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 4th 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 Amendment		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:

/s/ Elizabeth Abernethy 10/28/2022

Elizabeth Abernethy, AICP Director DATE
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 "**Second Amendment**") is made and entered into as of the Effective Date between **KEY GANDY, LLC**, a Florida limited liability company (the "**Developer**"), and **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation (the "**City**").

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. **Recitals**. The above recitals are true and correct and are incorporated herein by this reference.

2. **Effective Date and Duration**. 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. **Project Site Plan**. **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. **Permitted Development Uses and Building Intensities**. 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. Riviera Property. 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. **Deeds**. **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. **Transportation Analysis**. **Exhibit D** of the DA is hereby deleted in its entirety and replaced with **Exhibit D** attached hereto and incorporated herein by reference.

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. **Land Development Approvals/Permits Required**. 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. **Termination**. 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. **Recording and Effective Date**. 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. **Counterparts, Facsimile**. 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.

13. **Conflict.** 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. **Capitalized Terms.** 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 of:

DEVELOPER:

WITNESSES:

KEY GANDY, LLC, a Florida limited liability company

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

_____
Print Name:_____

_____
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

☐ who has/have produced _____ as identification.

(Notary Seal)

_____
Notary Public - (Signature

ATTEST:

_____
City Clerk

CITY:

CITY OF ST. PETERSBURG, a Florida municipal corporation

Approved as to form and content by Office of the City Attorney

By:_____
Print Name:_____
Title:_____

_____
City Attorney (Designee)
00651182.docx

(City Clerk Seal)

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 _____ for the City of St. Petersburg, a Florida municipal corporation, on behalf of said corporation, who (check one):

☐ is/are personally known to me, or

☐ who has/have produced _____ as identification.

(Notary Seal)

_____
Notary Public - (Signature

EXHIBIT B

Snug Harbor Conceptual Site Plan

[attached]

EXHIBIT C

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

[attached]

[CLOSING TO OCCUR 09/08/2022]

EXHIBIT D

Traffic Analysis

[attached]

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

Steven J. Henry, P.E.
P.E. No. 51555

10/20/22
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) Trip Generation Manual, 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.

FIGURE 1
PROJECT LOCATION

TABLE 1

ESTIMATED DAILY TRIP ENDS (1)

Land Use	ITE LUC	Size	Daily Trip Ends	Passerby Capture	New Daily 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	651	0	651
		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

Studies contained in the ITE Trip Generation Handbook, 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 Trip Generation Manual, 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 Trip Generation Handbook, 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 Trip Generation Manual, 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 Trip Generation Handbook, 11th Edition, indicate that a percentage of the restaurant trips already exist on the adjacent roadways

TABLE 2

ESTIMATED AM PEAK HOUR TRIP ENDS (1)

Land Use	ITE LUC	Size	AM Peak Hour Trip Ends			Passerby Capture			New AM Peak Hour Trip Ends		
			In	Out	Total	In	Out	Total	In	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	6	13	19	0	0	0	6	13	19
		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

TABLE 3

ESTIMATED PM PEAK HOUR TRIP ENDS (1)

Land Use	ITE LUC	Size	PM Peak Hour Trip Ends			Passerby Capture			New PM Peak Hour Trip Ends		
			In	Out	Total	In	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	34	23	57	0	0	0	34	23	57
		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

– 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:

1) 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

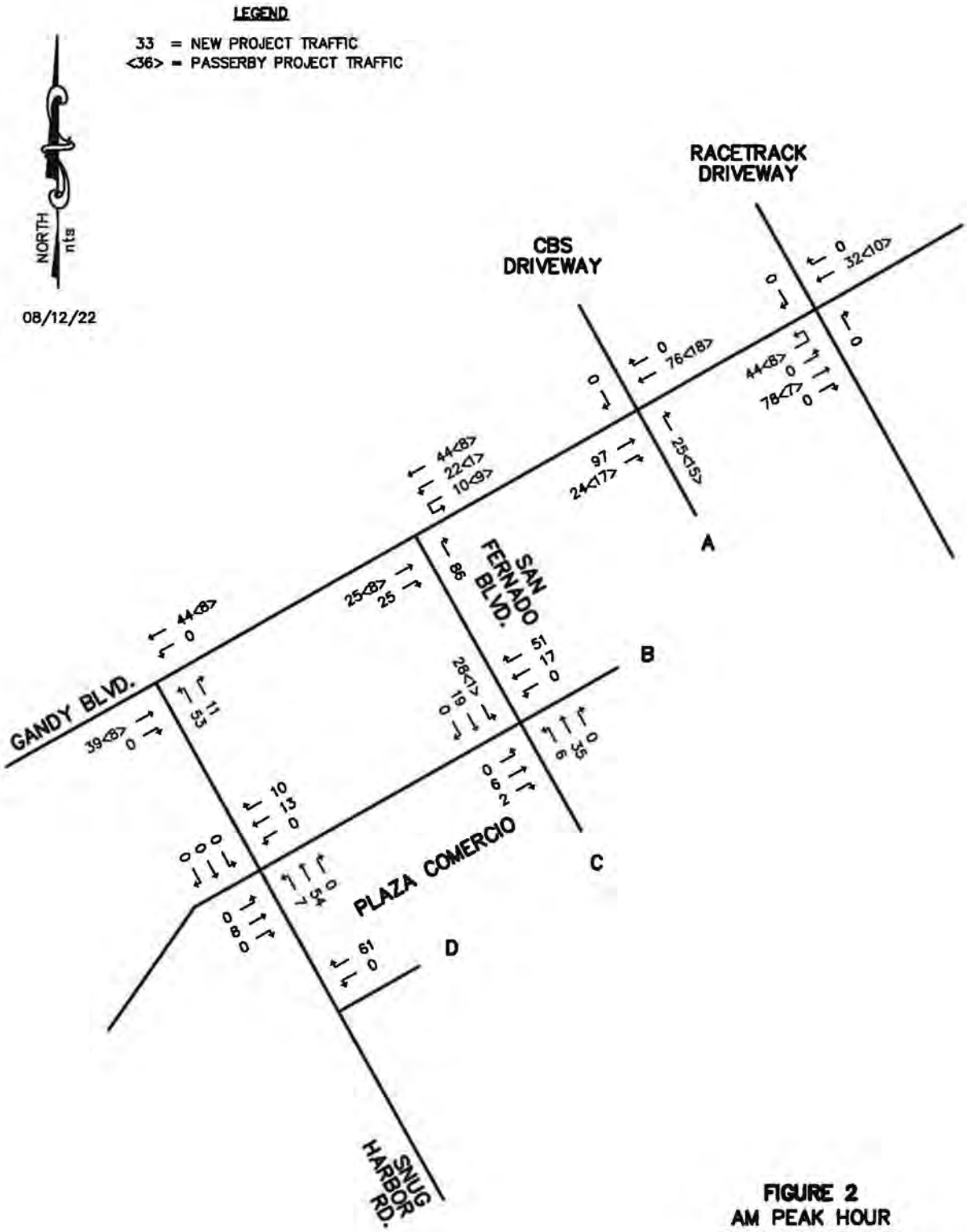


FIGURE 2
AM PEAK HOUR
PROJECT TRAFFIC

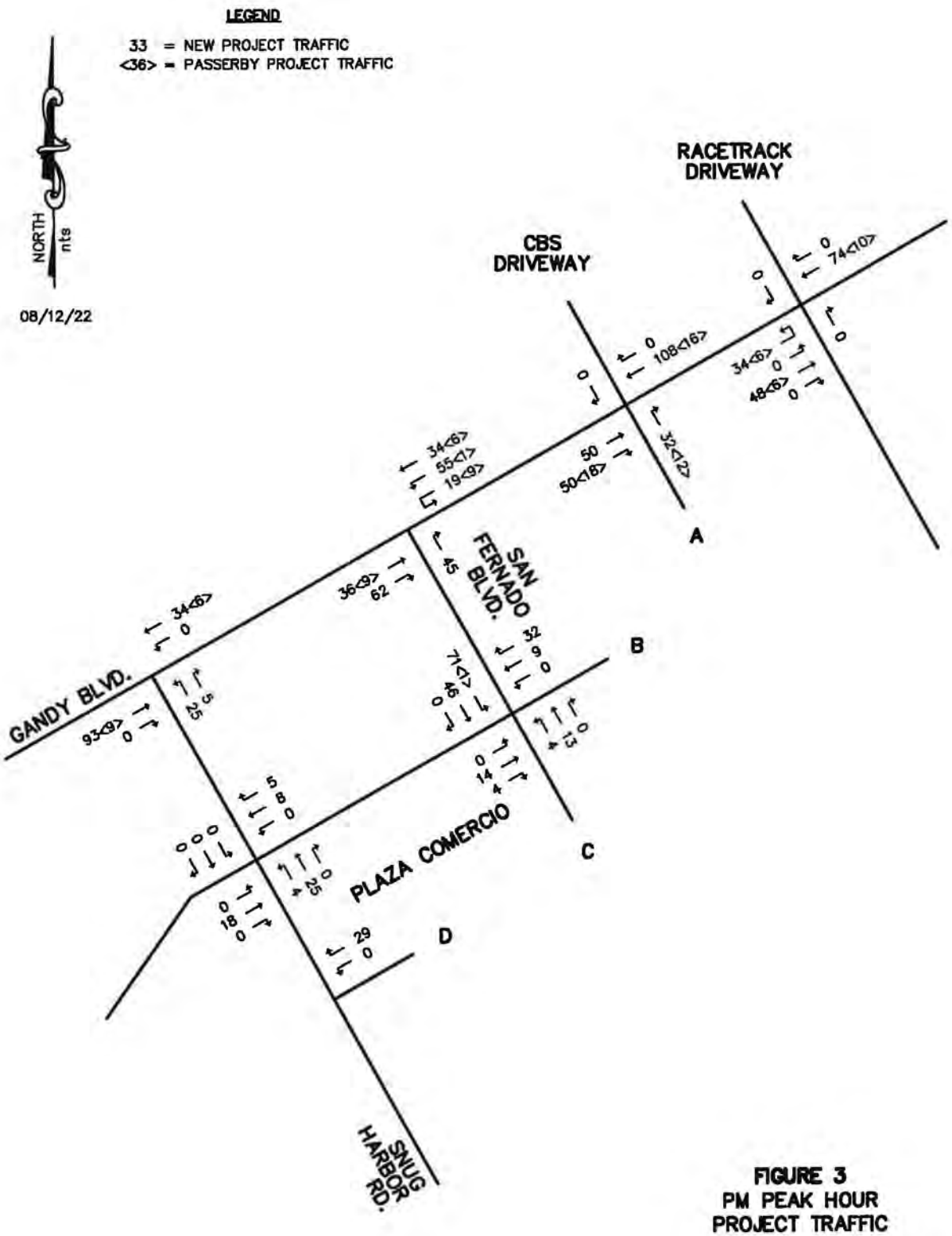


FIGURE 3
PM PEAK HOUR
PROJECT TRAFFIC

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

Figure 4 illustrates the peak season traffic.

3) 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.

4) 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

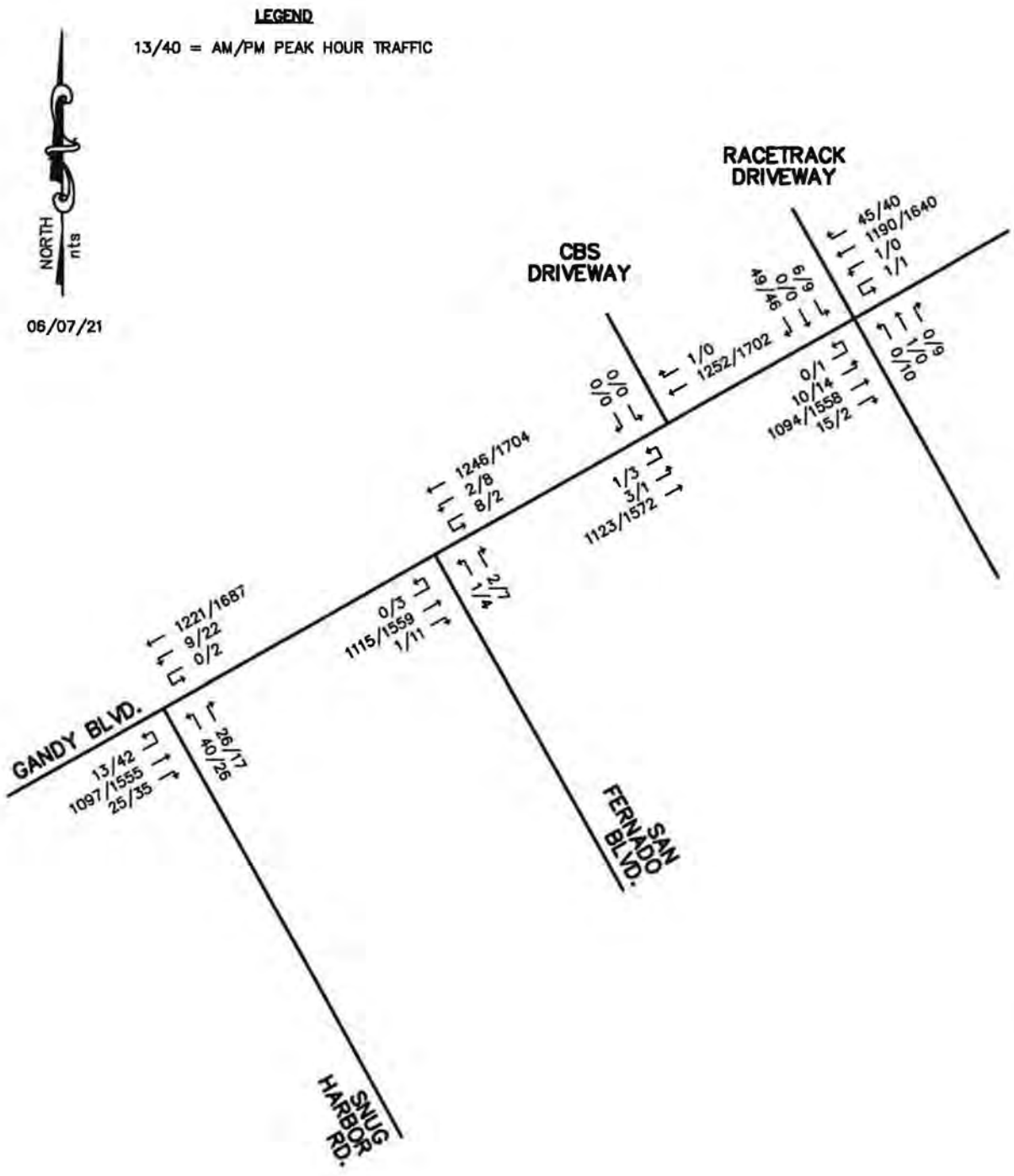


FIGURE 4
PEAK SEASON TRAFFIC

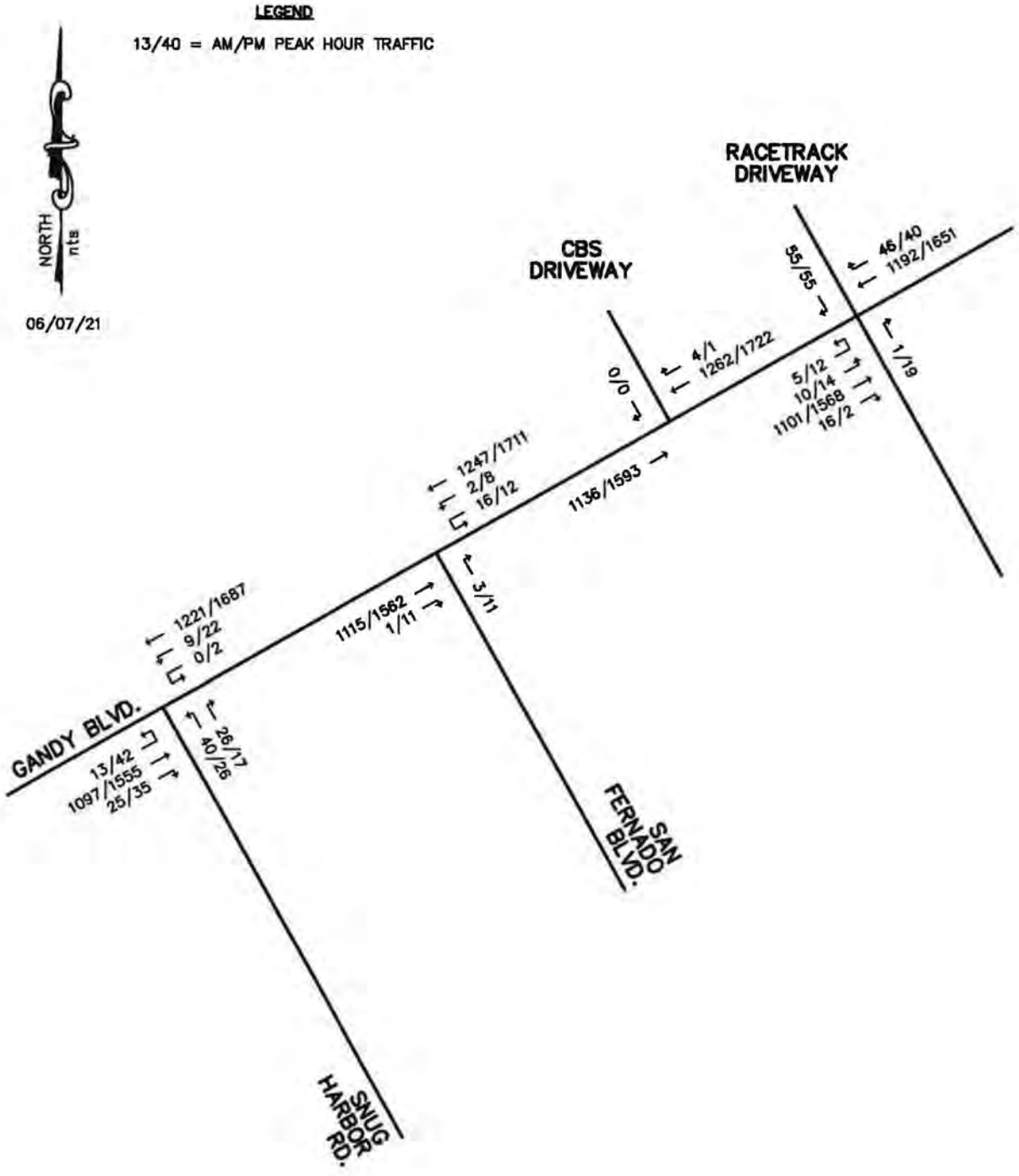


FIGURE 5
REDISTRIBUTED
PEAK SEASON TRAFFIC

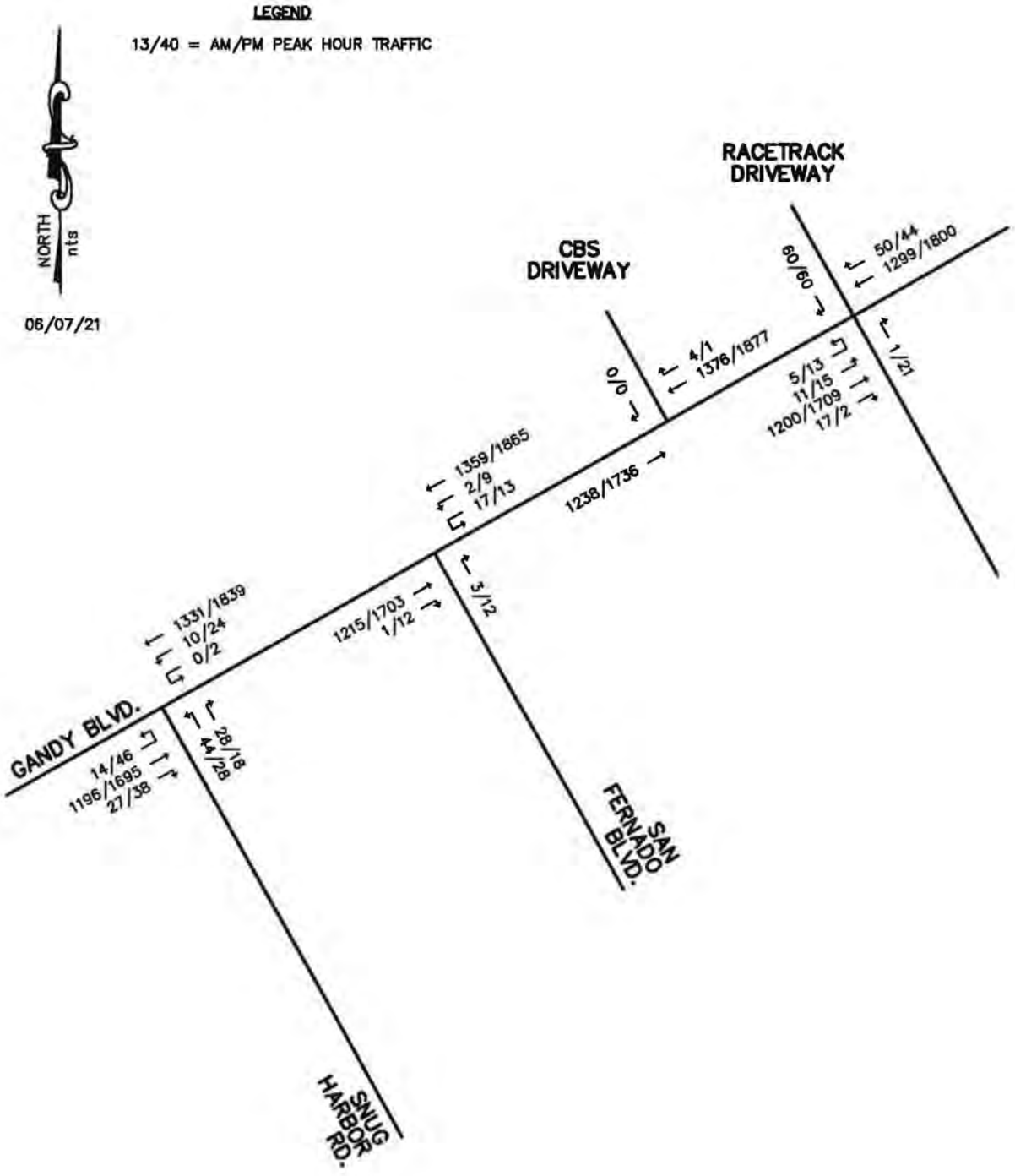


FIGURE 6
2030 BACKGROUND TRAFFIC

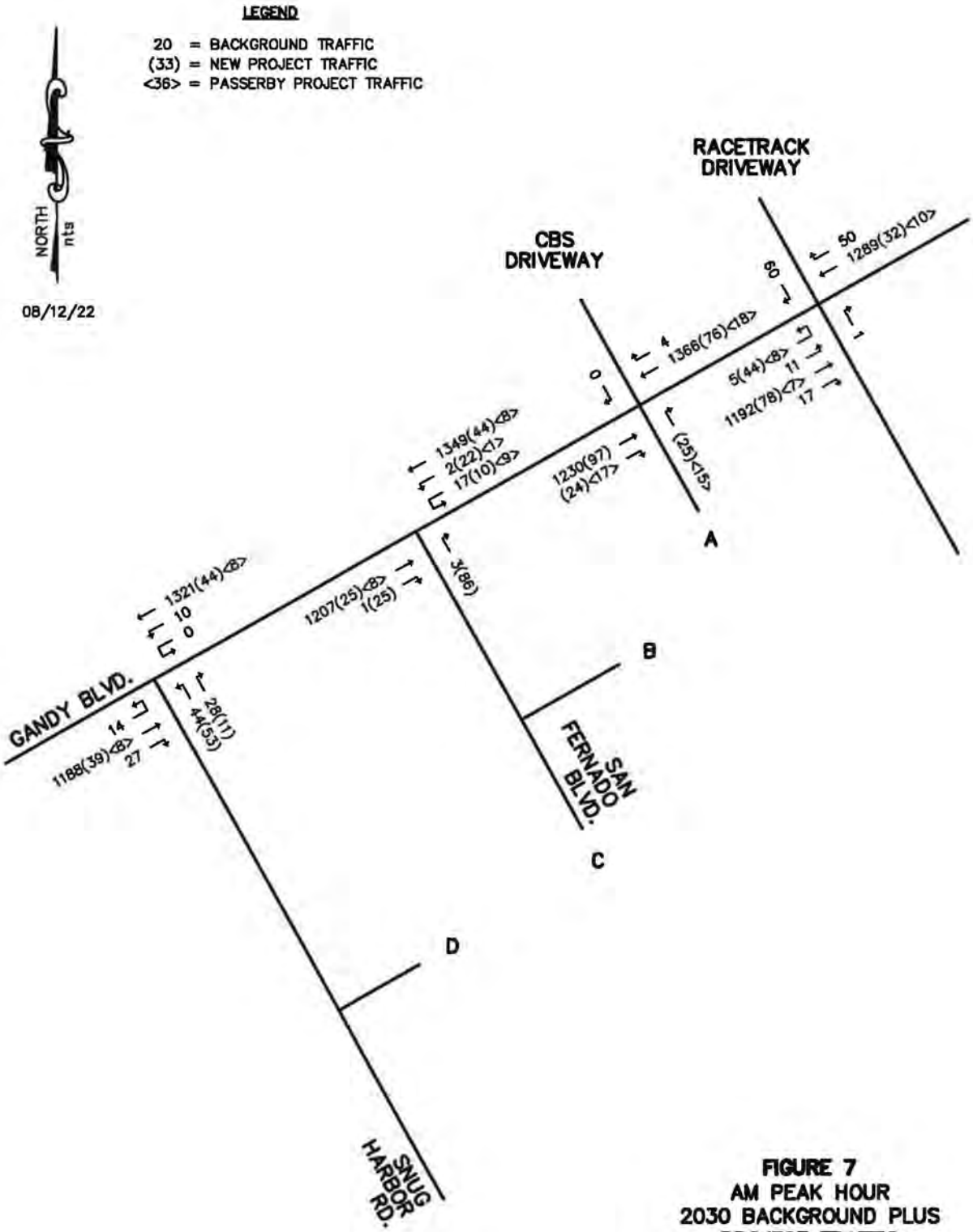


FIGURE 7
AM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

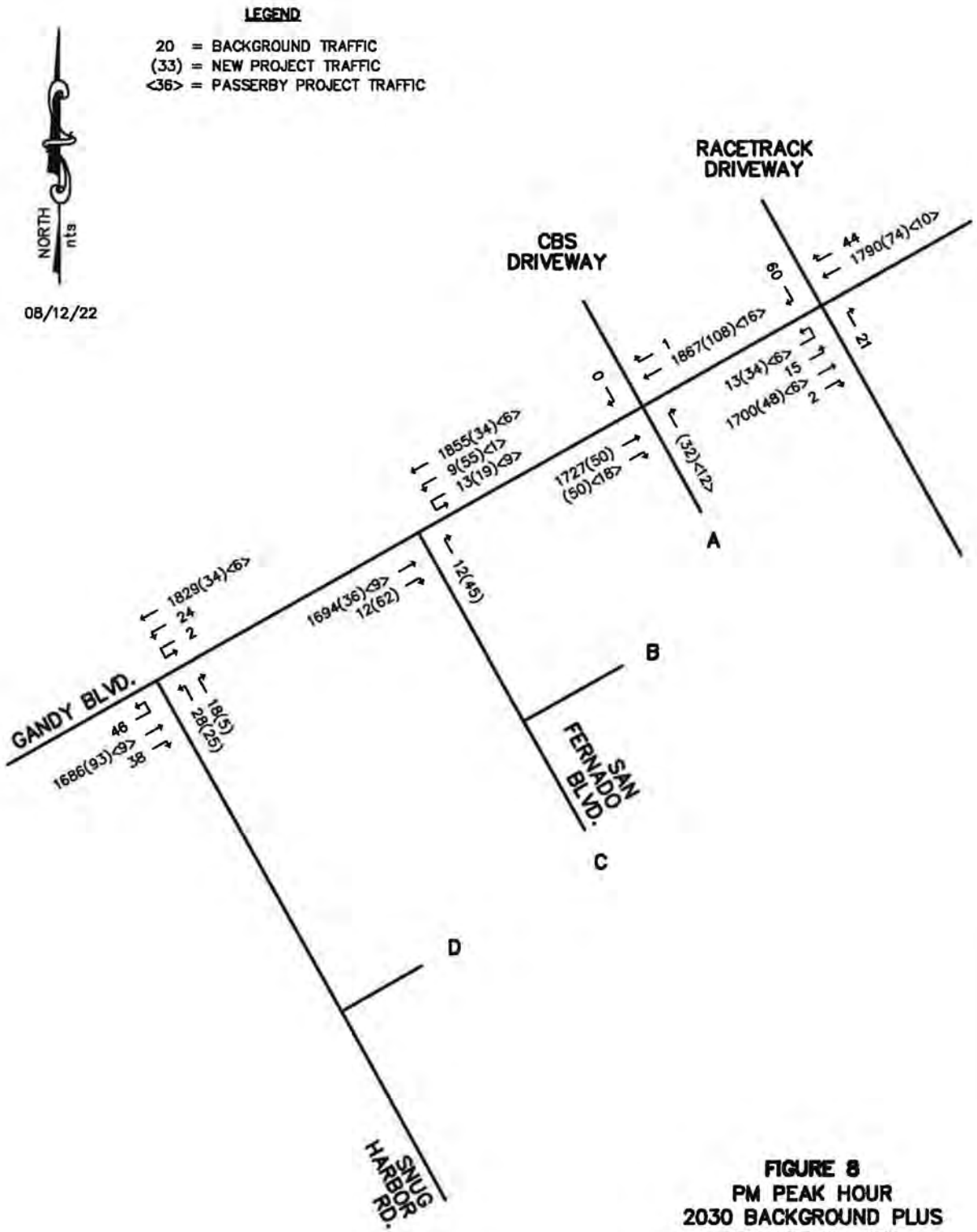


FIGURE 8
PM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

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/

TABLE 4

ESTIMATED INTERSECTION LEVEL OF SERVICE
(V/C RATIO)

Intersection	Direction	AM Peak Hour 2030 Background Plus Project Traffic			PM Peak Hour 2030 Background Plus Project Traffic		
		Left	Through	Right	Left	Through	Right
Gandy Blvd and	EB	0.03	*	*	0.15	*	*
Snug Harbor Road	WB	0.02	*	-	0.10	*	-
	NB	0.69	-	0.69	0.97	-	0.97
Gandy Blvd and	WB	0.23	*	-	0.70	*	-
San Fernando Blvd	NB	-	-	0.13	-	-	0.16
Gandy Blvd and	NB	-	-	0.10	-	-	0.16
Access A	SB	-	-	0.0	-	-	0.0
Gandy Blvd and	EB	0.30	*	*	0.80	*	*
RaceTrac Drwy	NB	-	-	0.0	-	-	0.08
	SB	-	-	0.16	-	-	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:

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/right-in/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 San Fernado Blvd	WBL	55/100	Existing	100'	350'	450'	335'	450'
	EBR	20/68	Yes	-	350'	350'	-	350'
Gandy Blvd and Project Access A	EBR	42/70	Yes	-	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

SNUG HARBOR

For: Key International
ST. PETERSBURG, FLORIDA

TRIP GENERATION

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Snug Harbor-Revised Land use	**No :**	
Date:	7/29/2022	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

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	418(0)	Weekday	Average 4.54	949 50%	949 50%	1898
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. 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)

(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 - Multifamily Housing (Mid-Rise)	0 %	949	0 %	949
932 - High-Turnover (Sit-Down) Restaurant	0 %	429	0 %	429
420 - Marina	0 %	326	0 %	325

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

Exit 204 Demand Exit: 0 % (0) Balanced: 0

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) **Entry** 949

Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 949

220 - Multifamily Housing (Low-Rise) **932 - High-Turnover (Sit-Down) Restaurant**

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 - Multifamily Housing (Low-Rise) **420 - Marina**

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 - Multifamily Housing (Mid-Rise) **932 - High-Turnover (Sit-Down) Restaurant**

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 - Multifamily Housing (Mid-Rise) **420 - Marina**

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 - High-Turnover (Sit-Down) Restaurant **420 - Marina**

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

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**	**Total**	**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**	**External Trips**

		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%)	0 (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				
	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-Turnover (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	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	1909
Total Exiting Non-Pass-by Trips	1907

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Snug Harbor-Revised Land use	**No :**	
Date:	7/29/2022	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

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 7 and 9 a.m.	Best Fit (LIN) T = 0.31 (X)+22.85	9 23%	30 77%	39
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	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%	132 77%	172
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 9.57	42 55%	35 45%	77
420 - Marina (General Urban/Suburban)	Berths	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)

(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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

221 - Multifamily Housing (Mid-Rise)

Entry	40
Exit	132

220 - Multifamily Housing (Low-Rise)

Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

932 - High-Turnover (Sit-Down) Restaurant

Entry	42
Exit	35

220 - Multifamily Housing (Low-Rise)

Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	6
Exit	13

221 - Multifamily Housing (Mid-Rise)

Exit	132	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

932 - High-Turnover (Sit-Down) Restaurant

Entry	42
Exit	35

221 - Multifamily Housing (Mid-Rise)

Exit	132	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	6
Exit	13

932 - High-Turnover (Sit-Down) Restaurant

Exit	35	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	42	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	6
Exit	13

220 - Multifamily Housing (Low-Rise)

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

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

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				
	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 - Multifamily Housing (Mid-Rise)**	**932 - High-Turnover (Sit-Down) Restaurant**	**Total**	**External Trips**
Entry	6 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	6 (100%)
Exit	13 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	13 (100%)
Total	19 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	19 (100%)

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.

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-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	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	0
Total Entering Non-Pass-by Trips	97
Total Exiting Non-Pass-by Trips	210

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Snug Harbor-Revised Land use	**No :**	
Date:	7/29/2022	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:		**Edition:**	Trip Generation Manual, 11th Ed

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 (Mid-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)

(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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

221 - Multifamily Housing (Mid-Rise)

Entry	99
Exit	64

220 - Multifamily Housing (Low-Rise)

Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

932 - High-Turnover (Sit-Down) Restaurant

Entry	44
Exit	28

220 - Multifamily Housing (Low-Rise)

Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	34
Exit	23

221 - Multifamily Housing (Mid-Rise)

Exit	64	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	99	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

932 - High-Turnover (Sit-Down) Restaurant

Entry	44
Exit	28

221 - Multifamily Housing (Mid-Rise)

Exit	64	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	99	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	34
Exit	23

932 - High-Turnover (Sit-Down) Restaurant

Exit	28	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)
Entry	44	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)

420 - Marina

Entry	34
Exit	23

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	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)

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

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				External Trips
		220 - Multifamily Housing (Low-Rise)	221 - Multifamily Housing (Mid-Rise)	420 - Marina	Total	
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

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

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	0	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.

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	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	204
Total Exiting Non-Pass-by Trips	131

PASSERBY CAPTURE

Vehicle Pass-By Rates by Land Use

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

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

Pass-By Characteristics for Individual Sites

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

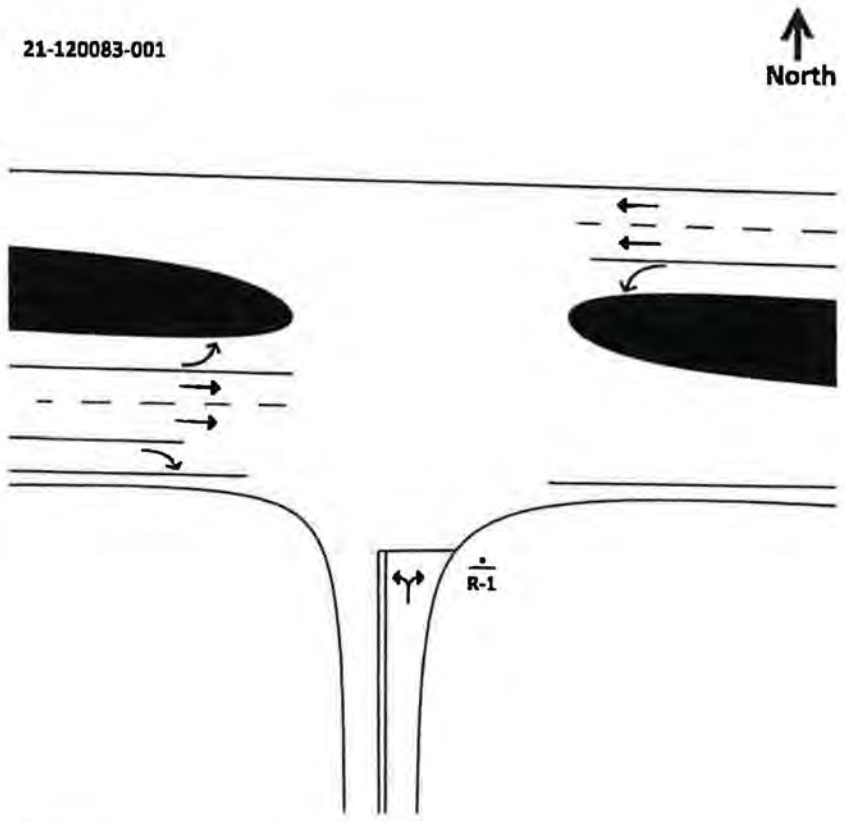
TRAFFIC COUNTS

National Data & Surveying Services

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)**

N↑

N/S Street: **Snug Harbor Rd** | Speed: **25 MPH**



E/W Street: **Gandy Blvd** | Speed: **50 MPH**

Prepared by National Data & Surveying Services

Snug Harbor Rd & Gandy Blvd

Peak Hour Turning Movement Count

ID: 21-120083-001
City: St. Petersburg

Day: Wednesday
Date: 03/03/2021

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	12:45 PM - 01:45 PM
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	06:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	02:00 PM - 08:00 PM

Snug Harbor Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Gandy Blvd — EASTBOUND

AM	NOON	PM	
1274	1026	1754	⇦
13	28	42	↶ 0
0	0	0	↱ 0
1097	826	1555	→ 0
25	19	35	↴ 0
AM	NOON	PM	

CONTROL

1-Way Stop(NB)

	AM	NOON	PM
TEV	2431	1899	3386
PHF	0.97	0.97	0.93

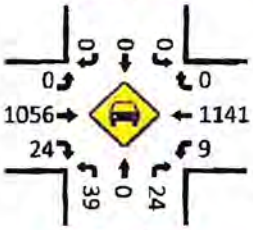
Gandy Blvd — WESTBOUND

PM	NOON	AM	
0	0	0	0 ↰
1687	984	1221	0 ←
22	7	9	0 ↰
2	0	0	0 ↰
1574	846	1123	⇨
PM	NOON	AM	

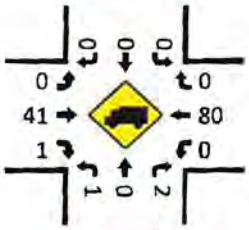
Snug Harbor Rd — NORTHBOUND

PM	58	1	25	0	17	PM
NOON	27	1	14	0	20	NOON
AM	34	0	40	0	26	AM

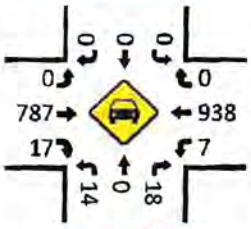
Cars (AM)



HT (AM)

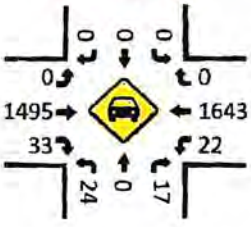


Cars (NOON)

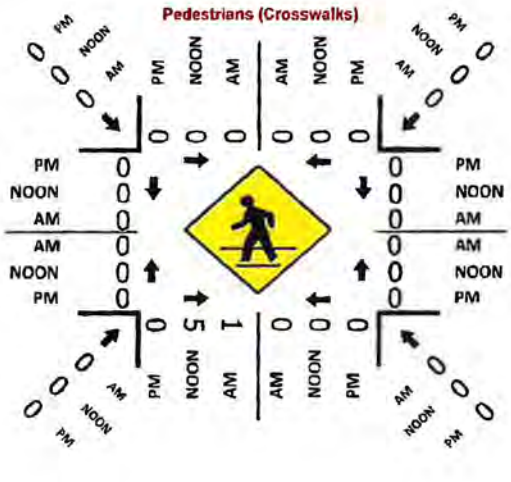


HT (NOON)

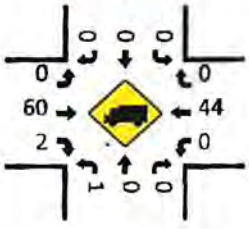
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	3	0	4	0	0	0	0	0	0	147	2	5	0	116	0	0	277
6:15 AM	3	0	4	0	0	0	0	0	0	208	3	5	0	143	0	0	366
6:30 AM	3	0	3	0	0	0	0	0	0	240	2	0	0	194	0	0	442
6:45 AM	7	0	3	0	0	0	0	0	0	246	3	3	0	213	0	0	475
7:00 AM	3	0	1	0	0	0	0	0	0	256	5	2	4	216	0	0	487
7:15 AM	10	0	5	0	0	0	0	0	0	308	3	3	2	292	0	0	623
7:30 AM	16	0	5	0	0	0	0	0	0	278	8	3	2	314	0	0	626
7:45 AM	3	0	8	0	0	0	0	0	0	261	7	3	3	324	0	0	609
8:00 AM	11	0	8	0	0	0	0	0	0	250	7	4	2	291	0	0	573
8:15 AM	11	0	1	0	0	0	0	0	0	237	5	2	2	344	0	0	602
8:30 AM	6	0	3	0	0	0	0	0	0	241	6	9	2	288	0	0	555
8:45 AM	9	0	2	0	0	0	0	0	0	218	11	9	2	297	0	0	548
9:00 AM	7	0	5	0	0	0	0	0	0	226	9	4	2	232	0	0	485
9:15 AM	7	0	0	0	0	0	0	0	0	190	8	9	1	250	0	0	465
9:30 AM	5	0	3	0	0	0	0	0	0	208	10	1	0	227	0	0	454
9:45 AM	5	0	4	0	0	0	0	0	0	177	3	2	1	201	0	0	393
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	0	59	0	0	0	0	0	0	3691	92	64	23	3942	0	0	7980
APPROACH %'s :	64.88%	0.00%	35.12%	0.00%					0.00%	95.94%	2.39%	1.66%	0.58%	99.42%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	40	0	26	0	0	0	0	0	0	1097	25	13	9	1221	0	0	2431
PEAK HR FACTOR :	0.625	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.781	0.813	0.750	0.942	0.000	0.000	0.971
			0.786							0.904				0.940			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	6	0	1	0	0	0	0	0	0	174	6	4	0	174	0	0	367
10:15 AM	9	0	5	0	0	0	0	0	0	156	4	4	0	163	0	0	341
10:30 AM	5	0	3	0	0	0	0	0	0	209	7	6	0	202	0	0	432
10:45 AM	4	0	1	0	0	0	0	0	0	156	5	6	0	190	0	0	362
11:00 AM	6	0	2	0	0	0	0	0	0	192	5	5	0	167	0	0	377
11:15 AM	3	0	2	0	0	0	0	0	0	194	4	4	1	175	0	0	383
11:30 AM	5	0	5	0	0	0	0	0	0	201	8	8	1	223	0	0	451
11:45 AM	9	0	0	0	0	0	0	0	0	165	5	9	2	224	0	0	414
12:00 PM	4	0	2	0	0	0	0	0	0	190	4	4	2	185	0	0	391
12:15 PM	6	0	3	0	0	0	0	0	0	192	8	4	3	257	0	0	483
12:30 PM	5	0	5	0	0	0	0	0	0	207	7	7	3	234	0	0	468
12:45 PM	5	0	8	1	0	0	0	0	0	192	4	9	2	247	0	0	468
1:00 PM	3	0	3	0	0	0	0	0	0	198	7	9	1	242	0	0	463
1:15 PM	4	0	4	0	0	0	0	0	0	235	6	4	2	235	0	0	490
1:30 PM	2	0	5	0	0	0	0	0	0	201	2	6	2	260	0	0	478
1:45 PM	3	0	1	0	0	0	0	0	0	212	5	8	2	218	0	0	449
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	79	0	50	1	0	0	0	0	0	3074	89	97	21	3405	0	0	6817
APPROACH %'s :	60.77%	0.00%	38.46%	0.77%					0.00%	94.29%	2.73%	2.98%	0.61%	99.39%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	14	0	20	1	0	0	0	0	0	826	19	28	7	984	0	0	1899
PEAK HR FACTOR :	0.700	0.000	0.625	0.250	0.000	0.000	0.000	0.000	0.000	0.879	0.679	0.778	0.875	0.946	0.000	0.000	0.969
			0.625							0.891				0.946			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	9	0	5	0	0	0	0	0	0	213	9	5	1	217	0	1	460
2:15 PM	5	0	5	0	0	0	0	0	0	233	12	7	5	243	0	0	510
2:30 PM	4	0	5	0	0	0	0	0	0	190	5	5	2	287	0	0	498
2:45 PM	6	0	4	0	0	0	0	0	0	216	10	7	6	274	0	0	523
3:00 PM	4	0	3	0	0	0	0	0	0	259	7	4	2	278	0	0	557
3:15 PM	3	0	2	0	0	0	0	0	0	316	4	5	1	318	0	0	649
3:30 PM	2	0	3	0	0	0	0	0	0	411	8	10	3	349	0	0	786
3:45 PM	7	0	3	0	0	0	0	0	0	376	4	10	4	345	0	0	749
4:00 PM	7	0	2	0	0	0	0	0	0	373	13	5	5	358	0	0	763
4:15 PM	5	0	3	0	0	0	0	0	0	418	5	13	4	358	0	0	806
4:30 PM	7	0	2	1	0	0	0	0	0	383	11	6	4	448	0	1	863
4:45 PM	6	0	5	0	0	0	0	0	0	355	10	8	8	390	0	0	782
5:00 PM	4	0	5	0	0	0	0	0	0	393	7	14	6	404	0	1	834
5:15 PM	8	0	5	0	0	0	0	0	0	424	7	14	4	446	0	0	907
5:30 PM	6	0	5	0	0	0	0	0	0	386	13	9	10	351	0	0	780
5:45 PM	7	0	4	0	0	0	0	0	0	333	8	10	4	362	0	0	728
6:00 PM	4	0	6	0	0	0	0	0	0	290	12	6	5	284	0	0	607
6:15 PM	7	0	2	0	0	0	0	0	0	248	7	10	2	317	0	0	593
6:30 PM	3	0	4	0	0	0	0	0	0	231	7	6	3	231	0	0	485
6:45 PM	3	0	4	0	0	0	0	0	0	191	7	5	3	191	0	0	404
7:00 PM	3	0	3	0	0	0	0	0	0	142	7	8	2	170	0	0	335
7:15 PM	3	0	2	0	0	0	0	0	0	150	7	7	2	164	0	0	335
7:30 PM	1	0	1	0	0	0	0	0	0	138	3	3	3	158	0	0	307
7:45 PM	5	0	0	0	0	0	0	0	0	136	3	4	0	124	0	0	272
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	0	83	1	0	0	0	0	0	6805	186	181	89	7066	0	3	14533
APPROACH %'s :	58.62%	0.00%	40.89%	0.49%					0.00%	94.88%	2.59%	2.52%	1.24%	98.71%	0.00%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	25	0	17	1	0	0	0	0	0	1555	35	42	22	1687	0	2	3386
PEAK HR FACTOR :	0.781	0.000	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.917	0.795	0.750	0.688	0.941	0.000	0.500	0.933
			0.827							0.917				0.944			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	2	0	4	0	0	0	0	0	0	135	2	4	0	112	0	0	259
6:15 AM	3	0	4	0	0	0	0	0	0	199	3	5	0	135	0	0	349
6:30 AM	3	0	3	0	0	0	0	0	0	233	2	0	0	184	0	0	425
6:45 AM	5	0	3	0	0	0	0	0	0	235	3	3	0	194	0	0	443
7:00 AM	2	0	1	0	0	0	0	0	0	253	5	2	3	194	0	0	460
7:15 AM	10	0	5	0	0	0	0	0	0	295	3	3	2	269	0	0	587
7:30 AM	16	0	5	0	0	0	0	0	0	268	7	3	2	297	0	0	598
7:45 AM	3	0	7	0	0	0	0	0	0	252	7	3	3	306	0	0	581
8:00 AM	10	0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	540
8:15 AM	10	0	1	0	0	0	0	0	0	229	5	2	2	325	0	0	574
8:30 AM	6	0	2	0	0	0	0	0	0	231	4	9	2	272	0	0	526
8:45 AM	9	0	2	0	0	0	0	0	0	203	11	9	2	280	0	0	516
9:00 AM	6	0	4	0	0	0	0	0	0	216	6	4	2	207	0	0	445
9:15 AM	7	0	0	0	0	0	0	0	0	176	7	9	1	230	0	0	430
9:30 AM	4	0	3	0	0	0	0	0	0	193	9	1	0	216	0	0	426
9:45 AM	5	0	3	0	0	0	0	0	0	166	3	2	1	184	0	0	364
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	101	0	54	0	0	0	0	0	0	3525	84	63	22	3674	0	0	7523
APPROACH %'s:	65.16%	0.00%	34.84%	0.00%					0.00%	96.00%	2.29%	1.72%	0.60%	99.40%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	39	0	24	0	0	0	0	0	0	1056	24	13	9	1141	0	0	2306
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	0.964
	0.750								0.908				0.930				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	5	0	1	0	0	0	0	0	0	155	7	4	0	156	0	0	328
10:15 AM	8	0	5	0	0	0	0	0	0	146	3	4	0	150	0	0	316
10:30 AM	5	0	3	0	0	0	0	0	0	195	6	6	0	189	0	0	404
10:45 AM	4	0	1	0	0	0	0	0	0	143	5	6	0	178	0	0	337
11:00 AM	6	0	2	0	0	0	0	0	0	185	5	5	0	157	0	0	360
11:15 AM	3	0	2	0	0	0	0	0	0	183	3	4	1	161	0	0	357
11:30 AM	5	0	5	0	0	0	0	0	0	185	8	8	1	213	0	0	425
11:45 AM	9	0	0	0	0	0	0	0	0	158	5	9	2	212	0	0	395
12:00 PM	4	0	2	0	0	0	0	0	0	181	4	4	2	174	0	0	371
12:15 PM	6	0	3	0	0	0	0	0	0	180	8	4	3	251	0	0	455
12:30 PM	5	0	5	0	0	0	0	0	0	190	7	7	3	218	0	0	435
12:45 PM	5	0	8	1	0	0	0	0	0	185	3	8	2	238	0	0	450
1:00 PM	3	0	3	0	0	0	0	0	0	168	7	9	1	229	0	0	440
1:15 PM	4	0	3	0	0	0	0	0	0	222	6	4	2	226	0	0	467
1:30 PM	2	0	4	0	0	0	0	0	0	192	1	6	2	245	0	0	452
1:45 PM	3	0	1	0	0	0	0	0	0	198	5	8	2	207	0	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	77	0	48	1	0	0	0	0	0	2886	83	96	21	3204	0	0	6416
APPROACH %'s:	61.11%	0.00%	38.10%	0.79%					0.00%	94.16%	2.71%	3.13%	0.65%	99.35%	0.00%	0.00%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	14	0	16	1	0	0	0	0	0	787	17	27	7	938	0	0	1809
PEAK HR FACTOR:	0.70	0.000	0.563	0.250	0.000	0.000	0.000	0.000	0.000	0.886	0.607	0.750	0.875	0.957	0.000	0.000	0.968
	0.589								0.895				0.956				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	8	0	5	0	0	0	0	0	0	204	8	5	1	207	0	0	438
2:15 PM	5	0	5	0	0	0	0	0	0	220	9	7	5	228	0	0	479
2:30 PM	4	0	4	0	0	0	0	0	0	180	5	5	2	276	0	0	476
2:45 PM	5	0	4	0	0	0	0	0	0	201	10	6	5	260	0	0	491
3:00 PM	4	0	3	0	0	0	0	0	0	252	7	4	2	266	0	0	538
3:15 PM	3	0	2	0	0	0	0	0	0	298	4	5	1	303	0	0	616
3:30 PM	2	0	3	0	0	0	0	0	0	389	8	10	3	342	0	0	757
3:45 PM	6	0	3	0	0	0	0	0	0	351	4	10	4	335	0	0	713
4:00 PM	7	0	2	0	0	0	0	0	0	350	13	5	5	345	0	0	727
4:15 PM	5	0	3	0	0	0	0	0	0	399	5	13	4	348	0	0	777
4:30 PM	7	0	2	1	0	0	0	0	0	369	9	6	4	433	0	1	832
4:45 PM	5	0	5	0	0	0	0	0	0	339	10	8	8	384	0	0	759
5:00 PM	4	0	5	0	0	0	0	0	0	374	7	14	6	391	0	1	802
5:15 PM	8	0	5	0	0	0	0	0	0	413	7	14	4	435	0	0	886
5:30 PM	5	0	5	0	0	0	0	0	0	371	13	9	10	343	0	0	756
5:45 PM	7	0	4	0	0	0	0	0	0	322	8	10	4	355	0	0	710
6:00 PM	4	0	6	0	0	0	0	0	0	282	12	6	5	277	0	0	592
6:15 PM	7	0	2	0	0	0	0	0	0	243	6	10	2	314	0	0	584
6:30 PM	3	0	4	0	0	0	0	0	0	224	7	6	3	228	0	0	475
6:45 PM	3	0	4	0	0	0	0	0	0	185	7	5	3	190	0	0	397
7:00 PM	3	0	3	0	0	0	0	0	0	141	7	8	2	166	0	0	330
7:15 PM	3	0	2	0	0	0	0	0	0	148	7	7	2	163	0	0	332
7:30 PM	1	0	1	0	0	0	0	0	0	137	3	3	3	153	0	0	301
7:45 PM	5	0	0	0	0	0	0	0	0	134	3	4	0	119	0	0	265
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	114	0	82	1	0	0	0	0	0	6526	179	180	88	6861	0	2	14033
APPROACH %'s:	57.87%	0.00%	41.62%	0.51%					0.00%	94.75%	2.60%	2.61%	1.27%	98.71%	0.00%	0.03%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	24	0	17	1	0	0	0	0	0	1495	33	42	22	1643	0	2	3279
PEAK HR FACTOR:	0.75	0.000	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.905	0.825	0.750	0.688	0.944	0.000	0.500	0.925
	0.808								0.904				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 21-120089-001
Date: 3/3/2021

HT

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	1	0	0	0	0	0	0	0	0	12	0	1	0	4	0	0	18
6:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	2	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	32
7:00 AM	1	0	0	0	0	0	0	0	0	3	0	0	1	22	0	0	27
7:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	23	0	0	36
7:30 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	17	0	0	28
7:45 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	28
8:00 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	22	0	0	33
8:15 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	28
8:30 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	16	0	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	0	32
9:00 AM	1	0	1	0	0	0	0	0	0	10	3	0	0	25	0	0	40
9:15 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	20	0	0	35
9:30 AM	1	0	0	0	0	0	0	0	0	15	1	0	0	11	0	0	28
9:45 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	17	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	8	0	5	0	0	0	0	0	0	166	8	1	1	268	0	0	457
APPROACH %'s:	61.54%	0.00%	38.46%	0.00%					0.00%	94.86%	4.57%	0.57%	0.37%	99.63%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	1	0	2	0	0	0	0	0	0	41	1	0	0	80	0	0	125
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	0.868
			0.375							0.808				0.870			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	19	1	0	0	18	0	0	39
10:15 AM	1	0	0	0	0	0	0	0	0	10	1	0	0	13	0	0	25
10:30 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	13	0	0	28
10:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	0	25
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	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	0	0	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 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	7	1	1	0	9	0	0	18
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	1	0	0	0	0	0	0	13	0	0	0	9	0	0	23
1:30 PM	0	0	1	0	0	0	0	0	0	9	1	0	0	15	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	2	0	0	0	0	0	0	188	6	1	0	202	0	0	401
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%					0.00%	96.41%	3.08%	0.51%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	0	0	2	0	0	0	0	0	0	39	2	1	0	46	0	0	90
PEAK 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	0.865
			0.500							0.808				0.767			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	1	0	0	0	0	0	0	0	0	9	1	0	0	10	0	1	22
2:15 PM	0	0	0	0	0	0	0	0	0	13	3	0	0	15	0	0	31
2:30 PM	0	0	1	0	0	0	0	0	0	10	0	0	0	11	0	0	22
2:45 PM	1	0	0	0	0	0	0	0	0	15	0	1	1	14	0	0	32
3:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	19
3:15 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	15	0	0	33
3:30 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	7	0	0	29
3:45 PM	1	0	0	0	0	0	0	0	0	25	0	0	0	10	0	0	36
4:00 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	13	0	0	36
4:15 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	10	0	0	29
4:30 PM	0	0	0	0	0	0	0	0	0	14	2	0	0	15	0	0	31
4:45 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	6	0	0	23
5:00 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
5:30 PM	1	0	0	0	0	0	0	0	0	15	0	0	0	8	0	0	24
5:45 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	7	0	0	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15
6:15 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	3	0	0	9
6:30 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10
6:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	0	6
7:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	0	7
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	5	0	1	0	0	0	0	0	0	279	7	1	1	205	0	1	500
APPROACH %'s:	83.33%	0.00%	16.67%	0.00%					0.00%	97.21%	2.44%	0.35%	0.48%	99.03%	0.00%	0.48%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	1	0	0	0	0	0	0	0	0	60	2	0	0	44	0	0	107
PEAK HR FACTOR:	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.789	0.250	0.000	0.000	0.733	0.000	0.000	0.836
			0.250							0.816				0.733			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
APPROACH %'s :									0.00%	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1	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	0.250	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	6
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.750
											0.500			0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	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	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	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	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Snug Harbor Rd & Gandy Blvd
City: St. Petersburg

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

Pedestrians (Crosswalks)

NS/EW Streets:	Snug Harbor Rd		Snug Harbor Rd		Gandy Blvd		Gandy Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	2	0	0	0	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	3	0	0	0	0	3
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	5	0	0	0	0	0	5
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	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	8	3	0	0	0	0	11
APPROACH %'s :			72.73%	27.27%					
PEAK HR :	12:45 PM - 01:45 PM								TOTAL
PEAK HR VOL :	0	0	5	0	0	0	0	0	5
PEAK HR FACTOR :			0.250						0.250
			0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	1	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	1	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	2	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	2	0	0	0	0	2
6:15 PM	0	0	1	0	0	0	0	0	1
6:30 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	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	5	0	0	0	0	9
APPROACH %'s :			44.44%	55.56%					
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

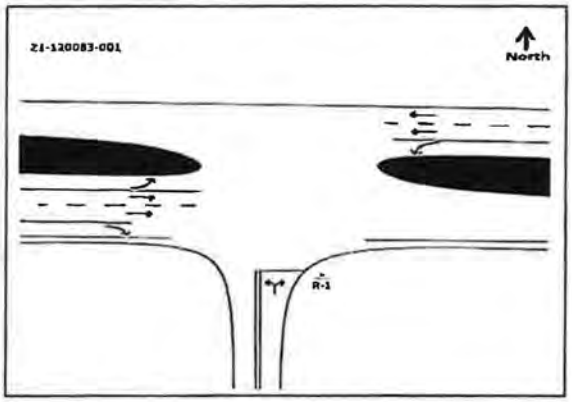
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-001
DATE: 03/03/2021

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

Peak Hour Factor
0.97

National Data & Surveying Services



15-Min Count Period Beginning At	Snug Harbor Rd Northbound					Snug Harbor Rd Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	3	0	4	0		0	0	0	0		0	147	2	5		0	116	0	0		277	1560
06:15 AM	3	0	4	0		0	0	0	0		0	208	3	5		0	143	0	0		368	1770
06:30 AM	3	0	3	0		0	0	0	0		0	240	2	0		0	194	0	0		442	2027
06:45 AM	7	0	3	0		0	0	0	0		0	246	3	3		0	213	0	0		475	2211
07:00 AM	3	0	1	0		0	0	0	0		0	256	5	2		4	218	0	0		487	2345
07:15 AM	10	0	5	0		0	0	0	0		0	308	3	3		2	292	0	0		623	2431
07:30 AM	16	0	5	0		0	0	0	0		0	278	8	3		2	314	0	0		626	2410
07:45 AM	3	0	8	0		0	0	0	0		0	261	7	3		3	324	0	0		609	2339
08:00 AM	11	0	8	0		0	0	0	0		0	250	7	4		2	291	0	0		573	2278
08:15 AM	11	0	1	0		0	0	0	0		0	237	5	2		2	344	0	0		602	2190
08:30 AM	6	0	3	0		0	0	0	0		0	241	6	9		2	288	0	0		555	2053
08:45 AM	9	0	2	0		0	0	0	0		0	218	11	9		2	297	0	0		548	1952
09:00 AM	7	0	5	0		0	0	0	0		0	228	9	4		2	232	0	0		485	1787
09:15 AM	7	0	0	0		0	0	0	0		0	190	8	9		1	250	0	0		465	1312
09:30 AM	5	0	3	0		0	0	0	0		0	208	10	1		0	227	0	0		454	847
09:45 AM	5	0	4	0		0	0	0	0		0	177	3	2		1	201	0	0		393	393
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	64	0	32	0		0	0	0	0		0	1232	32	16		12	1296	0	0		2684	
Heavy Trucks	4	0	4			0	0	0			0	52	4			0	92	0			156	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0			0	0	0			0	4	4			0	4	0			12	
Railroad																						
Stopped Buses																						

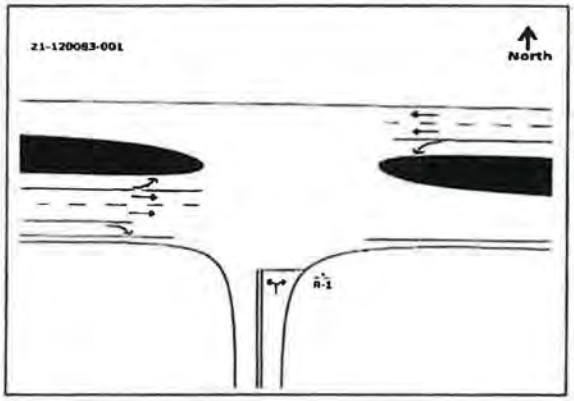
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-001
DATE: 03/03/2021

Peak-Hour: 12:45 PM - 01:45 PM
Peak 15-Minute: 01:15 PM - 01:30 PM

Peak Hour Factor
0.97

National Data & Surveying Services

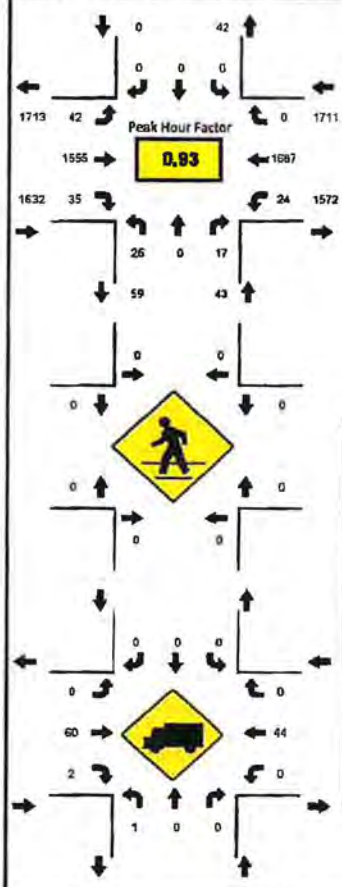


15-Min Count Period Beginning At	Snug Harbor Rd Northbound					Snug Harbor Rd Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	6	0	1	0		0	0	0	0		0	174	5	4		0	174	0	0		363	1482
10:15 AM	9	0	5	0		0	0	0	0		0	156	4	4		0	163	0	0		337	1491
10:30 AM	5	0	3	0		0	0	0	0		0	209	7	6		0	202	0	0		426	1533
10:45 AM	4	0	1	0		0	0	0	0		0	156	5	6		0	190	0	0		356	1550
11:00 AM	6	0	2	0		0	0	0	0		0	192	5	5		0	167	0	0		372	1599
11:15 AM	3	0	2	0		0	0	0	0		0	194	4	4		1	175	0	0		379	1614
11:30 AM	5	0	5	0		0	0	0	0		0	201	8	8		1	223	0	0		443	1714
11:45 AM	9	0	0	0		0	0	0	0		0	165	5	9		2	224	0	0		405	1732
12:00 PM	4	0	2	0		0	0	0	0		0	190	4	4		2	185	0	0		387	1785
12:15 PM	6	0	3	0		0	0	0	0		0	192	8	4		3	267	0	0		479	1852
12:30 PM	5	0	5	0		0	0	0	0		0	207	7	7		3	234	0	0		461	1859
12:45 PM	5	0	8	1		0	0	0	0		0	192	4	9		2	247	0	0		458	1870
01:00 PM	3	0	3	0		0	0	0	0		0	198	7	9		1	242	0	0		454	1853
01:15 PM	4	0	4	0		0	0	0	0		0	235	6	4		2	235	0	0		486	1399
01:30 PM	2	0	5	0		0	0	0	0		0	201	2	6		2	260	0	0		472	913
01:45 PM	3	0	1	0		0	0	0	0		0	212	5	8		2	218	0	0		441	441
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	20	0	32	4		0	0	0	0		0	940	28	36		8	1040	0	0		2108	
Heavy Trucks	0	0	4			0	0	0			0	52	4			0	60	0			120	
Pedestrians		20						0				0					0				20	
Bicycles	0	0	0			0	0	0			0	0	4			0	4	0			8	
Railroad																						
Stopped Buses																						

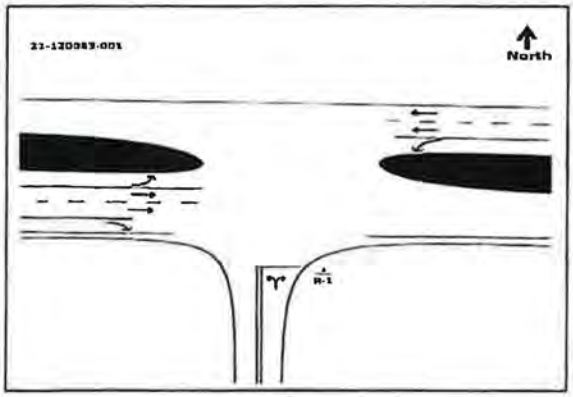
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-001
DATE: 03/03/2021

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



National Data & Surveying Services



15-Min Count Period Beginning At	Snug Harbor Rd Northbound					Snug Harbor Rd Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
02:00 PM	9	0	5	0		0	0	0	0		0	213	9	5		1	217	0	1		460	1991
02:15 PM	5	0	5	0		0	0	0	0		0	233	12	7		5	243	0	0		510	2088
02:30 PM	4	0	5	0		0	0	0	0		0	190	5	5		2	287	0	0		498	2227
02:45 PM	6	0	4	0		0	0	0	0		0	216	10	7		5	274	0	0		523	2515
03:00 PM	4	0	3	0		0	0	0	0		0	259	7	4		2	278	0	0		557	2741
03:15 PM	3	0	2	0		0	0	0	0		0	316	4	5		1	318	0	0		649	2947
03:30 PM	2	0	3	0		0	0	0	0		0	411	8	10		3	349	0	0		786	3104
03:45 PM	7	0	3	0		0	0	0	0		0	376	4	10		4	345	0	0		749	3181
04:00 PM	7	0	2	0		0	0	0	0		0	373	13	5		5	359	0	0		763	3214
04:15 PM	5	0	3	0		0	0	0	0		0	418	5	13		4	358	0	0		806	3285
04:30 PM	7	0	2	1		0	0	0	0		0	383	11	6		4	448	0	1		863	3386
04:45 PM	6	0	5	0		0	0	0	0		0	355	10	8		8	390	0	0		782	3303
05:00 PM	4	0	5	0		0	0	0	0		0	393	7	14		6	404	0	1		834	3249
05:15 PM	8	0	5	0		0	0	0	0		0	424	7	14		4	445	0	0		907	3022
05:30 PM	6	0	5	0		0	0	0	0		0	386	13	9		10	351	0	0		780	2708
05:45 PM	7	0	4	0		0	0	0	0		0	333	8	10		4	362	0	0		728	2413
06:00 PM	4	0	6	0		0	0	0	0		0	290	12	6		5	284	0	0		607	2089
06:15 PM	7	0	2	0		0	0	0	0		0	248	7	10		2	317	0	0		593	1817
06:30 PM	3	0	4	0		0	0	0	0		0	231	7	6		3	231	0	0		485	1559
06:45 PM	3	0	4	0		0	0	0	0		0	191	7	5		3	191	0	0		404	1381
07:00 PM	3	0	3	0		0	0	0	0		0	142	7	8		2	170	0	0		335	1249
07:15 PM	3	0	2	0		0	0	0	0		0	150	7	7		2	164	0	0		335	914
07:30 PM	1	0	1	0		0	0	0	0		0	138	3	3		3	158	0	0		307	579
07:45 PM	5	0	0	0		0	0	0	0		0	136	3	4		0	124	0	0		272	272

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	32	0	20	4		0	0	0	0		0	1896	44	56		32	1792	0	4		3680
Heavy Trucks	4	0	0			0	0	0			0	76	8			0	60	0			148
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad Stopped Buses																					

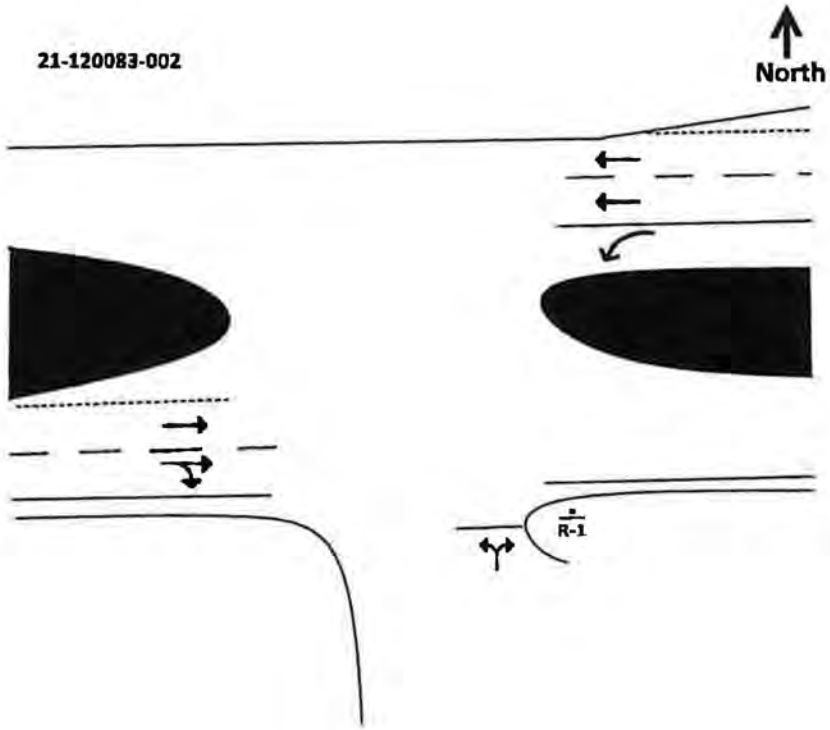
National Data & Surveying Services

Site Code:	**21-120083-002**
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)**

N↑

N/S Street: **San Fernando Dr** | Speed: **N/A**

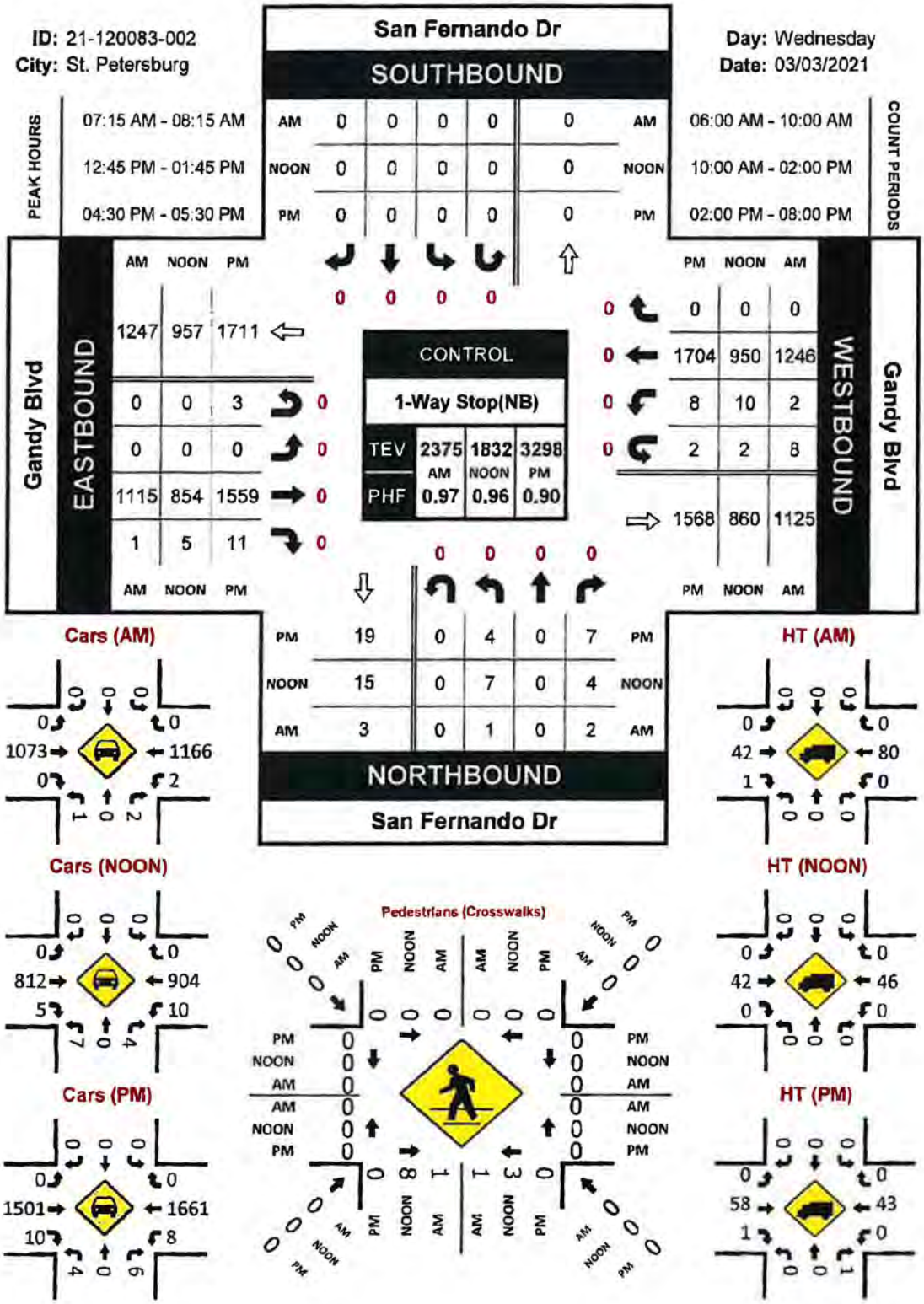
E/W Street: **Gandy Blvd** | Speed: **50 MPH**



Prepared by National Data & Surveying Services

San Fernando Dr & Gandy Blvd

Peak Hour Turning Movement Count



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
Date: 3/3/2021

Total

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	144	1	0	0	114	0	0	259
6:15 AM	0	0	0	0	0	0	0	0	0	222	0	0	0	151	0	0	373
6:30 AM	0	0	0	0	0	0	0	0	0	240	0	0	0	187	0	0	427
6:45 AM	0	0	0	0	0	0	0	0	0	250	0	0	0	218	0	0	468
7:00 AM	0	0	0	0	0	0	0	0	0	260	0	2	0	213	0	0	475
7:15 AM	0	0	0	0	0	0	0	0	0	304	0	0	1	307	0	2	614
7:30 AM	0	0	0	0	0	0	0	0	0	292	0	0	0	304	0	1	597
7:45 AM	0	0	0	0	0	0	0	0	0	264	1	0	0	330	0	2	597
8:00 AM	1	0	2	0	0	0	0	0	0	255	0	0	1	305	0	3	567
8:15 AM	1	0	0	0	0	0	0	0	0	243	0	0	0	330	0	0	574
8:30 AM	0	0	1	0	0	0	0	0	0	229	0	0	0	311	0	2	543
8:45 AM	0	0	1	0	0	0	0	0	0	234	2	1	1	275	0	0	514
9:00 AM	1	0	3	0	0	0	0	0	0	220	0	0	0	247	0	0	471
9:15 AM	1	0	1	0	0	0	0	0	0	207	0	0	1	237	0	1	448
9:30 AM	1	0	2	0	0	0	0	0	0	205	0	0	1	225	0	0	434
9:45 AM	0	0	3	0	0	0	0	0	0	173	0	0	0	211	0	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	13	0	0	0	0	0	0	3742	4	3	5	3965	0	11	7748
APPROACH %'s :	27.78%	0.00%	72.22%	0.00%					0.00%	99.81%	0.11%	0.08%	0.13%	99.60%	0.00%	0.28%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	1115	1	0	2	1246	0	8	2375
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.917	0.250	0.000	0.500	0.944	0.000	0.667	0.967
			0.250							0.918				0.946			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	2	0	0	0	0	0	0	0	0	180	0	0	4	167	0	0	353
10:15 AM	0	0	1	0	0	0	0	0	0	169	1	0	0	159	0	0	330
10:30 AM	1	0	1	0	0	0	0	0	0	200	1	0	2	207	0	1	413
10:45 AM	0	0	1	0	0	0	0	0	0	160	1	0	3	187	0	1	353
11:00 AM	0	0	4	0	0	0	0	0	0	203	3	0	1	171	0	0	382
11:15 AM	0	0	0	0	0	0	0	0	0	182	1	0	2	171	0	2	358
11:30 AM	0	0	1	0	0	0	0	0	0	207	0	0	0	233	0	1	442
11:45 AM	3	0	1	0	0	0	0	0	0	176	3	0	5	219	0	1	408
12:00 PM	1	0	3	0	0	0	0	0	0	180	2	0	2	191	0	1	380
12:15 PM	0	0	1	0	0	0	0	0	0	199	2	0	3	263	0	0	468
12:30 PM	3	0	1	0	0	0	0	0	0	194	4	0	1	253	0	0	456
12:45 PM	1	0	2	0	0	0	0	0	0	210	2	0	1	234	0	1	451
1:00 PM	2	0	0	0	0	0	0	0	0	192	1	0	6	244	0	0	445
1:15 PM	1	0	2	0	0	0	0	0	0	242	1	0	0	228	0	1	475
1:30 PM	3	0	0	0	0	0	0	0	0	210	1	0	3	244	0	0	461
1:45 PM	2	0	2	0	0	0	0	0	0	203	2	0	2	223	0	1	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	0	20	0	0	0	0	0	0	3107	25	0	35	3394	0	10	6610
APPROACH %'s :	48.72%	0.00%	51.28%	0.00%					0.00%	99.20%	0.80%	0.00%	1.02%	98.69%	0.00%	0.29%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	7	0	4	0	0	0	0	0	0	854	5	0	10	950	0	2	1832
PEAK HR FACTOR :	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	0.964
			0.917							0.884				0.962			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	0	0	2	0	0	0	0	0	0	210	4	0	3	220	0	1	440
2:15 PM	4	0	3	0	0	0	0	0	0	235	3	0	2	253	0	1	501
2:30 PM	4	0	1	0	0	0	0	0	0	197	1	0	1	276	0	0	480
2:45 PM	2	0	0	0	0	0	0	0	0	213	3	0	0	269	0	1	488
3:00 PM	2	0	2	0	0	0	0	0	0	248	2	0	2	291	0	2	549
3:15 PM	1	0	2	0	0	0	0	0	0	329	1	0	3	311	0	0	647
3:30 PM	0	0	2	0	0	0	0	0	0	403	2	0	2	359	0	0	768
3:45 PM	3	0	5	0	0	0	0	0	0	389	2	0	3	344	0	1	747
4:00 PM	3	0	2	0	0	0	0	0	0	358	1	1	2	352	0	0	719
4:15 PM	1	0	1	0	0	0	0	0	0	440	3	3	1	370	0	0	819
4:30 PM	0	0	0	0	0	0	0	0	0	371	2	1	1	433	0	1	809
4:45 PM	1	0	2	0	0	0	0	0	0	369	2	1	2	415	0	1	793
5:00 PM	2	0	2	0	0	0	0	0	0	380	4	1	0	389	0	0	778
5:15 PM	1	0	3	0	0	0	0	0	0	439	3	0	5	467	0	0	918
5:30 PM	0	0	5	0	0	0	0	0	0	369	3	0	5	350	0	0	732
5:45 PM	0	0	1	0	0	0	0	0	0	345	3	0	3	378	0	2	732
6:00 PM	1	0	1	0	0	0	0	0	0	291	5	0	4	289	0	0	591
6:15 PM	1	0	0	0	0	0	0	0	0	238	1	0	0	314	0	2	556
6:30 PM	1	0	0	0	0	0	0	0	0	248	1	0	1	236	0	0	487
6:45 PM	3	0	0	0	0	0	0	0	0	179	0	0	0	188	0	0	370
7:00 PM	0	0	2	0	0	0	0	0	0	155	1	0	3	175	0	0	336
7:15 PM	2	0	1	0	0	0	0	0	0	148	2	0	2	159	0	1	315
7:30 PM	4	0	4	0	0	0	0	0	0	143	1	0	0	162	0	1	315
7:45 PM	0	0	0	0	0	0	0	0	0	130	0	0	0	124	0	1	255
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	36	0	41	0	0	0	0	0	0	6827	50	7	45	7124	0	15	14145
APPROACH %'s :	46.75%	0.00%	53.25%	0.00%					0.00%	99.17%	0.73%	0.10%	0.63%	99.16%	0.00%	0.21%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	4	0	7	0	0	0	0	0	0	1559	11	3	8	1704	0	2	3298
PEAK HR FACTOR :	0.500	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.688	0.750	0.400	0.912	0.000	0.500	0.898
			0.688							0.890				0.908			

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
Date: 3/3/2021

Cars

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	134	0	0	0	110	0	0	244
6:15 AM	0	0	0	0	0	0	0	0	0	212	0	0	0	143	0	0	355
6:30 AM	0	0	0	0	0	0	0	0	0	233	0	0	0	177	0	0	410
6:45 AM	0	0	0	0	0	0	0	0	0	239	0	0	0	199	0	0	438
7:00 AM	0	0	0	0	0	0	0	0	0	257	0	2	0	191	0	0	450
7:15 AM	0	0	0	0	0	0	0	0	0	292	0	0	1	283	0	2	578
7:30 AM	0	0	0	0	0	0	0	0	0	281	0	0	0	288	0	1	570
7:45 AM	0	0	0	0	0	0	0	0	0	255	0	0	0	309	0	2	566
8:00 AM	1	0	2	0	0	0	0	0	0	245	0	0	1	286	0	3	538
8:15 AM	1	0	0	0	0	0	0	0	0	235	0	0	0	311	0	0	547
8:30 AM	0	0	1	0	0	0	0	0	0	219	0	0	0	293	0	2	515
8:45 AM	0	0	1	0	0	0	0	0	0	218	2	1	1	260	0	0	483
9:00 AM	1	0	3	0	0	0	0	0	0	209	0	0	0	219	0	0	432
9:15 AM	1	0	1	0	0	0	0	0	0	194	0	0	1	220	0	1	418
9:30 AM	1	0	2	0	0	0	0	0	0	190	0	0	1	214	0	0	408
9:45 AM	0	0	2	0	0	0	0	0	0	160	0	0	0	193	0	0	355
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	5	0	12	0	0	0	0	0	0	3573	2	3	5	3696	0	11	7307
APPROACH %'s:	29.41%	0.00%	70.59%	0.00%					0.00%	99.85%	0.06%	0.08%	0.13%	99.57%	0.00%	0.30%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	1	0	2	0	0	0	0	0	0	1073	0	0	2	1166	0	8	2252
PEAK HR FACTOR:	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.919	0.000	0.000	0.500	0.943	0.000	0.667	0.974
	0.250								0.919				0.945				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	163	0	0	3	150	0	0	317
10:15 AM	0	0	1	0	0	0	0	0	0	157	1	0	0	147	0	0	306
10:30 AM	1	0	1	0	0	0	0	0	0	187	1	0	2	193	0	1	386
10:45 AM	0	0	1	0	0	0	0	0	0	147	0	0	3	176	0	1	328
11:00 AM	0	0	3	0	0	0	0	0	0	196	3	0	1	161	0	0	364
11:15 AM	0	0	0	0	0	0	0	0	0	171	1	0	2	157	0	2	333
11:30 AM	0	0	1	0	0	0	0	0	0	192	0	0	0	223	0	1	417
11:45 AM	3	0	1	0	0	0	0	0	0	168	3	0	5	205	0	1	386
12:00 PM	1	0	3	0	0	0	0	0	0	172	1	0	2	182	0	1	362
12:15 PM	0	0	1	0	0	0	0	0	0	187	2	0	3	247	0	0	440
12:30 PM	2	0	1	0	0	0	0	0	0	178	4	0	1	237	0	0	423
12:45 PM	1	0	2	0	0	0	0	0	0	202	2	0	1	226	0	1	435
1:00 PM	2	0	0	0	0	0	0	0	0	182	1	0	6	231	0	0	422
1:15 PM	1	0	2	0	0	0	0	0	0	228	1	0	0	219	0	1	452
1:30 PM	3	0	0	0	0	0	0	0	0	200	1	0	3	228	0	0	435
1:45 PM	2	0	2	0	0	0	0	0	0	189	2	0	2	213	0	3	411
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	17	0	19	0	0	0	0	0	0	2919	23	0	34	3195	0	10	6217
APPROACH %'s:	47.22%	0.00%	52.78%	0.00%					0.00%	99.22%	0.78%	0.00%	1.05%	98.64%	0.00%	0.31%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	7	0	4	0	0	0	0	0	0	812	5	0	10	904	0	2	1744
PEAK HR FACTOR:	0.58	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.625	0.000	0.417	0.978	0.000	0.500	0.965
	0.917								0.892				0.966				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	0	0	2	0	0	0	0	0	0	202	3	0	3	209	0	1	420
2:15 PM	2	0	3	0	0	0	0	0	0	221	3	0	2	240	0	1	472
2:30 PM	4	0	1	0	0	0	0	0	0	186	1	0	1	265	0	0	458
2:45 PM	2	0	0	0	0	0	0	0	0	199	2	0	0	254	0	1	458
3:00 PM	2	0	2	0	0	0	0	0	0	241	2	0	2	277	0	1	527
3:15 PM	1	0	2	0	0	0	0	0	0	311	1	0	3	298	0	0	616
3:30 PM	0	0	2	0	0	0	0	0	0	381	2	0	2	352	0	0	739
3:45 PM	3	0	5	0	0	0	0	0	0	364	2	0	3	333	0	1	711
4:00 PM	3	0	2	0	0	0	0	0	0	337	1	1	2	339	0	0	685
4:15 PM	1	0	1	0	0	0	0	0	0	419	3	3	1	359	0	0	787
4:30 PM	0	0	0	0	0	0	0	0	0	357	2	1	1	419	0	1	781
4:45 PM	1	0	2	0	0	0	0	0	0	353	2	1	2	409	0	1	771
5:00 PM	2	0	2	0	0	0	0	0	0	362	3	1	0	375	0	0	745
5:15 PM	1	0	2	0	0	0	0	0	0	429	3	0	5	458	0	0	898
5:30 PM	0	0	5	0	0	0	0	0	0	353	3	0	5	342	0	0	708
5:45 PM	0	0	1	0	0	0	0	0	0	335	3	0	3	370	0	2	714
6:00 PM	1	0	1	0	0	0	0	0	0	283	5	0	4	282	0	0	576
6:15 PM	1	0	0	0	0	0	0	0	0	234	1	0	0	310	0	2	548
6:30 PM	1	0	0	0	0	0	0	0	0	240	1	0	1	234	0	0	477
6:45 PM	3	0	0	0	0	0	0	0	0	174	0	0	0	186	0	0	363
7:00 PM	0	0	2	0	0	0	0	0	0	153	1	0	3	172	0	0	331
7:15 PM	2	0	1	0	0	0	0	0	0	146	2	0	2	158	0	1	312
7:30 PM	4	0	4	0	0	0	0	0	0	142	1	0	0	156	0	1	308
7:45 PM	0	0	0	0	0	0	0	0	0	128	0	0	0	120	0	1	249
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	34	0	40	0	0	0	0	0	0	6550	47	7	45	6917	0	14	13654
APPROACH %'s:	45.95%	0.00%	54.05%	0.00%					0.00%	99.18%	0.71%	0.11%	0.65%	99.15%	0.00%	0.20%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	4	0	6	0	0	0	0	0	0	1501	10	3	8	1661	0	2	3195
PEAK HR FACTOR:	0.50	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.833	0.750	0.400	0.907	0.000	0.500	0.889
	0.625								0.876				0.902				

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
Date: 3/3/2021

HT

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	4	0	0	15
6:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	30
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	22	0	0	25
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	24	0	0	36
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	1	0	0	21	0	0	31
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	29
8:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	27
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	18	0	0	28
8:45 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	0	31
9:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	28	0	0	39
9:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	17	0	0	30
9:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0	0	26
9:45 AM	0	0	1	0	0	0	0	0	0	13	0	0	0	18	0	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	169	2	0	0	269	0	0	441
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%					0.00%	98.83%	1.17%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	42	1	0	0	80	0	0	123
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	0.833	0.000	0.000	0.854
										0.896				0.833			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	17	0	0	1	17	0	0	36
10:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
10:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	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	0	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	18
11:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	14	0	0	25
11:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	10	0	0	25
11:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	14	0	0	22
12:00 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18
12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16
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	0	0	0	0	0	14	0	0	0	9	0	0	23
1:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	16	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	1	0	0	0	0	0	0	188	2	0	1	190	0	0	393
APPROACH %'s:	66.67%	0.00%	33.33%	0.00%					0.00%	98.95%	1.05%	0.00%	0.50%	99.50%	0.00%	0.00%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	42	0	0	0	46	0	0	88
PEAK 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	0.846
										0.750				0.719			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	11	0	0	20
2:15 PM	2	0	0	0	0	0	0	0	0	14	0	0	0	13	0	0	29
2:30 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	22
2:45 PM	0	0	0	0	0	0	0	0	0	14	1	0	0	15	0	0	30
3:00 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	1	22
3:15 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	13	0	0	31
3:30 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	7	0	0	29
3:45 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	11	0	0	36
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	13	0	0	34
4:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	11	0	0	32
4:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	0	0	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	1	0	0	14	0	0	33
5:15 PM	0	0	1	0	0	0	0	0	0	10	0	0	0	9	0	0	20
5:30 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	24
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
6:00 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15
6:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8
6:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10
6:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
7:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7
7:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	1	0	0	0	0	0	0	277	3	0	0	207	0	1	491
APPROACH %'s:	66.67%	0.00%	33.33%	0.00%					0.00%	98.93%	1.07%	0.00%	0.00%	99.52%	0.00%	0.48%	
PEAK HR:	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL:	0	0	1	0	0	0	0	0	0	58	1	0	0	43	0	0	103
PEAK HR FACTOR:	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.806	0.250	0.000	0.000	0.768	0.000	0.000	0.780
			0.250							0.776				0.768			

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
Date: 3/3/2021

Bikes

AM

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	0	0	0	1	1	0	0	1	0	0	6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	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
			0.250							0.250				0.250			

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	8
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
			0.500														

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	0	0	2	1	0	0	0	0	0	0	0	0	3	3	0	0	9
APPROACH %'s :	0.00%	0.00%	66.67%	33.33%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														

National Data & Surveying Services

Intersection Turning Movement Count

Location: San Fernando Dr & Gandy Blvd
City: St. Petersburg

Project ID: 21-120883-002
Date: 3/3/2021

Pedestrians (Crosswalks)

NS/EW Streets:	San Fernando Dr		San Fernando Dr		Gandy Blvd		Gandy Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
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	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	1	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	1	2	0	0	0	0	3
APPROACH %'s:			33.33%	66.67%					
PEAK HR:	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL:	0	0	1	1	0	0	0	0	2
PEAK HR FACTOR:			0.250	0.250					
			0.500						0.500

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	2	0	0	2
10:15 AM	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	1	1	0	0	0	0	2
10:45 AM	0	0	0	1	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	8	3	0	0	0	0	11
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	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	11	5	0	2	0	0	18
APPROACH %'s:			68.75%	31.25%	0.00%	100.00%			
PEAK HR:	12:45 PM - 01:45 PM								TOTAL
PEAK HR VOL:	0	0	8	3	0	0	0	0	11
PEAK HR FACTOR:			0.250	0.250					
			0.250						0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	1	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	1
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	2	0	0	0	0	0	2
6:00 PM	0	0	0	4	0	0	0	0	4
6:15 PM	0	0	1	0	0	0	0	0	1
6:30 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	0	0	0	1	0	0	0	0	1
7:15 PM	0	0	2	0	0	0	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	2	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES:	0	0	5	10	0	0	0	0	15
APPROACH %'s:			33.33%	66.67%					
PEAK HR:	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR:									

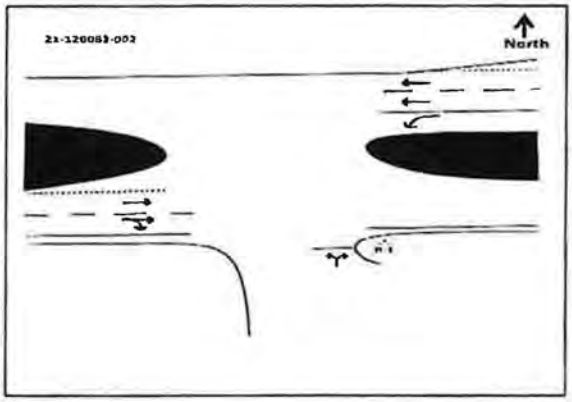
LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-002
DATE: 03/03/2021

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:15 AM - 07:30 AM

Peak Hour Factor: 0.97

National Data & Surveying Services



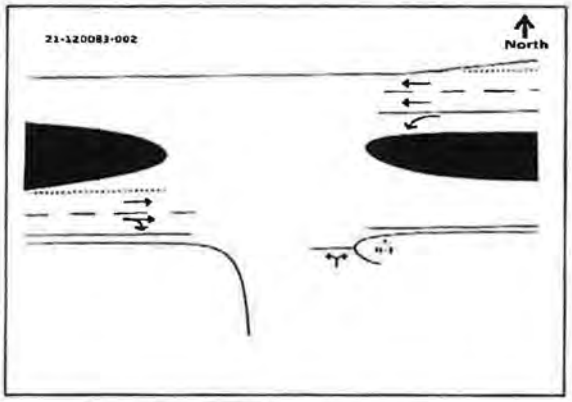
15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	0	0	0	0		0	0	0	0		0	144	1	0		0	114	0	0		259	1527
06:15 AM	0	0	0	0		0	0	0	0		0	222	0	0		0	151	0	0		373	1743
06:30 AM	0	0	0	0		0	0	0	0		0	240	0	0		0	187	0	0		427	1984
06:45 AM	0	0	0	0		0	0	0	0		0	250	0	0		0	218	0	0		468	2154
07:00 AM	0	0	0	0		0	0	0	0		0	260	0	2		0	213	0	0		475	2283
07:15 AM	0	0	0	0		0	0	0	0		0	304	0	0		1	307	0	2		614	2375
07:30 AM	0	0	0	0		0	0	0	0		0	292	0	0		0	304	0	1		597	2335
07:45 AM	0	0	0	0		0	0	0	0		0	264	1	0		0	330	0	2		597	2281
08:00 AM	1	0	2	0		0	0	0	0		0	255	0	0		1	305	0	3		567	2198
08:15 AM	1	0	0	0		0	0	0	0		0	243	0	0		0	330	0	0		574	2102
08:30 AM	0	0	1	0		0	0	0	0		0	229	0	0		0	311	0	2		543	1976
08:45 AM	0	0	1	0		0	0	0	0		0	234	2	1		1	275	0	0		514	1867
09:00 AM	1	0	3	0		0	0	0	0		0	220	0	0		0	247	0	0		471	1740
09:15 AM	1	0	1	0		0	0	0	0		0	207	0	0		1	237	0	1		448	1269
09:30 AM	1	0	2	0		0	0	0	0		0	205	0	0		1	225	0	0		434	821
09:45 AM	0	0	3	0		0	0	0	0		0	173	0	0		0	211	0	0		387	387
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	0	8	0		0	0	0	0		0	1216	4	0		4	1320	0	12		2568	
Heavy Trucks	0	0	0			0	0	0			0	48	4			0	96	0			148	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	4			0	0	0			0	4	0			0	4	0			12	
Railroad																						
Stopped Buses																						

LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-002
DATE: 03/03/2021

Peak-Hour: 12:45 PM - 01:45 PM
Peak 15-Minute: 01:15 PM - 01:30 PM

National Data & Surveying Services



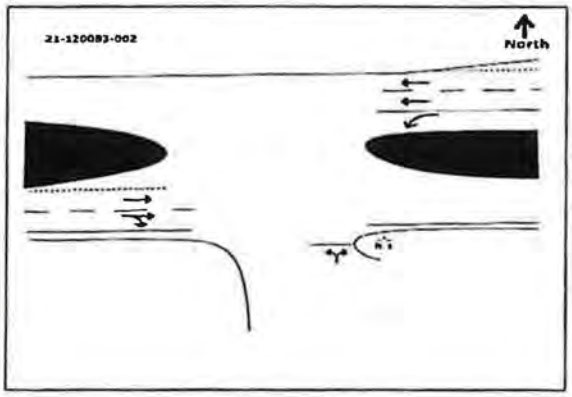
15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	2	0	0	0		0	0	0	0		0	180	0	0		4	167	0	0		353	1447
10:15 AM	0	0	1	0		0	0	0	0		0	169	1	0		0	159	0	0		330	1476
10:30 AM	1	0	1	0		0	0	0	0		0	200	1	0		2	207	0	1		412	1502
10:45 AM	0	0	1	0		0	0	0	0		0	160	1	0		3	187	0	1		352	1531
11:00 AM	0	0	4	0		0	0	0	0		0	203	3	0		1	171	0	0		382	1586
11:15 AM	0	0	0	0		0	0	0	0		0	182	1	0		2	171	0	2		356	1583
11:30 AM	0	0	1	0		0	0	0	0		0	207	0	0		0	233	0	1		441	1695
11:45 AM	3	0	1	0		0	0	0	0		0	178	3	0		5	219	0	1		407	1710
12:00 PM	1	0	3	0		0	0	0	0		0	180	2	0		2	191	0	1		379	1753
12:15 PM	0	0	1	0		0	0	0	0		0	199	2	0		3	263	0	0		468	1819
12:30 PM	3	0	1	0		0	0	0	0		0	194	4	0		1	253	0	0		456	1825
12:45 PM	1	0	2	0		0	0	0	0		0	210	2	0		1	234	0	1		450	1830
01:00 PM	2	0	0	0		0	0	0	0		0	192	1	0		6	244	0	0		445	1814
01:15 PM	1	0	2	0		0	0	0	0		0	242	1	0		0	228	0	1		474	1389
01:30 PM	3	0	0	0		0	0	0	0		0	210	1	0		3	244	0	0		461	895
01:45 PM	2	0	2	0		0	0	0	0		0	203	2	0		2	223	0	1		434	434
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	0	8	0		0	0	0	0		0	968	8	0		24	976	0	4		2000	
Heavy Trucks	0	0	0			0	0	0			0	56	0			0	64	0			120	
Pedestrians		44					0					0					0				44	
Bicycles	4	0	4			0	0	0			0	0	0			0	0	0			8	
Railroad																						
Stopped Buses																						

LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-002
DATE: 03/03/2021

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

NDS
National Data & Surveying Services



15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
02:00 PM	0	0	2	0		0	0	0	0		0	210	4	0		3	220	0	1		440	1909
02:15 PM	4	0	3	0		0	0	0	0		0	235	3	0		2	253	0	1		501	2018
02:30 PM	4	0	1	0		0	0	0	0		0	197	1	0		1	276	0	0		480	2164
02:45 PM	2	0	0	0		0	0	0	0		0	213	3	0		0	269	0	1		488	2462
03:00 PM	2	0	2	0		0	0	0	0		0	248	2	0		2	291	0	2		549	2711
03:15 PM	1	0	2	0		0	0	0	0		0	329	1	0		3	311	0	0		647	2861
03:30 PM	0	0	2	0		0	0	0	0		0	403	2	0		2	359	0	0		768	3053
03:45 PM	3	0	5	0		0	0	0	0		0	389	2	0		3	344	0	1		747	3094
04:00 PM	3	0	2	0		0	0	0	0		0	358	1	1		2	352	0	0		719	3140
04:15 PM	1	0	1	0		0	0	0	0		0	440	3	3		1	370	0	0		819	3199
04:30 PM	0	0	0	0		0	0	0	0		0	371	2	1		1	433	0	1		809	3298
04:45 PM	1	0	2	0		0	0	0	0		0	369	2	1		2	415	0	1		793	3221
05:00 PM	2	0	2	0		0	0	0	0		0	380	4	1		0	389	0	0		778	3160
05:15 PM	1	0	3	0		0	0	0	0		0	439	3	0		5	467	0	0		918	2973
05:30 PM	0	0	5	0		0	0	0	0		0	369	3	0		5	350	0	0		732	2611
05:45 PM	0	0	1	0		0	0	0	0		0	345	3	0		3	378	0	2		732	2386
06:00 PM	1	0	1	0		0	0	0	0		0	291	5	0		4	289	0	0		591	2004
06:15 PM	1	0	0	0		0	0	0	0		0	238	1	0		0	314	0	2		556	1749
06:30 PM	1	0	0	0		0	0	0	0		0	248	1	0		1	236	0	0		487	1508
06:45 PM	3	0	0	0		0	0	0	0		0	179	0	0		0	188	0	0		370	1336
07:00 PM	0	0	2	0		0	0	0	0		0	155	1	0		3	175	0	0		336	1221
07:15 PM	2	0	1	0		0	0	0	0		0	148	2	0		2	159	0	1		315	885
07:30 PM	4	0	4	0		0	0	0	0		0	143	1	0		0	162	0	1		315	570
07:45 PM	0	0	0	0		0	0	0	0		0	130	0	0		0	124	0	1		255	255

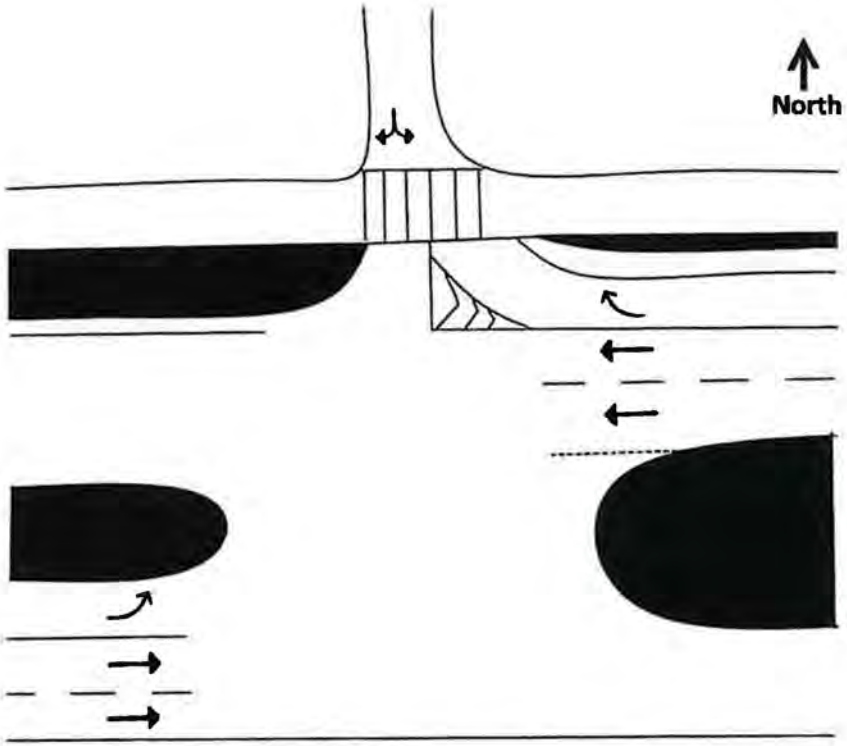
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	8	0	12	0		0	0	0	0		0	1756	16	4		20	1868	0	4		3688
Heavy Trucks	0	0	4			0	0	0			0	72	4			0	56	0			136
Pedestrians		0						0				0					0				0
Bicycles	0	0	4			0	0	0			0	0	0			0	0	0			4
Railroad																					
Stopped Buses																					

National Data & Surveying Services

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**

N

N/S Street: **WTSP Dwy/E/O San Fernando Dr** | Speed: **N/A**

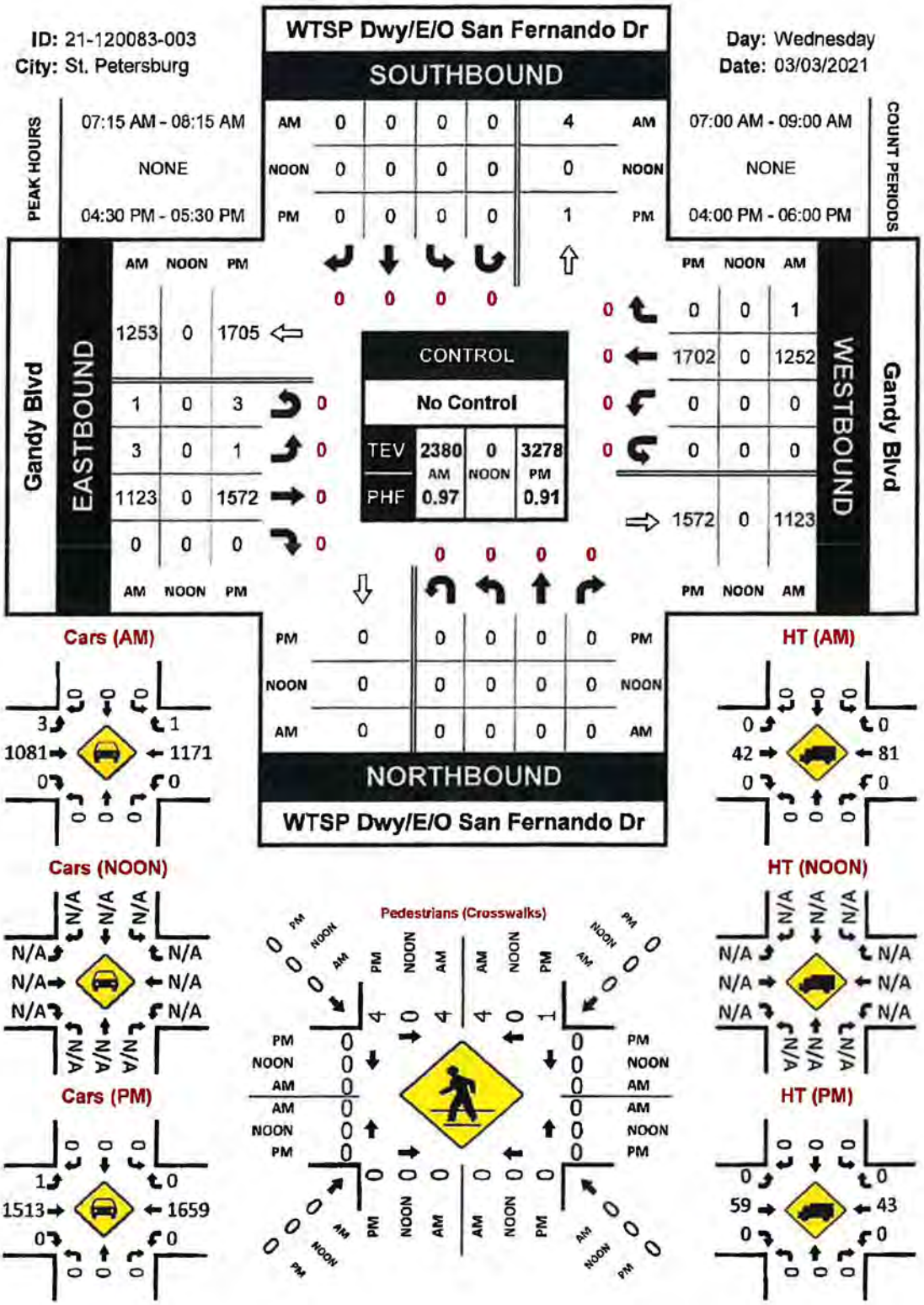


E/W Street: **Gandy Blvd** | Speed: **50 MPH**

Prepared by National Data & Surveying Services

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

Peak Hour Turning Movement Count



National Data & Surveying Services

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

Total

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
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	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2088	0	1	0	2386	3	1	4485
APPROACH %'s :									0.29%	99.67%	0.00%	0.05%	0.00%	99.83%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1123	0	1	0	1252	1	0	2380
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.906	0.000	0.250	0.000	0.981	0.250	0.000	0.971
										0.909				0.979			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	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	0	0	0	0	0	0	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	0	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	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	3086	0	6	0	3166	0	1	6263
APPROACH %'s :									0.13%	99.68%	0.00%	0.19%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1572	0	3	0	1702	0	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
										0.895				0.921			

National Data & Surveying Services

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

Cars

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	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	0	265	0	0	0	296	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	0	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	0	0	0	259	0	0	480
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2009	0	1	0	2232	3	1	4252
APPROACH %'s :									0.30%	99.65%	0.00%	0.05%	0.00%	99.82%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1081	0	1	0	1171	1	0	2257
PEAK HR FACTOR :	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
										0.910				0.964			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	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	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	0	0	0	0	0	0	0	363	0	1	0	412	0	0	776
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	0	1	707
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	2960	0	5	0	3084	0	1	6054
APPROACH %'s :									0.13%	99.70%	0.00%	0.17%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																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
										0.884				0.916			

National Data & Surveying Services

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

HT

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
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	0	0	0	15	0	0	33
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	79	0	0	0	154	0	0	233
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	42	0	0	0	81	0	0	123
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	0.000	0.000	0.880	0.000	0.000	0.879
										0.875				0.880			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	14	0	0	35
4:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	10	0	0	31
4:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	0	0	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	0	1	0	7	0	0	23
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	126	0	1	0	82	0	0	209
APPROACH %'s :									0.00%	99.21%	0.00%	0.79%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	59	0	0	0	43	0	0	102
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.819	0.000	0.000	0.000	0.768	0.000	0.000	0.797
										0.819				0.768			

National Data & Surveying Services

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

Bikes

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
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	0	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	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	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	0.375
									0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	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	TOTAL
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	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
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	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	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
City: St. Petersburg

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

Pedestrians (Crosswalks)

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr		WTSP Dwy/E/O San Fernando Dr		Gandy Blvd		Gandy Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	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	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
	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%							
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	4	4	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.500	0.500							0.667
	0.667								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	2	1	0	0	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	1	2	0	0	0	0	0	0	3
5:45 PM	1	2	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	5	0	0	0	0	0	0	11
APPROACH %'s :	54.55%	45.45%							
PEAK HR :	**04:30 PM - 05:30 PM**								TOTAL
PEAK HR VOL :	4	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.500	0.250							0.417
	0.417								

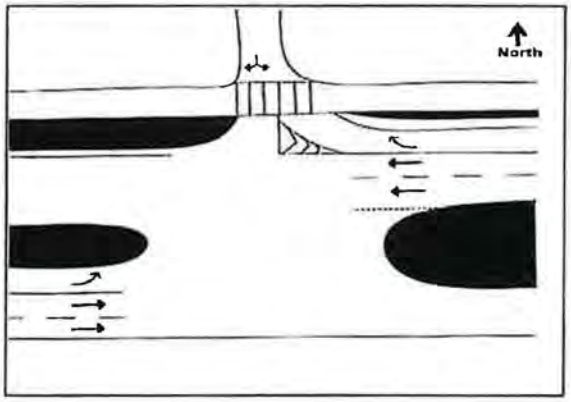
LOCATION: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-003
DATE: 03/03/2021

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:15 AM - 07:30 AM

Peak Hour Factor
0.97

National Data & Surveying Services



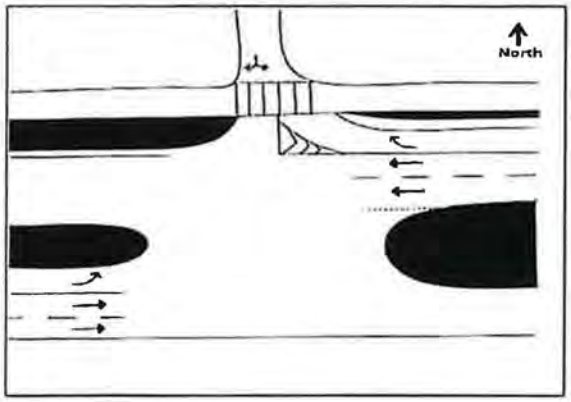
15-Min Count Period Beginning At	WTSP Dwy/E/O San Fernando D Northbound					WTSP Dwy/E/O San Fernando D Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		0	0	0	0		0	257	0	0		0	221	0	0		478	2290
07:15 AM	0	0	0	0		0	0	0	0		0	310	0	0		0	303	0	0		613	2380
07:30 AM	0	0	0	0		0	0	0	0		2	285	0	1		0	319	1	0		608	2337
07:45 AM	0	0	0	0		0	0	0	0		0	274	0	0		0	317	0	0		591	2273
08:00 AM	0	0	0	0		0	0	0	0		1	254	0	0		0	313	0	0		568	2195
08:15 AM	0	0	0	0		0	0	0	0		1	245	0	0		0	322	1	1		570	1627
08:30 AM	0	0	0	0		0	0	0	0		1	225	0	0		0	317	1	0		544	1057
08:45 AM	0	0	0	0		0	0	0	0		1	238	0	0		0	274	0	0		513	513
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	0	0		8	1240	0	4		0	1276	4	0		2532	
Heavy Trucks	0	0	0			0	0	0			0	48	0			0	92	0			140	
Pedestrians		0					12					0					0				12	
Bicycles	0	0	0			0	0	0			0	8	0			0	4	0			12	
Railroad Stopped Buses																						

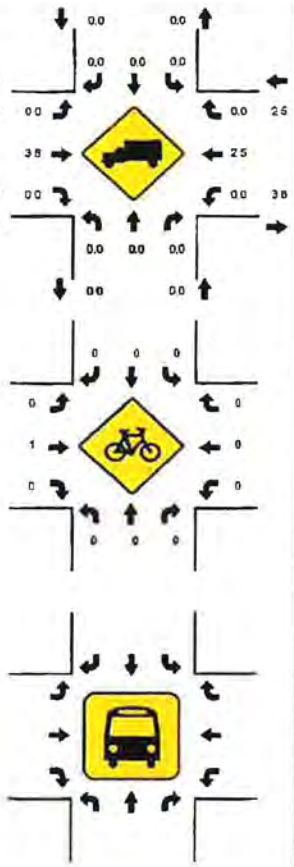
LOCATION: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-003
DATE: 03/03/2021

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

National Data & Surveying Services





15-Min Count Period Beginning At	WTSP Dwy/E/O San Fernando D Northbound					WTSP Dwy/E/O San Fernando D Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	0	0		0	0	0	0		1	363	0	1		0	350	0	0		715	3123
04:15 PM	0	0	0	0		0	0	0	0		0	434	0	1		0	378	0	0		813	3189
04:30 PM	0	0	0	0		0	0	0	0		0	377	0	1		0	426	0	0		804	3278
04:45 PM	0	0	0	0		0	0	0	0		0	359	0	1		0	431	0	0		791	3206
05:00 PM	0	0	0	0		0	0	0	0		1	397	0	0		0	383	0	0		781	3140
05:15 PM	0	0	0	0		0	0	0	0		0	439	0	1		0	462	0	0		902	2359
05:30 PM	0	0	0	0		0	0	0	0		1	362	0	1		0	368	0	0		732	1457
05:45 PM	0	0	0	0		0	0	0	0		1	355	0	0		0	368	0	1		725	725
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	0	0		0	0	0	0		4	1756	0	4		0	1848	0	0		3612	
Heavy Trucks	0	0	0			0	0	0			0	72	0			0	56	0			128	
Pedestrians		0					12					0					0				12	
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4	
Railroad																						
Stopped Buses																						

National Data & Surveying Services

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)**

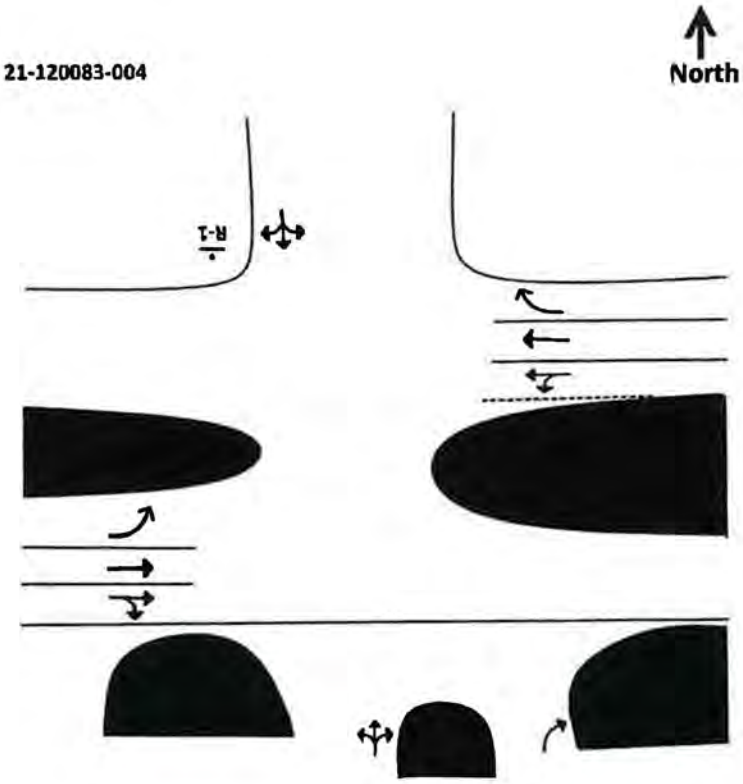
N

N/S Street: **RaceTrac Dwy**

Speed: **N/A**

E/W Street: **Gandy Blvd**

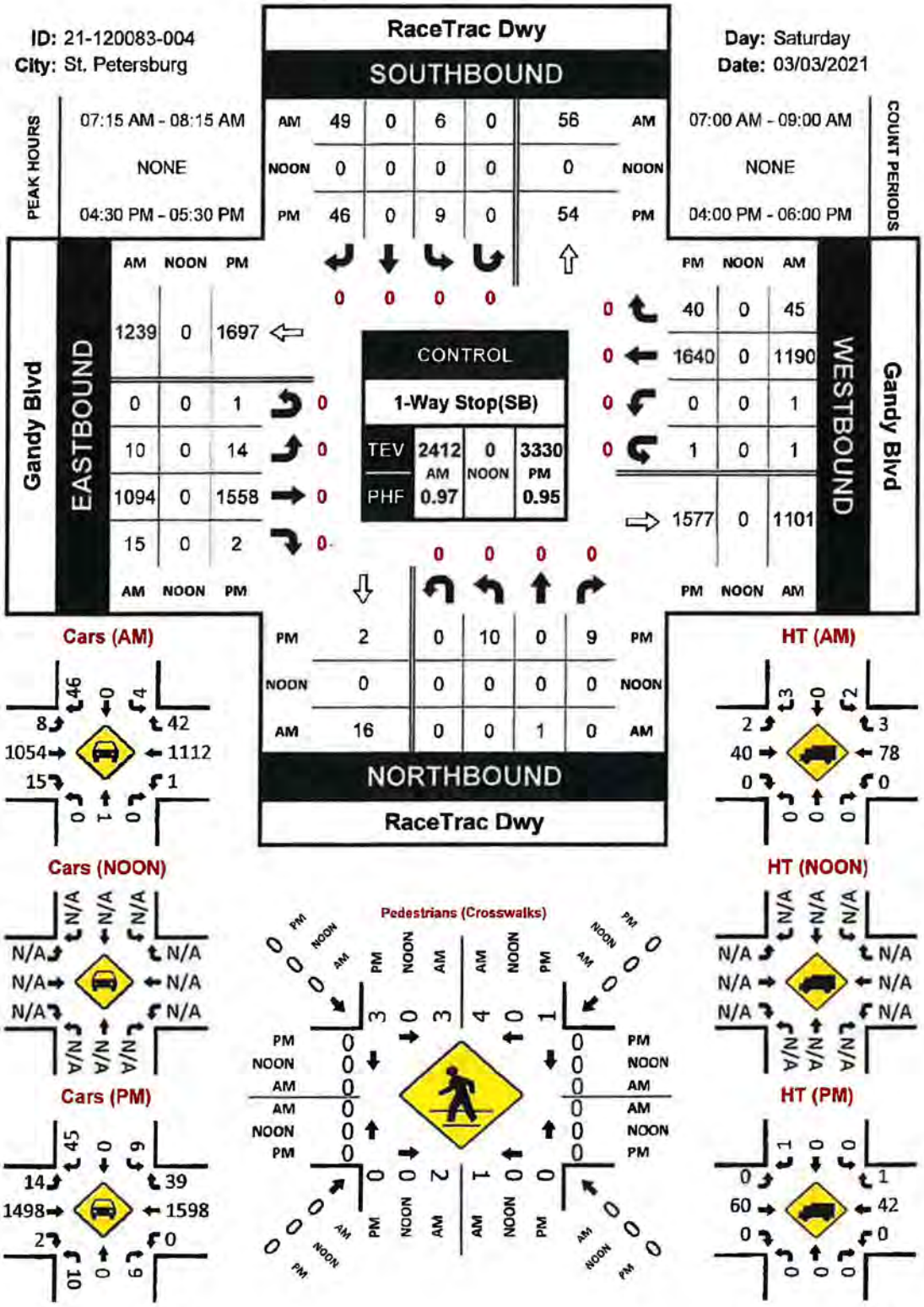
Speed: **50 MPH**



Prepared by National Data & Surveying Services

RaceTrac Dwy & Gandy Blvd

Peak Hour Turning Movement Count



National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 21-120083-004
Date: 3/3/2021

Total

NS/EW Streets:	RaceTrac Dwy				RaceTrac Dwy				Gandy Blvd					Gandy Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				NORTHBOUND	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	NZL2	TOTAL
7:00 AM	0	0	0	0	1	0	8	0	3	261	2	0	0	1	223	10	0	0	509
7:15 AM	0	0	0	0	2	0	12	0	4	297	5	0	0	1	275	11	0	0	607
7:30 AM	0	1	0	0	1	0	15	0	2	275	4	0	0	0	308	16	1	0	623
7:45 AM	0	0	0	0	2	0	13	0	3	272	5	0	0	0	318	9	0	0	622
8:00 AM	0	0	0	0	1	0	9	0	1	250	1	0	2	0	289	7	0	1	561
8:15 AM	1	0	0	0	0	0	15	0	1	230	2	0	0	1	312	15	0	0	587
8:30 AM	0	0	0	0	2	0	9	0	3	236	0	1	0	0	295	9	0	0	553
8:45 AM	1	0	0	0	0	0	12	0	3	224	1	0	0	1	275	12	0	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	NZL2	TOTAL
TOTAL VOLUMES :	3	1	0	0	9	0	93	0	20	2045	20	1	2	4	2303	91	1	1	4593
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	8.82%	0.00%	91.18%	0.00%	0.96%	97.94%	0.96%	0.05%	0.10%	0.17%	96.00%	3.79%	0.04%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	0	1	0	0	6	0	49	0	10	1091	15	0	2	1	1190	45	1	1	2415
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.750	0.000	0.817	0.000	0.625	0.921	0.750	0.000	0.250	0.250	0.936	0.625	0.250	0.250	0.966
			0.250				0.859				0.916					0.948		0.250	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				NORTHBOUND	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	NZL2	TOTAL
4:00 PM	1	0	2	0	3	0	15	0	2	371	1	0	0	0	351	15	0	0	761
4:15 PM	0	0	1	0	1	0	9	0	2	405	0	0	0	0	352	7	0	0	777
4:30 PM	1	0	1	0	3	0	9	0	5	395	1	1	0	0	430	9	1	0	856
4:45 PM	0	0	2	0	2	0	8	0	1	343	0	0	0	0	402	9	0	0	767
5:00 PM	2	0	5	0	2	0	11	0	3	466	1	0	0	0	386	10	0	0	886
5:15 PM	2	0	1	0	2	0	18	0	5	415	0	0	0	0	422	12	0	0	877
5:30 PM	0	0	0	0	4	0	7	0	3	376	0	1	0	0	370	12	0	0	773
5:45 PM	1	0	0	0	0	0	12	0	7	353	0	0	0	0	346	11	0	0	736
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	NZL2	TOTAL
TOTAL VOLUMES :	12	0	12	0	33	0	89	0	28	3063	3	2	0	0	3059	85	1	0	6377
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	20.54%	0.00%	79.46%	0.00%	0.90%	98.93%	0.10%	0.06%	0.00%	0.00%	97.27%	2.70%	0.03%		
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	10	0	9	0	9	0	46	0	14	1358	2	1	0	0	1648	40	1	0	3330
PEAK HR FACTOR :	0.357	0.000	0.450	0.000	0.750	0.000	0.639	0.000	0.700	0.959	0.500	0.250	0.000	0.000	0.953	0.833	0.250	0.000	0.949
			0.396				0.648				0.938					0.972			

Explanation for extra leg movements
Movements entering the extra leg
ER2 Movements coming from EB on Gandy Blvd entering into the Extra Leg (AHibbs Boulyard Dwy)
Movements exiting the extra leg
NZL2 Movements exiting from Extra Leg (AHibbs Boulyard Dwy) entering into Gandy Blvd heading WB

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 21-120083-004
Date: 3/3/2021

Cars

NS/EW Streets:	RaceTrac Dwy				RaceTrac Dwy				Gandy Blvd					Gandy Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
7:00 AM	0	0	0	0	1	0	8	0	2	258	2	0	0	1	200	10	0	0	482
7:15 AM	0	0	0	0	1	0	12	0	4	285	5	0	0	1	252	11	0	0	571
7:30 AM	0	1	0	0	1	0	14	0	2	265	4	0	0	0	292	16	1	0	596
7:45 AM	0	0	0	0	2	0	12	0	2	263	5	0	0	0	299	8	0	0	591
8:00 AM	0	0	0	0	0	0	8	0	0	241	1	0	2	0	269	7	0	1	529
8:15 AM	1	0	0	0	0	0	14	0	1	223	2	0	0	1	305	14	0	0	561
8:30 AM	0	0	0	0	2	0	7	0	3	228	0	0	0	0	279	5	0	0	524
8:45 AM	1	0	0	0	0	0	10	0	2	208	1	0	0	1	262	11	0	0	496
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	2	1	0	0	7	0	85	0	16	1971	20	0	2	4	2158	82	1	1	4350
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	7.61%	0.00%	92.39%	0.00%	0.80%	98.11%	1.00%	0.00%	0.10%	0.18%	96.12%	3.65%	0.04%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	0	1	0	0	4	0	46	0	8	1054	15	0	2	1	1112	42	1	1	2287
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.500	0.000	0.821	0.000	0.500	0.925	0.750	0.000	0.250	0.250	0.930	0.656	0.250	0.250	0.959
	0.250				0.833				0.918					0.935				0.250	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
4:00 PM	1	0	2	0	2	0	14	0	2	349	1	0	0	0	339	14	0	0	724
4:15 PM	0	0	1	0	1	0	9	0	2	385	0	0	0	0	341	7	0	0	746
4:30 PM	1	0	1	0	3	0	9	0	5	380	1	1	0	0	417	9	1	0	828
4:45 PM	0	0	2	0	2	0	8	0	1	328	0	0	0	0	395	9	0	0	745
5:00 PM	7	0	5	0	2	0	11	0	3	386	1	0	0	0	373	9	0	0	797
5:15 PM	2	0	1	0	2	0	17	0	5	404	0	0	0	0	413	12	0	0	856
5:30 PM	0	0	0	0	4	0	7	0	3	362	0	1	0	0	364	11	0	0	752
5:45 PM	1	0	0	0	6	0	11	0	7	342	0	0	0	0	339	11	0	0	717
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	12	0	12	0	22	0	86	0	28	2936	3	2	0	0	2981	82	1	0	6165
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	20.37%	0.00%	79.63%	0.00%	0.94%	98.89%	0.10%	0.07%	0.00%	0.00%	97.29%	2.68%	0.03%		
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	10	0	9	0	9	0	45	0	14	1498	2	1	0	0	1598	39	1	0	3226
PEAK HR FACTOR :	0.36	0.000	0.450	0.000	0.750	0.000	0.662	0.000	0.700	0.927	0.500	0.250	0.000	0.000	0.958	0.813	0.250	0.000	0.942
	0.396				0.711				0.926					0.959					

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 21-120083-004
Date: 3/3/2021

HT

NS/EW Streets:	RaceTrac Dwy				RaceTrac Dwy				Gandy Blvd					Gandy Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	0	23	0	0	0	27
7:15 AM	0	0	0	0	1	0	0	0	0	12	0	0	0	0	23	0	0	0	36
7:30 AM	0	0	0	0	0	0	1	0	0	10	0	0	0	0	16	2	0	0	29
7:45 AM	0	0	0	0	0	0	1	0	1	9	0	0	0	0	19	1	0	0	31
8:00 AM	0	0	0	0	1	0	1	0	1	9	0	0	0	0	20	0	0	0	32
8:15 AM	0	0	0	0	0	0	1	0	0	7	0	0	0	0	17	1	0	0	26
8:30 AM	0	0	0	0	0	0	2	0	0	8	0	1	0	0	14	4	0	0	29
8:45 AM	0	0	0	0	0	0	2	0	1	16	0	0	0	0	13	1	0	0	33
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	8	0	4	74	0	1	0	0	145	9	0	0	243
APPROACH %'s :					20.00%	0.00%	80.00%	0.00%	5.06%	93.67%	0.00%	1.27%	0.00%	0.00%	94.16%	5.84%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	2	0	3	0	2	40	0	0	0	0	78	3	0	0	128
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.000	0.750	0.000	0.500	0.833	0.000	0.000	0.000	0.000	0.848	0.375	0.000	0.000	0.889
							0.625				0.875					0.880			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
4:00 PM	0	0	0	0	1	0	1	0	0	22	0	0	0	0	12	1	0	0	37
4:15 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	0	11	0	0	0	31
4:30 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	0	13	0	0	0	28
4:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	0	7	0	0	0	22
5:00 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	0	13	1	0	0	33
5:15 PM	0	0	0	0	0	0	1	0	0	11	0	0	0	0	9	0	0	0	21
5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	0	6	1	0	0	21
5:45 PM	0	0	0	0	0	0	1	0	0	11	0	0	0	0	7	0	0	0	19
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	3	0	0	127	0	0	0	0	78	3	0	0	212
APPROACH %'s :					25.00%	0.00%	75.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	96.30%	3.70%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	60	0	0	0	0	42	1	0	0	104
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.789	0.000	0.000	0.000	0.000	0.808	0.250	0.000	0.000	0.788
							0.250				0.789					0.768			

National Data & Surveying Services

Intersection Turning Movement Count

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

Project ID: 21-120083-004
Date: 3/3/2021

Bikes

NS/EW Streets:	RaceTrac Dwy				RaceTrac Dwy				Gandy Blvd					Gandy Blvd					
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
7:00 AM	0	0	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	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	4
APPROACH %'s :									33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375
											0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND				ORTHBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	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	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	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	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	0	0	3
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%		
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
											0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: RaceTrac Dwy & Gandy Blvd
City: St. Petersburg

Project ID: 21-120083-004
Date: 3/3/2021

Pedestrians (Crosswalks)

NS/EW Streets:	RaceTrac Dwy		RaceTrac Dwy		Gandy Blvd		Gandy Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	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	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
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%	
PEAK HR :	07:15 AM - 08:15 AM										TOTAL
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
	0.583		0.375						0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
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	0	0	0	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
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 :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	3	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.750	0.250									1.000
	1.000										

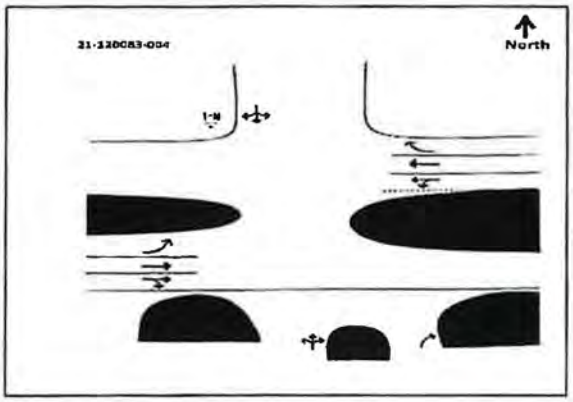
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-004
DATE: 03/03/2021

Peak-Hour: 07:15 AM - 08:15 AM
Peak 15-Minute: 07:30 AM - 07:45 AM

Peak Hour Factor
0.97

National Data & Surveying Services



15-Min Count Period Beginning At	RaceTrac Dwy Northbound					RaceTrac Dwy Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		1	0	8	0		3	261	2	0		1	223	10	0		509	2363
07:15 AM	0	0	0	0		2	0	12	0		4	297	5	0		1	276	11	0		607	2412
07:30 AM	0	1	0	0		1	0	16	0		2	275	4	0		0	308	18	1		625	2382
07:45 AM	0	0	0	0		2	0	13	0		3	272	5	0		0	318	9	0		622	2320
08:00 AM	0	0	0	0		1	0	9	0		1	250	1	0		0	289	7	0		558	2227
08:15 AM	1	0	0	0		0	0	15	0		1	230	2	0		1	322	15	0		587	1869
08:30 AM	0	0	0	0		2	0	9	0		3	236	0	1		0	293	9	0		553	1082
08:45 AM	1	0	0	0		0	0	12	0		3	224	1	0		1	275	12	0		529	529
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	4	0	0		8	0	60	0		16	1188	20	0		4	1272	72	4		2648	
Heavy Trucks	0	0	0			4	0	4			4	48	0			0	92	8			160	
Pedestrians		8					12					0					0				20	
Bicycles	0	0	0			0	0	0			4	4	0			0	4	0			12	
Railroad																						
Stopped Buses																						

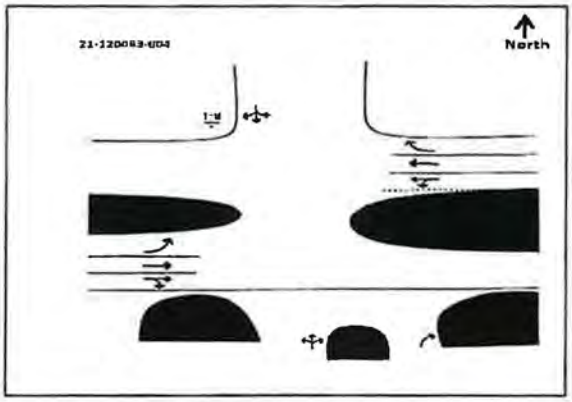
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

PROJECT ID: 21-120083-004
DATE: 03/03/2021

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

Peak Hour Factor
0.95

National Data & Surveying Services



15-Min Count Period Beginning At	RaceTrac Dwy Northbound					RaceTrac Dwy Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	0	2	0		3	0	15	0		2	371	1	0		0	351	15	0		761	3161
04:15 PM	0	0	1	0		1	0	9	0		2	405	0	0		0	352	7	0		777	3230
04:30 PM	1	0	1	0		3	0	9	0		5	395	1	1		0	430	9	1		856	3330
04:45 PM	0	0	2	0		2	0	8	0		1	343	0	0		0	402	9	0		767	3247
05:00 PM	7	0	5	0		2	0	11	0		3	405	1	0		0	386	10	0		830	3216
05:15 PM	2	0	1	0		2	0	18	0		5	415	0	0		0	422	12	0		877	2396
05:30 PM	0	0	0	0		4	0	7	0		3	376	0	1		0	370	12	0		773	1509
05:45 PM	1	0	0	0		6	0	12	0		7	353	0	0		0	348	11	0		736	736
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	0	20	0		12	0	72	0		20	1660	4	4		0	1720	48	4		3592	
Heavy Trucks	0	0	0			0	0	4			0	76	0			0	52	4			136	
Pedestrians		0					4					0					0				4	
Bicycles	0	0	0			0	0	0			4	0	0			0	0	0			4	
Railroad																						
Stopped Buses																						

FDOT PEAK SEASON ADJUSTMENT FACTORS

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

MOCF: 0.93

WEEK	DATES	SF	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	1.00
*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	0.96	1.03
*18	04/28/2019 - 05/04/2019	0.97	1.04
19	05/05/2019 - 05/11/2019	0.98	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
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	1.13
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	1.06	1.14
37	09/08/2019 - 09/14/2019	1.07	1.15
38	09/15/2019 - 09/21/2019	1.07	1.15
39	09/22/2019 - 09/28/2019	1.06	1.14
40	09/29/2019 - 10/05/2019	1.05	1.13
41	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
44	10/27/2019 - 11/02/2019	1.04	1.12
45	11/03/2019 - 11/09/2019	1.04	1.12
46	11/10/2019 - 11/16/2019	1.05	1.13
47	11/17/2019 - 11/23/2019	1.05	1.13
48	11/24/2019 - 11/30/2019	1.04	1.12
49	12/01/2019 - 12/07/2019	1.04	1.12
50	12/08/2019 - 12/14/2019	1.04	1.12
51	12/15/2019 - 12/21/2019	1.04	1.12
52	12/22/2019 - 12/28/2019	1.03	1.11
53	12/29/2019 - 12/31/2019	1.02	1.10

* PEAK SEASON

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
2019	33662 C	E 17171	W 16491	9.00	53.00	4.90
2018	34578 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 0	W 0	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

$\left(\frac{33662}{32717} - 1\right) / 5 \times 100 = 0.6\%$ use 1.0%

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

HCS7 Two-Way Stop-Control Report

General Information

Analyst	
Agency/Co.	
Date Performed	5/25/2021
Analysis Year	2030
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Gandy Blvd
North/South Street	Snug Harbor Rd-Access D
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	0	0
Configuration		LT	T	R		L	T				LR					
Volume (veh/h)		14	1235	27	0	10	1373			97		39				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No														
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5		6.9				
Critical Headway (sec)		4.16				4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2				2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23				2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				10					139					
Capacity, c (veh/h)		478				529					169					
v/c Ratio		0.03				0.02					0.82					
95% Queue Length, Q_{95} (veh)		0.1				0.1					5.6					
Control Delay (s/veh)		12.8				11.9					84.0					
Level of Service (LOS)		B				B					F					
Approach Delay (s/veh)		0.7				0.1				84.0						
Approach LOS										F						

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	Snug Harbor Rd-Access D
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 Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	0		0	0	0
Configuration		LT	T	R		L	T				LR					
Volume (veh/h)		46	1778	38	2	24	1869			53		23				
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No														
Median Type | Storage		Left Only								2						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4	4.1				7.5		6.9				
Critical Headway (sec)		4.16			6.46	4.16				7.56		6.96				
Base Follow-Up Headway (sec)		2.2			2.5	2.2				3.5		3.3				
Follow-Up Headway (sec)		2.23			2.53	2.23				3.53		3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		47				27					78					
Capacity, c (veh/h)		304				266					80					
v/c Ratio		0.15				0.10					0.97					
95% Queue Length, Q_{95} (veh)		0.5				0.3					5.3					
Control Delay (s/veh)		19.0				20.0					184.4					
Level of Service (LOS)		C				C					F					
Approach Delay (s/veh)		0.5				0.3				184.4						
Approach LOS										F						

HCS7 Two-Way Stop-Control Report

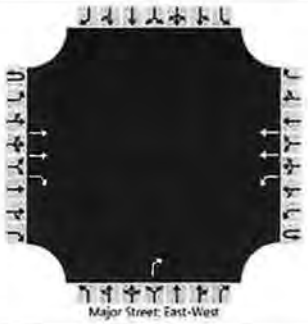
General Information

Analyst	
Agency/Co.	
Date Performed	5/25/2021
Analysis Year	2030
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Gandy Blvd
North/South Street	San Fernando Blvd -Accs B
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			1240	26	36	25	1401					89				
Percent Heavy Vehicles (%)					3	3						3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized		No								No						
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				
Critical Headway (sec)					6.46	4.16						6.96				
Base Follow-Up Headway (sec)					2.5	2.2						3.3				
Follow-Up Headway (sec)					2.53	2.23						3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						62						91				
Capacity, c (veh/h)						240						420				
v/c Ratio						0.26						0.22				
95% Queue Length, Q_{95} (veh)						1.0						0.8				
Control Delay (s/veh)						25.2						15.9				
Level of Service (LOS)						D						C				
Approach Delay (s/veh)						1.1				15.9						
Approach LOS										C						

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 Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1		0	0	0
Configuration			T	R		L	T					R				
Volume (veh/h)			1739	74	41	65	1895					57				
Percent Heavy Vehicles (%)					3	3						3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			No							No						
Median Type | Storage				Undivided												

Critical and Follow-up Headways

Base Critical Headway (sec)					6.4	4.1						6.9				
Critical Headway (sec)					6.46	4.16						6.96				
Base Follow-Up Headway (sec)					2.5	2.2						3.3				
Follow-Up Headway (sec)					2.53	2.23						3.33				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						108						58				
Capacity, c (veh/h)						151						285				
v/c Ratio						0.72						0.20				
95% Queue Length, Q_{95} (veh)						4.2						0.7				
Control Delay (s/veh)						73.6						20.8				
Level of Service (LOS)						F						C				
Approach Delay (s/veh)						3.9				20.8						
Approach LOS										C						

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	AM 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 Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	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			T	R				R				R
Volume (veh/h)			1327	41			1460	4				40				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.96
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												41				0
Capacity, c (veh/h)												393				354
v/c Ratio												0.10				0.00
95% Queue Length, Q_{95} (veh)												0.3				0.0
Control Delay (s/veh)												15.2				15.2
Level of Service (LOS)												C				C
Approach Delay (s/veh)										15.2						
Approach LOS										C						

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

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	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			T	R				R				R
Volume (veh/h)			1777	68			1991	1				44				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				6.9
Critical Headway (sec)												6.96				6.96
Base Follow-Up Headway (sec)												3.3				3.3
Follow-Up Headway (sec)												3.33				3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												45				0
Capacity, c (veh/h)												277				234
v/c Ratio												0.16				0.00
95% Queue Length, Q_{95} (veh)												0.6				0.0
Control Delay (s/veh)												20.5				20.4
Level of Service (LOS)												C				C
Approach Delay (s/veh)										20.5						
Approach LOS										C						

HCS7 Two-Way Stop-Control Report

General Information

Analyst	
Agency/Co.	
Date Performed	5/25/2021
Analysis Year	2030
Time Analyzed	AM Peak
Intersection Orientation	East-West
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Gandy Blvd
North/South Street	Race Trac Drwy
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		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				R				R
Volume (veh/h)	57	11	1277	17			1331	50				1				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1										6.9				6.9
Critical Headway (sec)	6.46	4.16										6.96				6.96
Base Follow-Up Headway (sec)	2.5	2.2										3.3				3.3
Follow-Up Headway (sec)	2.53	2.23										3.33				3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		69										1				61
Capacity, c (veh/h)		182										403				392
v/c Ratio		0.38										0.00				0.16
95% Queue Length, Q_{95} (veh)		1.7										0.0				0.5
Control Delay (s/veh)		36.4										14.0				15.9
Level of Service (LOS)		E										B				C
Approach Delay (s/veh)		1.8								14.0				15.9		
Approach LOS										B				C		

HCS7 Two-Way Stop-Control Report

General Information

Analyst	
Agency/Co.	
Date Performed	5/25/2021
Analysis Year	2030
Time Analyzed	PM Peak
Intersection Orientation	East-West
Project Description	Background Plus Project

Site Information

Intersection	
Jurisdiction	
East/West Street	Gandy Blvd
North/South Street	Race Trac Drwy
Peak Hour Factor	0.98
Analysis Time Period (hrs)	0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		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				R				R
Volume (veh/h)	53	15	1754	2			1874	44				21				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1										6.9				6.9
Critical Headway (sec)	6.46	4.16										6.96				6.96
Base Follow-Up Headway (sec)	2.5	2.2										3.3				3.3
Follow-Up Headway (sec)	2.53	2.23										3.33				3.33

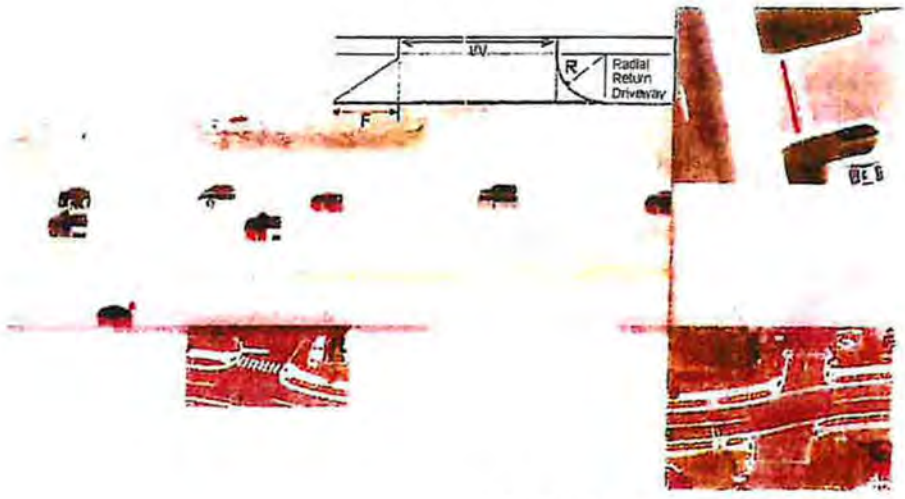
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		69										21				61
Capacity, c (veh/h)		77										281				256
v/c Ratio		0.90										0.08				0.24
95% Queue Length, Q_{95} (veh)		4.7										0.2				0.9
Control Delay (s/veh)		169.2										18.8				23.4
Level of Service (LOS)		F										C				C
Approach Delay (s/veh)	6.3								18.8				23.4			
Approach LOS									C				C			

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.

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

WHEN SHOULD WE BUILD RIGHT TURN LANES?

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.

1. 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).

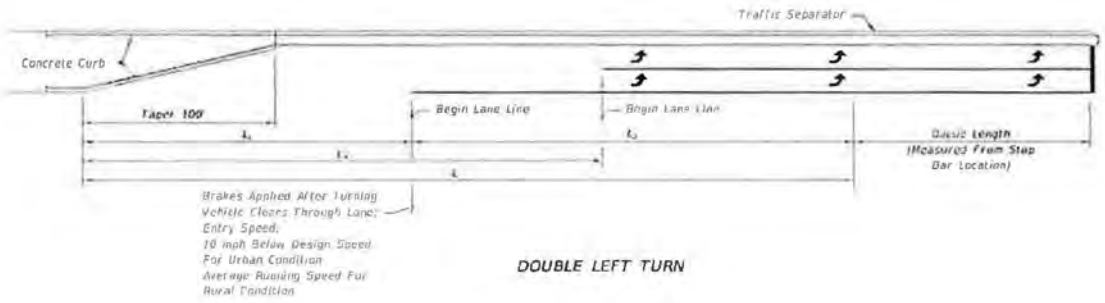
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways 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.

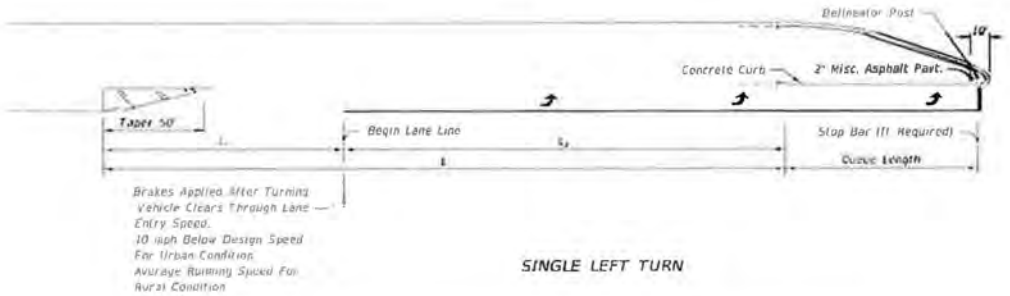
Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

FDOT DESIGN MANUAL EXHIBIT 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel Distance L (ft.)	Clearance Distance L_3 (ft.)
35	25	70	75	145	110	—	—	—
40	30	80	75	155	120	—	—	—
45	35	85	100	185	135	—	—	—
50	40/44	105	135	240	160	185	290	160
55	48	125	—	—	—	225	350	195
60	52	145	—	—	—	260	405	230
65	55	170	—	—	—	290	460	270

NOT TO SCALE

EXHIBIT 212-1
01/01/2018

NARRATIVE TO SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

*****

Key Gandy, LLC

Submitted by:

S. Elise Batsel, Esquire
Kevin B. Reali, Esquire
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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, 17-30-17-28602-005-0360, 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 blue 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.

NPUD-1 (outlined in green on the Conceptual Plan):

(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. Section 3: Update the term to reflect the approval timing of the Second Amendment;
2. Project Site Plan: Replace Exhibit B with the updated concept plan included with this application that shows the updated unit counts pursuant to the graywater bonus;
3. Section 4: 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. Transportation Analysis: Replace Exhibit D with an updated transportation study that accounts for the additional units proposed;
5. Section 8: 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. Paragraph 31B: 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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An act relating to reclaimed water; amending s. 403.064, F.S.; requiring certain domestic wastewater utilities to submit to the Department of Environmental Protection by a specified date a plan for eliminating nonbeneficial surface water discharge within a specified timeframe; providing requirements for the plan; requiring the department to approve plans that meet certain requirements; requiring the department to make a determination regarding a plan within a specified timeframe; requiring the utilities to implement approved plans by specified dates; providing for administrative and civil penalties; requiring certain utilities to submit updated annual plans until certain conditions are met; requiring domestic wastewater utilities applying for permits for new or expanded surface water discharges to prepare a specified plan for eliminating nonbeneficial discharges as part of its permit application; requiring the department to submit an annual report to the Legislature by a specified date; providing applicability; providing construction; authorizing the department to convene and lead one or more technical advisory groups; providing that potable reuse is an alternative water supply and that projects relating to such reuse are eligible for alternative water supply funding; requiring the department and the water management districts to develop and execute, by a specified date, a memorandum of agreement for the

coordinated review of specified permits; providing that potable reuse projects are eligible for certain expedited permitting and priority funding; providing construction; creating s. 403.892, F.S.; providing definitions; requiring counties, municipalities, and special districts to authorize graywater technologies under certain circumstances and to provide certain incentives for the implementation of such technologies; providing requirements for the use of graywater technologies; providing that the installation of residential graywater systems meets certain public utility water conservation measure requirements; providing for the applicability of specified reclaimed water aquifer storage and recovery well requirements; providing a declaration of important state interest; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Subsection (17) of section 403.064, Florida Statutes, is renumbered as subsection (18) and amended, and a new subsection (17) is added to that section, to read:

403.064 Reuse of reclaimed water.—

(17) By November 1, 2021, domestic wastewater utilities that dispose of effluent, reclaimed water, or reuse water by surface water discharge shall submit to the department for review and approval a plan for eliminating nonbeneficial surface water discharge by January 1, 2032, subject to the requirements of this section. The plan must include the average gallons per

day of effluent, reclaimed water, or reuse water that will no longer be discharged into surface waters and the date of such elimination, the average gallons per day of surface water discharge which will continue in accordance with the alternatives provided for in subparagraphs (a)2. and 3., and the level of treatment that the effluent, reclaimed water, or reuse water will receive before being discharged into a surface water by each alternative.

(a) The department shall approve a plan that includes all of the information required under this subsection as meeting the requirements of this section if one or more of the following conditions are met:

1. The plan will result in eliminating the surface water discharge.

2. The plan will result in meeting the requirements of s. 403.086(10).

3. The plan does not provide for a complete elimination of the surface water discharge but does provide an affirmative demonstration that any of the following conditions apply to the remaining discharge:

a. The discharge is associated with an indirect potable reuse project;

b. The discharge is a wet weather discharge that occurs in accordance with an applicable department permit;

c. The discharge is into a stormwater management system and is subsequently withdrawn by a user for irrigation purposes;

d. The utility operates domestic wastewater treatment facilities with reuse systems that reuse a minimum of 90 percent of a facility's annual average flow, as determined by the

department using monitoring data for the prior 5 consecutive years, for reuse purposes authorized by the department; or

e. The discharge provides direct ecological or public water supply benefits, such as rehydrating wetlands or implementing the requirements of minimum flows and minimum water levels or recovery or prevention strategies for a waterbody.

The plan may include conceptual projects under sub-subparagraphs 3.a. and 3.e.; however, such inclusion does not extend the time within which the plan must be implemented.

(b) The department shall approve or deny a plan within 9 months after receiving the plan. A utility may modify the plan by submitting such modification to the department; however, the plan may not be modified such that the requirements of this subsection are not met, and the department may not extend the time within which a plan will be implemented. The approval of the plan or a modification by the department does not constitute final agency action.

(c) A utility shall fully implement the approved plan by January 1, 2032.

(d) If a plan is not timely submitted by a utility or approved by the department, the utility's domestic wastewater treatment facilities may not dispose of effluent, reclaimed water, or reuse water by surface water discharge after January 1, 2028. A violation of this paragraph is subject to administrative and civil penalties pursuant to ss. 403.121, 403.131, and 403.141.

(e) A domestic wastewater utility applying for a permit for a new or expanded surface water discharge shall prepare a plan

in accordance with this subsection as part of that permit application. The department may not approve a permit for a new or expanded surface water discharge unless the plan meets one or more of the conditions provided in paragraph (a).

(f) By December 31, 2021, and annually thereafter, the department shall submit a report to the President of the Senate and the Speaker of the House of Representatives which provides the average gallons per day of effluent, reclaimed water, or reuse water that will no longer be discharged into surface waters by the utility and the dates of such elimination; the average gallons per day of surface water discharges that will continue in accordance with the alternatives provided in subparagraphs (a)2. and 3., and the level of treatment that the effluent, reclaimed water, or reuse water will receive before being discharged into a surface water by each alternative and utility; and any modified or new plans submitted by a utility since the last report.

(g) This subsection does not apply to any of the following:

1. A domestic wastewater treatment facility that is located in a fiscally constrained county as described in s. 218.67(1).

2. A domestic wastewater treatment facility that is located in a municipality that is entirely within a rural area of opportunity as designated pursuant to s. 288.0656.

3. A domestic wastewater treatment facility that is located in a municipality that has less than $10 million in total revenue, as determined by the municipality's most recent annual financial report submitted to the Department of Financial Services in accordance with s. 218.32.

4. A domestic wastewater treatment facility that is

operated by an operator of a mobile home park as defined in s. 723.003 and has a permitted capacity of less than 300,000 gallons per day.

(h) This subsection does not prohibit the inclusion of a plan for backup discharges under s. 403.086(8)(a).

(i) This subsection may not be deemed to exempt a utility from requirements that prohibit the causing of or contributing to violations of water quality standards in surface waters, including groundwater discharges that affect water quality in surface waters.

(18)(a)~~(17)~~ By December 31, 2020, the department shall initiate rule revisions based on the recommendations of the Potable Reuse Commission's 2020 report "Advancing Potable Reuse in Florida: Framework for the Implementation of Potable Reuse in Florida." Rules for potable reuse projects must address contaminants of emerging concern and meet or exceed federal and state drinking water quality standards and other applicable water quality standards. Reclaimed water is deemed a water source for public water supply systems.

(b) The Legislature recognizes that sufficient water supply is imperative to the future of the state and that potable reuse is a source of water which may assist in meeting future demand for water supply.

(c) The department may convene and lead one or more technical advisory groups to coordinate the rulemaking and review of rules for potable reuse as required under this section. The technical advisory group, which shall assist in the development of such rules, must be composed of knowledgeable representatives of a broad group of interested stakeholders,

including, but not limited to, representatives from the water management districts, the wastewater utility industry, the water utility industry, the environmental community, the business community, the public health community, the agricultural community, and the consumers.

(d) Potable reuse is an alternative water supply as defined in s. 373.019, and potable reuse projects are eligible for alternative water supply funding. The use of potable reuse water may not be excluded from regional water supply planning under s. 373.709.

(e) The department and the water management districts shall develop and execute, by December 31, 2023, a memorandum of agreement providing for the procedural requirements of a coordinated review of all permits associated with the construction and operation of an indirect potable reuse project. The memorandum of agreement must provide that the coordinated review will occur only if requested by a permittee. The purpose of the coordinated review is to share information, avoid the redundancy of information requested from the permittee, and ensure consistency in the permit for the protection of the public health and the environment.

(f) To encourage investment in the development of potable reuse projects by private entities, a potable reuse project developed as a qualifying project under s. 255.065 is:

1. Beginning January 1, 2026, eligible for expedited permitting under s. 403.973.

2. Consistent with s. 373.707, eligible for priority funding in the same manner as other alternative water supply projects from the Drinking Water State Revolving Fund, under the

Water Protection and Sustainability Program, and for water management district cooperative funding.

(g) This subsection is not intended and may not be construed to supersede s. 373.250(3).

Section 2. Section 403.892, Florida Statutes, is created to read:

403.892 Incentives for the use of graywater technologies.—

(1) As used in this section, the term:

(a) "Developer" has the same meaning as in s. 380.031(2).

(b) "Graywater" has the same meaning as in s. 381.0065(2)(e).

(2) To promote the beneficial reuse of water in the state, a county, municipality, or special district shall:

(a) Authorize the use of residential graywater technologies in their respective jurisdictions which meet the requirements of this section, the Florida Building Code, and applicable requirements of the Department of Health and for which a developer or homebuilder has received all applicable regulatory permits or authorizations.

(b) Provide a 25 percent density or intensity bonus to a developer or homebuilder if at least 75 percent of a proposed or existing development will have a graywater system installed or a 35 percent bonus if 100 percent of a proposed or an existing development will have a graywater system installed. The bonus under this paragraph is in addition to any bonus provided by a county, municipality, or special district ordinance in effect on July 1, 2021.

(3) To qualify for the incentives under subsection (2), the developer or homebuilder must certify to the applicable

governmental entity as part of its application for development approval or amendment of a development order that all of the following conditions are met:

(a) The proposed or existing development has at least 25 single-family residential homes that are either detached or multifamily dwellings. This paragraph does not apply to multifamily projects over five stories in height.

(b) Each single-family residential home or residence will have its own residential graywater system that is dedicated for its use.

(c) The developer or homebuilder has submitted a manufacturer's warranty or data providing reasonable assurance that the residential graywater system will function as designed and includes an estimate of anticipated potable water savings for each system. A submission of the manufacturer's warranty or data from a building code official, governmental entity, or research institute that has monitored or measured the residential graywater system that is proposed to be installed for such development shall be accepted as reasonable assurance and no further information or assurance is needed.

(d) The required maintenance of the graywater system will be the responsibility of the residential homeowner.

(e) An operation and maintenance manual for the graywater system will be supplied to the initial homeowner of each home. The manual shall provide a method of contacting the installer or manufacturer and shall include directions to the residential homeowner that the manual shall remain with the residence throughout the life cycle of the system.

(4) If the requirements of subsection (3) have been met,

the county or municipality must include the incentives provided for in subsection (2) when it approves the development or amendment of a development order. The approval must also provide for the process that the developer or homebuilder will follow to verify that such systems have been purchased. Proof of purchase must be provided within 180 days after the issuance of a certificate of occupancy for single-family residential homes that are either detached or multifamily projects under five stories in height.

(5) The installation of residential graywater systems in a county or municipality in accordance with this section shall qualify as a water conservation measure in a public water utility's water conservation plan under s. 373.227. The efficiency of such measures shall be commensurate with the amount of potable water savings estimated for each system provided by the developer or homebuilder under paragraph (3)(c).

Section 3. To further promote the reuse of reclaimed water for irrigation purposes, the rules that apply when reclaimed water is injected into a receiving groundwater that has 1,000 to 3,000 mg/L total dissolved solids are applicable to reclaimed water aquifer storage and recovery wells injecting into a receiving groundwater of less than 1,000 mg/L total dissolved solids if the applicant demonstrates that it is injecting into a confined aquifer, that there are no potable water supply wells within 3,500 feet of the aquifer storage and recovery wells, that it has implemented institutional controls to prevent the future construction of potable water supply wells within 3,500 feet of the aquifer storage and recovery wells, and that the recovered water is being used for irrigation purposes. The

injection of reclaimed water that meets the requirements of this section is not potable reuse. This section may not be construed to exempt the reclaimed water aquifer storage and recovery wells from requirements that prohibit the causing of or contribution to violations of water quality standards in surface waters, including groundwater discharges that flow by interflow and affect water quality in surface waters.

Section 4. The Legislature determines and declares that this act fulfills an important state interest.

Section 5. This act shall take effect upon becoming a law.

An act relating to environmental management; creating s. 373.4134, F.S.; providing legislative findings and intent; providing definitions; providing for water quality enhancement areas, water quality enhancement area permits, water quality enhancement service areas, and enhancement credits; providing requirements for such areas, permits, and credits; directing the Department of Environmental Protection and water management districts to authorize the sale and use of enhancement credits for specified purposes; providing construction; providing that the authority of the act is supplemental; directing the department to maintain enhancement credit ledgers; authorizing the department to adopt rules; providing amending s. 403.892, F.S.; correcting a cross-reference; revising requirements for developers and homebuilders to qualify for graywater technology incentives; providing that certain occupancy is not eligibility criterion for such incentives; requiring the department to adopt and modify specified rules; providing rulemaking requirements; providing an effective date.

Be It Enacted by the Legislature of the State of Florida:

Section 1. Section 373.4134, Florida Statutes, is created to read:

373.4134 Water quality enhancement areas.-

(1) LEGISLATIVE FINDINGS AND INTENT.-The Legislature finds that:

(a) Water quality will be improved and adverse water quality impacts of activities regulated under this part may be addressed by the construction, operation, maintenance, and long-term management of water quality enhancement areas that provide offsite compensatory treatment.

(b) An expansion of existing authority for regional treatment to include offsite compensatory treatment in water quality enhancement areas to make enhancement credits available for purchase by governmental entities to address impacts regulated under this part is needed.

(c) The construction, operation, maintenance, and long-term management of water quality enhancement areas under this section will improve the certainty and long-term viability of water quality treatment systems.

(d) Water quality enhancement areas are a valuable tool to assist governmental entities in satisfying the net improvement performance standard under s. 373.414(1)(b)3. to ensure significant reductions of pollutant loadings.

(e) Water quality enhancement areas that provide water quality enhancement credits to governmental entities seeking

permits under this part and governmental entities seeking to meet an assigned basin management action plan allocation or reasonable assurance plan under s. 403.067 are considered an appropriate and permittable option.

(2) DEFINITIONS.-As used in this section, the term:

(a) "Enhancement credit" means a standard unit of measure that represents a quantity of pollutant removed.

(b) "Governmental entity" means any political subdivision of the state, including any state agency, department, county, municipality, special district, school district, utility authority, or other authority or instrumentality, agency, unit, or department thereof.

(c) "Natural system" means an ecological system supporting aquatic and wetland-dependent natural resources, including fish and aquatic and wetland-dependent wildlife habitats.

(d) "Water quality enhancement area" means a natural system constructed, operated, managed, and maintained for the purpose of providing offsite regional treatment for which enhancement credits may be provided pursuant to a water quality enhancement area permit issued under this section.

(e) "Water quality enhancement area permit" means an environmental resource permit issued for a water quality enhancement area which authorizes the construction, operation, management, and maintenance of an enhancement area and the purchase and sale of enhancement credits.

(3) WATER QUALITY ENHANCEMENT AREAS.-

(a) The construction, operation, management, and maintenance of a water quality enhancement area must be approved through the environmental resource permitting process.

(b) Water quality enhancement credits may be sold only to governmental entities seeking to meet an assigned basin management action plan allocation or reasonable assurance plan or for the purpose of achieving net improvement under s. 373.414(1)(b)3. after the governmental entity has provided reasonable assurance of meeting department rules for design and construction of all onsite stormwater management.

(c) A water quality enhancement area must be used to address contributions of one or more pollutants or other constituents in the watershed, basin, sub-basin, targeted restoration area, waterbody, or section of waterbody, as determined by the department, in which the water quality enhancement area is located that do not meet applicable state water quality criteria.

(d) A water quality enhancement area must be used to create, improve, or use natural systems to improve water quality.

(e) A governmental entity may use a water quality enhancement area for its own water quality needs. However, a governmental entity may not act as a sponsor to construct, operate, manage, or maintain a water quality enhancement area or

market enhancement credits to third parties.

(f) A local government may not require a permit or otherwise impose regulations governing the operation of a water quality enhancement area.

(g) This section does not eliminate the obligation of an applicant for a water quality enhancement area permit or an applicant proposing to use enhancement credits to comply with all requirements of this part pertaining to adverse impacts to water quality in receiving waters and adjacent lands or wetlands.

(4) WATER QUALITY ENHANCEMENT AREA PERMIT.-

(a) To obtain a water quality enhancement area permit, the applicant must provide reasonable assurances that the proposed water quality enhancement area will be used to:

1. Meet the requirements for issuance of an environmental resource permit;

2. Benefit water quality in the watershed in which the water quality enhancement area is located;

3. Meet defined performance or success criteria for the reduction of one or more pollutants or other constituents that prevent receiving waters from meeting applicable state water quality criteria;

4. Ensure long-term pollutant reduction through effective operation and maintenance in perpetuity by designation of a responsible long-term maintenance entity supported by an

endowment or other long-term financial assurance sufficient to ensure perpetual operation and maintenance;

5. Demonstrate sufficient legal or equitable interest in the property to ensure access and perpetual protection and management of the land within the water quality enhancement area; and

6. Provide for permanent preservation of the water quality enhancement area that meets the requirements of s. 704.06.

(b) The water quality enhancement area permit must provide for the assessment, valuation, and award of credits based on units of pollutants removed.

(c) The department shall base its determination of the award of enhancement credits on standard numerical models or analytical tools that establish the ability of the water quality enhancement area to remove pollutants or constituents.

1. If a basin management action plan exists for the watershed in which the water quality enhancement area is located, the applicant must use the same numerical models or analytical tools used for that basin management action plan in the water quality enhancement area permit application.

2. If a basin management action plan does not exist for the watershed in which the water quality enhancement area is located, the applicant, with the approval of the department, may submit as part of the water quality enhancement area permit application model parameters and results used in a numerical

model or analytical tool used by the department to develop a basin management action plan for a watershed with similar physical characteristics and pollutants as the watershed in which the proposed water quality enhancement area is to be located.

3. If the department determines that its numerical model or analytical tool used for a basin management action plan is not appropriate for the proposed water quality enhancement area, the applicant must use a standard numerical model or analytical tool for the proposed water quality enhancement area.

4. To assist the department in evaluating and determining enhancement credits, a water quality enhancement area permit application must include the numerical model or analytical tool results used to establish the efficacy of the water quality enhancement area. Supporting information must include, but need not be limited to:

a. Rainfall data over the longest period of record available collected from the closest site to the proposed water quality enhancement area, preferably within the same drainage basin.

b. Anticipated average annual water quality and quantity inflows to the proposed water quality enhancement area, based on published local data collected over a period of record that most closely matches the rainfall data collected under this paragraph.

c. Site-specific conditions affecting the anticipated performance of the proposed water quality enhancement area, including the proposed treatment type and the anticipated associated reduction rates, as demonstrated by the performance of other areas where the treatment type has been established and operating over a minimum of two consecutive wet and dry seasons.

d. Data provided pursuant to sub-subparagraphs a. and b. must be from monitoring stations the department deems sufficient to determine flows and local water quality conditions.

(d) The issuance of a water quality enhancement area permit under this section does not preclude the responsibility of an applicant to obtain other applicable federal, state, and local permits for construction activities associated with the water quality enhancement area.

(5) WATER QUALITY ENHANCEMENT SERVICE AREA.-The department shall establish a water quality enhancement service area for each water quality enhancement area. Enhancement credits may be withdrawn and used only to address adverse impacts in the enhancement service area. The boundaries of the enhancement service area shall depend upon the geographic area in which the water quality enhancement area could reasonably be expected to address adverse impacts. Enhancement service areas may overlap, and enhancement service areas for two or more water quality enhancement areas may be approved for a regional watershed.

(6) MONITORING AND VERIFICATION.—

(a) An applicant for a water quality enhancement area permit must propose a performance and success criteria monitoring and verification plan, with protocols to be implemented once the water quality enhancement area is operational. The protocols must be appropriate for the water quality enhancement area and sufficient to demonstrate that the area is meeting defined performance or success criteria for the reduction of pollutants or contaminants for which credits are awarded by the department.

(b) If a permittee fails to comply with the conditions of a water quality enhancement area permit, the department must revoke the ability of the permittee to sell enhancement credits until the water quality enhancement area complies with the permit conditions.

(7) ENHANCEMENT CREDITS.-

(a) The department or water management district shall authorize the sale and use of enhancement credits to governmental entities to address adverse water quality impacts of activities regulated under this part or to assist governmental entities seeking to meet required nonpoint source contribution reductions assigned in a basin management action plan or reasonable assurance plan under s. 403.067.

(b) Before approving the use of enhancement credits, the department or water management district must determine that the

enhancement credits used by an applicant seeking a permit under this part are appropriate for a specific permit use.

(c) Water quality improvement projects using natural systems or land use modifications, including, but not limited to, constructed wetlands or minor impoundments that reduce pollutants to a receiving water body, may be used by an applicant to generate enhancement credits if approved by the department. Water quality enhancement areas may not be located on lands purchased for conservation pursuant to the Florida Forever Act or the Florida Preservation 2000 Act.

(d) The department shall provide for and maintain a ledger to track the award, release, and use of enhancement credits.

1. A water management district that authorizes applicants seeking permits under this part to use enhancement credits to address water quality impacts must report to the department the amount of enhancement credits used by the applicants.

2. The operator of a water quality enhancement area shall notify the department of the amount of enhancement credits sold or used within 30 days after the date the enhancement credit transaction is completed.

(e) Reductions in pollutant loading required under any state regulatory program are not eligible to be considered as enhancement credits.

(f) Enhancement credits may not be used by point source dischargers to satisfy regulatory requirements other than those

necessary to obtain an environmental resource permit for construction and operation of the surface water management system of the site.

(g) Use of enhancement credits made available by water quality enhancement areas is voluntary.

(h) Any landowner, discharger, or other responsible person regulated under this part or s. 403.067 implementing applicable management strategies specified in an adopted basin management action plan or reasonable assurance plan may not be required by any permit or other enforcement action to use enhancement credits to reduce pollutant loads to achieve the pollutant reductions established pursuant to s. 403.067.

(i) A local government may not deny the use of enhancement credits due to the location of the water quality enhancement area outside the jurisdiction of the local government.

(j) Notwithstanding any other law, this section does not limit or restrict the authority of the department to deny the use of enhancement credits when the department is not reasonably assured that the use of the credits will not cause or contribute to a violation of water quality standards, even if the project being implemented by the governmental entity is within the enhancement service area. The department may allow the use of enhancement credits if the department receives a request for the use of enhancement credits and determines that such use will not cause or contribute to a violation of water quality standards.

(8) AUTHORITY.—The authority granted to the department under this section is supplemental to the authority granted under s. 403.067(8).

(9) RULES.—The department shall adopt rules to implement this section. This section may not be implemented until the department adopts such rules.

Section 2. Paragraph (b) of subsection (1) and paragraphs (a), (b), and (d) of subsection (3) of section 403.892, Florida Statutes, are amended, and subsection (6) is added to that section, to read:

403.892 Incentives for the use of graywater technologies.—

(1) As used in this section, the term:

(b) "Graywater" has the same meaning as in s. 381.0065(2)(f) ~~s. 381.0065(2)(c)~~.

(3) To qualify for the incentives under subsection (2), the developer or homebuilder must certify to the applicable governmental entity as part of its application for development approval or amendment of a development order that all of the following conditions are met:

(a) The proposed or existing development has at least 25 detached single-family residential homes ~~that are either detached~~ or 25 multifamily dwelling units, which may include apartments ~~dwellings~~. ~~This paragraph does not apply to multifamily projects over five stories in height.~~

(b) Each single-family residential home or residence will

have its own residential graywater system ~~that is~~ dedicated for its use. Each residence forming part of a multifamily project will be serviced by its own residential graywater system dedicated for its use or by a master graywater collection and reuse system for the entire project.

(d) The required maintenance of the graywater system will be the responsibility of the owner ~~residential homeowner~~.

(6) This section does not apply to multifamily projects more than five stories in height. Whether a dwelling is occupied by an owner is not an eligibility criterion for a developer or homebuilder to receive the incentives authorized under this section.

Section 3. The Department of Environmental Protection shall adopt and modify rules adopted pursuant to ss. 373.4136 and 373.414, Florida Statutes, to ensure that required financial assurances are equivalent and sufficient to provide for the long-term management of mitigation permitted under ss. 373.4136 and 373.414, Florida Statutes. The department, in consultation with the water management districts, shall include the rulemaking required by this section in existing active rulemaking, or shall complete rule development by June 30, 2023.

Section 4. This act shall take effect July 1, 2022.

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
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FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

THIS FIRST AMENDMENT TO DEVELOPMENT AGREEMENT (the "**First Amendment**") 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 "**Developer**"), and CITY OF ST. PETERSBURG, FLORIDA, a Florida municipal corporation (the "**City**").

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. **Recitals**. The above recitals are true and correct and are incorporated herein by this reference.

2. **Effective Date and Duration**. 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. **Project Site Plan**. **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. **Permitted Development Uses and Building Intensities**. 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-restaurant-residential, 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. Riviera Property. 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 225 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. **Deeds**. **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. **Transportation Analysis**. **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/right-in/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. **Land Development Approvals/Permits Required**. 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. **Applicable City Ordinances and Codes**. Section 9 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Applicable City Ordinances and Codes. In accordance with §163.3233, Florida Statutes 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. **Notices**. 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. **Termination**. 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. **Cancellation**. Section 37 of the Development Agreement is hereby deleted in its entirety.

13. **Recording and Effective Date**. 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. **Deadline for Execution**. 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. **Counterparts, Facsimile**. 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. **Conflict.** 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. **Capitalized Terms.** 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 of:

WITNESSES:

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

DEVELOPER:

GANDY HARBOR I, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

GANDY HARBOR II, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

GANDY HARBOR III, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

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 16 day of Nov, 2021, by Deborah Roseman, as Managing Member 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 Seal)

Notary Public - (Signature

CRYSTAL STEELE
MY COMMISSION # HH 115719
EXPIRES: July 6, 2025
Bonded Thru Notary Public Underwriters

CITY OF ST. PETERSBURG, FLORIDA

By: Elizabeth Abernethy

Print: Elizabeth Abernethy

Title: Director, Planning & Development Services

ATTEST

Cathy E. Davis, Acting City Clerk

(for)

(SEAL)

Approved as to Form and Content:

City Attorney (Designee)

st.petersburg
www.stpete.org

CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: 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

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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.