218	in their respective jurisdictions which meet the requirements of
219	this section, the Florida Building Code, and applicable
220	requirements of the Department of Health and for which a
221	developer or homebuilder has received all applicable regulatory
222	permits or authorizations.
223	(b) Provide a 25 percent density or intensity bonus to a
224	developer or homebuilder if at least 75 percent of a proposed or
225	existing development will have a graywater system installed or a
226	35 percent bonus if 100 percent of a proposed or an existing
227	development will have a graywater system installed. The bonus
228	under this paragraph is in addition to any bonus provided by a
229	county, municipality, or special district ordinance in effect on
230	July 1, 2021.
231	(3) To qualify for the incentives under subsection (2), the
232	developer or homebuilder must certify to the applicable

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233	governmental entity as part of its application for development
234	approval or amendment of a development order that all of the
235	following conditions are met:
236	(a) The proposed or existing development has at least 25
237	single-family residential homes that are either detached or
238	multifamily dwellings. This paragraph does not apply to
<mark>239</mark>	multifamily projects over five stories in height.
240	(b) Each single-family residential home or residence will
241	have its own residential graywater system that is dedicated for
242	its use.
243	(c) The developer or homebuilder has submitted a
244	manufacturer's warranty or data providing reasonable assurance
245	that the residential graywater system will function as designed
246	and includes an estimate of anticipated potable water savings
247	for each system. A submission of the manufacturer's warranty or
248	data from a building code official, governmental entity, or
249	research institute that has monitored or measured the
250	residential graywater system that is proposed to be installed
251	for such development shall be accepted as reasonable assurance
252	and no further information or assurance is needed.
253	(d) The required maintenance of the graywater system will
254	be the responsibility of the residential homeowner.
255	(e) An operation and maintenance manual for the graywater
256	system will be supplied to the initial homeowner of each home.
257	The manual shall provide a method of contacting the installer or
258	manufacturer and shall include directions to the residential
<mark>259</mark>	homeowner that the manual shall remain with the residence
260	throughout the life cycle of the system.
261	(4) If the requirements of subsection (3) have been met,

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262	the county or municipality must include the incentives provided
263	for in subsection (2) when it approves the development or
264	amendment of a development order. The approval must also provide
265	for the process that the developer or homebuilder will follow to
266	verify that such systems have been purchased. Proof of purchase
267	must be provided within 180 days after the issuance of a
268	certificate of occupancy for single-family residential homes
269	that are either detached or multifamily projects under five
270	stories in height.
271	(5) The installation of residential graywater systems in a
272	county or municipality in accordance with this section shall
273	qualify as a water conservation measure in a public water
274	utility's water conservation plan under s. 373.227. The
275	efficiency of such measures shall be commensurate with the
276	amount of potable water savings estimated for each system
277	provided by the developer or homebuilder under paragraph $(3)(c)$.
278	Section 3. To further promote the reuse of reclaimed water
279	for irrigation purposes, the rules that apply when reclaimed
280	water is injected into a receiving groundwater that has 1,000 to
281	3,000 mg/L total dissolved solids are applicable to reclaimed
282	water aquifer storage and recovery wells injecting into a
283	receiving groundwater of less than 1,000 mg/L total dissolved
284	solids if the applicant demonstrates that it is injecting into a
285	confined aquifer, that there are no potable water supply wells
286	within 3,500 feet of the aquifer storage and recovery wells,
287	that it has implemented institutional controls to prevent the
288	future construction of potable water supply wells within 3,500
289	feet of the aquifer storage and recovery wells, and that the
290	recovered water is being used for irrigation purposes. The

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291	injection of reclaimed water that meets the requirements of this
292	section is not potable reuse. This section may not be construed
293	to exempt the reclaimed water aquifer storage and recovery wells
294	from requirements that prohibit the causing of or contribution
295	to violations of water quality standards in surface waters,
296	including groundwater discharges that flow by interflow and
297	affect water quality in surface waters.
298	Section 4. The Legislature determines and declares that
299	this act fulfills an important state interest.
300	Section 5. This act shall take effect upon becoming a law.

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CS/CS/CS/HB965, Engrossed 1

2022 Legislature

1	
2	An act relating to environmental management; creating
3	s. 373.4134, F.S.; providing legislative findings and
4	intent; providing definitions; providing for water
5	quality enhancement areas, water quality enhancement
6	area permits, water quality enhancement service areas,
7	and enhancement credits; providing requirements for
8	such areas, permits, and credits; directing the
9	Department of Environmental Protection and water
10	management districts to authorize the sale and use of
11	enhancement credits for specified purposes; providing
12	construction; providing that the authority of the act
13	is supplemental; directing the department to maintain
14	enhancement credit ledgers; authorizing the department
15	to adopt rules; providing amending s. 403.892, F.S.;
16	correcting a cross-reference; revising requirements
17	for developers and homebuilders to qualify for
18	graywater technology incentives; providing that
19	certain occupancy is not eligibility criterion for
20	such incentives; requiring the department to adopt and
21	modify specified rules; providing rulemaking
22	requirements; providing an effective date.
23	
24	Be It Enacted by the Legislature of the State of Florida:
25	
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CS/CS/CS/HB965, Engrossed 1

2022 Legislature

26	Section 1. Section 373.4134, Florida Statutes, is created
27	to read:
28	373.4134 Water quality enhancement areas
29	(1) LEGISLATIVE FINDINGS AND INTENTThe Legislature finds
30	that:
31	(a) Water quality will be improved and adverse water
32	quality impacts of activities regulated under this part may be
33	addressed by the construction, operation, maintenance, and long-
34	term management of water quality enhancement areas that provide
35	offsite compensatory treatment.
36	(b) An expansion of existing authority for regional
37	treatment to include offsite compensatory treatment in water
38	quality enhancement areas to make enhancement credits available
39	for purchase by governmental entities to address impacts
40	regulated under this part is needed.
41	(c) The construction, operation, maintenance, and long-
42	term management of water quality enhancement areas under this
43	section will improve the certainty and long-term viability of
44	water quality treatment systems.
45	(d) Water quality enhancement areas are a valuable tool to
46	assist governmental entities in satisfying the net improvement
47	performance standard under s. 373.414(1)(b)3. to ensure
48	significant reductions of pollutant loadings.
49	(e) Water quality enhancement areas that provide water
50	quality enhancement credits to governmental entities seeking

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2022 Legislature

51	permits under this part and governmental entities seeking to
52	meet an assigned basin management action plan allocation or
53	reasonable assurance plan under s. 403.067 are considered an
54	appropriate and permittable option.
55	(2) DEFINITIONSAs used in this section, the term:
56	(a) "Enhancement credit" means a standard unit of measure
57	that represents a quantity of pollutant removed.
58	(b) "Governmental entity" means any political subdivision
59	of the state, including any state agency, department, county,
60	municipality, special district, school district, utility
61	authority, or other authority or instrumentality, agency, unit,
62	or department thereof.
63	(c) "Natural system" means an ecological system supporting
64	aquatic and wetland-dependent natural resources, including fish
65	and aquatic and wetland-dependent wildlife habitats.
66	(d) "Water quality enhancement area" means a natural
67	system constructed, operated, managed, and maintained for the
68	purpose of providing offsite regional treatment for which
69	enhancement credits may be provided pursuant to a water quality
70	enhancement area permit issued under this section.
71	(e) "Water quality enhancement area permit" means an
72	environmental resource permit issued for a water quality
73	enhancement area which authorizes the construction, operation,
74	management, and maintenance of an enhancement area and the
75	purchase and sale of enhancement credits.

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76	(3) WATER QUALITY ENHANCEMENT AREAS
77	(a) The construction, operation, management, and
78	maintenance of a water quality enhancement area must be approved
79	through the environmental resource permitting process.
80	(b) Water quality enhancement credits may be sold only to
81	governmental entities seeking to meet an assigned basin
82	management action plan allocation or reasonable assurance plan
83	or for the purpose of achieving net improvement under s.
84	373.414(1)(b)3. after the governmental entity has provided
85	reasonable assurance of meeting department rules for design and
86	construction of all onsite stormwater management.
87	(c) A water quality enhancement area must be used to
88	address contributions of one or more pollutants or other
89	constituents in the watershed, basin, sub-basin, targeted
90	restoration area, waterbody, or section of waterbody, as
91	determined by the department, in which the water quality
92	enhancement area is located that do not meet applicable state
93	water quality criteria.
94	(d) A water quality enhancement area must be used to
95	create, improve, or use natural systems to improve water
96	quality.
97	(e) A governmental entity may use a water quality
98	enhancement area for its own water quality needs. However, a
99	governmental entity may not act as a sponsor to construct,
100	operate, manage, or maintain a water quality enhancement area or
	Dage 4 of 12

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2022 Legislature

101	market enhancement credits to third parties.
102	(f) A local government may not require a permit or
103	otherwise impose regulations governing the operation of a water
104	quality enhancement area.
105	(g) This section does not eliminate the obligation of an
106	applicant for a water quality enhancement area permit or an
107	applicant proposing to use enhancement credits to comply with
108	all requirements of this part pertaining to adverse impacts to
109	water quality in receiving waters and adjacent lands or
110	wetlands.
111	(4) WATER QUALITY ENHANCEMENT AREA PERMIT
112	(a) To obtain a water quality enhancement area permit, the
113	applicant must provide reasonable assurances that the proposed
114	water quality enhancement area will be used to:
115	1. Meet the requirements for issuance of an environmental
116	resource permit;
117	2. Benefit water quality in the watershed in which the
118	water quality enhancement area is located;
119	3. Meet defined performance or success criteria for the
120	reduction of one or more pollutants or other constituents that
121	prevent receiving waters from meeting applicable state water
122	<u>quality criteria;</u>
123	4. Ensure long-term pollutant reduction through effective
124	operation and maintenance in perpetuity by designation of a
125	responsible long-term maintenance entity supported by an

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2022 Legislature

126	endowment or other long-term financial assurance sufficient to	
127	ensure perpetual operation and maintenance;	
128	5. Demonstrate sufficient legal or equitable interest in	
129	the property to ensure access and perpetual protection and	
130	management of the land within the water quality enhancement	
131	area; and	
132	6. Provide for permanent preservation of the water quality	
133	enhancement area that meets the requirements of s. 704.06.	
134	(b) The water quality enhancement area permit must provide	
135	for the assessment, valuation, and award of credits based on	
136	units of pollutants removed.	
137	(c) The department shall base its determination of the	
138	award of enhancement credits on standard numerical models or	
139	analytical tools that establish the ability of the water quality	
140	enhancement area to remove pollutants or constituents.	
141	1. If a basin management action plan exists for the	
142	watershed in which the water quality enhancement area is	
143	located, the applicant must use the same numerical models or	
144	analytical tools used for that basin management action plan in	
145	the water quality enhancement area permit application.	
146	2. If a basin management action plan does not exist for	
147	the watershed in which the water quality enhancement area is	
148	located, the applicant, with the approval of the department, may	
149	submit as part of the water quality enhancement area permit	
150	application model parameters and results used in a numerical	

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151	model or analytical tool used by the department to develop a
152	basin management action plan for a watershed with similar
153	physical characteristics and pollutants as the watershed in
154	which the proposed water quality enhancement area is to be
155	located.
156	3. If the department determines that its numerical model
157	or analytical tool used for a basin management action plan is
158	not appropriate for the proposed water quality enhancement area,
159	the applicant must use a standard numerical model or analytical
160	tool for the proposed water quality enhancement area.
161	4. To assist the department in evaluating and determining
162	enhancement credits, a water quality enhancement area permit
163	application must include the numerical model or analytical tool
164	results used to establish the efficacy of the water quality
165	enhancement area. Supporting information must include, but need
166	not be limited to:
167	a. Rainfall data over the longest period of record
168	available collected from the closest site to the proposed water
169	quality enhancement area, preferably within the same drainage
170	basin.
171	b. Anticipated average annual water quality and quantity
172	inflows to the proposed water quality enhancement area, based on
173	published local data collected over a period of record that most
174	closely matches the rainfall data collected under this
175	paragraph.

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176	c. Site-specific conditions affecting the anticipated
177	performance of the proposed water quality enhancement area,
178	including the proposed treatment type and the anticipated
179	associated reduction rates, as demonstrated by the performance
180	of other areas where the treatment type has been established and
181	operating over a minimum of two consecutive wet and dry seasons.
182	d. Data provided pursuant to sub-subparagraphs a. and b.
183	must be from monitoring stations the department deems sufficient
184	to determine flows and local water quality conditions.
185	(d) The issuance of a water quality enhancement area
186	permit under this section does not preclude the responsibility
187	of an applicant to obtain other applicable federal, state, and
188	local permits for construction activities associated with the
189	water quality enhancement area.
190	(5) WATER QUALITY ENHANCEMENT SERVICE AREAThe department
191	shall establish a water quality enhancement service area for
192	each water quality enhancement area. Enhancement credits may be
193	withdrawn and used only to address adverse impacts in the
194	enhancement service area. The boundaries of the enhancement
195	service area shall depend upon the geographic area in which the
196	water quality enhancement area could reasonably be expected to
197	address adverse impacts. Enhancement service areas may overlap,
198	and enhancement service areas for two or more water quality
199	enhancement areas may be approved for a regional watershed.
200	(6) MONITORING AND VERIFICATION

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201	(a) An applicant for a water quality enhancement area	
202	permit must propose a performance and success criteria	
203	monitoring and verification plan, with protocols to be	
204	implemented once the water quality enhancement area is	
205	operational. The protocols must be appropriate for the water	
206	quality enhancement area and sufficient to demonstrate that the	
207	area is meeting defined performance or success criteria for the	
208	reduction of pollutants or contaminants for which credits are	
209	awarded by the department.	
210	(b) If a permittee fails to comply with the conditions of	
211	a water quality enhancement area permit, the department must	
212	revoke the ability of the permittee to sell enhancement credits	
213	until the water quality enhancement area complies with the	
214	permit conditions.	
215	(7) ENHANCEMENT CREDITS	
216	(a) The department or water management district shall	
217	authorize the sale and use of enhancement credits to	
218	governmental entities to address adverse water quality impacts	
219	of activities regulated under this part or to assist	
220	governmental entities seeking to meet required nonpoint source	
221	contribution reductions assigned in a basin management action	
222	plan or reasonable assurance plan under s. 403.067.	
223	(b) Before approving the use of enhancement credits, the	
224	department or water management district must determine that the	

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225	enhancement credits used by an applicant seeking a permit under
226	this part are appropriate for a specific permit use.
227	(c) Water quality improvement projects using natural
228	systems or land use modifications, including, but not limited
229	to, constructed wetlands or minor impoundments that reduce
230	pollutants to a receiving water body, may be used by an
231	applicant to generate enhancement credits if approved by the
232	department. Water quality enhancement areas may not be located
233	on lands purchased for conservation pursuant to the Florida
234	Forever Act or the Florida Preservation 2000 Act.
235	(d) The department shall provide for and maintain a ledger
236	to track the award, release, and use of enhancement credits.
237	1. A water management district that authorizes applicants
238	seeking permits under this part to use enhancement credits to
239	address water quality impacts must report to the department the
240	amount of enhancement credits used by the applicants.
241	2. The operator of a water quality enhancement area shall
242	notify the department of the amount of enhancement credits sold
243	or used within 30 days after the date the enhancement credit
244	transaction is completed.
245	(e) Reductions in pollutant loading required under any
246	state regulatory program are not eligible to be considered as
247	enhancement credits.
248	(f) Enhancement credits may not be used by point source
249	dischargers to satisfy regulatory requirements other than those
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250	necessary to obtain an environmental resource permit for
251	construction and operation of the surface water management
252	system of the site.
253	(g) Use of enhancement credits made available by water
254	quality enhancement areas is voluntary.
255	(h) Any landowner, discharger, or other responsible person
256	regulated under this part or s. 403.067 implementing applicable
257	management strategies specified in an adopted basin management
258	action plan or reasonable assurance plan may not be required by
259	any permit or other enforcement action to use enhancement
260	credits to reduce pollutant loads to achieve the pollutant
261	reductions established pursuant to s. 403.067.
262	(i) A local government may not deny the use of enhancement
263	credits due to the location of the water quality enhancement
264	area outside the jurisdiction of the local government.
265	(j) Notwithstanding any other law, this section does not
266	limit or restrict the authority of the department to deny the
267	use of enhancement credits when the department is not reasonably
268	assured that the use of the credits will not cause or contribute
269	to a violation of water quality standards, even if the project
270	being implemented by the governmental entity is within the
271	enhancement service area. The department may allow the use of
272	enhancement credits if the department receives a request for the
273	use of enhancement credits and determines that such use will not
274	cause or contribute to a violation of water quality standards.
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275	(8) AUTHORITYThe authority granted to the department
276	under this section is supplemental to the authority granted
277	<u>under s. 403.067(8).</u>
278	(9) RULESThe department shall adopt rules to implement
279	this section. This section may not be implemented until the
280	department adopts such rules.
281	Section 2. Paragraph (b) of subsection (1) and paragraphs
282	(a), (b), and (d) of subsection (3) of section 403.892, Florida
283	Statutes, are amended, and subsection (6) is added to that
284	section, to read:
285	403.892 Incentives for the use of graywater technologies
286	(1) As used in this section, the term:
287	(b) "Graywater" has the same meaning as in <u>s.</u>
288	<u>381.0065(2)(f)</u> s. 381.0065(2)(c) .
289	(3) To qualify for the incentives under subsection (2),
290	the developer or homebuilder must certify to the applicable
291	governmental entity as part of its application for development
292	approval or amendment of a development order that all of the
293	following conditions are met:
294	(a) The proposed or existing development has at least 25
295	detached single-family residential homes that are either
296	detached or 25 multifamily dwelling units, which may include
297	apartments dwellings. This paragraph does not apply to
298	multifamily projects over five stories in height.
299	(b) Each single-family residential home or residence will
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300	have its own residential graywater system that is dedicated for
301	its use. Each residence forming part of a multifamily project
302	will be serviced by its own residential graywater system
303	dedicated for its use or by a master graywater collection and
304	reuse system for the entire project.
305	(d) The required maintenance of the graywater system will
306	be the responsibility of the owner residential homeowner.
307	(6) This section does not apply to multifamily projects
308	more than five stories in height. Whether a dwelling is occupied
309	by an owner is not an eligibility criterion for a developer or
310	homebuilder to receive the incentives authorized under this
311	section.
312	Section 3. The Department of Environmental Protection
313	shall adopt and modify rules adopted pursuant to ss. 373.4136
314	and 373.414, Florida Statutes, to ensure that required financial
315	assurances are equivalent and sufficient to provide for the
316	long-term management of mitigation permitted under ss. 373.4136
317	and 373.414, Florida Statutes. The department, in consultation
318	with the water management districts, shall include the
319	rulemaking required by this section in existing active
320	rulemaking, or shall complete rule development by June 30, 2023.
321	Section 4. This act shall take effect July 1, 2022.

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KEN BURKE, CLERK OF COURT AND COMPTROLLER PINELLAS COUNTY, FL INST# 2022006362 01/06/2022 04:11 PM OFF REC BK: 21881 PG: 1957-2105 DocType:GOV RECORDING: \$1268.00

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

1

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (the "<u>First</u> <u>Amendment</u>") is made and entered into as of the Effective Date between GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, GANDY HARBOR III, LLC, each a Florida limited liability company (collectively "<u>Developer</u>"), and CITY OF ST. PETERSBURG, FLORIDA, a Florida municipal corporation (the "<u>City</u>").

RECITALS

WHEREAS, Developer and Developer's predecessor in interest entered into that certain Development Agreement dated as of April 27, 2009, and recorded on May 4, 2009 in Official Records Book 16573, Page 980, of the Public Records of Pinellas County, Florida; and

WHEREAS, the Pirates Cove Comp Plan Amendment and Rezoning contemplated in the Development Agreement were approved, but the Project has not been developed; and

WHEREAS, Developer and the City have agreed to amend and modify certain terms and provisions contained in the Development Agreement, as more particularly set forth below. Capitalized terms not defined herein shall have the meaning ascribed thereto in the Development Agreement.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants contained herein and other good and valuable consideration, the receipt, adequacy and sufficiency of which are hereby mutually acknowledged, the parties agree as follows:

1. <u>Recitals</u>. The above recitals are true and correct and are incorporated herein by this reference.

2. <u>Effective Date and Duration</u>. Section 3 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Effective Date and Duration. This Development Agreement became effective upon its execution by Developer and the City and final approval of the Pirates Cove Comp Plan Amendment and Rezoning. The term of this Development Agreement shall be for fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement. The term of this Development Agreement may be extended as provided by law.

Maximum Density and Intensity of Proposed Uses.

3. <u>Project Site Plan</u>. Exhibit B of the Development Agreement is hereby deleted in its entirety and replaced with the Exhibit B titled Snug Harbor Concept Plan attached hereto and incorporated herein by reference.

4. <u>Permitted Development Uses and Building Intensities</u>. Section 4.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

- A. Gandy Center Property/Pirates Cove Property. Allowed density and intensity for upland property includes 15 units per acre residential, 0.55 FAR non-residential uses, and if compliant with the Workforce Housing Plan, 0.2 FAR Intensity Bonus for workforce housing. The proposed project is a mixed use of commercial-restaurantresidential, restaurants and specialty retail, an apartment complex with a maximum of 120 units, and a commercial marina (including a maximum of 45 wet slips and 200 dry slips), which would provide slips for public access and rental. According to the Concept Plan and the Transportation Study provided by the applicants, the Gandy Center and Pirates Cove properties will be redeveloped with 8,000 sq. ft. of restaurant space; a maximum of 120 apartment units; and a 37,800 sq. ft. marina/boat storage with a maximum of 45 wet slips and 200 dry slips. A Certificate of Completion (CC) for the shell of the restaurant shall be obtained prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building on the Gandy Center Property/Pirates Cove Property. Nothing contained herein shall prevent the City from issuing no more than one Temporary Certificate of Occupancy (TCO) for not more than six (6) months for the first multi-family building.
- B. <u>Riviera Property</u>. Allowed density and intensity for upland property includes 7.5 units per acre residential, 0.30 FAR non-residential uses and six units per acre density bonus for workforce housing if compliant with the Workforce Housing Plan, or a maximum of 256 residential dwelling units, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property. According to the Conceptual Plan and Transportation Study provided by the applicants, the Riviera property will be redeveloped with a maximum of 256 residential units and a maximum of 256 wet slips.

Height of Proposed Uses. Section 4.C. of the Development Agreement is hereby deleted and replaced with the following: For the purposes of this Development Agreement, height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. In accordance with the CCS-1 and the NPUD-1 zoning designations building height is limited to 48 feet.

5. <u>Deeds</u>. Exhibit C in Section 4.D. of the Development Agreement is hereby deleted in its entirety and replaced with the Composite Exhibit C attached hereto and incorporated herein by reference. 6. <u>Transportation Analysis</u>. Exhibit **D** of Section 5 of the Development Agreement is hereby deleted in its entirety and replaced with Exhibit **D** attached hereto and incorporated herein by reference.

7. **Obligations of the Developer**. Section 6 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Obligations of the Developer. In order to secure approval of the Development Agreement and subject to receiving all necessary governmental approvals and permits, Developer agrees to the following: design, construct or maintain as applicable and as set forth below:

- A. Construct a PSTA Bus Stop pad and Shelter on Gandy Boulevard in a location approved by the Pinellas Suncoast Transit Authority and that meets the design requirements of the review and permitting agencies (PSTA/FDOT), prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- B. Construct and maintain internal pedestrian walkway connections to connect the residential dwelling units to the commercial component of the Project consistent with Site Plan requirements;
- C. Construct and maintain a public pedestrian connection to the public marina facility and kayak launch, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- D. Construct and maintain a public waterfront boardwalk, which shall be a minimum of six (6) feet wide, installed along the eastern boundary of the Gandy Center Property and the Pirates Cove Property, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- E. Construct and maintain a kayak/canoe launch as generally depicted on the Snug Harbor Concept Plan, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
- F. Construct those certain transportation improvements as may be required by FDOT, prior to the issuance of the first C.O. for any building which may include:

a. Modify the Gandy Blvd and San Fernando Blvd median opening to a left-in/right-in/right-out and provide an eastbound right turn lane

b. Close the Gandy Blvd at Project Access A (CBS) median opening and provide an eastbound right turn lane

c. Modify the Gandy Blvd and RaceTrac median opening to a left-in/rightin/right-out and extend the eastbound left turn lane; and G. Maintain canal to provide clear access for wet slips for areas in which Developer owns the submerged land.

8. <u>Land Development Approvals/Permits Required</u>. Section 8 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Land Development, Building and ROW Permits Required. The local development permits required provide no guarantee that they will be approved by the governing body. The approvals required for the development of the Project on the Project Site include but may not be limited to:

- A. Special exception for the CCS-1 (Corridor Commercial Suburban) zoned portion of the Project Site to allow the residential component of such portion to exceed 40% of the total FAR for such portion;
- B. City site and construction approvals;
- C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 256 residential dwelling units; and
- D. Plat or subdivision approvals, including infrastructure construction plan approval.

The Developer shall be entitled to construct the Project in phases, in accordance with a phasing plan. Open space shall be maintained for the Project as required by the City's Land Development Code; however, Developer shall be able to locate such open space areas throughout the Project Site and at locations to be determined and or amended by Developer during the site plan review process.

9. <u>Applicable City Ordinances and Codes</u>. Section 9 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

<u>Applicable City Ordinances and Codes.</u> In accordance with §163.3233, <u>Florida</u> <u>Statutes</u> and with Section 16.05 of the City's Land Development Code, all codes, policies and ordinances of the City governing the development of the Project upon the date of execution of this First Amendment shall continue to govern the development of the Project for the duration of this First Amendment, including relevant provisions of the City's Comprehensive Plan.

10. <u>Notices</u>. Section 20.A. of the Development Agreement is hereby amended as it relates to notice addresses for the parties:

To the Developer(s):

Gandy Harbor I, LLC Gandy Harbor II, LLC Gandy Harbor III, LLC Attention: Deborah Roseman 2840 West Bay Drive Belleair Bluffs, Florida 33770

and	Key International Management LLC 848 Brickell Avenue, #1100 Miami, Florida 33131
With a copy to:	Trenam Law Attention: C. Graham Carothers, Jr., Esq. 200 Central Avenue, Suite 1600 St. Petersburg, Florida 33701
With a copy to:	 Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A. Attention: S. Elise Batsel, Esq. 401 East Jackson Street, Suite 2100 Tampa, Florida 33602
To the City:	City of St. Petersburg Planning and Development Services Division One 4th Street North St. Petersburg, FL 33701 Attention: Jennifer Bryla, Manager
With a copy to:	City of St. Petersburg City Attorney's Office One 4th Street North St. Petersburg, FL 33701 Attention: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental Matters

11. <u>Termination</u>. Paragraph 31.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

The expiration of fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement.

12. <u>Cancellation</u>. Section 37 of the Development Agreement is hereby deleted in its entirety.

13. <u>Recording and Effective Date</u>. Upon full execution by the parties and no later than fourteen (14) days after final approval of this First Amendment by City Council, the City shall record this First Amendment in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded First Amendment to the Florida Department of Economic Opportunity. This First Amendment shall become effective upon recordation (the "Effective Date").

14. <u>Deadline for Execution</u>. The Developer shall execute this First Amendment prior to the date on which the City Council considers this First Amendment for final approval. The City

shall execute this First Amendment no later than fourteen (14) days after final approval by City Council.

15. <u>Counterparts, Facsimile</u>. Facsimile or pdf copies of this First Amendment and signatures shall be binding as originals. This First Amendment may be executed in any number of counterparts, each of which shall be effective only upon delivery and thereafter shall be deemed an original, and all of which shall be taken to be one and the same instrument, with the same effect as if all parties hereto had signed the same signature page. Any signature page of this First Amendment may be detached from any counterpart of this First Amendment without impairing the legal effect of any signatures thereon and may be attached to another counterpart of this First Amendment identical in form hereto but having attached to it one or more additional signature pages.

16. <u>Conflict</u>. In the event of any direct conflict between the terms and provisions of this First Amendment and the terms and provisions of the Development Agreement, the terms and provisions of this First Amendment shall control. To the extent that there shall be no such direct conflict, the Development Agreement shall remain in full force and effect and the parties hereto hereby ratify same. Developer and City have jointly negotiated and drafted this First Amendment and it shall not be interpreted against either party as the drafter thereof. All rules of contract interpretation included in the Development Agreement are applicable to this First Amendment.

17. <u>Capitalized Terms</u>. All capitalized terms not defined herein shall have the meanings given to them in the Development Agreement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

This First Amendment has been executed by the Developer and the City as of the Effective Date.

Signed, sealed and delivered in the presence DEVELOPER: of:

WITNESSES:

Beller Print Name Print Name: Frank COLC

GANDY HARBOR I, LLC, a Florida limited liability company

OBEMAN MEMbre By: **Print Name:** Title: Men hee

Beller Print Nam Print Name 'AN

GANDY HARBOR II, LLC, a Florida limited liability company

servary werber Print Name: Title: Member

Print Name x ller

Print Name: cank GANDY HARBOR III, LLC, a Florida limited liability company

benan Hember By: P Print Name: Title: Men

STATE OF FLORIDA COUNTY OF PINELLAS

(Notary Seal)

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [] online notarization, this <u>lle</u> day of <u>Nov</u>., 2021, by <u>Performentation</u>, as <u>Manager</u> of GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, and GANDY HARBOR III, LLC, each a Florida limited liability company, on behalf of said companies, who (check one):

□ is/are personally known to me, or

Who has/have produced FL DL as identification.

Notary Public - (Signature



CITY OF ST. PETERSBURG, FLORIDA ATTEST Vin, Acting Clerk By: Fren Abern City Clerk Print: E1.2 abeth Abernetyy (SEAL) Title: Director, Planning & Development Services Approved as to Form and Content: City Attorney (Designee)



CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

То:	Corey Malyszka, Zoning Official
FROM:	Tom Whalen, Planner III, Transportation and Parking Management Department
DATE:	November 2, 2022
SUBJECT:	Transportation Analysis for Second Amendment to Development Agreement relating to the Snug Harbor Development Agreement

The Transportation and Parking Management ("Transportation") Department has reviewed the Transportation Analysis, dated August 2022, for the revised site plan for the proposed mixed-use development located at 1200 Gandy Boulevard. The applicant submitted a Transportation Analysis, dated June 2021, for the approved site plan. The revised site plan is anticipated to generate more a.m. and p.m. peak hour trips than the approved site plan. The Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The intersection of Gandy Boulevard and Snug Harbor Road will need to be further evaluated during the permitting process if the revised site plan is approved.

The applicant is proposing a decrease in the number of townhomes, from 80 to 52, and an increase in the number of multi-family units, from 296 to 418. The size of the high-turnover restaurant and number of slips in the marina will remain the same. The applicant utilized the 10th Edition of the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" in the June 2021 report and the 11th Edition of this manual in the August 2022 report. The Transportation Department reevaluated the a.m. peak hour and p.m. peak hour trip generation projections for the adopted development scenario by utilizing the 11th Edition of the Trip Generation Manual. The projected a.m. peak hour trips increased for the adopted site plan but are less than the projected a.m. peak hour trips for the revised site plan. The projected p.m. peak hour trips decreased for the adopted site plan. Since the revised site plan is anticipated to generate more a.m. peak hour trips than the adopted site plan would under the same edition of the Trip Generation Manual, a full evaluation of the updated Transportation Analysis is needed.

The following analyses for the a.m. and p.m. peak hours are a comparison of the June 2021 traffic study for the approved site plan (not adjusted for new ITE data) to the August 2022 traffic study for the revised site plan. For the a.m. peak hour, the increase in trips is more significant (72 more total trips, including 13 more trips entering the site and 59 more trips exiting the site). These additional

trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The most significant impact on the road network is the increase in outbound vehicles (19) traveling north on Snug Harbor Road to make a left turn or right turn at Gandy Boulevard, which is an unsignalized intersection. Left turn movements are projected to increase from 37 to 53 (16) and new left-turning vehicles from the development will exceed background left-turning vehicles (i.e., vehicles that are already on the road network and not associated with the development). Volume-to-capacity ratios for the northbound left-turn and right-turn movements will remain acceptable (0.69), but delays per vehicle will increase since there is one northbound lane at this intersection. In our previous review, the Transportation Department stated that the applicant shall coordinate with Pinellas County staff to further evaluate the Snug Harbor Road/Gandy Boulevard intersection during the permitting process. This requirement will not change. Coordination with FDOT may also be needed since Gandy Boulevard is a state road.

The revised site plan is projected to generate 29 more p.m. peak trips (17 more trips entering the site and 12 more trips exiting the site) than the approved site plan (not adjusted for new ITE data as previously noted). These additional trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The outbound trips traveling north on Snug Harbor Road at Gandy Boulevard will remain the same. The volume-to-capacity ratios for the northbound left-turn and right-turn movements on Snug Harbor Road at Gandy Boulevard are near capacity (0.97), so this is another reason to further evaluate this intersection during the permitting process if the revised site plan is approved.

As noted in the first paragraph, the Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The proposed modifications on Gandy Boulevard for the approved site plan include the following:

- provide a 350-foot eastbound right-turn lane and extend the existing westbound left-turn lane to 450 feet at San Fernando Boulevard;
- provide a 300-foot eastbound right-turn lane at Access A; and
- provide a 610-foot eastbound left-turn lane at the RaceTrac driveway.

The lengths of the turn lanes do not need to be increased based on the additional a.m. and p.m. peak hour trips.

In conclusion, the Transportation Department has determined that the revised site plan is acceptable from a traffic impact perspective, but we believe there is a greater need to further evaluate the Gandy Boulevard/Snug Harbor Road intersection during the permitting process if the revised site plan is approved. Please let me know if you have any questions about the Transportation Department's review of the Transportation Analysis for the revised site plan.