

## CITY OF ST. PETERSBURG PLANNING & DEVELOPMENT SERVICES DEPT. DEVELOPMENT REVIEW SERVICES DIVISION

## DEVELOPMENT REVIEW COMMISSION STAFF REPORT

## MODIFICATION REDEVELOPMENT AND SITE PLAN PUBLIC HEARING

According to Planning & Development Services Department records, **no Commission member** has a direct or indirect ownership interest in real property located within 2,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon the announcement of the item.

**REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & DEVELOPMENT SERVICES DEPARTMENT**, for Public Hearing and Executive Action on **January 4, 2023, at 1:00 P.M**. in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.:	22-51000010	PLAT \$	SHEET:	C-56
REQUEST:	Approval of a mo Redevelopment Plan a to construct an addition dwelling units.	odification Ind Special onal 94-dwo	to a pre Exception a elling units	viously approved nd related site plan for a total of 470-
OWNER:	Key Gandy, LLC 848 Brickell Ave., Ste. Miami, FL 33131	1100		
APPLICANT:	S. Elise Batsel, Esq. 401 East Jackson Stree Tampa, FL 33602	et		
ADDRESS:	12000 Gandy Blvd. N.			
PARCEL ID NO.:	17-30-17-28602-005-00 17-30-17-28602-005-02 17-30-17-28602-005-04	050, 17-30-´ 271, 17-30-´ 420	17-28602-00 17-28602-00	5-0270 5-0360
LEGAL DESCRIPTION:	On File			
ZONING:	Corridor Commercial S Neighborhood Planned	uburban (C0 Unit Develo	CS-1) opment (NPl	JD-1)

SITE AREA	TOTAL:
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1,477,991 square feet or 33.93 acres

## **GROSS FLOOR AREA:**

	Existing:	0 square feet	
	Proposed total:	573,829 square feet	0.39 F.A.R.
	Proposed total:	694,040 square feet	0.47 F.A.R.
DEN	SITY:		
	Existing:	0	
	Permitted:	376	(11.08 units per acre) *
	Proposed:	470	
	*Grandfathered de	nsity previously approved to b	be redeveloped.
BUIL	DING COVERAGE:		
	Existing:	0 square feet	
	Proposed:	257,138 square feet	17% of Site MOL
IMPE	ERVIOUS SURFACE:	:	
	Existing:	0 square feet	
	Proposed:	696,090 square feet	47% of Site MOL
	Permitted:	975,984 square feet	66% of Site MOL
OPE	N GREEN SPACE:		
	Existing:	1,477,991 square feet	100% of Site MOL
	Proposed:	753,324 square feet	50% of Site MOL
PAV	ING COVERAGE:		
	Existing:	0 square feet	
	Proposed:	468,523 square feet	31.75% of Site MOL
PAR	KING:		
	Existing:	0 spaces,	
	Proposed:	995 spaces, including 24	handicapped spaces
	Required:	756 spaces, including 15	handicapped spaces
BUIL	DING HEIGHT:		
	Existing:	0	
	Proposed:	48 feet	
	Permitted:	48 feet	

## **APPLICATION REVIEW:**

I. **PROCEDURAL REQUIREMENTS:** The applicant has met and complied with the procedural requirements of Sections 16.70.040.1.15 and 16.70.040.1.5 of the Land Development Regulations (LDRs) for Redevelopment Plans and Special Exception uses to determine compliance with the criteria for standards of review.

#### II. DISCUSSION AND RECOMMENDATIONS:

#### The Request:

Approval of a modification to a previously approved Redevelopment Plan and Special Exception with related site plan to construct an additional 94-dwelling units for a total of 470-dwelling units. The subject property is located south of Gandy Boulevard North, east of Snug Harbor Road Northeast and west of Tampa Bay. The subject property is currently vacant.

#### The Background:

A Development Agreement (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. 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 the DA. The amendment for the CCS-1 portion of the site was for 120-multi-family units, 37,800 square foot marina/boat storage building with a maximum of 200 dry slips, a maximum of 45 wet slips and an 8,000 square foot restaurant. The amendment for the NPUD-1 portion of the site was for 256-multi-family units and 225 wet slips.

In 2021, the state legislature passed Section 403.892, F.S. which provides for a density bonus when developments provide for graywater reuse technologies. 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.

On December 15, 2022, City Council approved a second amendment to the DA. The amendment allows the applicant to utilize the density bonus for implementing graywater technologies, which increases the number of potential dwelling units from 376 to 470.

Unit Mix Table	First Amendment		Second Amendment	
	Gandy		Gandy	
	Center/		Center/	
	Pirates		Pirates	
	Cove	Riviera	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	d 376 470		70	

The subject property is also located within the Coastal High Hazard Area (CHHA). The residential component of the project will need to provide a hurricane evacuation and re-entry plan, and enhanced building design as outlined in Section 16.30.040.

#### **Approved Redevelopment:**

On March 4,2022, the DRC approved the redevelopment and Special Exception and related site plan fora 169-high and dry slips, 101-wet slips, an 8,000 square foot restaurant, and 376-dwelling units spread throughout 5-multi-family buildings and 9-town-home buildings.

The plan for the northern portion of the property will include a high and dry, a restaurant, public boardwalk, a boat launch, pool area, wet-slips and a 120-unit multi-family building.

The plan for the southern portion of the property will be include 4-multi-family buildings 9-townhome buildings, a club house, leasing office, an amenity area, wet slips and a pond.

The approval also included a variance to the required pedestrian connection between the public rights-of-way and the residential buildings.

#### **Current Proposal:**

The applicant is proposing to increase the density in the CCS-1 portion of the site by 25% or an additional 30-units for a total of 150-units. The applicant is proposing to increase the density in the NPUD-1 portion of the site by 25% or 64-units for a total of 320-units.

The approved development consists of various dwelling and building types. The multi-family units comprise of three different building types and the townhome units comprise of two different building types. The applicants propose to distribute the additional density among the different building types. As proposed, there will be a sixth multi-family building in the development. The applicant is also proposing to reduce the townhome Type II layout from seven units per building to five units per building. This will allow the construction of two new Type II townhome buildings.

The additional units will also allow for the construction of one additional Type I townhome building.

The proposed changes to the site on the NPUD portion of the property reduces the number of townhomes from fifty-six (56) to fifty-three (53) units and increases the number of multi-family units from two hundred (200) to two hundred sixty-seven (267). The result is a total unit change from two hundred fifty-six (256) to three hundred twenty (320), which is a density increase of 25% consistent with the graywater statute. The proposed changes to the site on the CCS-1 portion of the property include increasing the number of multi-family units to one hundred forty-eight (148) units, which is a density increase of 23.33% consistent with the graywater statute.

#### Public Comments:

A sign was placed on the property and mail notices were sent to affected neighbors within 300 feet of the subject property on December 16, 2022. At the time that this report was published, staff had received five (5) inquiries with requests for plans and copies of the application. Two (2) of those inquires expressed concern and objection to the development. Staff also received one letter in support of the development but objecting to the density increase. This letter has been included in your packet.

#### **RECOMMENDATION:**

Staff recommends APPROVAL of the modification to a previously approved Redevelopment Plan and Special Exception with related site plan to construct an additional 94-dwelling units for a total of 470-dwelling units, subject to the Special Conditions of Approval.

#### SPECIAL CONDITIONS OF APPROVAL

- 1. The plans shall comply with the second amended Development Agreement (DA) that was approved by city Council on December 15, 2022. The DA is attached to the report.
- 2. The plans submitted for permitting shall comply with all Special Conditions of Approval from case 22-51000002.
- 3. Plans shall be revised as necessary to comply with comments provided by the City's Transportation and Parking Management Department, comments are provided in the attached memorandums dated February 10, 2022 and November 2, 2022.
- 4. Plans shall be revised as necessary to comply with comments provided by the City's Engineering Department, comments are provided in the attached memorandum dated December 20, 2022.
- 5. The modification to the Redevelopment Plan, Special Exception and related Site Plan, and variance approval is valid until January 4, 2026. Substantial construction shall commence prior to the expiration date, unless an extension has been approved by the POD. A request for an extension must be received in writing prior to the expiration date.

#### STANDARD CONDITIONS OF APPROVAL:

(All or Part of the following standard conditions of approval may apply to the subject application. Application of the conditions is subject to the scope of the subject project and at the discretion of the Zoning Official. Applicants who have questions regarding the application of these conditions are advised to contact the Zoning Official.)

## Building Code Requirements:

- 1. The applicant shall contact the City's Construction Services and Permitting Division and Fire Department to identify all applicable Building Code and Health/Safety Code issues associated with this proposed project.
- 2. All requirements associated with the Americans with Disabilities Act (ADA) shall be satisfied.

#### Zoning/Planning Requirements:

- 1. The applicant shall submit a notice of construction to Albert Whitted Field if the crane height exceeds 190 feet. The applicant shall also provide a Notice of Construction to the Federal Aviation Administration (FAA), if required by Federal and City codes.
- 2. All site visibility triangle requirements shall be met (Chapter 16, Article 16.40, Section 16.40.160 of the Municipal Code).
- 3. No building or other obstruction (including eaves) shall be erected, and no trees or shrubbery shall be planted on any easement other than fences, trees, shrubbery, and hedges of a type approved by the City.
- 4. The location and size of the trash container(s) shall be designated, screened, and approved by the Manager of Commercial Collections, City Sanitation. A solid wood fence or masonry wall shall be installed around the perimeter of the dumpster pad.

#### Engineering Requirements:

- 1. The site shall be in compliance with all applicable drainage regulations (including regional and state permits) and the conditions as may be noted herein. The applicant shall submit drainage calculations and grading plans (including street crown elevations), which conform with the quantity and the water quality requirements of the Municipal Code (Chapter 16, Article 16.40, Section 16.40.030), to the City's Engineering Department for approval. Please note that the entire site upon which redevelopment occurs shall meet the water quality controls and treatment required for development sites. Stormwater runoff release and retention shall be calculated using the rational formula and a 10-year, one-hour design storm.
- 2. All other applicable governmental permits (state, federal, county, city, etc.) must be obtained before commencement of construction. A copy of other required governmental permits shall be provided to the City Engineering & Capital Improvements Department prior to requesting a Certificate of Occupancy. Issuance of a development permit by the City does not in any way create any rights on the part of the applicant to obtain a permit from a governmental agency and does not create any liability on the part of the City of St. Petersburg for issuance of the permit if the applicant fails to obtain requisite approvals or fulfill the obligations imposed by other governmental agencies or undertakes actions that result in a violation of state or federal law.
- 3. A work permit issued by the Engineering Department shall be obtained prior to commencement of construction within dedicated rights-of-way or easements.
- 4. The applicant shall submit a completed Storm Water Management Utility Data Form to the City's Engineering Department for review and approval prior to the approval of any permits.
- 5. Curb-cut ramps for the physically handicapped shall be provided in sidewalks at all corners where sidewalks meet a street or driveway.

## Landscaping Requirements:

- 1. The applicant shall submit a revised landscape plan, which complies with the plan approved by the DRC and includes any modifications as required by the DRC. The DRC grants the Planning & Development Services Department discretion to modify the approved landscape plan where necessary due to unforeseen circumstances (e.g., stormwater requirements, utility conflicts, conflicts with existing trees, etc.), provided the intent of the applicable ordinance(s) is/are maintained. Landscaping plans shall be in accordance with Chapter 16, Article 16.40, Section 16.40.060 of the City Code entitled "Landscaping and Irrigation."
- 2. Any plans for tree removal and permitting shall be submitted to the Development Services Division for approval.
- 3. All existing and newly planted trees and shrubs shall be mulched with three (3) inches of organic matter within a two (2) foot radius around the trunk of the tree.
- 4. The applicant shall install an automatic underground irrigation system in all landscaped areas. Drip irrigation may be permitted as specified within Chapter 16, Article 16.40, Section 16.40.060.2.2.
- 5. Concrete curbing, wheel stops, or other types of physical barriers shall be provided around/within all vehicular use areas to protect landscaped areas.
- 6. Any healthy existing oak trees over two (2) inches in diameter shall be preserved or relocated if feasible.
- 7. Any trees to be preserved shall be protected during construction in accordance with Chapter 16, Sections 16.40.060.5 and 16.40.060.2.1.3 of City Code.

#### <u>RELEVANT CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR</u> <u>REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D))</u>:

- A. The use is consistent with the Comprehensive Plan.
- B. The property for which a Site Plan Review is requested shall have valid land use and zoning for the proposed use prior to site plan approval;
- C. Ingress and egress to the property and proposed structures with particular emphasis on automotive and pedestrian safety, separation of automotive and bicycle traffic and control, provision of services and servicing of utilities and refuse collection, and access in case of fire, catastrophe and emergency. Access management standards on State and County roads shall be based on the latest access management standards of FDOT or Pinellas County, respectively;
- D. Location and relationship of off-street parking, bicycle parking, and off-street loading facilities to driveways and internal traffic patterns within the proposed development with particular reference to automotive, bicycle, and pedestrian safety, traffic flow and control, access in case of fire or catastrophe, and screening and landscaping;
- E. Traffic impact report describing how this project will impact the adjacent streets and intersections. A detailed traffic report may be required to determine the project impact on the level of service of adjacent streets and intersections. Transportation system management techniques may be required where necessary to offset the traffic impacts;
- F. Drainage of the property with particular reference to the effect of provisions for drainage on adjacent and nearby properties and the use of on-site retention systems. The Commission may grant approval, of a drainage plan as required by city ordinance, County ordinance, or SWFWMD;
- G. Signs, if any, and proposed exterior lighting with reference to glare, traffic safety and compatibility and harmony with adjacent properties;

- H. Orientation and location of buildings, recreational facilities and open space in relation to the physical characteristics of the site, the character of the neighborhood and the appearance and harmony of the building with adjacent development and surrounding landscape;
- I. Compatibility of the use with the existing natural environment of the site, historic and archaeological sites, and with properties in the neighborhood as outlined in the City's Comprehensive Plan;
- J. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on property values in the neighborhood;
- K. Substantial detrimental effects of the use, including evaluating the impacts of a concentration of similar or the same uses and structures, on living or working conditions in the neighborhood;
- L. Sufficiency of setbacks, screens, buffers & general amenities to preserve internal & external harmony & compatibility with uses inside & outside the proposed development & to control adverse effects of noise, lights, dust, fumes and other nuisances;
- M. Land area is sufficient, appropriate and adequate for the use and reasonably anticipated operations and expansion thereof;
- N. Landscaping and preservation of natural manmade features of the site including trees, wetlands, and other vegetation;
- O. Sensitivity of the development to on-site & adjacent (within two-hundred (200) feet) historic resources related to scale, mass, building materials, & other impacts;
  - 1. The site is **not within** an Archaeological Sensitivity Area (Chapter 16, Article 16.30, Section 16.30.070).
  - 2. The property **is within** a flood hazard area (Chapter 16, Article 16.40, Section 16.40.050).
- P. Availability of hurricane evacuation facilities for developments located in the hurricane vulnerability zones;
- Q. Meets adopted levels of service and the requirements for a Certificate of Concurrency by complying with the adopted levels of service.

The use of the subject property is: Planned Redevelopment Mixed-use and Residential Urban

The uses of the surrounding properties are:

North:	Planned Redevelopment Mixed-use and Transportation Utility
South:	Residential Urban
East	Water
West:	Planned Redevelopment Mixed-use, Residential Urban and
	Pinellas County

#### REPORT PREPARED BY:

/s/ Adriana Puentes Shaw	12/27/22
Adriana Puentes Shaw, AICP	DATE
Urban Design and Development Coordinator -Development Services Departmen	t
REPORT APPROVED BY:	
/s/ Corey Malyszka	12/27/22
Corey Malyszka, AICP Zoning Official - Development Services Department	DATE

Attachments: Application, Narrative, Location Map, Survey, Site Plan, Project Plans by Building Type, Landscape Plan, Transportation Analysis, Amended Development Agreement, Public Comments, City Comments



# SPECIAL EXCEPTION SITE PLAN REVIEW

## Application No.

All applications are to be filled out completely and correctly. The application shall be submitted to the Development Review Services Division, located on the 1<sup>st</sup> floor of the Municipal Services Building, One Fourth Street North.

## **GENERAL INFORMATION**

NAME of APPLICANT (Property Owner): Key Gandy, LLC, a Florida limited liability company					
Street Address: 848 Brickell Avenue, STE 1100					
City, State, Zip: Miami, FL 33131					
Telephone No: 813-222-5059	Email: kreali@stearnsweaver.com				
NAME of AGENT OR REPRESENTATI	VE: S. Elise Batsel, Esq.; Kevin Reali, Esq.; and all employees of Stearns Weaver Miller				
Street Address: 401 E Jackson Street, S	STE 2100				
City, State, Zip: Tampa, FL 33602					
Telephone No: 813-222-5059	Email: kreali@stearnsweaver.com				
NAME of ARCHITECT or ENGINEER:	-				
Company Name: Kimley-Horn	Contact Name: Scott Gilner				
Telephone No: 813-505-9745					
Website: www.kimley-horn.com	Email: scott.gilner@kimley-horn.com				
PROPERTY INFORMATION: Snug Harbou	JF				
Address/Location: 12000 Gandy Boulevard North	Email:				
Parcel ID#(s): 17-30-17-28602-005-0050; 17-30-17-28602-0					
DESCRIPTION OF REQUEST: See Attack	hed Narrative				

#### FEE SCHEDULE

#### SPECIAL EXCEPTION (SE) SITE PLAN REVIEW (SPR) Special Exception (SE), General Application: \$1,250.00 Site Plan Review (SPR), General, By Commission \$1,250.00 Special Exception (SE), Modification: Site Plan Review (SPR), General, By POD 500.00 500.00 \$ Concurrency \$ 25.00 Site Plan Review (SPR), General, Related to SE 0.00 \$ Site Plan Review (SPR), Modification, By Commission VARIANCES \$ 500.00 Each Variance Requested for SE/SPR \$ 200.00 Site Plan Review (SPR), Modification, By POD \$ 250.00

Cash, credit, and checks made payable to the "City of St. Petersburg"

## AUTHORIZATION

City staff and the designated Commission may visit the subject property during review of the requested variance. Any Code violations on the property that are noted during the inspections will be referred to the City's Codes Compliance Assistance Department. The applicant, by filing this application, agrees he or she will comply with the decision(s) regarding this application and conform to all conditions of approval. The applicant's signature affirms that all information contained within this application has been completed and that the applicant understands that processing this application may involve substantial time and expense. Filing an application does not guarantee approval, and denial or withdrawal of an application does not result in remittance of the application fee.

## NOTE: IT IS INCUMBENT UPON THE APPLICANT TO SUBMIT CORRECT INFORMATION. ANY MISLEADING, DECEPTIVE, INCOMPLETE OR INCORRECT INFORMATION MAY INVALIDATE YOUR APPROVAL.

Signature of Owner/Agent\*:\_\_\_\_\_\_\_\*Affidavit to Authorize Agent required, if signed by Agent.

Date



# SPECIAL EXCEPTION SITE PLAN REVIEW

## DATA SHEET

## ONLY COMPLETE APPLICATIONS WILL BE ACCEPTED. FAILURE TO COMPLETE THIS FORM WILL RESULT IN DEFERRAL OF YOUR APPLICATION.

	DATA TABLE							
1.	Zoning Classification: Corridor Commercial Suburban-1 (CCS-1) - 9.16 Ac; Neighborhood Planned Unit Development (NPUD-1) - 29.76 Ac							
2.	Existing Land Use	e Type(s): Vacant						
3.	Proposed Land Us	se Type(s): Multi-family Residen	ntial, Townhome, Dry and	Wet Boat Storage, and Restaurant				
4.	Area of Subject P	roperty: 38.92 ac Total (33.99 ac Up	pland/4.93 ac Submerged)	- FAR calculations below were calculated using upla	nd acreage.			
5.	Variance(s) Reque	ested:						
6.	Gross Floor Area	(total square feet of build	ling(s))					
	Existing: •		Sq. ft.					
	Proposed:	otal: 694,040	Sq. ft. Reside	ential: 636,161 Sq. ft. ssidential: 57,879 Sq. ft.				
	Permitted: •	N/A	Sq. ft.					
7.	Floor Area Ratio (	total square feet of buildi	ng(s) divided l	by the total square feet of e	ntire site)			
	Existing: •		Sq. ft.					
	Proposed:	esidential: 0.43 Overall: 0.47 on-residential: 0.039	Sq. ft.					
	Permitted: N	PUD-1 (residential): Governed by density	Sq. ft.					
	N C	PUD-1 (non-residential): 0.3 CS-1 (residential): Governed by dens	ity					
8.	Building Coverag	CS-1 (non-residential): 0.55 <b>e</b> (first floor square foota	ge of building	)				
	Existing:	0	Sq. ft.	0	% of site			
	Proposed:	257,138	Sq. ft.	17.35	% of site			
	Permitted:	N/A	Sq. ft.	N/A	% of site			
				·				
9.	Open Green Spac	<b>e</b> (include all green spac	e on site; do r	not include any paved areas	3)			
	Existing:	1,480,604 (33.99 ac)	Sq. ft.	100	% of site			
	Proposed:	753,324	Sq. ft.	50.89	% of site			
		•		·				
10.	Interior Green Spa	ace of Vehicle Use	Area (include	e all green space within the	parking lot and drive lanes)			
	Existing:		Sq. ft.		% of vehicular area			
	Proposed:	24,372	Sq. ft.	5.94	% of vehicular area			
11.	Paving Coverage	(including sidewalks with	in boundary o	f the subject property; do no	ot include building footprint(s))			
	Existing:	0	Sq. ft.	0	% of site			
	Proposed:		Sq. ft.	31.75	% of site			

City of St. Petersburg – One 4<sup>th</sup> Street North – PO Box 2842 – St. Petersburg, FL 33731-2842 – (727) 893-7471 www.stpete.org/ldr



## SPECIAL EXCEPTION SITE PLAN REVIEW

## DATA SHEET

DATA TABLE (continued page 2)								
12.	Impervious Surfac	e Coverage (tota	al square f	eet of all	paving, bu	ilding foot	tprint and other har	rd surfaced areas)
	Existing:	0	Sq. ft.		0	% of site	Э	
	Proposed:	727,280	Sq. ft		49.1	% of site	Э	
	Permitted:	NPUD-1: 0.6	Sq. ft.			% of site	Э	
		CCS-1: 0.85			85			
13.	Density / Intensity							
	<u>No. a</u>	of Units		<u>No. of E</u>	<u>mployees</u>		<u>No. of Client</u>	t <u>s (C.R. / Home)</u>
	Existing:	0	Existing	:	-		Existing:	-
	Proposed:	376 (11.06 du/ac)	Propose	ed:	-		Proposed:	-
	Permitted:	NPUD-1 (residential): 7.5 du/acre						
		NPUD-1 (non-residential): Gov CCS-1 (residential): 15 du/ac	verned by FAR					
14 a.	Parking (Vehicle) S	Spaces	rned by FAR					
	Existing:	0	includ	es	0	disabled	d parking spaces	
	Proposed:	995	includ	es	24	disabled	d parking spaces	
	Permitted:	NPUD-1: 372 Spaces Requi CCS-1: 249 Spaces Require	ad includ	es	13	disabled	d parking spaces	
		Total: 621 Spaces Required						
14 b.	Parking (Bicycle) S	Spaces				1		
	Existing:	0	Space	s	0	% of ve	hicular parking	
	Proposed:	48 shown on plan (remainin spaces provided in building)	) Space	s	11.88	% of vehicular parking		
	Permitted:	404 required	Space	s	39.35	% of ve	hicular parking	
15.	Building Height	1				1		
	Existing:	0	Feet		0	Stories		
	Proposed:		Feet			Stories		
	Permitted:	CCS-1: 48 FT	Feet		1	Stories		
16.	Construction Value	9						
	What is the e	estimate of the to	otal valu	e of the	e project i	upon co	mpletion? \$	
	Noto: Coo Distance Ori	linence for	on of "-4-	ration " !	fues =====	a ha ====	vo that this twisses	Drainaga
	INOTE: See Drainage Ord	nnance for a definition	on or "alte	ration." I	i yes, pieas	e de awa	re inai inis iriggers	Drainage
		Please submit drain	age calcul	iations to	o ine Engine dinonoo :::-	eering De	partment for review	v al your
	eaniest convenience. If	ie DRC must appro	ve all Drai	nage Or	umance va	nances.		



## PUBLIC PARTICIPATION REPORT

## Application No.

In accordance with LDR Section 16.70.040.1.F, "It is the policy of the City to encourage applicants to meet with residents of the surrounding neighborhoods prior to filing an application for a permit requiring review and public hearing. The applicant, at his option, may elect to include neighborhood mediation as a preparatory step in the development process. Participation in the public participation process prior to required public hearings will be considered by the decision-making official when considering the need, or request, for a continuance of an application. It is not the intent of this section to require neighborhood meetings, but to encourage meetings prior to the submission of applications for approval and documentation of efforts which have been made to address any potential concerns prior to the formal application process.

## **APPLICANT REPORT**

Street Address: 12000 Gandy Boulevard North

1. Details of techniques the applicant used to involve the public

(a)Dates and locations of all meetings where citizens were invited to discuss the applicant's proposal

(b) Content, dates mailed, and number of mailings, including letters, meeting notices, newsletters, and other publications

Pre-Application Notice

None

(c) Where residents, property owners, and interested parties receiving notices, newsletters, or other written materials are located

2. Summary of concerns, issues, and problems expressed during the process

3. Signature or affidavit of compliance - President or vice-president of any neighborhood associations

Check one: (	) Proposal supported
(	) Do not support the Proposal
(	) Unable to comment on the Proposal at this time
(	) Other comment(s):

Association Name

President or Vice-President Signature

If the president or vice-president of the neighborhood association are unavailable or refuse to sign such certification, a statement as to the efforts to contact them and (in the event of unavailability or unwillingness to sign) why they were unable or unwilling to sign the certification.



## PUBLIC PARTICIPATION REPORT

## Application No. \_\_\_\_\_

In accordance with LDR Section 16.70.040.1.F., "It is the policy of the City to encourage applicants to meet with residents of the surrounding neighborhoods prior to filing an application for a decision requiring a streamline review or public hearing. Participation in the public participation process prior to required public hearings will be considered by the decision-making official when considering the need, or request, for a continuance of an application. It is not the intent of this section to require neighborhood meetings, (except when the application is for a local historic district) but to encourage meetings prior to the submission of applications for approval and documentation of efforts which have been made to address any potential concerns prior to the formal application process."

NOTE: This Report may be updated and resubmitted up to 10 days prior to the scheduled Public Hearing.

APPLICANT REPORT
Street Address:
1. Details of techniques the applicant used to involve the public
(a)Dates and locations of all meetings where citizens were invited to discuss the applicant's proposal
None
(b) Content, dates mailed, and number of mailings; including letters, meeting notices, newsletters, and other publications
Pre-Application Notice
(a) Where residents, property owners, and interacted partice resolving notices, newslatters, or other written materials
are located
None
None
2. Summary of concerns, issues, and problems expressed during the process
NOTICE OF INTENT TO FILE
A minimum of ten (10) days prior to filing an application for a decision requiring Streamline or Public Hearing approval, the applicant shall send a copy of the application by email to the Council of Neighborhood Associations (CONA) (c/o Judy Landon at variance@stpetecona.org), by standard mail to Federation of Inner-City Community Organizations (FICO) (c/o Kimberly Frazier-Leggett at 3301 24 <sup>th</sup> Ave. S., St. Pete 33712) and by email to all other Neighborhood Associations and/or Business Associations within 300 feet of the subject property as identified in the Pre-Application Meeting Notes. The applicant shall file evidence of such notice with the application.

Date Notice of Intent to File sent to Associations within 300 feet, CONA and FICO: <u>9/21/22</u>

□ Attach the evidence of the required notices to this sheet such as Sent emails.

## NARRATIVE TO REDEVELOPMENT AND SPECIAL EXCEPTION/SITE PLAN APPLICATION

\*\*\*\*

## **Owner/Applicant**

## Key Gandy, LLC

Submitted by:

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

As of October 3, 2022

## **Project Narrative**

The project includes tax identification nos. 17-30-17-28602-005-0050, 17-30-17-28602-005-0271, 17-30-17-28602-005-0270, 17-30-17-28602-005-0420 (the "**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.

## <u>Aerial Map</u>



(credit to City staff for this great map)

#### **Background:**

The Property has been subject to a Development Agreement with the City since 2009. 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**"). Subsequently, Gandy Harbour I, LLC, Gandy Harbor II, LLC and Gandy Harbor III, LLC (predecessor in interest to Key International – the developer of the property) 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**"). The Original Development Agreement and the First Amendment shall be referred to as the "**DA**").

The First Amendment permits development of the Property pursuant to the zoning boundaries as follows:

CCS-1 portion (Special Exception / Site Plan Application):

- (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 portion (Redevelopment Plan Application):

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

Pursuant to the First Amendment, the Development Review Commission approved a Redevelopment Plan, Special Exception, and Variance to permit development on the site on March 2, 2022 (Case No. 22-51000002) (the "Development Approvals") (the project approved by the foregoing approvals is referred to as, the "Project").

During the application process for the First Amendment and Development Approvals, the Florida Legislature passed Sec. 403.892, Fla. Stat. (the "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, in part, a twenty-five percent (25%) density bonus for developments that are (i) larger than 25 units; (ii) with graywater systems installed for 75% of the 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.

The timing of the First Amendment and Development Approvals was such that the applicant was unable to incorporate the provisions and bonuses provided under the Graywater

Statute into the Project. The applicant has submitted a request to amend the DA to incorporate the bonus provisions of the Graywater Statute (the "Second Amendment") that will run concurrent with the proposed applications.

## **Request:**

These applications seek to amend the Development Approvals to incorporate the Graywater Statue density bonus into the Development Approvals. No change to the Variance is required. However, while the Graywater Statute is non-discretionary in nature, this application is necessary because the Redevelopment Plan and Special Exception / Site Plan require amendment to implement the density increase. The applicant seeks to exercise rights pursuant to the Graywater Statute to implement a twenty-five percent (25%) density bonus on the Project. The approved Redevelopment Plan and Special Exception / Site Plan are proposed for modification as follows:

- 1. <u>Redevelopment Plan</u>: Modify the Redevelopment Plan approval for the NPUD-1 portion of the Property to:
  - a. add additional units within the TYPE II multi-family buildings with the same building footprint;
  - b. add a fifth multifamily building, a TYPE III multi-family building with sixtythree (63) units (note: there are six multi-family buildings, however, with one multi-family building located on the CCS-1 portion of the Project, the request is to add a fifth to the NPUD-1 portion of the property);
  - c. decrease the size of the townhome TYPE-II building so that the type contains five (5) units each (instead of seven (7) each);
  - d. include two (2) townhome TYPE-II buildings; and
  - e. increase the number of townhome TYPE-I buildings from seven (7) to eight (8).

The proposed changes to the Redevelopment Plan reduce the number of townhomes from fifty-six (56) to fifty-three (53) units, and increase the number of multi-family units from two hundred (200) to two hundred sixty-seven (267). The result is a total unit change from two hundred fifty-six (256) to three hundred twenty (320), which is a density increase of 25% consistent with the Graywater Statute.

- 2. <u>Special Exception / Site Plan</u>: Expand the TYPE I multi-family building on CCS-1 portion of the site to:
  - a. expand the building footprint; and
  - b. increase the number of units.

The changes to the Site Plan increase the number of multi-family units from one hundred twenty (120) to one hundred forty-eight (148), which is a density increase of 23.33% consistent with the Graywater Statute.

3. <u>Special Exception</u>: Modify the existing Special Exception approval to permit an increase in the residential component within the CCS-1 portion of the Property commensurate with the Graywater Statute density bonus.

The proposed changes were carefully located interior to the Project so that the overall compatibility of the Project is consistent with the existing Development Approvals. This is especially true along the boundaries of the Project adjacent to single-family detached uses.

## A. <u>Redevelopment Plan Application Narrative</u>:

1. Building Type. Describe how the proposed building type (e.g. single-family homes with garage apartments, duplex, multi-family uses, etc.) will match the predominate building type in the block face across the street, for parcels less than a city block. For projects equal to or greater than one city block, describe how the proposed building type for the perimeter structures will match the predominate building type in the block face across the street.

The proposed site plan does not change the townhomes along Snug Harbor Road or Monaco Drive, which maintains the compatibility of the Development Approvals to the existing, adjacent uses. The uses across Snug Harbor Road consist of commercial, developed and undeveloped single-family lots, with a predominate building type of older single-family residential. Along the north side of the Monaco Drive (an unimproved right-of-way in unincorporated Pinellas County), the zoning permits multi-family and mobile homes, and the development pattern is predominately developed and undeveloped mobile home lots and single-family residential. Development along the east side of Snug Harbor Road and south side of Monaco Drive within the Property consists of townhomes. The proposed townhomes are consistent with the residential building types and permitted uses across Snug Harbor Road and Monaco Drive. The remaining uses nearby the NPUD-1 area of the Project are townhomes, which are compatible with the Project.

2. Building Setbacks. Describe how the proposed building setbacks (including both perimeter and interior setbacks) will match the predominate building setbacks in the block face across the street, for projects less than a city block. For projects equal to or greater than one city block, describe how the proposed building setbacks for the perimeter structures will match the predominate building setbacks in the block face across the street.

No changes to setbacks are proposed.

3. Building Type. Describe how the proposed Building scale (one-story or two- story principal structures) will match the predominate building scale in the block face across the street, for projects less than a city block. For projects equal to or greater than one city block, describe how the proposed building scale for perimeter structures will match the predominate building scale in the block face across the street.

No changes to building height/scale are proposed.

4. Site Development and Orientation. Describe how the proposed site development and orientation (e.g. location of buildings, front entries, driveways, parking, and utility functions) will match the predominate development pattern in the block face across the street, for projects less than a city block. For projects equal to or greater than one city block, describe how the proposed development pattern for perimeter structures will match the predominate development pattern in the block face across the street. If alley access exists on the proposed site, garages and parking areas shall be designed for alley use.

No changes to the development pattern along Snug Harbor Road or Monaco Drive are proposed. Along the south border of the Project, the application nominally changes the townhome design to accommodate a new multi-family building internal to the Project. However, these minor changes do not affect compatibility because the adjacent use to the south is also townhomes, which are compatible with all the residential uses within the Project.

- 5. NOT APPLICABLE.
- 6. NOT APPLICABLE.

**B.** <u>Special Exception/Site Plan Review Application Narrative</u>: The Development Approvals permit a Special Exception request to waive the portion Section 16.20.090.5 of the City of St. Petersburg Land Code of Ordinances Code that limits the ratio of residential to commercial within CCS-1 zoning districts. The proposed site plan alter the approved ratio. However, while the compatibility provisions of the Redevelopment Plan are arguably discretionary with the implementation of the Graywater Statute, density, FAR, and ratio limitations are non-discretionary under the statute. So long as the applicable provisions of the Graywater Statute are satisfied, state law permits the additional units. Thus, review of the Special Exception / Site Plan portion of this application are limited to application sufficiency.</u>

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

S. Elise Batsel, Esq. Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A. 401 East Jackson Street, Suite 2100 Tampa, FL 33602 Direct Number: 813-222-5057 Mobile Number: 765-993-3429 Main Number: 813-223-4800 Email: <u>ebatsel@stearnsweaver.com</u> www.stearnsweaver.com

STEARNS WEAVER MILLER





Project Location Map City of St. Petersburg, Florida Planning and Development Services Department Case No.: 22-51000002 Address: 12000 Gandy Blvd. N.





## TITLE DESCRIPTION:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF PINELLAS, STATE OF FLORIDA, AND IS DESCRIBED AS FOLLOWS:

LOTS 5 THROUGH 26, BLOCK 5, INCLUSIVE, AND PART OF LOT 35, BLOCK 5, DESCRIBED AS: BEGIN AT THE NORTHEAST CORNER OF LOT 35, THENCE SOUTH 72°44'16" WEST 157.56 FEET ALONG THE NORTH BOUNDARY OF LOT 35 TO POINT 24.93 FEET NORTHEASTERLY FROM THE NORTHWEST CORNER OF LOT 35. THENCE SOUTH 54°51'12" EAST 96.12 FEET TO EASTERLY BOUNDARY OF LOT 35, THENCE NORTH 35°8'48" EAST 124.85 FEET TO POINT OF BEGINNING IN BLOCK 5, FLORIDA RIVIERA PLAT NO. 5, ACCORDING TO THE MAP OR PLAT THEREOF ON FILE AND OF RECORD IN PLAT BOOK 7, PAGE 41, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

TOGETHER WITH A PORTION OF THESE TWO 30 FOOT VACATED RIGHTS OF WAY IN BLOCK 5, FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, BEING DESCRIBED AS FOLLOWS: FROM THE NORTHEAST CORNER OF LOT 26, OF SAID BLOCK 5, AS THE POINT OF BEGINNING, THENCE ALONG THE EASTERLY EXTENSION OF THE NORTH LINE THEREOF N. 72°44'16" E, 31.42

FEET TO THE EAST LINE OF THE SOUTHEAST 1/4 OF SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST; THENCE ALONG SAID LINE, SOUTH 157.08 FEET TO THE NORTHEAST CORNER OF LOT 35 OF SAID BLOCK 5, SAID POINT ALSO BEING ON THE SOUTH LINE OF THE 30 FEET RIGHT OF WAY SHOWN ON SAID PLAT; THENCE ALONG SAID SOUTH LINE, S. 72°44'16" W., 157.56 FEET; THENCE LEAVING SAID SOUTH LINE, N. 17°15'44" W. 15.00 FEET TO THE CENTERLINE OF THE 30 FOOT RIGHT OF WAY; THENCE ALONG SAID CENTERLINE S. 72°44'16" W. 419.00 FEET TO A POINT ON A LINE BEING THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOT 5 OF SAID BLOCK 5; THENCE ALONG SAID LINE N. 17°15'44" W., 15.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 5, THENCE ALONG THE SOUTHERLY LINE OF LOTS 5 THROUGH 26 OF SAID BLOCK 5, N. 72°41'16" E., 554.46 FEET TO THE SOUTHEAST CORNER OF SAID LOT 26; THENCE ALONG THE EAST LINE THEREOF, NORTH 125.66 FEET TO THE POINT OF BEGINNING.

A PORTION OF LOTS 27 THROUGH 36, INCLUSIVE, BLOCK 5, FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, PAGE 41, AND THE SOUTHERLY 15.00 FEET OF A 30.00 FOOT WIDE VACATED RIGHT-OF-WAY ABUTTING THEREON, VACATED PER PINELLAS COUNTY RESOLUTION NO. 96-272, OR BOOK 9495, PAGE 1474, ALL BEING RECORDED IN THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS:

COMMENCE AT THE INTERSECTION OF THE WEST BOUNDARY LINE OF SECTION 16, TOWNSHIP 30 SOUTH, RANGE 17 EAST AND THE CENTERLINE OF GANDY BOULEVARD; THENCE S. 00°00'00" E ALONG THE SAID WEST BOUNDARY LINE OF SECTION 16 FOR A DISTANCE OF 209.43 FEET TO NORTHERNMOST CORNER OF LOT 36. BLOCK 5. FLORIDA RIVIERA PLAT NO. 5. AS RECORDED IN PLAT BOOK 7, PAGE 41, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AND THE POINT OF BEGINNING; THENCE S. 00°00'00" E, CONTINUING ALONG AFOREMENTIONED WEST LINE FOR A DISTANCE OF 94.25 FEET; THENCE S. 72°44'16" W FOR A DISTANCE OF 653.58 FEET TO A POINT ON THE EASTERLY RIGHT-OF-WAY LINE OF SAN FERNANDO BOULEVARD AND THE WESTERLY BOUNDARY LINE OF LOT 27, OF SAID BLOCK 5; THENCE N. 17°15'44" W ALONG SAID EASTERLY RIGHT-OF-WAY LINE AND SAID WESTERLY BOUNDARY LINE AND THE NORTHERLY PROLONGATION THEREOF FOR A DISTANCE OF 105.00 FEET TO THE CENTERLINE OF A 30.00 FOOT WIDE VACATED RIGHT-OF-WAY; THENCE N. 72°44'16" E ALONG THE SAID CENTERLINE FOR A DISTANCE

OF 524.00 FEET; THENCE DEPARTING SAID CENTERLINE THE FOLLOWING THREE (3) COURSES AND DISTANCES: 1) S. 17°15'44" E, 15.00 FEET; 2) S. 54°51'12" E, 96.12 FEET; 3) N. 35°08'48" E, 124 85 FEFT TO THE POINT OF BEGINNING

LOTS 27 THROUGH 41, BLOCK 5, FLORIDA RIVIERA PLAT NO. 5, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 7, PAGE 41, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, LESS AND EXCEPT THAT PART LYING WITHIN THE LANDS CONVEYED IN THOSE CERTAIN WARRANTY DEEDS RECORDED IN OFFICIAL RECORDS BOOK 13290, PAGE 903 AND OFFICIAL RECORDS BOOK 14385, PAGE 2011

LOTS 1 THROUGH 7, BLOCK 11, FLORIDA RIVIERA PLAT NO. 5, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY,

TOGETHER WITH THE NORTH 1/2 OF THE FOLLOWING DESCRIBED PROPERTY:

ALL THAT PORTION OF VACATED BRONSON PLACE (A 60 FOOT RIGHT OF WAY) LYING SOUTH OF LOTS 27 THROUGH 35, BLOCK 5 OF FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AND LYING NORTH OF LOTS 1 THROUGH 7, BLOCK 11 OF SAID FLORIDA RIVIERA PLAT NO. 5 AND LYING EAST OF THE EAST RIGHT OF WAY LINE OF SAN FERNANDO BOULEVARD (CONISTON DRIVE BY PLAT - A 60 FOOT RIGHT OF WAY) AND LYING NORTH AND WEST OF THE NORTHERLY LIMITS OF THAT CERTAIN 60 FOOT RIGHT OF WAY FOR PLYMOUTH DRIVE VACATED BY RESOLUTION RECORDED IN O.R. BOOK 3482, PAGES 923 AND 924, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA (WHICH NORTHERLY LIMITS WERE THE NORTHWEST CORNER OF LOT 36, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5), ALL ACCORDING TO THE PLAT OF FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

AND TOGETHER WITH THE SOUTH 1/2 OF THE FOLLOWING DESCRIBED PROPERTY:

ALL THAT PORTION OF VACATED BRONSON PLACE (A 60 FOOT RIGHT OF WAY) LYING SOUTH OF LOTS 27 THROUGH 35, BLOCK 5 OF FLORIDA RIVIERA PLAT NO. 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AND LYING NORTH OF LOTS 1 THROUGH 7, BLOCK 11 OF SAID FLORIDA RIVIERA PLAT NO. 5 AND LYING EAST OF THE EAST RIGHT OF WAY LINE OF SAN FERNANDO BOULEVARD (CONISTON DRIVE BY PLAT - A 60 FOOT RIGHT OF WAY) AND LYING NORTH AND WEST OF THE NORTHERLY LIMITS OF THAT CERTAIN 60 FOOT RIGHT OF WAY FOR PLYMOUTH DRIVE VACATED BY RESOLUTION RECORDED IN O.R. BOOK 3482, PAGES 923 AND 924, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA (WHICH NORTHERLY LIMITS WERE THE NORTHWEST CORNER OF LOT 36, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5), ALL ACCORDING TO THE PLAT OF FLORIDA RIVIERA PLAT NO. 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

THAT PORTION OF THE EAST 1/2 OF VACATED PLYMOUTH DRIVE, LYING NORTH OF THE WESTERLY EXTENSION OF THE SOUTH LINE OF LOT 41, BLOCK 5 OF FLORIDA RIVIERA PLAT NO. 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AND SOUTHERLY OF THE SOUTHWESTERLY EXTENSION OF THE NORTHWESTERLY LINE OF LOT 36, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5:

THAT PORTION OF THE WEST 1/2 OF VACATED PLYMOUTH DRIVE LYING NORTHERLY OF THE SOUTHERLY LINE OF LOT 7, BLOCK 11 OF FLORIDA RIVIERA PLAT NO. 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA AS EXTENDED EASTERLY TO THE CENTERLINE OF SAID PLYMOUTH DRIVE AND LYING SOUTHERLY OF THE SOUTHWESTERLY EXTENSION OF THE NORTHWESTERLY LINE OF LOT 36, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5 AS EXTENDED TO THE CENTERLINE OF SAID PLYMOUTH DRIVE;

FROM A POINT MARKING THE INTERSECTION OF THE WEST LINE OF SAID SECTION 16, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA AND THE CENTERLINE OF GANDY BOULEVARD, RUN THENCE SOUTH 0°02'35" WEST, ALONG THE WEST LINE OF SAID SECTION 16, 640.08 FEET TO A POINT MARKING THE SOUTHWEST CORNER, OF PROPERTY DESCRIBED IN DEED RECORDED IN DEED BOOK 1462, PAGE 599, PUBLIC RECORDS OF PINELLAS, COUNTY, FLORIDA, SAID POINT BEING THE POINT OF BEGINNING: RUN THENCE SOUTH 89°57'25" EAST. ALONG THE SOUTH LINE OF SAID PROPERTY DESCRIBED IN DEED BOOK 1462, PAGE 599, 250 FEET TO A POINT; RUN THENCE SOUTH 0°02'35" WEST, 100 FEET; RUN THENCE NORTH 89°57'25" WEST, 250 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 16: RUN THENCE NORTH 0°02'35" EAST, ALONG THE WEST LINE OF SAID SECTION 16. 100 FEET TO THE POINT OF BEGINNING

FROM THE SOUTHEAST CORNER OF SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, RUN NORTH, ALONG THE EAST LINE OF SAID SECTION, THE SAME BEING THE EAST LINE OF FLORIDA RIVIERA PLAT NO. 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, 1576.63 FEET TO THE NORTHEAST CORNER OF LOT 37, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5; THENCE RUN SOUTH 69°32'41" WEST, 22.87 FEET ALONG THE NORTH LINE OF SAID LOT 37 TO THE INTERSECTION WITH THE MEAN HIGH WATER MARK FOR A POINT OF BEGINNING; THENCE RUN NORTH 55° EAST, 100 FEET; THENCE RUN NORTH 21°49'52" WEST, 89.95 FEET; THENCE RUN WEST 59 FEET; THENCE RUN SOUTH 51°38' WEST. 107 FEET TO THE INTERSECTION WITH THE NORTH LINE OF LOT 36, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5 AND THE MEAN HIGH WATER MARK; THENCE MEANDER THE MEAN HIGH WATER MARK IN A SOUTHEASTERLY DIRECTION TO THE POINT OF BEGINNING;

FROM THE SOUTHEAST CORNER OF SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, RUN NORTH, ALONG THE EAST LINE OF SAID SECTION, THE SAME BEING THE FAST LINE OF FLORIDA, RIVIERA PLAT NO, 5 AS RECORDED IN PLAT BOOK 7, PAGE 41, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, 1576 63 FEET TO THE NORTHEAST CORNER OF LOT 37 BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO 5 THENCE RUN SOUTH 69°32'41" WEST 22 87 FEET ALONG THE NORTH LINE OF SAID LOT 37 TO THE INTERSECTION WITH THE MEAN HIGH WATER MARK FOR A POINT OF BEGINNING; THENCE RUN NORTH 55° EAST, 100 FEET; THENCE RUN SOUTH 198.99 FEET; THENCE RUN EAST, 151.52 FEET; THENCE RUN SOUTH 50 FEET TO THE INTERSECTION WITH EASTERLY EXTENSION OF THE SOUTH LINE OF LOT 39, BLOCK 5 OF SAID FLORIDA RIVIERA PLAT NO. 5; THENCE RUN WEST 250 FEET, ALONG THE SOUTH LINE OF SAID LOT 39 TO THE INTERSECTION WITH THE MEAN HIGH WATER MARK: THENCE MEANDER THE MEAN HIGH WATER MARK. IN A NORTHERLY DIRECTION. TO THE POINT OF BEGINNING:

TOGETHER WITH EASEMENT FOR INGRESS AND EGRESS OVER AND ACROSS THE FOLLOWING:

A PORTION OF LOTS 13 THROUGH 18, INCLUSIVE, BLOCK 5 AND A PORTION OF A 30 FOOT VACATED RIGHT-OF-WAY, FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, PAGE 41, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: COMMENCE AT THE NORTHEAST CORNER OF LOT 26, BLOCK 5, OF SAID FLORIDA RIVIERA PLAT NO. 5; THENCE S. 72°44'16" W. ALONG THE NORTHERLY BOUNDARY LINE OF SAID BLOCK 5,

ALSO BEING THE SOUTHERLY RIGHT-OF WAY LINE OF GANDY BOULEVARD FOR A DISTANCE OF 261.55 FEET TO THE BEGINNING OF A NON-TANGENT CURVE (RADIAL BEARING S. 74°04'14" W.) AND THE POINT OF BEGINNING THENCE SOUTHERLY 29.90 FEET ALONG THE ARC. OF SAID CURVE CONCAVE WESTERLY HAVING A RADIUS OF 63.00 FEET AND A CHORD BEARING AND DISTANCE OF S. 02°20'00" E., 29.62 FEET TO A POINT OF NON-TANGENCY (RADIAL BEARING N. 78°44'14" W.); THENCE S. 11°15'46" W., FOR A DISTANCE OF 121.08 FEET TO A POINT ON THE CENTERLINE OF A 30.00 FOOT VACATED RIGHT-OF-WAY; THENCE S. 72°44'17" W. ALONG THE CENTERLINE OF SAID VACATED RIGHT-OF-WAY, A DISTANCE OF 56.91 FEET; THENCE N. 11°15'46" E. FOR A DISTANCE OF 148.25 FEET TO THE BEGINNING OF A NON-TANGENT CURVE (RADIAL BEARING N. 78°44'14" W.); THENCE NORTHERLY 5.00 FEET ALONG THE ARC OF SAID CURVE, CONCAVE WESTERLY HAVING A RADIUS OF 13.00 FEET AND A CHORD BEARING AND DISTANCE OF N. 00°14'13" E., 4.97 FEET TO A POINT OF NON-TANGENCY (RADIAL BEARING S. 79°12'39" W.) AND THE NORTH BOUNDARY LINE OF SAID BLOCK 5; THENCE N. 72°44'16" E., ALONG SAID NORTH BOUNDARY LINE FOR A DISTANCE OF 50.07 FEET TO THE POINT OF BEGINNING. ALL LYING IN SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA.

LOTS 42 THROUGH 66 AND THAT PART OF LOT 67 IN SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST, BLOCK 5; AND LOTS 8 THROUGH 20, 24 AND 26, BLOCK 11, AS SHOWN ON FLORIDA RIVIERA PLAT NO. 5, RECORDED IN PLAT BOOK 7, PAGE 41, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; TOGETHER WITH ONE HALF THE VACATED RIGHTS-OF-WAY ABUTTING THEREON

A PARCEL OF LAND IN THE SOUTHWEST 1/4 OF SECTION 16, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 16; THENCE NORTH ALONG THE WEST BOUNDARY OF SAID SECTION 16, 1276.74 FEET, MORE OR LESS TO THE SOUTHWEST

CORNER OF THE LAND DESCRIBED IN OFFICIAL RECORDS BOOK 125, PAGE 290, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE EAST 250 FEET TO THE SOUTHEAST CORNER OF SAID LAND; THENCE SOUTH 1276.74 FEET, MORE OR LESS, TO THE SOUTH BOUNDARY OF SAID SECTION 16; THENCE WEST ALONG THE SOUTH BOUNDARY OF SAID SECTION 16, 250 FEET TO THE POINT OF BEGINNING.

ALSO KNOWN AS:

(4) THENCE NORTH 73° 07'53" EAST, A DISTANCE OF 135.70 FEET; (5) THENCE NORTH 06° 15'24" WEST, A DISTANCE OF 51.50 FEET; (6) THENCE SOUTH 73° 00'25" WEST, A DISTANCE OF 145.63 FEET

SURVEYOR'S NOTES:

1) Easements, encumbrances, rights-of-ways, reservations, agreements and other similar matters taken from First American Title Insurance Company Commitment for Title Insurance No. NCS-1047884-TAM bearing an effective date of January 27, 2022

9) On this drawing, certify means to state or declare a professional opinion of conditions regarding those findings or facts which are the subject of the certification and does not constitute a warranty or guarantee, either implied or expressed. This certification is only for the lands as described. This certification is not a certificate of title, easements, zoning or freedom of encumbrances.

11) Underground utilities shown hereon may be based solely or in part on the following: Markings provided by utility companies, plans requested from utility providers, observed above ground evidence and remote sensing measurements taken by the surveyor. All evidence of underground utilities made available to the surveyor are shown hereon. However, lacking excavation, the exact location of underground features cannot be accurately, completely, and reliably depicted. Where additional or more detailed information is required, the user of this survey is advised that excavation and/or a private utility locate request may be necessary. Due to limitations outside the surveyor's control, underground infrastructure or utilities may exist within or near the subject property that are not depicted hereon.

12) It is hereby certified that a survey of the hereon described property was made under my supervision and meets the standards of practice set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.060 FAC, pursuant to Section 472.027, FS.

13) Elevations shown hereon are based on the North American Vertical Datum of 1988 (NAVD 88), based on National Geodetic Survey Benchmark "S 262", having a published elevation of 6.74 feet (NAVD 88).

14) State Proprietary Limits Line is based on the location of the historical mean high water line and Florida Department of Environmental Protection Division of State Lands determination letter dated March 2, 2022. Proprietary requirements that normally apply to state-owned submerged lands do not apply to the area landward of this

SURVEYOR'S CERTIFICATION:

Pierson A. Monetti Professional Land In the State of Flor

Surveyor's Certificate nis survey not valid without the original signature seal of a Florida Professional Survevor and Mappe a digital signature complying with 5J-17 Florida Statu

Survey Datum Horizontal Datum NAD83 Vertical Datum NAVD88

STATE OF FLORIDA

Pierson A Monetti, LS 7227

ALL THAT PART OF THE WEST 250 FEET OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 21, TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA LYING NORTH AND WEST OF THE BULKHEAD LINE, SECTION 8.

ALL OF BLOCKS 12 AND 17, AND SO MUCH OF BLOCK 18 AS LIES WITHIN SECTION 17, TOWNSHIP 30 SOUTH, RANGE 17 EAST, AS SHOWN ON SECTION E FLORIDA RIVIERA PLAT NO. 5 RECORDED IN PLAT BOOK 17, PAGE 38 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; TOGETHER WITH 1/2 THE VACATED ALLEYS AND RIGHTS-OF-WAY ABUTTING THEREON, AND TOGETHER WITH THE VACATED PORTION OF SNUG HARBOR ROAD ABUTTING THEREON.

A PARCEL OF LAND IN THE SOUTHWEST QUARTER OF SECTION 16, THE SOUTHEAST QUARTER OF SECTION 17 AND THE NORTHWEST QUARTER OF SECTION 21, ALL OF TOWNSHIP 30 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA; SAID PARCEL OF LAND BEING MORE SPECIFICALLY DESCRIBED AS FOLLOWS:

AS A POINT OF BEGINNING COMMENCE AT THE SOUTHEAST CORNER OF SECTION 17, THENCE BEAR SOUTH 89°45'07" WEST, ALONG THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17, A DISTANCE OF 810.87 FEET TO THE WESTERLY BOUNDARY OF A PORTION OF VACATED SNUG HARBOR ROAD (RIVIERA BOULEVARD BY PLAT) RIGHT OF WAY VACATED IN OFFICIAL RECORDS BOOK 5188, PAGE 215 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AS SHOWN ON THE RECORDED PLAT OF SECTION E FLORIDA RIVIERA PLAT NO. 5, A SUBDIVISION AS RECORDED IN PLAT BOOK 17 ON PAGE 38 OF THE PUBLIC RECORDS OF PINELLAS COUNTY. FLORIDA: THENCE NORTH 17°14'21" WEST, ALONG SAID WESTERLY BOUNDARY OF VACATED RIGHT OF WAY. A DISTANCE OF 649.13 FEET TO A POINT ON A WESTERLY PROJECTION OF THE SOUTHERLY RIGHT OF WAY LINE OF MONACO DRIVE AS SHOWN ON SAID PLAT THENCE NORTH 72°46'21" EAST, ALONG SAID WESTERLY PROJECTION AND THE SOUTHERLY RIGHT OF WAY LINE OF MONACO DRIVE; A DISTANCE OF 630.32 FEET TO AN INTERSECTION THEREOF WITH THE EASTERLY RIGHT OF WAY LINE OF SAN FERNANDO BLVD., AS SHOWN ON SAID PLAT; THENCE NORTH 17°07'24" WEST, ALONG SAID EASTERLY RIGHT OF WAY LINE, A DISTANCE OF 25.02 FEET; THENCE NORTH 73°22'05" EAST, ALONG THE NORTH BOUNDARY OF LOT 20, BLOCK 11, FLORIDA RIVIERA PLAT NO. 5, AS RECORDED IN PLAT BOOK 7, ON PAGE 41 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, A DISTANCE OF 103.43 FEET; THENCE ALONG PORTIONS OF SAID FLORIDA RIVIERA PLAT NO. 5 ON THE FOLLOWING TWELVE CALLS:

(1) THENCE NORTH 08° 03'07" WEST, A DISTANCE OF 162.00 FEET;

(2) THENCE SOUTH 73° 15'06" WEST, A DISTANCE OF 129.29 FEET;

(3) THENCE NORTH 17° 01'36" WEST, A DISTANCE OF 49.69 FEET;

(7) THENCE NORTH 17° 19'05" WEST A DISTANCE OF 49 75 FEFT

(8) THENCE NORTH 73° 10'32" EAST. A DISTANCE OF 153.54 FEET:

(9) THENCE NORTH 07° 56'44" WEST, A DISTANCE OF 121.08 FEET TO AN INTERSECTION WITH THE SOUTHERLY LINE OF LOTS 1 THROUGH 7, BLOCK 11, SAID FLORIDA RIVIERA PLAT NO. 5; (10) THENCE NORTH 66° 46'57" EAST, ALONG SAID SOUTHERLY LINE AND ITS EASTERN EXTENSION, A DISTANCE OF 208.16 FEET TO THE CENTERLINE OF PLYMOUTH DRIVE AS SHOWN ON SAID PLAT OF FLORIDA RIVIERA PLAT NO. 5; (11) THENCE SOUTH 00° 03'35" WEST, ALONG SAID CENTERLINE, A DISTANCE OF 91.60 FEET; (12) THENCE ALONG THE NORTH LINE OF LOT 42. BLOCK 5, SAID FLORIDA RIVIERA PLAT NO. 5 AND ITS WESTERN EXTENSION, SOUTH 89° 59'24" EAST, A DISTANCE OF 431.24 FEET TO THE INTERSECTION THEREOF WITH A PORTION OF THE WESTERLY LINE OF THE PINELLAS COUNTY BULKHEAD LINE, SEGMENT 8, AS RECORDED IN BULKHEAD BOOK 1, PAGE 90, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE SOUTH 00° 00'36" WEST, ALONG SAID BULKHEAD LINE, A DISTANCE OF 1481.47 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE. NORTHWESTERLY, HAVING A RADIUS OF 200 FEET AND A CHORD WHICH BEARS SOUTH 33°04'08" WEST, A DISTANCE OF 218.20 FEET; THENCE SOUTHWESTERLY, ALONG THE ARC OF SAID CURVE TO THE RIGHT, A DISTANCE OF 230.79 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 66° 07'40" WEST, CONTINUING ALONG SAID BULKHEAD LINE, A DISTANCE OF 144.94 FEET TO AN INTERSECTION WITH THE WEST BOUNDARY OF THE AFORESAID SECTION 21; THENCE NORTH 00° 00'24" EAST, ALONG SAID WEST BOUNDARY, A DISTANCE OF 443.70 FEET TO THE POINT OF BEGINNING

2) This survey is limited to above ground visible improvements along and near the boundary lines, except as shown hereon, and that nothing below the ground was located including, but not limited to foundations (footings), utilities, etc.

3) Bearings shown hereon are based on the West boundary of the Southwest 1/4 of Section 16, Township 30 South, Range 17 East, Pinellas County, Florida, having a Grid bearing of N.00°02'59"E. The Grid Bearings as shown hereon refer to the State Plane Coordinate System, North America Horizontal Datum of 1983 (NAD 83-2011) ADJUSTMENT) for the West Zone of Florida.

#### 4) All boundary line dimensions are field measured unless otherwise noted.

5) Additions or Deletions to survey maps or reports by other than the signing party or parties is prohibited without the written consent of the signing party or parties.

6) The subject property lies in Flood Zone "AE", according to Flood Insurance Rate Map, Map No. 12103C0226G for Pinellas County, Community No. 125139, Pinellas County, Florida, dated September 3, 2003 and issued by the Federal Emergency Management Agency. Lines shown have been digitally translated from DFIRM database information supplied by the FEMA Map Service Center https://msc.fema.gov).

7) Parcels shown hereon, are contiguous along their common boundaries without gap, gore, hiatus, or overlap.

8) Use of this survey for purposes other than intended, without written verification, will be at the user's sole risk and without liability to the surveyor. Nothing hereon shall be construed to give any rights or benefits to anyone other than those certified to.

10) The lands described hereon may contain lands that are considered environmentally sensitive wetlands that are subject to claim or restriction by one or more of the following agencies: Army Corp. of Engineers, Southwest Florida Water Management District (S.W.F.W.M.D.), or Department of Environmental Protection (D.E.P.). Wetland lines and areas, if any, are not shown hereon.

To: Key Gandy, LLC; First American Title Insurance Company; Gandy Harbor I, LLC; Gandy Harbor II, LLC; Gandy Harbor III, LLC; & Trenam Law

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6(a), 6(b), 8, 11, 13, 14, 16, 17, 18, 19, AND 20 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON 3/11/2021.

i I Surve rida	eyor No. 7	/227	DATE			
		Survey History			Snug Harbo	r
and r or	Date	Description	By		ALTA Boundary Topo Tree & B	athymetric Survey
utes	3-11-21	East field data acquisition			nenn Boandary, Topo, Hoo, a B	
	2-14-22	Updated Title	PM	J J J J J J J L I L	Prepared for:	
	3-24-22	Added state proprietary limits line	PM	701 S. Howard Avenue, Suite 106-320 Tampa, FL 33606 813-515-0821	Section 16 &17, Township 30 South, Pinellas County, FL	Range 17 East,
				MRICSpatial.com	Project Number: 210026	Sheet 1 of 5



TREE LEG	END	(
ARV Arborvitae	LA Laurel Oak	(
AP Australian Pine	LILive Oak	
BIRBirch	LL Longleaf Pine	Τ.
CB Chinaberry	MAG Magnolia	
CMCamphor	QP Queen Palm	36
CP Cabbage/Sabal Palm	TPL Three Trees	
DBL Two Trees	TO Turkey Oak	/
ELM Elm	UNK Unknown	/
GUM Gum Tree	WO Water Oak	L



	Dermonant Deference Menument
	Tomporary Ronchmark
Pa	
1 g	Official Records Reals
U.R	Licensed Rusiness
LB	Licensed Business
(R)	
(TYP)	Турісаі
CONC	Concrete
ELEV.	Elevation
INV	Invert
CMP	Corrugated Metal Pipe
HDPE	High-Density Polyethelene
PVC	Polyvinyl Chloride
RCP	Reinforced Concrete Pipe
BFP	Back Flow Preventor
CI	Curb Inlet
FFE	Finished Floor Elevation
GTI	Grate Top Inlet
MES	Mitered End Section
OCS	Outlet Control Structure
FAD	Found Aluminum Disk
FAXL	Found Axle
FBD	Found Brass Disk
FCM	Found Conc. Monument
FCW	Found Copper Weld
FIP	Found Iron Pipe
FIPC	Found Iron Pipe and Cap
FIR	Found Iron Rod
FIRC	Found Iron Rod and Cap
FBM	Found Benchmark
FMG	Found Mag Nail
FMGD	Found Mag Nail and Disk
FWM	Found Monument in Well
FND	Found
FNL	Found Nail
FPIP	Found Pinched Iron Pipe
FPK	Found PK Nail
FPKD	Found PK Nail and Disk
FX	Found X Cross
SIRC	Set Iron Rod and Cap
SMG	Set Mag Nail
SMGD	Set Mag Nail and Disk
SNL	Set Nail
SX	Set X Cross
TP	Traverse Point
WP	Work Point

LEGEND
SYL       Solid Yellow Line         SWL       Solid White Line         DWL       Dashed White Line         DYL       Dashed Yellow Line         OUL       Solid Yellow Line         Output       Solid Yellow Line         System       Solid Yellow Line         Solid Yellow Line       Solid Yellow Line         Solid Yellow Line
G — Gas Line SD — Gas Line W — Water Line C — Communications Line G → Communications Line G → Cleanout G → Fire Dept. Connection
<ul> <li>Green Fire Hydrant</li> <li>Green Guy Anchor</li> <li>Green Guy Anchor</li></ul>
Grate Top Inlet     MB     mB     merror     MB     mB     merror     Vetland Flag     C     ensure     Cable Box     E     ensure     Electric Box     F     ensure     Fiber Box     R     ensure     R     ensure     R
<ul> <li>P Telephone Box</li> <li>□ Traffic Box</li> <li>ARV</li> <li>ARV</li> <li>Air Release Valve</li> <li>G Force Main Valve</li> <li>G Gas Valve</li> <li>R Irrigation Valve</li> <li>S Reclaimed Water Valve</li> </ul>
Sanitary Valve Sanitary Valve Utility Valve Construction Cable Vault Construction Cable Vault Construction Cable Vault Construction Cable Vault Construction Cable Vault Construction C

E Electric Handhole C Cable Handhole F Fiber Handhole G Gas Handhole J Irrigation Handhole S Sanitary Handhole P Telephone Handhole U Utility Handhole W Water Handhole
Electric Meter Gas Meter Keclaimed Water Meter Sanitary Meter Water Meter Drainage Manhole Electric Manhole S Sanitary Manhole S Sanitary Manhole S Grease Manhole
C       Cable Pedestal         E       Electric Pedestal         F       Fiber Pedestal         P       Telephone Pedestal         U       Utility Pedestal
<ul> <li>Cable Marker</li> <li>Cable Marker</li> <li>Electric Marker</li> <li>Fiber Marker</li> <li>Gas Marker</li> <li>Irrigation Marker</li> <li>Sanitary Marker</li> <li>Utility Marker</li> <li>Utility Marker</li> <li>Water Marker</li> <li>Cable Marking</li> <li>Electric Marking</li> <li>Electric Marking</li> <li>Electric Marking</li> <li>Gas Marking</li> <li>Sanitary Marking</li> <li>Sanitary Marking</li> </ul>
Elevation In Feet

## م TOP=3.11' S INV=0.66' (18'' RCP

## TOP=4.26' N INV=0.51' (18" RCP) W INV=0.58' (26"X42" RCP) S INV=0.56' (15"X24" RCP)

TOP=4.07' N INV=0.26' (15"X24" RCP) W-INV=0.49' (15" RCP) ×A.2







See Sheet 1 For Surveyor's Certificate



KEY MAP

CCS	-1 DATA TABL	E	
BUILDING SETBACKS		NORTH: 15' EAST: 20' WEST:15'	
LANDSCAPE BUFFERS (PER CITY OF ST. PETE CODE)		NORTH: 10' SOUTH: 10' EAST: 10' WEST: 10'	
MAXIMUM BUILDING HEIGHT	REQUIF PROVI MAX MAX	RED MIN. FFE PER CHH DED MULTI-FAMILY FFI ALLOWED ROOF LINE: PROVIDED ROOF LINE	IA: 14.00' NAVD 88 E: 19.50' NAVD 88 62.00' NAVD 88 : 57.50' NAVD 88
<u>cc</u>	S-1 BUILDING DATA	<u>.</u>	
MULTI-FAMILY RESIDENTIAL	BUILI	DING 1 (TYPE I): 148 UN	NTS (211,086 SF)
DRY SLIP BOAT STORAGE		169 SLIPS	
RESTAURANT		±8000 SF	
<u>cc</u>	S-1 PARKING DATA		
	PARKING CODE (SECTION 16.40.090)	REQUIRED	PROVIDED
RESTAURANT (CCS-1)	1 SPACE/150 SF (8000 SF)	54 SPACES	107 SPACES
DRY SLIP BOAT STORAGE (CCS-1)	1 SPACE/8 DRY SLIPS (169 SLIPS)	22 SPACES	57 SPACES + 10 BOAT TRAILER SPACES
BOAT WET SLIPS (CCS-1)	1 SPACE/5 WET SLIPS (101 SLIPS)	21 SPACES	40 SPACES
	1.25 SPACES/ 1-BEDROOM UNIT (76 UNITS)	95 SPACES	
MULTI-FAMILY BLD-1 (CCS-1)	1.25 SPACES/ 2-BEDROOM UNIT (64 UNITS)	80 SPACES	188 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (8 UNITS)	14 SPACES	
TOTAL:	-	286 SPACES	402 SPACES
CCS-1 BICYCLE PARKING DATA			
	BICYCLE CODE (SECTION 16.40.090)	REQUIRED	PROVIDED
RESTAURANT (CCS-1)	1 SPACE/5,000 SF (8000 SF)	2 SPACES	2 SPACES
MULTI-FAMILY BLD-1 (CCS-1)	1 SPACE / 20 UNITS (150 UNITS)	8 SPACES	6 SPACES
TOTAL:	-	10 SPACES	8 SPACES

NPU	D-1 DATA TAE	BLE	
BUILDING SETBACKS		NORTH: 15' SOUTH: 15' EAST: 20' WEST: 15'	
LANDSCAPE BUFFERS (PER CITY OF ST. PETE CODE)		NORTH: 10' SOUTH: 10' EAST: 10' WEST: 10'	
MAXIMUM BUILDING HEIGHT	REQUI PROV MAX MAX MAX A MAX P	RED MIN. FFE PER CH- IDED MULTI-FAMILY FFI ALLOWED ROOF LINE: PROVIDED ROOF LINE LLOWED TOP OF ROO ROVIDED TOP OF ROO	IA: 14.00' NAVD 88 E: 19.50' NAVD 88 50.00' NAVD 88 : 49.50' NAVD 88 F: 62.00' NAVD 88 F: 57.50' NAVD 88
NP	UD-1 BUILDING DAT	<u>A</u>	
MULTI-FAMILY RESIDENTIAL	BUIL BUIL BUIL BUIL BUIL	DING 2 (TYPE II): 51 UI DING 3 (TYPE II): 51 UI DING 4 (TYPE II): 51 UI DING 5 (TYPE II): 51 UI DING 6 (TYPE III): 63 UI	VITS (84,556 SF) VITS (84,556 SF) VITS (84,556 SF) VITS (84,556 SF) VITS (98,110 SF)
TOWNHOME	(8) TYPE-I BUILDINGS: 6 UNITS EACH (119,592 SF) (1) TYPE-II BUILDINGS: 5 UNITS EACH (13,166 SF) 53 UNITS TOTAL		
CLUBHOUSE	9,347 SF		
LEASING OFFICE	2,513 SF		
NPUD-1	BICYCLE PARKING	DATA	
	BICYCLE CODE (SECTION 16.40.090)	REQUIRED	PROVIDED
MULTI-FAMILY BLD-2 (NPUD-1)	1 SPACE / 20 UNITS (51 UNITS)	3 SPACES	4 SPACES
MULTI-FAMILY BLD-3 (NPUD-1)	1 SPACE / 20 UNITS (51 UNITS)	3 SPACES	4 SPACES
MULTI-FAMILY BLD-4 (NPUD-1)	1 SPACE / 20 UNITS (51 UNITS)	3 SPACES	4 SPACES
MULTI-FAMILY BLD-5 (NPUD-1)	1 SPACE / 20 UNITS (51 UNITS)	3 SPACES	4 SPACES
MULTI-FAMILY BLD-6 (NPUD-1)	1 SPACE / 20 UNITS (63 UNITS)	3 SPACES	4 SPACES
TOTAL:	-	15 SPACES	20 SPACES



LEGEND

PROPOSED BUILDING

(	#)	PROPOSED PARKING	S SPACES
<u>N</u>	IPUD-1 PARKING DAT	<u>A</u>	
	PARKING CODE (SECTION 16.16.020.1)	REQUIRED	PROVIDED
LEASING OFFICE (NPUD-1)	1 SPACE / 400 SF (3000 SF)	8 SPACES	11 SPACES 2 VAN LOADING SPACES
	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	
MULTI-FAMILY BLD-2 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	85 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
	TOTAL REQUIRED:	68 SPACES	
	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	
MULTI-FAMILY BLD-3 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	86 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
	TOTAL REQUIRED:	68 SPACES	
	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	
MULTI-FAMILY BLD-4 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	87 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
	TOTAL REQUIRED:	68 SPACES	
	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	
MULTI-FAMILY BLD-5 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	79 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
	TOTAL REQUIRED:	68 SPACES	
	1.25 SPACES/ 1-BEDROOM UNIT (30 UNITS)	38 SPACES	
MULTI-FAMILY BLD-6 (NPUD-1)	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	86 SPACES
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
	TOTAL REQUIRED:	83 SPACES	
INGLE FAMILY TOWNHOMES TYPE I (NPUD-1) (8 SINGLE FAMILY TOWNHOMES TYPE I)	2 SPACES/ 3-BEDROOM UNIT (48 UNITS)	96 SPACES	
	TOTAL REQUIRED:	96 SPACES	
INGLE FAMILY TOWNHOMES TYPE II (NPUD-1) (1 SINGLE FAMILY TOWNHOMES TYPE II)	2 SPACES/ 3-BEDROOM UNIT (3 UNITS)	6 SPACES	146 SPACES
,	4-BEDROOM UNIT (2 UNITS)	5 SPACES	
	TOTAL REQUIRED:	11 SPACES	
TOTAL:	-	470 SPACES	582 SPACES
TAL COMBINED PARKING (CCS-1 AND NPUD-1):	-	756 SPACES	984 SPACES



ALERT TO CONTRACTOR: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING

PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.







## LEGEND

	PROPERTY LINE
	PROPOSED BUILDI
	PAVEMENT AREAS ACCESS PLAN FOR
	CONCRETE SIDEW
(#)	PROPOSED PARKI
	PROPOSED BICYCI REFER TO LANDSC

PROPOSED BUILDING PAVEMENT AREAS (SEE VEHICLE ACCESS PLAN FOR PAVEMENT TYPE)

## PROPOSED PARKING SPACES

CONCRETE SIDEWALK

PROPOSED BICYCLE RACK (4-SPACES) REFER TO LANDSCAPE PLANS FOR DETAIL

## KEYNOTE LEGEND

A	PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET.
В	ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
С	PROPOSED CONCRETE CURB RAMP WITH DETECTABLE WARNINGS. SEE FDOT STANDARD PLANS, 522-002.
D	PROPOSED INTERNAL ADA RAMPS. SEE CITY STANDARDS S60-41
E	PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R1-1 STOP SIGN
F	PROPOSED CONCRETE SIDEWALK, SEE PLANS FOR WIDTH. SEE CITY STANDARDS S20-32
G	GUARD GATE PER LANDSCAPE PLANS
Н	DIRECTIONAL SITE SIGNAGE PER LANDSCAPE PLANS
	MONUMENT SIGN PER LANDSCAPE PLANS
L	PROPOSED CROSSWALK PER LANDSCAPE PLANS
К	STREET NAME SIGNS (2, 1 FOR EACH CROSS ROAD) (D3-1, W/G, 9"X30" OR 36" BLANK). LETTERING TO BE 6" UPPER AND 4.5" LOWER. TWIST BRACKETS FOR STREET SIGNS.
L	PEDESTRIAN CROSS SIGN (W11-02, 30"x30" OVER M6-02AL OR M6-02AR)
M	12" WIDE SOLID WHITE (SPECIAL EMPHASIS CROSSWALK PER STANDARD PLANS INDEX 711-001)
N	6" WIDE SOLID WHITE (LANE LINE PER STANDARD PLANS INDEX 711-001)
Ō	6" WIDE 2-4 DOTTED GUIDE LINE YELLOW (PER STANDARD PLANS INDEX 711-001)
P	PAVEMENT MARKING ARROW (PER STANDARD PLANS INDEX 711-001)
Q	6" WIDE DOUBLE SOLID YELLOW (PER STANDARD PLANS INDEX 711-001)
R	YELLOW REFLECTIVE PAINT ON NOSE OF CURB MEDIANS
$\sim$	

#### 18" WIDE SOLID YELLOW CHEVRON, 45° (MARKINGS FOR TRAFFIC SEPARATION (s)PER STANDARD PLANS INDEX 711-001)

## SITE NOTES

- 1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF ST. PETERSBURG REGULATIONS AND CODES AND O.S.HA. STANDARD
- 2. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE RID
- 3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS, POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS. ALL COST SHALL BE INCLUDED IN BASE BID.
- 4. SITE BOUNDARY, TOPOGRAPHY, UTILITY, AND ROAD INFORMATION TAKEN FROM A SURVEY BY MRIC SPATIAL DATED 3-11-2021
- 5. ALL DIMENSIONS ARE FROM THE FACE OF CURB, UNLESS OTHERWISE NOTED.
- 6. ALL RADII ARE 3', 10' OR 35', UNLESS OTHERWISE NOTED.
- 7. FOR ALL TREES TO REMAIN AND PROTECTED, REFER TO LANDSCAPING MITIGATION PLAN
- 8. ALL CURB SHALL BE TYPE D UNLESS OTHERWISE NOTED.





KEY MAP

- ALERT TO CONTRACTOR: THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK,
- FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.







## LEGEND

	PROPERTY LINE
	PROPOSED BUILDI
	PAVEMENT AREAS ACCESS PLAN FOR
	CONCRETE SIDEW
(#)	PROPOSED PARKI
	PROPOSED BICYCI REFER TO LANDSC

PROPOSED BUILDING PAVEMENT AREAS (SEE VEHICLE ACCESS PLAN FOR PAVEMENT TYPE)

## CONCRETE SIDEWALK

PROPOSED PARKING SPACES PROPOSED BICYCLE RACK (4-SPACES) REFER TO LANDSCAPE PLANS FOR DETAIL

## KEYNOTE LEGEND

A	PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET.
В	ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
С	PROPOSED CONCRETE CURB RAMP WITH DETECTABLE WARNINGS. SEE FDOT STANDARD PLANS, 522-002.
D	PROPOSED INTERNAL ADA RAMPS. SEE CITY STANDARDS S60-41
E	PROPOSED 24" STOP LINE PER FDOT STANDARD PLAN 711-001 WITH R1-1 STOP SIGN
F	PROPOSED CONCRETE SIDEWALK, SEE PLANS FOR WIDTH. SEE CITY STANDARDS S20-32
G	GUARD GATE PER LANDSCAPE PLANS
Н	DIRECTIONAL SITE SIGNAGE PER LANDSCAPE PLANS
	MONUMENT SIGN PER LANDSCAPE PLANS
L	PROPOSED CROSSWALK PER LANDSCAPE PLANS
К	STREET NAME SIGNS (2, 1 FOR EACH CROSS ROAD) (D3-1, W/G, 9"X30" OR 36" BLANK). LETTERING TO BE 6" UPPER AND 4.5" LOWER. TWIST BRACKETS FOR STREET SIGNS.
L	PEDESTRIAN CROSS SIGN (W11-02, 30"x30" OVER M6-02AL OR M6-02AR)
M	12" WIDE SOLID WHITE (SPECIAL EMPHASIS CROSSWALK PER STANDARD PLANS INDEX 711-001)
N	6" WIDE SOLID WHITE (LANE LINE PER STANDARD PLANS INDEX 711-001)
$\overline{\bigcirc}$	6" WIDE 2-4 DOTTED GUIDE LINE YELLOW (PER STANDARD PLANS INDEX 711-001)
P	PAVEMENT MARKING ARROW (PER STANDARD PLANS INDEX 711-001)
Q	6" WIDE DOUBLE SOLID YELLOW (PER STANDARD PLANS INDEX 711-001)
R	YELLOW REFLECTIVE PAINT ON NOSE OF CURB MEDIANS
$\sim$	

18" WIDE SOLID YELLOW CHEVRON, 45° (MARKINGS FOR TRAFFIC SEPARATION (s)PER STANDARD PLANS INDEX 711-001)

## SITE NOTES

- 1. ALL WORK AND MATERIALS SHALL COMPLY WITH ALL CITY OF ST. PETERSBURG REGULATIONS AND CODES AND O.S.HA. STANDARD
- 2. EXISTING STRUCTURES WITHIN CONSTRUCTION LIMITS ARE TO BE ABANDONED, REMOVED OR RELOCATED AS NECESSARY. ALL COST SHALL BE INCLUDED IN BASE RID
- 3. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL RELOCATIONS, (UNLESS OTHERWISE NOTED ON PLANS) INCLUDING BUT NOT LIMITED TO, ALL UTILITIES, STORM DRAINAGE, SIGNS, TRAFFIC SIGNALS, POLES, ETC. AS REQUIRED. ALL WORK SHALL BE IN ACCORDANCE WITH GOVERNING AUTHORITIES REQUIREMENTS. ALL COST SHALL BE INCLUDED IN BASE BID.
- 4. SITE BOUNDARY, TOPOGRAPHY, UTILITY, AND ROAD INFORMATION TAKEN FROM A SURVEY BY MRIC SPATIAL DATED 3-11-2021
- 5. ALL DIMENSIONS ARE FROM THE FACE OF CURB, UNLESS OTHERWISE NOTED.
- 6. ALL RADII ARE 3', 10' OR 35', UNLESS OTHERWISE NOTED.
- 7. FOR ALL TREES TO REMAIN AND PROTECTED, REFER TO LANDSCAPING MITIGATION PLAN.
- 8. ALL CURB SHALL BE TYPE D UNLESS OTHERWISE NOTED.





**KEY MAP** 

PROJECT DOCUMENTS.













	STAIR #1	BALCONY BALCONY	BALCONY
BALCONY, C1		B1 A1 217	
← BORDER SLAB- RAILING			<u>                                     </u>
C1 214			
	BALCONY	BALCONY	"BALCONY



		UNIT M	IX PER L	EVEL - BU	LDING I-0	PTION			
Unit Type	Area	Balcony	Level 1	Level 2	Level 3	Level 4	Level 5	Totals	% Totals
1 BD	1								
A1	777	84	0	12	12	12	12	48	32.4%
A2	767	48	0	7	7	7	7	28	18.9%
SUB-TOTAL	1,544	132						76	51.4%
2 BD:									
A3-MOD	1,218	104	0	1	1	1	1	4	2.7%
B1	1,137	84	0	11	11	11	11	44	29.7%
B3	1,246	239	0	2	2	2	2	8	5.4%
B4	1,051	172	0	1	1	1	1	4	2.7%
B6	1,166	48	0	1	1	1	1	4	2.7%
SUB-TOTAL	5,818	647		1				64	43.2%
3 BD:									
C1	1,409	231	0	2	2	2	2	8	5.4%
SUB-TOTAL:	1,409	231						8	5.4%
TOTAL:			0	37	37	37	37	148	100.0%



DRC. SUBMITTAL – 09/12/2022









68	UNIT-B1	50	UNIT-A1	(44)	UNIT-A1	38
₩6'		₩6'	W6'		₩6'	W6'
W6'		₩6'	W6'			₩6'
W6'		₩6'	W6'		W6'	W6'
W6'		₩6'	W6'		W6'	
		GARAGE				
<b>15</b> (21)		(	12 (1)			(
	UNIT—E	1	STAIR		UNIT-C1	
	₩6'			W6'		
	₩6'	←		W6'		
	₩6'	← W6'		W6'		
	W6'	← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ← ←		W6'		

GARAGE





6 SIDE ELEVATION 6



BUILDING TYPE I ELEVATIONS

SCALE 1/8" = 1'-0"



SHEET NUMBER:





SIDE ELEVATION 7 & 14

8 SIDE ELEVATION 8



10 SIDE ELEVATION 10

9 SIDE ELEVATION 9

TE	UNIT-A2	UNIT-A2	UNIT-A1	UNIT-A1	 •
		W4'	₩6'	₩6'	₩6'
		W4'			W6'
		W4'	₩6'	₩6'	₩6'
		W4'		₩6'	₩6'
· ·					

TRASH CHUTE VESTIBULE

GARAGE

•	UNIT-B1	UNIT-B1	UNIT-A3	
		W4' W6' W8'		
	ENTRY/EXIT	GARAGE	STORAGE	











SHEET NUMBER:











17 SIDE ELEVATION 17

UNIT-A1		UNIT-B1		UNIT-B1			
₩6'	W6'		₩6'	₩6'		₩6'	
	W6'		₩6'	₩6'		₩6'	
W6'	W6'		₩6'	₩6'		₩6'	
Image: second	W6'		₩6'	₩6'		₩6'	
			W6'	W6'		₩6' ₩6'	

GARAGE









SHEET NUMBER:



SNUG B950 SUITE MIAMI, (305) - LINE OF BALCONY ABOVE (AD) DRAWN DATE SCALE JOB NO. SHEET TITLE: 09/07/2021 AS SHOWN 1888.prj BUILDING TYPE II LEVEL 1 GARAGE SHEET NUMBER:

A-2.2.1


BY 0 R ARB SNUG S (AD)DRAWN DATE SCALE JOB NO. SHEET TITLE: 09/07/2021 AS SHOWN 1888.prj BUILDING TYPE II LEVEL 2 1ST RESIDENTIAL SHEET NUMBER:

DRC. SUBMITTAL - 09/12/2022

A-2.2.2



BY A B SNUG S (AD)DRAWN DATE SCALE JOB NO. SHEET TITLE: 09/07/2021 AS SHOWN 1888.prj BUILDING TYPE II LEVEL 3 & 4 2ND & 3RD RESIDENTIAL SHEET NUMBER:

A-2.2.3





3 SIDE ELEVATION



BUILDING TYPE II ELEVATIONS SCALE 3/32" = 1'-0"



SHEET NUMBER:

A-3.2.1











![](_page_39_Figure_7.jpeg)

![](_page_39_Figure_10.jpeg)

![](_page_39_Figure_11.jpeg)

![](_page_40_Figure_0.jpeg)

![](_page_40_Picture_1.jpeg)

![](_page_40_Figure_4.jpeg)

DRC. SUBMITTAL – 09/12/2022

A-2.3.1

![](_page_41_Figure_0.jpeg)

![](_page_41_Picture_1.jpeg)

![](_page_41_Figure_5.jpeg)

![](_page_41_Figure_6.jpeg)

SHEET NUMBER:

A-2.3.2

![](_page_42_Figure_0.jpeg)

![](_page_42_Picture_1.jpeg)

![](_page_42_Figure_5.jpeg)

A-2.3.3

![](_page_43_Figure_0.jpeg)

## 5 FRONT ELEVATION

![](_page_43_Figure_2.jpeg)

### BACK ELEVATION

![](_page_43_Figure_4.jpeg)

8 BACK ELEVATION

A1		UNIT B1	-	UNIT A	<u>\1</u>	
	W6'		W6'		W6'	W6'
	W6'		W6'		W6'	W6'
	₩6'		W6'		W6'	W6'

UNIT A1	UNIT B1	UNIT A1	UNIT A1	UNIT C1

![](_page_43_Figure_8.jpeg)

## 6 FRONT ELEVATION

![](_page_43_Figure_10.jpeg)

9 BACK ELEVATION

![](_page_43_Figure_12.jpeg)

![](_page_43_Figure_13.jpeg)

![](_page_43_Figure_14.jpeg)

![](_page_43_Figure_15.jpeg)

(5)

![](_page_44_Figure_0.jpeg)

![](_page_44_Figure_1.jpeg)

![](_page_44_Picture_3.jpeg)

![](_page_44_Picture_4.jpeg)

![](_page_44_Figure_5.jpeg)

![](_page_44_Figure_6.jpeg)

![](_page_45_Figure_0.jpeg)

![](_page_45_Figure_1.jpeg)

# T FRONT ELEVATION

3

![](_page_45_Figure_3.jpeg)

![](_page_45_Picture_4.jpeg)

![](_page_45_Figure_5.jpeg)

TOWNHOME TYPE I BUILDING ELEVATIONS 2 STORIES 6 UNITS PER BUILDING 6 GARAGES (8 PARKING SPACE)

![](_page_45_Figure_9.jpeg)

TOWNHOME TYPE I ELEVATIONS

TH-3.1.1

SHEET NUMBER:

![](_page_46_Figure_0.jpeg)

![](_page_46_Figure_1.jpeg)

![](_page_46_Figure_2.jpeg)

LEVEL 1 F.F. ELEV. 0'-0" (+12'-0" NGVD)

![](_page_46_Picture_4.jpeg)

KEY PLAN N.T.S. TOWNHOME TYPE II BUILDING PLAN SCALE: 1/8" = 1'-0"2 STORIES 5 UNITS PER BUILDING 5 GARAGES DRC. SUBMITTAL – 09/12/2022

![](_page_46_Figure_7.jpeg)

![](_page_46_Figure_8.jpeg)

![](_page_47_Figure_0.jpeg)

![](_page_47_Figure_1.jpeg)

![](_page_47_Figure_2.jpeg)

## FRONT ELEVATION

3

4 SIDE ELEVATION

![](_page_47_Figure_6.jpeg)

TOWNHOME TYPE II BUILDING ELEVATIONS SCALE: 1/8" = 1'-0"2 STORIES 5 UNITS PER BUILDING 5 GARAGES

BY SNUG HARBOR FOR. 8950 SUITE MIAMI, (305) S DRAWN DATE SCALE JOB NO. SHEET TITLE: 09/07/2021 AS SHOWN 1888.prj

TOWNHOME TYPE II ELEVATIONS

TH-3.2.1

SHEET NUMBER:

![](_page_48_Figure_0.jpeg)

### SOUTH ELEVATION - RESTAURANT (1)

![](_page_48_Figure_2.jpeg)

FLAT ROOF TILE		BY BY
(CHARCOAL)		
ALUMINUM IMPACT WINDOW (BRONZE)		
VERTICAL PICKET RAILING 42" HEIGHT		<b>BABOR</b> AT: G, FLORIDA
COLUMN		PETERSBURG
WOOD SIDING		ST. I ST. I ST. I F and all righ
		GAL PROPERTY OF
		BEATRIZ M. HERNANDEZ AR0094576
		COMPLY WILL THE FLOKING SA ARCHITECTS, AC000895 50 SW 74th COURT ITE 1513 AMI, FLORIDA 33156 05) 273-9911 05) 273-9911 273-9911 UILDING AND/OR OVER
	-FLAT ROOF TILE (CHARCOAL)	C SPECIFICATIONS C SU MUTHORIZED IN AV AV AV AV AV AV AV AV AV AV
12 2	-DECORATIVE BRACKETS	
	– ALUMINUM IMPACT WINDOW (BRONZE)	
	-DECORATIVE TRIM	The architectural low distribution.
	- WOOD SIDING	© 2019 MSA ARCHITECTS, INC. THE
		COPYRIGHT THEIR USE
		DRAWN DATE 09/07/2021 SCALE AS SHOWN JOB NO. 1888.prj SHEET TITLE: RESTAURANT
RESTAURANT ELEVATION		

A-3.3

SHEET NUMBER:

2 NORTH ELEVATION - RESTAURANT

![](_page_49_Figure_1.jpeg)

### WEST ELEVATION - RESTAURANT $\left(1\right)$

![](_page_49_Picture_3.jpeg)

### **RESTAURANT ELEVATION**

SCALE: 3/16" = 1'-0"

ΒY FOR: KEY INTERNATIONAL Located AT: ST. PETERSBURG, FLORIDA SNUG HARBOR ST. BEATRIZ M. HERNANDEZ AR0094576 TEC 8950 SW SUITE 151 MIAMI, FL (305) 273 MSA AACOC S

### DRAWN DATE SCALE JOB NO. SHEET TITLE: 09/07/2021 AS SHOWN 1888.prj RESTAURANT ELEVATION SHEET NUMBER: A-3.2

RAILING - COLUMN - WOOD SIDING

-FLAT ROOF TILE (CHARCOAL)

- DECORATIVE BRACKETS

DECORATIVE TRIM

- VERTICAL PICKET RAILING 42"HEIGHT

![](_page_50_Figure_0.jpeg)

![](_page_50_Picture_2.jpeg)

![](_page_50_Picture_3.jpeg)

![](_page_50_Picture_5.jpeg)

BY

ASA တ Ž  $\cap$ DRAWN DATE 09/07/202 SCALE JOB NO. SHEET TITLE: AS SHOWN 1888.prj DRY STORAGE BUILDING

ELEVATION SHEET NUMBER: A-3.4

![](_page_51_Figure_0.jpeg)

![](_page_51_Picture_1.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_51_Picture_4.jpeg)

![](_page_52_Figure_1.jpeg)

![](_page_52_Figure_2.jpeg)

TRI	EE DI
0	TREE
$\bigcirc$	TREE
	TREE

![](_page_52_Figure_4.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_52_Picture_7.jpeg)

![](_page_52_Picture_9.jpeg)

![](_page_53_Figure_1.jpeg)

![](_page_53_Picture_2.jpeg)

![](_page_54_Figure_1.jpeg)

L-11	L-12	L-13
L-14	L-15	L-16

KEY PLAN

![](_page_54_Figure_5.jpeg)

TREE DISPOSITION LEGEND O TREES/PALMS TO REMAIN TREES/PALMS TO BE RELOCATED TREES/PALMS TO BE REMOVED

![](_page_54_Picture_7.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING,

DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

![](_page_54_Picture_10.jpeg)

L-11	L-12	L-13
L-14	L-15	L-16

![](_page_55_Figure_1.jpeg)

![](_page_55_Figure_2.jpeg)

![](_page_55_Picture_5.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_55_Picture_8.jpeg)

![](_page_56_Figure_0.jpeg)

PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

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

![](_page_56_Picture_3.jpeg)

![](_page_57_Figure_1.jpeg)

L-11	L-12	L-13
L-14	L-15	L-16
KEY PLAN		

![](_page_57_Picture_7.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_57_Picture_10.jpeg)

KEY INTERN	ATIONAL -	SNUG H	HARBOR

	COMMON NAME	<b>BOTANICAL NAME</b>	HEIGHT	SPREAD FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCA
1	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
2	QUEEN PALM	SYAGRUS ROMANZOFFIANA			9"		Remove	
3	LAUREL OAK DBL.	QUERCUS LAURIFOLIA			11"		Remove	
4	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
5	LAUREL OAK	QUERCUS LAURIFOLIA			9"		Remove	
6	LAUREL OAK DBL.	QUERCUS LAURIFOLIA			7"		Remove	
7	QUEEN PALM	SYAGRUS ROMANZOFFIANA			13"		Remove	
8	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
9	CABBAGE PALM	SABAL PALMETTO			11"		Remove	
10	LAUREL OAK	QUERCUS LAURIFOLIA			10"		Remove	
11	LIVE OAK	QUERCUS VIRGINIANA			13"		Remove	
12	LIVE OAK	OUERCUS VIRGINIANA			8"		Remove	
13		OUFRCUS VIRGINIANA			10"		Remove	
14		OUFRCUS VIRGINIANA			8"	Remains		
15					<u>ح</u>	Remains		
16		SABAL PALMETTO			1//"	Remains		
17					 7"	itemanis	Pamoya	
10		COLICOS LAURITO			12"	Pomping	Nemove	
10		SABAL PALMETTO			15	Remains		
19					12	Remains		
20					12"	Remains		
21		SABAL PALMETTO			14"	Remains		
22		SYAGRUS ROMANZOFFIANA			13"		Remove	
23		QUERCUS VIRGINIANA			40"	Remains		
24	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			24"		Remove	
25	LIVE OAK	QUERCUS VIRGINIANA	ļ		38"	Remains		
26	LAUREL OAK	QUERCUS LAURIFOLIA			8"	Remains		
27	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
28	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
29	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
30	LAUREL OAK	QUERCUS LAURIFOLIA	1		11"	Remains		
31	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
32		QUERCUS VIRGINIANA					Remove	
33			1		Q"		Remove	
<u>-</u> 22					1//"		Remove	
25					 0"		Remove	
یں عد			+		ש ביין ביין		Bomove	
<u>טכ</u> דכ					10"		Bergerie	
<u>خ</u>							Remove	
3ð 20		QUERCUS VIKGINIANA			4		кетоve	
39		SABAL PALMETTO			14"		Kemove	
40				ļ	4"		Remove	
41		QUERCUS VIRGINIANA		ļ	5"		Remove	
42	CABBAGE PALM	SABAL PALMETTO			15"		Remove	
43	CABBAGE PALM	SABAL PALMETTO			15"		Remove	
44	RED CEDAR TPL.	JUNIPERUS SILICICOLA			6"		Remove	
45	LAUREL OAK	QUERCUS LAURIFOLIA	-		6"		Remove	
46	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
47	LIVE OAK	QUERCUS VIRGINIANA			7"		Remove	
48	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
49	LIVE OAK DBL.	QUERCUS VIRGINIANA	t		4"		Remove	1
50		QUERCUS VIRGINIANA			4"		Remove	
51	LIVE OAK	QUERCUS VIRGINIANA			<u>.</u> 4''		Remove	
52			1		· · · · · · · · · · · · · · · · · · ·		Remove	
52					<u>۲</u> ۲		Remove	
55					ך ביי 10" ביי		Romovia	
54 FF					כ, UL, ס". ער, ס			
55					6"		кетоve	
56					6"		Kemove	
57		QUERCUS VIRGINIANA			6"		Remove	
58	CABBAGE PALM	SABAL PALMETTO	L		12"		Remove	
59	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
60	LIVE OAK	QUERCUS VIRGINIANA			12"		Remove	
61	CABBAGE PALM	SABAL PALMETTO			10"		Remove	
62	QUEEN PALM	SYAGRUS ROMANZOFFIANA			7"		Remove	
63	QUEEN PALM	SYAGRUS ROMANZOFFIANA	[		7"		Remove	
. <del></del>	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			121		Remove	
64				1	12		· · · · · · · · · · · · · · · · · · ·	
64 65	WASHINGTONIA PAI M	WASHINGTONIA ROBUSTA			12		Remove	
64 65 66	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			12 12" 8"		Remove Remove	
64 65 66 67	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE			12 12" 8"	Romaina	Remove Remove	
64 65 66 67 68	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO			12 12" 8" 14"	Remains	Remove Remove	
64 65 66 67 68 68	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM LAUREL OAK	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO QUERCUS LAURIFOLIA			12 12" 8" 14" 48"	Remains	Remove Remove Remove	
64 65 66 67 68 69 70	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM LAUREL OAK WILD TAMARIND	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO QUERCUS LAURIFOLIA LYSILOMA LATISILIQUUM			12 12" 8" 14" 48" 24"	Remains	Remove Remove Remove Remove	
64 65 66 67 68 69 70	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM LAUREL OAK WILD TAMARIND WILD TAMARIND	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO QUERCUS LAURIFOLIA LYSILOMA LATISILIQUUM LYSILOMA LATISILIQUUM			12 12" 8" 14" 48" 24" 10"	Remains	Remove Remove Remove Remove	
64 65 66 67 68 69 70 71	WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM LAUREL OAK WILD TAMARIND WILD TAMARIND WILD TAMARIND	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO QUERCUS LAURIFOLIA LYSILOMA LATISILIQUUM LYSILOMA LATISILIQUUM			12 12" 8" 14" 48" 24" 10" 10"	Remains	Remove Remove Remove Remove Remove Remove	
64 65 66 67 68 69 70 71 72	WASHINGTONIA PALM WASHINGTONIA PALM ARAUCARIA HETEROPHYLLA CABBAGE PALM LAUREL OAK WILD TAMARIND WILD TAMARIND WILD TAMARIND WILD TAMARIND	WASHINGTONIA ROBUSTA NORFOLK ISLAND PINE SABAL PALMETTO QUERCUS LAURIFOLIA LYSILOMA LATISILIQUUM LYSILOMA LATISILIQUUM LYSILOMA LATISILIQUUM			12 12" 8" 14" 48" 24" 10" 10" 10"	Remains	Remove Remove Remove Remove Remove Remove	
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NUMBER	COMMON NAME	BOTANICAL NAME	FEET	FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCAT
94	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
95	QUEEN PALM	SYAGRUS ROMANZOFFIANA			10"		Remove	
96	LIVE OAK	QUERCUS VIRGINIANA			11"	Remains		
97	LAUREL OAK	QUERCUS LAURIFOLIA			7"	Remains		
98	LIVEOAK	QUERCUS VIRGINIANA			14"	Remains		
99		QUERCUS VIRGIANA			7"	Remains	_	
100					6"		Remove	
101					10"		Remove	
102					4" 		Remove	
103					<u>ح</u>		Remove	
104					4 //"		Remove	
105					4 		Remove	
107					14"		Remove	
108					4"		Remove	
109	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
110	CABBAGE PALM	SABAL PALMETTO			10"		Remove	
111	LIVE OAK	QUERCUS VIRGINIANA			19'''		Remove	
112	LIVE OAK	QUERCUS VIRGINIANA			11"		Remove	
113	LIVE OAK	QUERCUS VIRGINIANA			20"		Remove	
114	LIVE OAK	QUERCUS VIRGINIANA			11"		Remove	
115	LIVE OAK	QUERCUS VIRGINIANA			14"	Remains		
116	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
117	CABBAGE PALM	SABAL PALMETTO			8"	Remains		
118	LAURELOAK				36"		Remove	
119	LAUREL OAK	QUERCUS LAURIFOLIA			5"	Remains		
120	LAUREL OAK	QUERCUS LAURIFOLIA			4"	Remains		
121	QUEEN PALM	SYAGRUS ROMANZOFFIANA			10"	Remains		
122	LAUREL OAK	QUERCUS LAURIFOLIA			4"	Remains		
123					4"		Remove	
124					4"		Remove	
125	LAUREL OAK				4"		Remove	
125B					6",4"		Remove	
126			-		6",10",14"		Remove	
127					20"		Remove	
128					5",4"		Remove	
129					/" 0"		Remove	
130					8" C"		Remove	
131					6		Remove	
132					4"		Remove	
133					4		Remove	
134					3U 11"	Bomaina	Remove	
126					11"	Pomping		
130		SYAGBUS ROMANZOFFIANA				Nemanis	Remove	
138		SYAGRUS ROMANZOFFIANA			, 11"		Remove	
139		SYAGRUS ROMANZOFFIANA			 9"		Remove	
140					56"		Remove	
141	LIVE OAK				8"		Remove	
142	RED MAPLE	ACER RUBRUM			20"		Remove	
143	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
144	LIVE OAK	QUERCUS VIRGINIANA			11"	Remains		
145	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
146	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
147	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			36"		Remove	
148	LAUREL OAK	QUERCUS LAURIFOLIA			28"		Remove	
149	LAUREL OAK	QUERCUS LAURIFOLIA			19"		Remove	
150	SLASH PINE	PINUS ELLIOTTII			6"		Remove	
151	CABBAGE PALM	SABAL PALMETTO			13",14"		Remove	
152	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
153	LAUREL OAK				30"		Remove	
154	LAUREL OAK	QUERCUS LAURIFOLIA			36"		Remove	
154B	LAUREL OAK	QUERCUS LAURIFOLIA			11"		Remove	
155	SLASH PINE				5"		Remove	
156					5"		Remove	
157					14"		Remove	
158					/",6"		Remove	
120 128B					/",4"		Remove	
159					4" 10" 10" 10"		Remove	
100					12",12",13" 15" 15"		Remove	
162			+		בד, כד איי ביי		Romovia	<u> </u>
162 162					4,3 c"		Romovia	
16/					<u>כ</u> איי		Remove	
165					<del>יי</del> כ"		Removia	
166					5 6"		Remove	
167					<u> </u>		Remove	
168	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
169	NORFOLK PINF		1		, 15"		Remove	
170	LIVE OAK	QUERCUS VIRGINIANA			30"			Relocat
171	LAUREL OAK	QUERCUS LAURIFOLIA	1		30"		Remove	
172	LAUREL OAK	QUERCUS LAURIFOLIA	1		18"		Remove	
173	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
174	LAUREL OAK DBL.	QUERCUS LAURIFOLIA			4"		Remove	1
175	LIVE OAK	QUERCUS VIRGIANA	1		8"		Remove	
176	CABBAGF PAI M	SABAL PALMETTO	1		14"		Remove	
177	LIVE OAK	QUERCUS VIRGINIANA			27"		Remove	
470	QUEEN PALM	SYAGRUS ROMANZOFFIANA	1				Remove	
1/8			1		 14"		Remove	
<u>178</u> 179	WASHINGTONIA PAI M				- ·			
178 179 180	WASHINGTONIA PALM	QUERCUS VIRGINIANA			35"			Relocat
178 179 180 181	WASHINGTONIA PALM LIVE OAK LIVE OAK DBI	QUERCUS VIRGINIANA			35" 6"		Remove	Relocat
178 179 180 181 182	WASHINGTONIA PALM LIVE OAK LIVE OAK DBL. LIVE OAK	QUERCUS VIRGINIANA QUERCUS VIRGINIANA QUERCUS VIRGINIANA			35" 6" 14".12".10" 12"		Remove	Relocat

![](_page_58_Figure_5.jpeg)

![](_page_58_Figure_6.jpeg)

TREES/PALMS TO BE REMOVED

![](_page_58_Figure_8.jpeg)

NTS

![](_page_58_Picture_10.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION TO THE PROJECT. FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK,

FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

![](_page_58_Picture_12.jpeg)

NUMBER         Constraints           1344         LUYE OAK         OUFRCUS VIRGINIANA           1355         LUYE OAK         OUFRCUS VIRGINIANA           1361         LIVE OAK         OUFRCUS VIRGINIANA           1375         LUYE OAK         OUFRCUS VIRGINIANA           1381         LUE OAK         OUFRCUS VIRGINIANA           1391         LIVE OAK         OUFRCUS VIRGINIANA           1301         LIVE OAK         OUFRCUS VIRGINIANA           1301         LIVE OAK         OUFRCUS VIRGINIANA           1312         LUSE OAK         OUFRCUS VIRGINIANA           1325         LUE OAK         OUFRCUS VIRGINIANA           1351         LIVE OAK         OUFRCUS VIRGINIANA           1361         LAUREL OAK         OUFRCUS VIRGINIANA           1371         NORFOL PINIE         AAUCARAH HEREROPHULA           2081         LAUREL OAK         OUFRCUS VIRGINIANA           2091         LAUREL OAK         OUFRCUS VIRGINIANA           2012         LAUREL OAK         OUFRCUS VIRGINIANA           2013         LAUREL OAK         OUFRCUS VIRGINIANA           2014         LAUREL OAK         OUFRCUS VIRGINIANA           2014         LAUREL OAK         OUFRCUS VIRGINIANA <th>NUMBER</th> <th></th> <th>BOTANICAL NAME</th> <th>HEIGH FEET</th>	NUMBER		BOTANICAL NAME	HEIGH FEET
Low         LUKE DAR.         QUERCUS VIRGINIARA           186         LIVE DAR.         QUERCUS VIRGINIARA           187         LIVE DAR.         QUERCUS VIRGINIARA           188         LAUREL DAR.         QUERCUS VIRGINIARA           189         LIVE DAR.         QUERCUS VIRGINIARA           190         LIVE DAR.         QUERCUS VIRGINIARA           191         LIVE DAR.         QUERCUS VIRGINIARA           192         LUSE DAR.         QUERCUS VIRGINIARA           193         LUSE DAR.         QUERCUS VIRGINIARA           193         LAUREL DAR.         QUERCUS VIRGINIARA           195         LIVE CORK.         QUERCUS VIRGINIARA           196         LAUREL DAR.         QUERCUS VIRGINIARA           197         NOBFOLIK PINE         ABALICARIA RETROPHYLLA           198         LAUREL DAR.         QUERCUS VIRGINIARA           200         CABBAGE PALM.         SABAL FAURTOLIA           201         LAUREL DAR.         QUERCUS VIRGINIARA           202         LAUREL DAR.         QUERCUS VIRGINIARA           203         LAUREL DAR.         QUERCUS VIRGINIARA           204         AUSTRALIAN PINE         CASUARINA EQUISTFICULA           205         LAUREL DAR.	104			
196         LUFE GAK         CURECUS VIRGUIANA           197         LUFE GAK         CURECUS VIRGUIANA           198         AURREL GAK         CURECUS VIRGUIANA           190         LVE GAK         QURECUS VIRGUIANA           191         LVE GAK         QURECUS VIRGUIANA           192         LVE GAK         QURECUS VIRGUIANA           191         LVE GAK         QURECUS VIRGUIANA           192         LVE GAK         QURECUS VIRGUIANA           193         SLASH PINE         PINUS FLUOTTI           194         LVE GAK         QURECUS VIRGUIANA           195         LAURE LOAK         QURECUS VIRGUIANA           196         LAURE LOAK         QURECUS VIRGUIANA           200         CABBAC PALM         SABAL PALMETTO           201         LAURE LOAK         QURECUS VIRGUISTOLA           202         LAUREL CAK         QURECUS VIRGUISTOLA           203         LAUREL CAK         QURECUS VIRGUISTOLA           204         LAUREL CAK         QURECUS VIRGUISTOLA           205         LAUREL CAK         QURECUS VIRGUISTOLA           204         LAUREL CAK         QURECUS VIRGUISTOLA           205         LAURELALAN PINE         CASJARINA EQUISTFIPOLA	184 185	LIVE OAK	QUERCUS VIRGINIANA	+
137         LUYE OAK         QUERCUS VIRGINIANA           138         LURE OAK         QUERCUS VIRGINIANA           139         LIYE OAK         QUERCUS VIRGINIANA           131         LIYE OAK         QUERCUS VIRGINIANA           132         LIYE OAK         QUERCUS VIRGINIANA           133         SLAHP INE         PINUS ELIIOTTII           134         LUYE OAK         QUERCUS VIRGINIANA           135         LURE OAK         QUERCUS LAURIFOLIA           137         NORTOLK PINE         ARAUCARA HETROPHYLLA           138         LAUREL OAK         QUERCUS LAURIFOLIA           200         LAUREL OAK         QUERCUS LAURIFOLIA           201         LAUREL OAK         QUERCUS LAURIFOLIA           202         LUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           203         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           204         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           205         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           207         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA           208         AUSTRALIAN PINE         CASUARINA EQUISETFIOLIA	186	LIVE OAK	QUERCUS VIRGINIANA	1
Jass         LAUNEL UAK         OURCUS LAURIFOULA           198         UVE OAK         OURCUS VIRGINIANA           191         UVE OAK         OURCUS VIRGINIANA           192         LVE OAK         OURCUS VIRGINIANA           192         LVE OAK         OURCUS VIRGINIANA           193         SLASH PINE         PINUS ELUIOTTI           194         LVE OAK         OURCUS VIRGINIANA           195         LVF OAK         OURCUS LAURIFOULA           196         LAUREL OAK         OURCUS LAURIFOULA           197         NORTOLK PINE         ABAUCARA AFTEROPYULA           198         LAUREL OAK         OURCUS LAURIFOULA           200         CABAGE PALM         SABALTANE COUSTIFOULA           201         LAUREL OAK         OURCUS LAURIFOULA           202         LVE OAK         QURCUS VIRGINANA           201         LAUSTRAUAN PINE         CASUARINA COUSTIFOULA           202         LAUSTRAUAN PINE         CASUARINA COUSTIFOULA           203         AUSTRAUAN PINE         CASUARINA COUSTIFOULA           204         AUSTRAUAN PINE         CASUARINA COUSTIFOULA           205         AUSTRAUAN PINE         CASUARINA COUSTIFOULA           214         AUSTRAUAN PINE <td>187</td> <td></td> <td>QUERCUS VIRGINIANA</td> <td></td>	187		QUERCUS VIRGINIANA	
Det L. MARK         OUDERUS VIRGINIANA           190         LIVE GAK         QUERCUS VIRGINIANA           191         LIVE GAK         QUERCUS VIRGINIANA           192         LIVE GAK         QUERCUS VIRGINIANA           193         SLASH PINE         PINUS ELUOTTII           194         LIVE GAK         QUERCUS VIRGINIANA           195         LURE COAK         QUERCUS VIRGINIANA           196         LAUREL OAK         QUERCUS VIRGINIANA           197         NOREOLK PINE         ARAUCARIA HETRODHYLLA           198         LAUREL OAK         QUERCUS VIRGINIANA           2001         CABBAGE PALM         SABAL PALMETTO           2012         LAUREL OAK         QUERCUS VIRGINIANA           2023         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           2034         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           2036         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           2036         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           2036         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           213         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           224         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           225 <td>188</td> <td></td> <td></td> <td>+</td>	188			+
LUE DAK         QURRCUS VIRGINIANA           191         LIVE DAK         QURRCUS VIRGINIANA           192         SLASH PINE         PINUS ELIOTTII           193         SLASH PINE         PINUS ELIOTTII           194         LUVE DAK         QUERCUS LAURIFOLIA           195         LIVE DAK         QUERCUS LAURIFOLIA           196         LAUBEL DAK         QUERCUS LAURIFOLIA           201         LAUBEL DAK         QUERCUS LAURIFOLIA           202         LUVE DAK         QUERCUS LAURIFOLIA           203         LAUBEL DAK         QUERCUS LAURIFOLIA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           207         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           208         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           <	190	LIVE OAK	QUERCUS VIRGINIANA	+
192         LUYE OAK         OUERCUS VIRGINIANA           193         SLASH PINE         PINUS ELIGITII           194         LUYE OAK         OUERCUS VIRGINIANA           195         LUNE OAK         OUERCUS VIRGINIANA           195         LUNEL OAK         OUERCUS LAURIPOLIA           197         NORTOLK PINE         ARAUCARA HETEODHYLLA           198         LAUREL OAK         OUERCUS LAURIPOLIA           200         CABBAGE PALM         SABAL PANAMETTO           201         LAUREL OAK         OUERCUS LAURIPOLIA           202         LUYE OAK         OUERCUS LAURIPOLIA           203         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA <td>191</td> <td>LIVE OAK</td> <td>QUERCUS VIRGINIANA</td> <td></td>	191	LIVE OAK	QUERCUS VIRGINIANA	
293         SLASH PINE         PINUS ELLIOTTII           204         LIVE OAK         OUERCUS VIRGINIANA           205         LAURELOAK         OUERCUS LAURIFOLIA           207         NORFOLK PINE         ARAUCARIA HETEROPHYLLA           208         LAURELOAK         OUERCUS LAURIFOLIA           201         LAURELOAK         OUERCUS LAURIFOLIA           202         LAURELOAK         OUERCUS VIRGINIANA           203         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           204         LAURTRALIAN PINE         CASUARINA EQUISETFOLIA           205         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           207         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           208         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           210         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           211         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           212         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           213         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           214         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           215         UVE OAK         OUERCUS	192	LIVE OAK	QUERCUS VIRGINIANA	
194         LUYE OAK         OUERCUS VIRGINANAA           195         LUYE OAK         OUERCUS VIRGINANAA           196         LAUREL OAK         OUERCUS LAURIFOLIA           197         NOROLK FINE         ARAUCARIA HETEROPHULA           198         LAUREL OAK         OUERCUS LAURIFOLIA           199         LAUREL OAK         OUERCUS LAURIFOLIA           201         CABAGE FALM         SABAL PAALMETTO           201         LAUREL OAK         OUERCUS VIRGINANA           202         LUYE OAK         OUERCUS VIRGINANA           203         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA	193	SLASH PINE	PINUS ELLIOTTII	
195         LUVE OAK         COURRUS VIRGINIANAA           196         LAUBEL OAK         QUERCUS LAURIPOLIA           197         NORTOLK PINE         ARAUCARIA HETEROPHYLLA           198         LAUBEL OAK         QUERCUS LAURIPOLIA           200         CABBGE PALM         SABAL PANLETTO           201         LAUBEL OAK         QUERCUS LAURIPOLIA           202         CABBGE PALM         SABAL PANLETTO           203         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           207         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           208         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           212         AUSTRALIAN PINE <td< td=""><td>194</td><td></td><td></td><td>-</td></td<>	194			-
Los         Dotacida           127         NORPOLA PINE         ARAUCARIA HETEKOPHULA           138         LAUREL OAK         QUERCUS LAURIPOUA           139         LAUREL OAK         QUERCUS LAURIPOUA           130         CABBAGE PALM         SABAL PALMETTO           130         LAUREL OAK         QUERCUS VIEGINANA           130         LAUREL OAK         QUERCUS VIEGINANA           130         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           130         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           130         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           230         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         LUPE OAK         QUERCUS VIEGINIANA           236         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA	195			+
198         LAUREL DAK         QUERCUS LAURIFOUIA           199         LAUREL QAK         QUERCUS LAURIFOUIA           200         CABBAGE PALM         SPABL PALMETTO           201         LAUREL QAK         QUERCUS LAURIFOUIA           202         LIVE OAK         QUERCUS VIRGINIANA           203         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           207         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOUIA           215         LIVE OAK         QUERCUS VIRGINIANA           216         MUERCUS VIRGINIANA         CUISETIFOUIA           217         LUYE OAK         QUERCUS VIRGINIANA           218         LAUSTRALIAN PINE         CA	196		ARAUCARIA HETEROPHYLLA	
199         LAURELOAK         QUERCUS LAURICOLIA           200         CABBAGE PALM         SABAL PANIATTO           201         LAURELOAK         QUERCUS LAURIFOLIA           202         LAURELOAK         QUERCUS LAURIFOLIA           203         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           204         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           205         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           206         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           207         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           208         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           213         LIVE OAK         QUERCUS VIRGINIANA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           213         LIVE OAK         QUERCUS VIRGINIANA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           215         LIVE OAK         QUERCUS VIRGINIANA           216         AUSTRALIAN PINE <t< td=""><td>198</td><td>LAUREL OAK</td><td>QUERCUS LAURIFOLIA</td><td></td></t<>	198	LAUREL OAK	QUERCUS LAURIFOLIA	
200     CABBAGE PALM     SABAL PALMETTO       201     LUKE COAK     QUERCUS VIRGINIANA       202     LUYE OAK     QUERCUS VIRGINIANA       203     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       204     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       205     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       206     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       207     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       208     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       209     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       211     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       212     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       213     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       214     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       215     IVIE OAK     QUERCUS VIRGINIANA       216     IVIE OAK     QUERCUS VIRGINIANA       217     LVE OAK     QUERCUS VIRGINIANA       221     LVE OAK     QUERCUS VIRGINIANA       221     CABBAGE PALM     SABAL PALMETTO       222     LVE OAK     QUERCUS VIRGINIANA       223     LAUREL OAK     QUERCUS VIRGINIANA       224     LABBAGE PALM     SABAL PALMETTO       225 </td <td>199</td> <td>LAUREL OAK</td> <td>QUERCUS LAURIFOLIA</td> <td></td>	199	LAUREL OAK	QUERCUS LAURIFOLIA	
201       LAUREL DAK       QUERCUS LAURIPOLA         202       LUVE OAK       QUERCUS VIRGINIANA         203       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         204       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         205       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         206       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         207       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         208       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         210       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         211       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         212       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         213       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         214       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         215       IVIE OAK       QUERCUS VIRGINIANA         216       WILD TAMARIND       LYSILOMA LATISILQUM         217       LIVE OAK       QUERCUS VIRGINIANA         220       LABEGE PALM       SABAL PALMETTO         221       LAUREL OAK       QUERCUS VIRGINIANA         222       LAVE OAK       QUERCUS VIRGINIANA         223       LAUREL OAK       QUERCU	200	CABBAGE PALM	SABAL PALMETTO	<u> </u>
202     LIVE OKA       203     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       204     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       205     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       206     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       207     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       207     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       208     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       210     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       211     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       212     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       213     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       214     AUSTRALIAN PINE     CASUARINA EQUISTIFOUA       215     LIVE OAK     QUERCUS VIRGINIANA       216     VICO AK     QUERCUS VIRGINIANA       217     LIVE OAK     QUERCUS VIRGINIANA       220     LIVE OAK     QUERCUS VIRGINIANA       221     LAUREL OAK     QUERCUS VIRGINIANA       222     LABAGE PALM     SABAL PALMETTO       223     LAUREL OAK     QUERCUS VIRGINIANA       224     PAPERBARK MELALEUCA     MELAEUCA QUINQUENERVIA       225     LAUREL OAK     QUERCUS VIRGINIANA       226     LABAGE PALM </td <td>201</td> <td></td> <td></td> <td></td>	201			
204       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         205       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         206       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         207       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         208       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         209       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         210       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         211       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         212       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         213       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         214       AUSTRALIAN PINE       CASUARINA EQUISETIFOUA         215       IUYE OAK       QUERCUS VIRGINIANA         216       MUT DAWARIND       LYSICIAURINE EQUISETIFOUA         217       IABAGE PALIM       SABAL PALMETTO         221       CABBAGE PALIM       SABAL PALMETTO         222       LABBAGE PALIM       SABAL PALMETTO         223       LAURE LOAK       QUERCUS VIRGINIANA         224       PAPEBARK MELALEUCA       MELALUCA QUINQUENERVIA         225       CABBAGE PALM       SABAL PALMETTO         226       PAPEBARK MELALEUCA <td>202</td> <td>AUSTRALIAN PINE</td> <td>CASUARINA EQUISETIFOLIA</td> <td>+</td>	202	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	+
205       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         206       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         207       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         208       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         209       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         210       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         211       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         212       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         213       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         214       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         215       LIVE OAK       QUERCUS VIRGINIANA         216       WIC OAK       QUERCUS VIRGINIANA         217       LIVE OAK       QUERCUS VIRGINIANA         220       LIVE OAK       QUERCUS VIRGINIANA         221       LIVE OAK       QUERCUS VIRGINIANA         222       CABBAGE PALM       SABAL PALMETTO         223       LAUREL OAK       QUERCUS VIRGINIANA         224       PAPEBARK MELALEUCA       MELALEUCA QUINQUENERVIA         225       LAUREL OAK       QUERCUS VIRGINIANA         226       CABBAGE PALM       SABAL	203	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	
206         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           207         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           208         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           209         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           210         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           211         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           212         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           213         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           214         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           215         LIVE OAK         QUERCUS VIRGINIANA           216         WID TAMARIND         VISILOMA LATISUQUMM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS VIRGINIANA           224         CABBAGE PALM         SABAL PALMETTO	205	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	
207       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         208       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         210       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         211       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         212       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         213       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         214       AUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         215       LIVE OAK       QUERCUS VIRGINIANA         216       WILD TAMARINO LI SILOMA LITISIUQUIM       1         217       LIVE OAK       QUERCUS VIRGINIANA         218       LAUSTRALIAN PINE       CASUARINA EQUISETIFOUIA         219       LIVE OAK       QUERCUS VIRGINIANA         220       LABAGE PALM       SABAL PALMETTO         221       CABBAGE PALM       SABAL PALMETTO         222       CABBAGE PALM       SABAL PALMETTO         223       LAUBELOAK       QUERCUS VIRGINIANA         224       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         225       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         226       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         227       PAPERBARK MELALEU	206	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	
208         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           210         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           211         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           212         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           215         LIVE OAK         QUERCUS VIRGINIANA           216         WILD TAMARIND         LYSILOMA LATISUQUM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRALIAN PINE         CASUARINA EQUISETIFOUA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         LUVE OAK         QUERCUS VIRGINIANA           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS VIRGINIANA           224         CABBAGE PALM         SABAL PALMETTO           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA	207	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	+
202         PROSTRALIAN PINE         CASUARINA EQUISETFOUIA           210         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           211         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           212         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           213         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           214         AUSTRALIAN PINE         CASUARINA EQUISETFOUIA           215         LIVE OAK         QUERCUS VIRGINIANA           216         WILD TAMARIND         LYSILOMA LATISUIQUUM           217         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         LABRAGE PALM         SABAL PALMETTO           222         LAVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         LAVEL OAK         QUERCUS VIRGINIANA           225         PAPERBARK MELALEUCA         MELALEUCA QUINOLENERVIA           226         PAPERBARK MELALEUCA         MELALEUCA QUINOLENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINOLENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETT	208		CASUARINA EQUISETIFOLIA	+
LDS. CALLENT MALE         DESUGATION AND EQUISTIFICULA           211         AUSTRALLAN PINE         CASUARINA EQUISTIFICULA           212         AUSTRALLAN PINE         CASUARINA EQUISTIFICULA           213         AUSTRALLAN PINE         CASUARINA EQUISTIFICULA           214         AUSTRALLAN PINE         CASUARINA EQUISTIFICULA           215         LIVE OAK         QUERCUS VIRGINIANA           216         MUID TAMARINO         LVSILGUNA LATISILIQUIM           217         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALIM         SABAL PALMETTO           222         CABBAGE PALIM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS VIRGINIANA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         LABBAGE PALIM         SABAL PALMETTO           229         CABBAGE PALIM         SABAL PALMETTO           220         LUREGARK MELALEUCA         MUENCUCA WELALEUCA QU	209	AUSTRALIAN PINE		+
AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           213         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           214         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           215         LIVE OAK         QUERCUS VIRGINIANA           216         WILD TAMARIND         LYSILOMA LATISILQUUM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS VIRGINIANA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LAVE OAK         QUERCUS JURGINIANA           226         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           231         AUSTRALIAN P	210		CASUARINA EQUISETIFULIA	+
213       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         214       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         215       LIVE OAK       QUERCUS VIRGINIANA         216       WID TAMARIND       LYSILOMA LATISILQUVM         217       LIVE OAK       QUERCUS VIRGINIANA         218       AUSTRALIAN PINE       CASUARINA EQUISETFOLIA         219       LIVE OAK       QUERCUS VIRGINIANA         220       LIVE OAK       QUERCUS VIRGINIANA         221       CABBAGE PALM       SABAL PALMETTO         222       CABBAGE PALM       SABAL PALMETTO         223       LAUREL OAK       QUERCUS VIRGINIANA         224       PAPERBARK MELALEUCA       MELALEUCA QUINQUENREVIA         225       PAPERBARK MELALEUCA       MELALEUCA QUINQUENREVIA         226       CABBAGE PALM       SABAL PALMETTO         220       LAUREL OAK       QUERCUS LAURIFOLIA         231       AUSTRALIAN PINE       CASUARINA EQUISETFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETFOLIA         235       NORFOLK PINE       ARAUCARINA EQUISETFOLIA         236       AUSTRALIAN PINE       CASUARINA EQUISETFOLIA         237       CABBAGE PALM       SABAL PALMETTO	212	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	†
214         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           215         IUYE OAK         QUERCUS VIRGINIANA           216         WILD TAMARIND         LYSILOMA LATSILQUUM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS VIRGINIANA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           220         CABBAGE PALM         SABAL PALMETTO           223         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA	213	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	
215         LIVE OAK         QUERCUS VIRGINIANA           216         WILD TAMARIND         LYSILOMA LATISULQUUM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           229         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS LAURIFOLIA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           230         LAUSTRALIAN PINE         CASUARINA EQUISETFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETFOL	214	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA	
215         WILD TAMARIND         LVSILOMA LATISILQUUM           217         LIVE OAK         QUERCUS VIRGINIANA           218         AUSTRAUAN PINE         CASUARINA EQUISETIFOLIA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         LABBAGE PALM         SABAL PALMETTO           223         LAVEL OAK         QUERCUS JAVIRFOLIA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           220         LAVREL OAK         QUERCUS LAVIRTO           221         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           223         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           235         AUSTRALIAN PINE         CASUARINA EQUISETI	215		QUERCUS VIRGINIANA	<u> </u>
21.1         LUYE UAK         LUBENUS VIRGINIANA           218         AUSTRALIAN PINE         CASURINA EQUISETIFOUIA           219         LIVE OAK         QUERCUS VIRGINIANA           220         LUBE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         LAUREL OAK         QUERCUS JAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           236         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           237         CABBAGE PALM         SABAL PALMET	216			
219         LAS OLARINA PONE           219         LIVE OAK         QUERCUS VIRGINIANA           220         LIVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         MELAEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELAEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELAEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           230         LAUREL OAK         QUERCUS LAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           235         NORFOLK PINE         CASUARINA EQUISETFOLIA           236         AUSTRALIAN PINE         CASUARINA EQUISETFOLIA           2	217			+
220         LVE OAK         QUERCUS VIRGINIANA           221         CABBAGE PALM         SABAL PALMETTO           222         CABBAGE PALM         SABAL PALMETTO           223         LUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           220         LAUREL OAK         QUERCUS LAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         NORFOLK PINE         ARAUCARIA HETTO           236         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           237         CABBAGE PALM         SABAL PALMETTO           238         CABBAGE PALM         SABAL PALMETTO     <	218 719	AUSTRALIAN PINE		+
221       CABBAGE PALM       SABAL PALMETTO         222       CABBAGE PALM       SABAL PALMETTO         223       LAUREL OAK       QUERCUS LAURIFOLIA         224       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         225       LIVE OAK       QUERCUS VIRGINIANA         226       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         227       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         228       CABBAGE PALM       SABAL PALMETTO         230       LAUREL OAK       QUERCUS LAURIFOLIA         231       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         232       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         233       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         235       NORFOLK PINE       CASUARINA EQUISETIFOLIA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE	220	LIVE OAK	QUERCUS VIRGINIANA	+
222         CABBAGE PALM         SABAL PALMETTO           223         LAUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         QUERCUS VIRGINIANA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         LAUREL OAK         QUERCUS LAURIFOLIA           230         LAUREL OAK         QUERCUS LAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         NORFOLK PINE         CASUARINA EQUISETIFOLIA           236         AABAGE PALM         SABAL PALMETTO           238         CABBAGE PALM         SABAL PALMETTO           239         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           240         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           241         AUSTRALIAN PINE         CASU	221	CABBAGE PALM	SABAL PALMETTO	
223         LAUREL OAK         QUERCUS LAURIFOLIA           224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAX         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           230         LAUREL OAK         QUERCUS LAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         NORFOLK NINE         ARAUCARIA HERROPHYLLA           236         CABBAGE PALM         SABAL PALMETTO           237         CABBAGE PALM         SABAL PALMETTO           238         CABBAGE PALM         SABAL PALMETTO           239         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           241         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           242         AUSTRALIAN PINE         CA	222	CABBAGE PALM	SABAL PALMETTO	
224         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           225         LIVE OAK         QUERCUS VIRGINIANA           226         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           227         PAPERBARK MELALEUCA         MELALEUCA QUINQUENERVIA           228         CABBAGE PALM         SABAL PALMETTO           229         CABBAGE PALM         SABAL PALMETTO           220         LAURELOAK         QUERCUS LAURIFOLIA           231         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           232         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           233         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           234         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           235         NOFOLK PINE         ARAUCARIA HETROPHYLLA           236         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           237         CABBAGE PALM         SABAL PALMETTO           238         CABBAGE PALM         SABAL PALMETTO           239         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           241         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           242         AUSTRALIAN PINE         CASUARINA EQUISETIFOLIA           243         AUSTRALIAN PINE	223	LAUREL OAK	QUERCUS LAURIFOLIA	
225     LIVE OAK     QUERCOS VIRGINARAA       226     PAPERBARK MELALEUCA     MELALEUCA QUINQUENERVIA       227     PAPERBARK MELALEUCA     MELALEUCA QUINQUENERVIA       228     CABBAGE PALM     SABAL PALMETTO       229     CABBAGE PALM     SABAL PALMETTO       230     LAUREL OAK     QUERCUS LAURIFOLIA       231     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       232     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       233     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       234     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       235     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       236     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       237     CABBAGE PALM     SABAL PALMETTO       238     CABBAGE PALM     SABAL PALMETTO       239     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       240     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       241     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       242     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       243     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       244     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       245     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       246     AUSTRALIAN PINE<	224	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA	
220       PAPERBARK MELALEUCA       INELALEUCA QUINQUENERVIA         227       PAPERBARK MELALEUCA       MELALEUCA QUINQUENERVIA         228       CABBAGE PALM       SABAL PALMETTO         230       LAUREL OAK       QUERCUS LAURFOLIA         231       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         232       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         233       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         235       NORFOLK PINE       ARAUCARIA HETEROPHYLLA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       CABBAGE PALM       SABAL PALMETTO         239       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         243       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246 </td <td>225</td> <td></td> <td></td> <td></td>	225			
228       CABBAGE PALM       SABAL PALMETTO         229       CABBAGE PALM       SABAL PALMETTO         230       LAUREL OAK       QUERCUS LAURIFOLIA         231       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         232       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         233       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         235       NORFOLK PINE       ARAUCARIA HETROPHYLA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       CABBAGE PALM       SABAL PALMETTO         239       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         247       AUSTRALI	220			+
229       CABBAGE PALM       SABAL PALMETTO         230       LAUREL OAK       QUERCUS LAURIFOLIA         231       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         232       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         233       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         235       NORFOLK PINE       ARAUCARIA HETEROPHYLA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       CABBAGE PALM       SABAL PALMETTO         239       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         243       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         247       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         248	228	CABBAGE PALM	SABAL PALMETTO	
230     LAUREL OAK     QUERCUS LAURIFOLIA       231     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       232     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       233     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       234     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       235     NORFOLK PINE     ARAUCARIA HETEROPHYLLA       236     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       237     CABBAGE PALM     SABAL PALMETTO       238     CABBAGE PALM     SABAL PALMETTO       239     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       240     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       241     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       242     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       243     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       244     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       245     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       246     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       247     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       248     CABBAGE PALM     SABAL PALMETTO       249     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       250     AUSTRALIAN PINE     CASUARINA EQUISETIFOLIA       251     WASH	229	CABBAGE PALM	SABAL PALMETTO	
231       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         232       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         233       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         234       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         235       NORFOLK PINE       ARAUCARIA HETEROPHYLA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       CABBAGE PALM       SABAL PALMETTO         239       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         243       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         247       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         248       CABBAGE PALM       SABAL PALMETTO         249       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         250<	230	LAUREL OAK	QUERCUS LAURIFOLIA	
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235       NORFOLK PINE       ARAUCANIA HETEROPHYLIA         236       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         237       CABBAGE PALM       SABAL PALMETTO         238       CABBAGE PALM       SABAL PALMETTO         239       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         243       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         247       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         248       CABBAGE PALM       SABAL PALMETTO         249       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         250       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         251       WASHINGTONIA PALM       WASHINGTONIA ROBUSTA         252       CABBAGE PALM       SABAL PALMETTO         253       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         254       <	233			
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240       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         241       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         242       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         243       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         244       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         245       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         246       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         247       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         248       CABBAGE PALM       SABAL PALMETTO         249       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         250       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         251       WASHINGTONIA PALM       WASHINGTONIA ROBUSTA         252       CABBAGE PALM       SABAL PALMETTO         253       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         254       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         255       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         256       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         257       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA         258       AUSTRALIAN PINE       CASUARINA EQUISETIFOLIA <tr< td=""><td>239</td><td></td><td></td><td></td></tr<>	239			
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8" Remove

			HEICHT	SPREAD				
TREE	COMMON NAME	BOTANICAL NAME	FEET	FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCATE
NUMBER								
281	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
282	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
283	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
284	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
285	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
286	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
287	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
288	AUSTRALIAN PINE DBL.	CASUARINA EQUISETIFOLIA			6"		Remove	
289	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
290	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
291	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
292	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
293	CABBAGE PALM	SABAL PALMETTO			11"		Remove	
294	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
295	LAUREL OAK	QUERCUS LAURIFOLIA			5",5",5",6"		Remove	
296	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
297	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
298	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
299	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			20"		Remove	
300	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			7"		Remove	
301	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			15",14"		Remove	
302	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
303	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
304	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			7",14"		Remove	
305	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			19"		Remove	
306	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6",12"		Remove	
307	QUEEN PALM	SYAGRUS ROMANZOFFIANA			10"		Remove	
308	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
309	AUSTRALIAN PINE DBL.	CASUARINA EQUISETIFOLIA			9"		Remove	
310	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6",14"		Remove	
311	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
312	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			20"		Remove	
313	BOTTLEBRUSH	CALLISTEMON			12",14"		Remove	
314	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
315	LIVE OAK	QUERCUS VIRGINIANA			6",4"		Remove	
316	BOTTLEBRUSH	CALLISTEMON			15"		Remove	
317	LIVE OAK	QUERCUS VIRGINIANA			13", 6"		Remove	
318	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
319	BOTTLEBRUSH	CALLISTEMON			20",12",8",6"		Remove	
320	LIVE OAK	QUERCUS VIRGINIANA			5",6"		Remove	
321	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
322	LIVE OAK	QUERCUS VIRGINIANA			6",7",9"		Remove	
323	BOTTLEBRUSH	CALLISTEMON			13",8",9"		Remove	
324	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
325	CABBAGE PALM	SABAL PALMETTO			15"		Remove	
326	BOTTLEBRUSH	CALLISTEMON			13",12",12",8"		Remove	
327	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
328	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
329	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
330	LIVE OAK	QUERCUS VIRGINIANA			10"		Remove	
331	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
332	LAUREL OAK	QUERCUS LAURIFOLIA			8"		Remove	
333	LAUREL OAK	QUERCUS LAURIFOLIA			12",5"		Remove	
334	LIVE OAK	QUERCUS VIRGINIANA			7"		Remove	
335	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
336	LIVE OAK TPL.	QUERCUS VIRGINIANA			5"		Remove	
337	LAUREL OAK	QUERCUS LAURIFOLIA			14"	Remains		
338	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"	-	Remove	
339	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
340	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
341	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
342	LAUREL OAK	QUERCUS LAURIFOLIA			8"		Remove	
343	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
344	LAUREL OAK	QUERCUS LAURIFOLIA			10",7"		Remove	
344B	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
345	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			14"		Remove	
345B	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
346	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
347	LIVE OAK	QUERCUS VIRGINIANA			12"		Remove	
348	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
349	LONGLEAF PINE	PINUS PALUSTRIS			24"		Remove	
350	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
351	LIVE OAK	QUERCUS VIRGINIANA	1		24"		Remove	
352	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			14"		Remove	
353	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
353B	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
354	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
355					32"	Remains		
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364	LIVE OAK		_		14"	Remains		L
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1) ROOT PREPARATION

arborist. fertilizer to pror 3. Mulch to redu temperature flu B. Root Ball Siz set forth in Gr Florida Depa

1. Trees-I U 3" to 6": 60 80" 6" to 8": 12" inches per inch of trunk diameter > 8": Larger sizes increase proportionally. C. Two to 3 weeks after root pruning and before lifting, tree canopies shall be pruned to remove any dead, decayed, broken branches, low

hanging branches, or branches which would otherwise restrict strapping/lifting activities. 1) TREE RELOCATION A. Trees shall be lifted using fiber rope lifting straps, with their rootballs cradled with fiber rope tree slings or other appropriate materials, such that the bulk of the trees' weight rests upon the rootball. Trunk straps may be used for balancing an maneuvering the trees into position, but shall not be used to lift or hold 100% of the trees' weight. 1. Once lifting begins, any uncut roots which become apparent around or under the rootballs shall be immediately severed with the appropriate pruning tools so as to minimize tearing. 2. After lifting, trees shall not be set down again until reaching the final site of relocation. B. Trees are to be set in pre-dug pits, and properly braced in accordance with tree planting details shown on landscape plan. C. Daily irrigation at high volume (15-25 gallons per tree, as per size) shall be provided for the first month after relocation. After that time, irrigation shall be provided 3 times per week, continuing at high rates, for at least 2 more months. After establishment, standard irrigation practices shall be implemented.

OF THE 1,712 INCHES BEING REMOVED BELOW - 56 INCHES ARE FROM GRAND TREE # 140, PERMIT REQUIRED.
1,712 INCHES OF DBH ARE BEING REMOVED, IN ITS PLACE 1,698 NEW CALIPER INCHES ARE BEING ADDED.
IN ADDITION TO THE 1,698 INCHES FROM CANOPY TREES THERE ARE 83 PALMS COUNTED 1:1 AND 73
COUNTED 3:1 - THIS GIVES A TOTAL OF 156 NEW PALMS IN ADDITION TO 61 MENTIONED ABOVE, THESE
PALMS EQUATE FROM WHAT WE UNDERSTAND AN ADDITIONAL 2 INCHES PER PALM OR GROUP OF PALMS
ACCEPTED TOWARD TREE MITIGATION - THIS WOULD GIVE US AN ADDITIONAL 312 INCHES FOR A
TOTAL OF 2 010 INCHES TOWARD MITIGATION, SO 2.010 - 1.712 = AN ADDITIONAL 298 TREE DBH INCHES PROVIDED.

SPECIMEN TREES ON SITE ARE 8 WITH A COMBINED TOTAL DBH OF 293", REQUIRED TO REMAIN BY CODE IS 25% = 73" TOTAL SPECIMEN TREE DBH INCHES SAVED ON SITE COMES TO 237" WHICH EQUAL 81%

TOTAL DBH INCHES REMOVED OF NON INVASIVE CANOPY TREES = TOTAL DBH INCHES REMOVED OF GRAND CANOPY TREES (Tree #140) = TOTAL NUMBER OF PALMS REMOVED 1:1 =

![](_page_59_Picture_13.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION

PROJECT DOCUMENTS.

FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK. FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN

ADDITIONAL TREE INFORMATION: TREES TO REMAIN AND 3 GRAND LIVE OAK TREES TO BE RELOCATED. 2. 61 PALMS ARE TO BE REMOVED AND 61 NEW PALMS REPLACE THEM.

1. THE TOTAL NUMBER OF TREES PROVIDED OF 726 DOES NOT INCLUDE 21 PALMS TO REMAIN, 29 CANOPY

NTS

**Root Pruning Detail** 

2. After completion of cut, make clean cuts with a lopper, saw or pruner to remove all torn root ends on the tree side of the excavation, and backfill the trench immediately with good rooting medium, filling all voids. Fertilize with organic fertilizer to promote root growth.

1. Using a row saw, chain trencher or similar trenching device, make a vertical cut within 2 feet of the limit of grading.

representative. Root pruning shall be in conformance with ANSI A300 (part 8) latest edition.

Prior to any excavating into the existing soil grade within 25 feet of the limit of the tree and plant protection area or trees to remain, root prune all existing trees to a depth of 24 inches below existing grade in alignments following the edges of the tree and plant protection area or as directed by the owner's

SUB-BASE MATERIAL NOTES:

![](_page_59_Figure_31.jpeg)

mote root growth.	
duce weeds, discoura	ge foot traffic, conserve moisture, and minimiz
uctuation.	
ze Chart: Root ball siz	es shall be according to minimum standards
rades and Standards	for Nursery Plants Part II, Palms and Trees,
rtment of Agriculture.	
Minimum Ball Sizes:	DBH Minimum Ball Diameter
o tp 3":	32"
	60"

1. Maintain root pruned materials by watering, weeding, mowing, spraying, fertilizing, and other horticulture practices. 2. After root pruning, backfill with good rooting medium, fertilize with organic

Á. Trees to be root pruned with clean, sharp equipment 6-8 weeks prior to relocation to a depth of at least 24 inches by ISA certified

ROOT PRUNING FOR TREE RELOCATION

![](_page_59_Picture_37.jpeg)

![](_page_60_Picture_1.jpeg)

![](_page_60_Picture_2.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PROPERTY WEATURE PROVIDE ADDIVIDE DEDUNATE DEDUNATED IN O

FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.
ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

![](_page_60_Picture_5.jpeg)

## KEY PLAN

L-201	L-202	L-202 L-204			
L-203	L-204			L-205	
L-207 L-208			L-209		L-210

![](_page_61_Figure_3.jpeg)

![](_page_61_Picture_5.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

SNUG HARBOR					
KEY					
N T E R N A T I O N A L 848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131 PHONE: (305) 377-1001					
CITY OF ST. PETERSBURG FLORIDA					
ARCHITECT					
ARCHITECTURE & PLANNING					
MSA ARCHITECTS, INC. AACOO0895 8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156 PHONE: (305) 273–9911					
Architectural Alliance Landscape					
ARCHITECTURAL ALLIANCE LANDSCAPE 612 SW 4th AVENUE, FT. LAUDERDALE, FLORIDA 33315					
PHONE: (954) 764-8858 MEP					
STRUCTURAL					
COASTAL ENGINEER					
moffatt & nichol					
MOFFATT & NICHOL 501 E. KENNEDY BLVD, SUITE 1910, TAMPA, FLORIDA 33602					
CIVIL ENGINEER					
<b>Kimley</b> »Horn					
© 2021 KIMLEY-HORN AND ASSOCIATES, INC. 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602					
PHONE: 813-620-1460 WWW.KIMLEY-HORN.COM REGISTRY NO. 35106					
AS SHOWN DESIGNED BY					
DRAWN BY					
CHECKED BY DATE:					
SET DISTRIBUTIONS       DATE     DESCRIPTION       000000000000000000000000000000000000					
09/12/2022 COSP DRC SUBMITTAL					
REVISIONS					
<u>DATE</u> <u>DESCRIPTION</u>					
DATE 08/05/2022					
PROJECT NO. 145248000 SHEET TITLE					
PLAN					
SHEET NUMBER					
L-201					
SHEET 2 of 13					

![](_page_62_Picture_0.jpeg)

![](_page_62_Picture_1.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

## KEY PLAN

		//////				
L-203	L-204		L-205		L-206	
L-207	L-208		L-209		L-210	

![](_page_62_Picture_8.jpeg)

![](_page_63_Figure_1.jpeg)

### KEY PLAN

L-201	L-202	L-202				
L-203	L-204		L-205		L-206	
L-207	L-208		L-209		L-210	

![](_page_63_Picture_4.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION DOD THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION

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![](_page_63_Picture_8.jpeg)

L-202 L-201 L-205 L-206 L-204 L-203 L-208 L-209 L-210 L-207 KEY PLAN 3 20 Ο J 0 I S RELOCATED Ш RELOCATED Ζ RFF # 18 RELOCATE **CH** δĮ

![](_page_64_Picture_1.jpeg)

### MATCH LINE SHEET L-204 TO L-208

![](_page_64_Picture_3.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

![](_page_64_Figure_5.jpeg)

![](_page_65_Figure_1.jpeg)

![](_page_65_Picture_2.jpeg)

![](_page_66_Figure_1.jpeg)

![](_page_66_Picture_2.jpeg)

![](_page_66_Picture_3.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING

PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_66_Picture_7.jpeg)

![](_page_67_Figure_1.jpeg)

KEY	PLAN	

L-201	L-202				
L-203	 L-204	L-205		L-206	
L-207	L-208	L-209		L-210	

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

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

![](_page_67_Picture_6.jpeg)

![](_page_68_Figure_0.jpeg)

![](_page_68_Picture_1.jpeg)

![](_page_69_Figure_0.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_69_Picture_2.jpeg)

![](_page_70_Figure_1.jpeg)

![](_page_70_Picture_3.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING

PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_70_Picture_7.jpeg)

### NOTES:

### GENERAL PLANTING REQUIREMENTS

All sizes shown for plant material on the plans are to be considered Minimum. All plant material must meet or exceed these minimum requirements for both height and spread. Any other requirements for specific shape or effect as noted on the plan(s) will also be required for final acceptance.

All plant material furnished by the landscape contractor shall be Florida #1 or better as established by "Grades and Standards for Florida Nursery Plants" and "Grades and Standards for Florida Nursery Trees". All material shall be installed as per CSI specifications.

All plant material as included herein shall be warrantied by the landscape contractor for a minimum period as follows: All trees and palms for 12 months, all shrubs, vines, groundcovers and miscellaneous planting materials for 90 days, and all lawn areas for 60 days after final acceptance by the owner or owner's representative.

All plant material shall be planted in planting soil that is delivered to the site in a clean loose and friable condition. All soil shall have a well drained characteristic. Soil must be free of all rocks, sticks, and objectionable material including weeds and weed seeds as per CSI specifications.

Twelve inches (12") of planting soil 50/50 sand/topsoil mix is required around and beneath the root ball of all trees and palms, and 4" in all shrub and groundcover beds.

All landscape areas shall be covered with Eucalyptus or sterilized seed free Melaleuca mulch to a minimum depth of three inches (3") of cover when settled. Cypress bark mulch shall not be used.

All plant material shall be thoroughly watered in at the time of planting; no dry planting permitted. All plant materials shall be planted such that the top of the plant ball is flush with the surrounding grade.

All landscape and lawn areas shall be irrigated by a fully automatic sprinkler system adjusted to provide 100% coverage of all landscape areas. All heads shall be adjusted to 100% overlap as per manufacturers specifications and performance standards utilizing a rust free water source. Each system shall be installed with a rain sensor.

It is the sole responsibility of the landscape contractor to insure that all new plantings receive adequate water during the installation and during all plant warranty periods. Deep watering of all new trees and palms and any supplemental watering that may be required to augment natural rainfall and site irrigation is mandatory to insure proper plant development and shall be provided as a part of this contract.

All plant material shall be installed with fertilizer, which shall be State approved as a complete fertilizer containing the required minimum of trace elements in addition to N-P-K, of which 50% of the nitrogen shall be derived from an organic source as per CSI specifications.

Contractors are responsible for coordinating with the owners and appropriate public agencies to assist in locating and verifying all underground utilities prior to excavation.

All ideas, designs and plans indicated or represented by this drawing are owned by and are the exclusive property of Architectural Alliance.

The plan takes precedence over the plant list.

SPECIAL INSTRUCTIONS

General site and berm grading to +/- 1 inch (1") shall be provided by the general contractor. All finished site grading and final decorative berm shaping shall be provided by the landscape contractor.

All sod areas as indicated on the planting plan shall receive Sod called for in Plant List under miscellaneous - solid sod. It shall be the responsibility of the landscape contractor to include in the bid, the repair of any sod which may be damaged from the landscape installation operations.

Notes:

- All turf and landscape areas to receive 100% coverage from a fully automatic underground irrigation system using an approved water source.
- 2. Irrigation system shall be equipped with rain sensor located where it will receive direct rainfall.
- System shall be designed to eliminate the application of water to impervious areas, adjacent properties, and existing native vegetation.
- Sleeves are required for irrigation lines to be located under paved areas and shall be shown on the landscape and grading/paving plans.

![](_page_71_Figure_24.jpeg)

No Entry —— No Storage

Existing Tree(s) Protection Detail

Elevation

4' Brite Orange Safety 'Tensor'

Fencing

![](_page_71_Picture_25.jpeg)

- 2x4" Wood Battens Do Not Nail Wood Battens to Tree 5 Layers Burlap (Min.) - 2x4" Wood Braces Nailed Into the Wood Batter — 3" Mulch Layer Remove Burlap, String, Nails, etc., Completely From Plant Ball Fertilizer Tabs or Eq. Backfill with 6" Planting Soil 50/50 Topsoil / sand mix Undisturbed Eart

— Wellington Tape — 2x2" Wood Stakes \_\_\_\_ 3" Mulch Layer Remove Burlap, String, Nails, etc. Completely From Plant Ball — 5-6" Water Ring — Fertilizer Tabs or Eq Backfill with 6" Planting Soil 50 Topsoil/sand mi Small Tree Planting Detail

![](_page_71_Picture_30.jpeg)

ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION

FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER. PROVIDE ADEQUATE DEWATERING. DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

![](_page_71_Picture_34.jpeg)
GREEN YARD - EXTERIOR	REQUIRED DEPTH		MIN. TREE REQUIREMENTS	PROVIDED
	ALL ABUTTING STREETS	5 (10')	2 SHADE TREES PER 50 LF	
SNUG HARBOR ROAD	WEST PERIMETER - 624	LF	25	25
GANDY BOULEVARD	PORTION OF NORTH P	ERIMETER - 180 LF	7	7
GREEN YARD - INTERIOR	REQUIRED DEPTH		MIN. TREE REQUIREMENTS	PROVIDED
NOT ABUBTING ST OR PARKING	5 MIN.		UNDERSTORY TREES AT 1.5:1 RATIO	
4,277 LINEAR FEET	5'-0" MIN. PF	ROVIDED	86	195
FOUNDATION PLANTINGS		MENT	PLANT MATERIAL REQUIREMENT	PROVIDED
	MEASURED ALONG BU	ILDING	1 UNDERSTORY TREE PER 30 LF	
	PERIMETER, EXCLUDES	OPENINGS	1 PLANT PER 3 LF	
BUILDING I	1,068  LF  / 30  LF  = 35.6 1.068  LF  / 3  LF  = 256	RQ. SHRUBS	356	360+ PLANTS
		•		
BUILDING 2	648 LF / 30 LF = 21.6	RQ. TREES	22	22
	648 LF / 3 LF = 216	RQ. SHRUBS	216	250+ PLANTS
BUILDING 3	648 LF / 30 LF = 21.6	RQ. TREES	22	22
	648 LF / 3 LF = 216	RQ. SHRUBS	216	250+ PLANTS
BUIIDING 4	648   F / 30   F = 21 6	RO TRFFS	27	27
	648 LF / 3 LF = 216	RQ. SHRUBS	216	250+ PLANTS
BUILDING 5	648 LF / 3U LF = 21.6	RQ. IKEES	216	22 250+ PLANTS
BUILDING 'L' LEASEING	203 LF / 30 LF = 6.7	RQ. TREES	7	9
	203 LF / 3 LF = 68	RQ. SHRUBS	68	/5+ PLAN IS
BUILDING 'CH' CLUB HOUSE	291 LF / 30 LF = 9.7	RQ. TREES	10	13
	291 LF / 3 LF = 97	RQ. SHRUBS	97	100+ PLANTS
BUILDING 'B' BOAT SLIP	639 LF / 30 LF = 21.3	RQ. TREES	21	21
	639 LF / 3 LF = 213	RQ. SHRUBS	213	225+ PLANTS
	27015/2015-0		0	10
BUILDING K RESTAURANT	270 LF / 3 LF = 90	RQ. SHRUBS	90	100+ PLANTS
TOWN HOUSE 1	382 LF / 30 LF = 13	RQ. TREES	13	13 140+ PLANTS
TOWN HOUSE 2	382 LF / 30 LF = 13	RQ. TREES	13	13 140- PLANTS
	382 LF / 3 LF = 127	KQ. SHKUBS	127	140+ PLANTS
TOWN HOUSE 3	382 LF / 30 LF = 13	RQ. TREES	13	13
	382 LF / 3 LF = 127	RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 4	382 LF / 30 LF = 13	RQ. TREES	13	13
	382 LF / 3 LF = 127	RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 5	3821F/301F=13		13	13
	382 LF / 3 LF = 127	RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 6	382 LF / 30 LF = 13 382 LF / 3 LF = 127	RQ. TREES	13	13 140+ PLANTS
TOWN HOUSE 7	382 LF / 30 LF = 13	RQ. TREES	13	13
	382 LF / 3 LF = 127	RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 8	360 LF / 30 LF = 12	RQ. TREES	12	12
	360 LF / 3 LF = 120	RQ. SHRUBS	120	130+ PLANTS
TOWN HOUSE 9		RQ. TREES	12	12
	360 LF / 3 LF = 120	RQ. SHRUBS	120	130+ PLANTS
VEHICOLAR OSE LANDSCAPING				
	CONTINUOUS HEDGE A	ND MIN. 5' DEPTH	1 SHADE TREE PER 35 LF	
PARKING PERIMETER	2,006 LF / 35 LF = 57		57 SHADE TREES	57
VEHICULAR USE LANDSCAPING			MIN. TREE REQUIREMENTS	PROVIDED
	10% OF VUA TO BE WIT	THIN LDSC		
CALCULATIO FOR ENTIRE SITE	TERMINAL ISLANDS - 8	' x 18' MIN. x 18' MIN	1 SHADE TREE PER 150 SF	
	DIVIDER MEDIANS - PE	л 10 IVIIIN. R 30 LF	1 SHADE TREE OR 2 UNDERSTORY TREES	
TERMINAL ISLANDS	80		80	80
TERMINAL ISLANDS INTERIOR ISLANDS	80 15	TOTAL - 10 0	80 15	80 14 SHADE AND 2 UNDERSTORY TREES
TERMINAL ISLANDS INTERIOR ISLANDS DIVIDER MEDIANS	80 15 307 LINEAR FEET	TOTAL = 10.2	80 15 10	80 14 SHADE AND 2 UNDERSTORY TREES 10
TERMINAL ISLANDS INTERIOR ISLANDS DIVIDER MEDIANS TOTAL SITE TREES	80 15 307 LINEAR FEET	TOTAL = 10.2	80 15 10 REQUIRED	80 14 SHADE AND 2 UNDERSTORY TREES 10 PROVIDED

ADDITIONAL TREE INFORMATION:

1. THE TOTAL NUMBER OF TREES PROVIDED OF 726 DOES NOT INCLUDE 21 PALMS TO REMAIN, 29 CANOPY TREES TO REMAIN AND 3 GRAND LIVE OAK TREES TO BE RELOCATED.

- 2. 61 PALMS ARE TO BE REMOVED AND 61 NEW PALMS REPLACE THEM.
- 3. OF THE 1,712 INCHES BEING REMOVED BELOW 56 INCHES ARE FROM GRAND TREE # 140, PERMIT REQUIRED. 4. 1,712 INCHES OF DBH ARE BEING REMOVED, IN ITS PLACE 1,698 NEW CALIPER INCHES ARE BEING ADDED. 5. IN ADDITION TO THE 1,698 INCHES FROM CANOPY TREES THERE ARE 83 PALMS COUNTED 1:1 AND 73 COUNTED 3:1 - THIS GIVES A TOTAL OF 156 NEW PALMS IN ADDITION TO 61 MENTIONED ABOVE, THESE PALMS EQUATE FROM WHAT WE UNDERSTAND AN ADDITIONAL 2 INCHES PER PALM OR GROUP OF PALMS ACCEPTED TOWARD TREE MITIGATION - THIS WOULD GIVE US AN ADDITIONAL 312 INCHES FOR A TOTAL OF 2,010 INCHES TOWARD MITIGATION, SO 2,010 - 1,712 = AN ADDITIONAL 298 TREE DBH INCHES PROVIDED.



									]
PLANT SCHEDU	JLE SNU			CONT	CAL	SIZE	NATIVE	DROUGHT	
TREES 3S	QTY   35	BURSERA SIMARUBA	GUMBO LIMBO	B & B FIELD GROWN	4" DBH	12-14` OA., 5`+ CT., 6` SPD., MATCHED	YES	HIGH	
CE	65 48	CONOCARPUS ERECTUS PI ATANUS OCCIDENTALIS	BUTTONWOOD AMERICAN SYCAMORE	B & B FIELD GROWN B & B FIELD GROWN	2" DBH 4" DBH	12'-14' HT. X 5' SPD., 5' CT, STD	YES	HIGH	
	7	QUERCUS LAURIFOLIA	LAUREL-LEAVED OAK	B & B FIELD GROWN	4" DBH 4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD 12`-14` HT. X 5` SPD., 5` CT, STD	YES YES	HIGH	
QV	204	QUERCUS VIRGINIANA							
EXISTING PALMS	QTY	BOTANICAL NAME SABAL PALMETTO	COMMON NAME CABBAGE PALMETTO	EXISTING	VARIES	EXISTING TO REMAIN	YES	HIGH	
SQE	1	SYAGRUS ROMANZOFFIANA		EXISTING EXISTING TO REMAIN	VARIES VARIES	EXISTING TO REMAIN EXISTING TO REMAIN	NO NO	HIGH	
WRE	1	WASHINGTONIA ROBUSTA				0175			
EXISTING TREES	QTY	BOTANICAL NAME	COMMON NAME	EXISTING	CAL VARIES	EXISTING TO REMAIN	YES	HIGH	
QG	4	QUERCUS VIRGINIANA		EXISTING TO REMAIN	VARIES	VARIES EXISTING TO REMAIN	YES YES	HIGH HIGH	
QVE	12	QUERCUS VIRGINIANA	SOUTHERN LIVE OAR			0175			
RELOCATED TREES	QTY 3	BOTANICAL NAME	COMMON NAME SOUTHERN LIVE OAK	CONT RELOCATED	VARIES	VARIES	YES	HIGH	
QUIT				CONT	CAL	SIZE	NATIVE	DROUGHT	
FLOWERING TREES	QTY 2	BOTANICAL NAME CEIBA SPECIOSA 'MAJESTIC BEAUTY'	MAJESTIC BEAUTY FLOSS SILK TREE	B & B FIELD GROWN	5"-6" DBH	12-14' OA, SINGLE STRAIGHT LEADER	NO	HIGH	
DR IM	12	DELONIX REGIA JACARANDA MIMOSIFOLIA	ROYAL POINCIANA JACARANDA	B & B FIELD GROWN B & B FIELD GROWN	4" DBH	12'-14' HT. X 5' SPD., 5' CT, STD		HIGH	
MG	31	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	B & B FIELD GROWN B & B FIELD GROWN	2" DBH 2" DBH	10-12` OA, SINGLE STRAIGHT LEADER 10`-12` HT X 5` SPR, STANDARD	NO	HIGH	
TC TT	5	TABEBUIA HETEROPHYLLA	PINK TRUMPET TREE	B & B FIELD GROWN	2" DBH	10°-12° HT X 5° SPR, STANDARD	NO	HIGH	
PALM TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	
BN	12		BISMARK PALM	B & B FIELD GROWN B & B FIELD GROWN		8° CT, FL FANCY, 14° OA, MIN 10° CLEAR TRUNK. MATCHED HEIGHTS		HIGH	
PD PS	6 7	PHOENIX SYLVESTRIS		B & B FIELD GROWN		8° CT, FL FANCY, 14° OA, MIN 8° GW, MATCHED OA HTS,	NO YES	HIGH MEDIUM	
RE SP	71 143	ROYSTONEA ELATA SABAL PALMETTO	CABBAGE PALMETTO	B & B FIELD GROWN		10° CT HEAVY MATCHED	YES	HIGH	
SPR	237	SABAL PALMETTO	CABBAGE PALMETTO MEXICAN FAN PALM	B & B FIELD GROWN B & B FIELD GROWN		12 -14 -16° CT°S, SINGLES 12°-16° CT SINGLE TRUNK- VARY	NO	HIGH	
WB	5	WODYETIA BIFURCATA		B & B FIELD GROWN		14-16` OA 8`-10` O.A., SINGLE TRUNK	NO NO	HIGH	
XBN	9	X BUTIAGRUS NABONNANDII							
ACCENT PLANT	QTY 8	BOTANICAL NAME ALCANTAREA IMPERIALIS 'RUBRA'	COMMON NAME RUBRA IMPERIAL BROMELIAD	CONT -	CAL	SIZE 30-36" OA	NO	HIGH	
ASR	6	ANDROPOLIS SKINERII RED TIP BROMELIAD		3 GAL	3" DBH	24-28" OA 7-8` OA., MULTI-STEMMED - TREFD UP	NO YES	HIGH HIGH	
CES CFB	12 20	CONOCARPUS ERECTUS SERICEUS CORDYLINE FRUTICOSA `BLACK MAGIC`	BLACK MAGIC TI	-	MULTI-STEM	30" HT. X 24" SPD	NO		
CFA	30	CORDYLINE FRUTICOSA 'AUNTIE LOU'	AUNTIE LOU TI PLANT RED SISTER TI PLANT	-	MULTI-STEM	24" OA.		MEDIUM	
CSI	121	CUPRESSUS SEMPERVIRENS		-	1.5" DBH	6` OA, FULL TO BASE 8-10` OA., STANDARDS	NO NO	HIGH	
EDJ EFS	16 9	ELAEOCARPUS DECIPIENS EUGENIA FOETIDA	SPANISH STOPPER	45 GALLON	1" CAL.	8-10' OA., STANDARDS	YES	HIGH	
IA	25	ILEX X ATTENUATA 'EAST PALATKA'	EAST PALATKA HOLLY HETZI COLUMN JUNIPER	- 45 GALLON	2" DBH	6`+ OA., SPECIMEN	NO	HIGH	
LI	34		TUSCARORA CRAPE MYRTLE `STANDARD	` - -	2" DBH 2" DBH	7-8` OA., MULTI-STEMMED - TREED UP 8-10` OA., STANDARDS	NO NO	MEDIUM HIGH	
LM	25 2	LAGERSTROEMIA INDICA X FAURIEI MOSKOGEE	NATCHEZ WHITE CRAPE MYRTLE	-	2" DBH	8-10` OA., STANDARDS	NO	HIGH	
	24 86	LEEA COCCINEA `RUBRA` LIGUSTRUM JAPONICUM	RED LEEA TREE LIGUSTRUM	-	3" DBH	7-8` OA., MULTI-STEMMED - TREED UP	NO	MEDIUM	
SNE	16		GIANT BIRD OF PARADISE	25 GAL -	MULTI-STEM	5`-6` OA., FULL TO BASE. CONES 42" OA., FULL TO BASE	NO NO	HIGH	
VOA	67				CAL	SIZE	NATIVE	DROUGHT	
PALMS & CYCADS AMT	QTY 22	ADONIDIA MERRILLII	MANILA PALM	25 GAL		6-7` OA, TRIPLES	NO	HIGH	
CM	18	CARYOTA MITIS	FISHTAIL PALM SILVER MEDITERRANEAN FAN PALM	-	MULTI-STEM	8`-10` FULL TO BASE. MATCHED 4-5` TRIPLE TRUNK		HIGH	
CRK	2	CYCAS REVOLUTA	KING SAGO PALM	-		36" SPECIMEN	NO NO	HIGH	
PRP TFW	33 34	PHOENIX ROEBELENII TRACHYCARPUS FORTUNEI	WINDMILL PALM	25 GAL		4' OA	NO	HIGH	
				CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
CIR	2,599	CHRYSOBALANUS ICACO `REDTIP`		-		24"HT X 24"SPR 20" HT X 20" SPR	YES YES	MEDIUM HIGH	24" o.c. 24" o.c.
DEG FSF	561 20	DURANTA ERECTA 'GOLD MOUND' FORESTIERA SEGREGATA	FLORIDA PRIVET	3 GAL.,		20" HT X 20" SPR	YES	HIGH	24" o.c.
GGT	339	GALPHIMIA GLAUCA HIBISCUS ROSA-SINENSIS 'RED HOT'	THRYALIS RED HOT CHINESE HIBISCUS	-		20" HT X 20" SPR		MEDIUM	24" o.c.
ING	863			-		20" HT X 20" SPR 20" HT X 20" SPR	NO NO	HIGH HIGH	24" o.c. 24" o.c.
ICF LJV	1,077 76	LIGUSTRUM JAPONICUM 'VARIEGATUM'	VARIEGATED JAPANESE PRIVET	7 GAL.		30" HT. X 30" SPR.	NO	HIGH	30" o.c.
MFC	416 630	MYRCIANTHES FRAGRANS `COMPACTA` NERIUM OLEANDER `PETITE SALMON`	COMPACT SIMPSON`S STOPPER OLEANDER	-		20" HT X 20" SPR		HIGH	24" o.c.
PSL	310		LACY PHILODENDRON	3 GAL., 18" HT X 18" SPR	NO	20" HT X 20" SPR MEDIUM	NO	HIGH	24" o.c.
PTG	677	PITTOSPORUM TOBIRA	GREEN PITTOSPORUM	-		20" HT X 20" SPR	NO NO	HIGH	24" o.c. 24" o.c.
PTV PMD	772 20	PITTOSPORUM TOBIRA `VARIEGATA` PODOCARPUS MACROPHYLLUS `DWARF PRINGLES`	DWARF PODOCARPUS	-		24"HT X 24"SPR	NO	HIGH	24" o.c.
	1,535	PODOCARPUS MACROPHYLLUS . PSYCHOTRIA NERVOSA	PODOCARPUS       WILD COFFEE	-		24" HT X 20" SPR 24" HT X 20" SPR	YES	MEDIUM	24" 0.C.
SAG	323			-		24"HT X 24"SPR 24"HT X 24"SPR	NO NO	HIGH HIGH	24" o.c. 24" o.c.
SGC SAT	374 435	SCHEFFLERA ARBORICOLA `GOLD CAPELLA` SCHEFFLERA ARBORICOLA `TRINETTE`	SCHEFFLERA	3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
SRC	1,096 898	SERENOA REPENS 'CINEREA' VIBURNUM ODORATISSIMUM	SILVER SAW PALMETTO SWEET VIBURNUM	- 3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
VSS	561	VIBURNUM SUSPENSUM	SANDANKWA VIBURNUM	-		20" HT X 20" SPR	NO		24" o.c.
GROUND COVERS	QTY	BOTANICAL NAME		CONT	CAL	SIZE		DROUGHT	SPACING 12" o.c.
ATC	51 1,995	ACALYPHA PENDULA ARACHIS GLABRATA	TRAILING CHENILLE       PERENNIAL PEANUT	1 GAL., -		4"HT X 12"SPR @		HIGH	18" o.c.
ADM	70		MYERS ASPARAGUS	3 GAL., 1 GAL		18"HT X 18"SPR @ 12" HT FULL	NO NO	HIGH	24" o.c. 16" o.c.
вни DTB	34 134	DIANELLA TASMANICA	BLUEBERRY FLAX LILY	3 GAL		16" HT X 16" SPR @	NO	MEDIUM	24" o.c. 24" o.c.
DBM FMG	298 2,758	DIETES BICOLOR `MORAEA` FICUS MICROCARPA `GREEN ISLAND`	GREEN ISLAND FICUS	- 3 GAL.,		12"H X 16" SPR	NO	HIGH	18" o.c.
HDB	82	HELIANTHUS DEBILIS	BEACH SUNFLOWER	1 GAL.,		6" HI X 8" SPR 4"HT X 12"SPR @	NO	MEDIUM	10 0.C. 12" o.C.
IVD	2,306	ILEX VOMITORIA 'STOKES DWARF'		-		14" HT X 16" SPR 16" HT. X 16" SPR.	YES NO	HIGH	18" o.c. 24" o.c.
JVW JCP	2,677 131	JASMINUM VOLUBILE JUNIPERUS CHINENSIS 'PARSONII'	PARSONI JUNIPER	-		16" HT. X 16" SPR.	NO	HIGH	24" o.c.
	375	JUNIPERUS CONFERTA	SHORE JUNIPER TEQUILA BROMELIAD	3 GAL., -		4 HT X 12"SPR @ 12" HT. X 12" SPR.	NO	HIGH	16" o.c.
NXP	52	NEOREGELIA X 'PETRA'		-		8" HT., 8" SPRD. 12" HT FULL	NO YES	HIGH	18" o.c. 18" o.c.
NES RID	1,381	NEPHROLEPIS EXALTATA           RAPHIOLEPIS INDICA `DWARF`	DWARF INDIA HAWTHORN	-		14" HT X 16" SPR	NO	HIGH	24" o.c.
ТАМ	1,982	TRACHELOSPERMUM ASIATICUM `MINIMA`	MINIMA JASMINE	-		4 HI X 12 SPR @			
SOD/SEED	QTY			CONT	CAL	SIZE PALLET	NATIV NO	E DROUGHT MEDIUM	SPACING
SOD	357,909 SF	STENOTAPHRUM SECUNDATUM "FLORITAM"	I LUNITAIVI ST. AUGUSTINE SUD			Q17E			SPACING
TALL GROUND COVERS	QTY	BOTANICAL NAME MUHLENBERGIA CAPILLARIS	COMMON NAME PINK MUHLY GRASS	CONT		20" HT. X 20" SPR.	YES	HIGH	24" o.c.
IMCG						18"X18"	INO	HIGH	24" O.C.
MCG PSW	990	PENNISETUM SETACEUM 'WHITE'	WHITE FOUTAIN GRASS	-		20"X20" FULL TO BASE	YES	HIGH	30" o.c.
MCG PSW SMD SBS	990 845 312	PENNISETUM SETACEUM `WHITE` SABAL MINOR SPARTINA BAKERI	WHITE FOUTAIN GRASS DWARF PALMETTO SAND CORDGRASS	- - -		20"X20" FULL TO BASE 24"X24" 20"X20" FULL TO BASE	YES YES YES	HIGH HIGH MEDIUM	30" o.c. 30" o.c. 36" o.c.



ALERT TO CONTRACTOR: 1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PROVIDE ADDRESS OF MEDIATE PROVIDE ADDRESS OF MEDIA

PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND GROUND WATER MANAGEMENT TO CONTROL MOISTURE OF SOILS. REFER TO MASTER SITE SPECIFICATIONS.

2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.



# 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

J. Henry, P.E. Steve PF No. 51555 Date



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### INTRODUCTION

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

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

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

The access to serve the project shall be as follows:

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

### ESTIMATED DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) <u>Trip Generation</u> <u>Manual</u>, 11<sup>th</sup> 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



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TABLE 1

ESTIMATED DAILY TRIP ENDS (1)

Land Use	<u>LUC</u>	Size	Daily <u>Trip Ends</u>	Passerby <u>Capture</u>	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	<u>651</u>	O	<u>651</u>
		Total	3,816	369	3,447
) Source: ITE Trip Genera	ation Mar	ual. 11th Editio	n. 2021.		

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021
Passerby Trip Ends High Turnover Restaurant (8,000 SF) - 43% 858 x 0.43 = 369

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

### ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

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

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

### ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

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

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

Δ



TABLE 2

# ESTIMATED AM PEAK HOUR TRIP ENDS (1)

ak Hour	ds	Total	39	172	44	19	274	
AM Pe	Trip En	Out	30	132	20	13	195	
New /		의	6	40	24	9	79	
y		Total	0	0	33	0	33	
assert	Capture	Out	0	0	15	O	15	
₽.	U	의	0	0	18	0	18	
Hour	ls	Total	39	172	77	<u>19</u>	307	
Peakl	rip Enc	Out	30	132	35	13	210	
AM	F	드	6	40	42	9	97	
		<u>Size</u>	52 DU's	418 DU's	8,000 SF	270 Slips	Total	
	Ш	LUC	220	221	932	420		
		<u>Land Use</u>	Townhomes	Multi-Family	High Turnover Restaurant	Marina		

(1) Source: ITE <u>Trip Generation Manual</u>, 11th Edition, 2021.
 Passerby Trip Ends

Fasserby Trip Errus
 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)

ak Hour	ds	Total	43	163	41	<u>57</u>	304	
PM Pea	Trip En	<u>Out</u>	16	64	16	23	119	
New		듸	27	66	25	34	185	
y	6	Total	0	0	31	0	31	
asserb	apture	Out	0	0	12	0	12	
പ്	с С	티	0	0	19	0	19	
Hour	s	Total	43	163	72	<u>57</u>	335	
Peak I	ip End	Out	16	64	28	23	131	
ΡM	Tri	티	27	66	44	34	204	
		<u>Size</u>	52 DU's	418 DU's	8,000 SF	270 Slips	Total	
	Щ	LUC	220	221	932	420		
		Land Use	Townhomes	Multi-Family	High Turnover Restaurant	Marina		

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

 Passerby Trip Ends High Turnover Restaurant (8,000 SF) - 43%

night futboer restation (0,000 of 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







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.

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 10













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)

ur roject Traffic <u>Right</u>	* - 0.97	- 0.16 0.0	* 0.08 0.24
PM Peak Hou ground Plus P <u>Through</u>	* * 1	* 1 1 1	* 1 1
2030 Back Left	0.15 0.10 0.97	 	0.80 -
ject Traffic Right	* - 0.0	- 0.13 0.0 0.0	* 0.0 0.16
AM Peak Hour <u>ground Plus Pro</u> <u>Through</u>	* * 1	* ' ' ' '	* ' '
, 2030 Back <u>ç</u> Left	0.03 0.02 0.69	0.23	0.30 -
Direction	EB WB NB	NB N	S B B S B B
Intersection	Gandy Blvd and Snug Harbor Road	Gandy Blvd and San Fernando Blvd Gandy Blvd and Access A	Gandy Blvd and RaceTrac Drwy

\*Free Flow therefore no Level of Service reported.

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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/rightin/right-out. With the closure of the median opening serving the CBS driveway, it is recommended the eastbound left turn lane from the RaceTrac median opening be extended to the existing eastbound left turn lane serving the CBS driveway. This will provide an approximately 610 foot eastbound left turn lane. As shown in Table 5, this should be sufficient to accommodate the 2030 background plus project traffic.



			TABLE 5					
		ACC	ESS RECOMMEN	NDATIONS				
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 EBR	55/100 20/68	Existing Yes	100'	350' 350'	450' 350'	335' -	450' 350'
Gandy Blvd and Project Access A	EBR	42/70	Yes		350'	350'	·	300'
Gandy Blvd and Race Trac Drwy	EBL	55/62	Existing	100'	350'	450'	250'	610'
<ol> <li>See Figures 7 and 8, Background PI</li> <li>Based on FDOT Driveway Informatic</li> <li>Estimated Queue Length: Gandy Blvd and San Fernando Blv WBL: 100/30 x25 = 83' Use Gandy Blvd and RaceTrac Drwy EBL: 62/30 x25 = 52' Use 1</li> <li>Based on FDOT Exhibit 212-1 and d</li> </ol>	lus Project Traff on Guide. a 100' 100' lesign speed of	c, of this report. 55 MPH on Gar	dy Blvd.					
20								

20



LINCKS & ASSOCIATES, INC.

APPENDIX

SITE PLAN









### **PERIOD SETTING**

Analysis Name :	New Analysi	s							
Project Name :	Snug Harbor use	-Revised	Land	No :					
Date:	7/29/2022			City:					
State/Province:				Zip/Post	al Code:				
Country:				Client N	ame:				
Analyst's Name:				Edition:		Trij Ed	p Genera	ition Mar	nual, 11th
Land Use	Independent Variable	Size	Time P	eriod	Method		Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekda	ау	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 <sup>(0)</sup>	Weekda	ау	Average 4.54		949 50%	949 50%	1898
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekda	зу	Average . 107.2		429 50%	429 50%	858
420 - Marina (General Urban/Suburban)	Berths	270	Weekda	у	Average 2.41		326 <sup>(1)</sup> 50%	325 <sup>(1)</sup> 50%	651 <sup>(1)</sup>
(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)

### 221 - Multifamily Housing (Mid-Rise)

**Exit** 204

Demand Exit: 0 % (0)

https://itetripgen.org/projectstudy/printpreview?guid=1ffd1c4ac605181fd37725a4a9bc8662

```
Balanced:
0
```

Entry 949

### 7/29/22, 2:09 PM

Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	949
220 - 1	Jultifamily	Housing (Low-F	Rise)			932 - High-Turn	over	(Sit-Down) F	lestaura	int
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-I	Rise)					42	0 - Mari	na
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
224	Multifamili	, Housing (Mid-F	Rise)			932 - High-Turi	nover	(Sit-Down) l	Restaur	ant
Exit	949	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	429
Entry	949	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	429
221 -	Multifamil	v Housing (Mid-I	Rise)					42	20 - Mar	ina
Exit	949	Demand Exit:	, 0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	326
Entry	949	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	325
032 -	High-Turn	over (Sit-Down)	Resta	urant				4	20 - Mar	rina
Exit	429	Demand Exit:	0 %	. (0)	Balanced:	Demand Entry:	0 %	. (0)	Entry	326
Entry	<b>,</b> 429	Demand Entry:	0 %	. (0)	Balanced: 0	Demand Exit:	0 %	. (0)	Exit	325

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### 220 - Multifamily Housing (Low-Rise)

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

### 221 - Multifamily Housing (Mid-Rise)

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

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		220 - Multifamily Housing (Low- Pise)	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-Tumover (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 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.07	6 <sup>(1)</sup> 32%	13 <sup>(1)</sup> 68%	19 <sup>(1)</sup>

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

### TRAFFIC REDUCTIONS

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

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### **INTERNAL TRIPS**

220 - N	lultifamily	Housing (Low-	Rise)			221 - Mu	ltifam	ily Housing	(Mid-Ri	se)
Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	40
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	132
220 - N	Aultifamily	Housing (Low-	Rise)			932 - High-Turr	nover	(Sit-Down) F	Restaura	ant
Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	42
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	35
220 - N	lultifamily	/ Housing (Low-	Rise)					42	0 - Mari	na
Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	6
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	13
221 - Multifamily Housing (Mid-Rise)										
221 - N	Aultifamily	/ Housing (Mid-F	Rise)			932 - High-Turr	nover	(Sit-Down) F	Restaura	ant
221 - M Exit	<b>Aultifamily</b> 132	<b>/ Housing (Mid-F</b> Demand Exit:	<b>8ise)</b> 0%	(0)	Balanced: 0	932 - High-Turr Demand Entry:	nover 0 %	<b>(Sit-Down)</b> F (0)	Restaura Entry	ant 42
221 - M Exit Entry	<b>Aultifamily</b> 132 40	<b>/ Housing (Mid-F</b> Demand Exit: Demand Entry:	<b>tise)</b> 0% 0%	(0) (0)	Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit:	0 % 0 %	<b>(Sit-Down) F</b> (0) (0)	Restaura Entry Exit	ant 42 35
221 - M Exit Entry 221 - M	Aultifamily 132 40 Aultifamily	<pre>/ Housing (Mid-F Demand Exit: Demand Entry: / Housing (Mid-F</pre>	Rise) 0% 0% Rise)	(0) (0)	Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit:	0 % 0 %	(Sit-Down) F (0) (0) 42	Restaura Entry Exit 0 - Mari	ant 42 35 na
221 - M Exit Entry 221 - M Exit	Aultifamily 132 40 Aultifamily 132	<ul> <li>Housing (Mid-F Demand Exit:</li> <li>Demand Entry:</li> <li>Housing (Mid-F Demand Exit:</li> </ul>	Rise) 0% 0% Rise) 0%	(0) (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit: Demand Entry:	0 % 0 %	(Sit-Down) F (0) (0) 42 (0)	Restaura Entry Exit 0 - Mari Entry	ant 42 35 na 6
221 - M Exit Entry 221 - M Exit Entry	Aultifamily 132 40 Aultifamily 132 40	<ul> <li><b>Housing (Mid-F</b></li> <li>Demand Exit:</li> <li>Demand Entry:</li> <li><b>Housing (Mid-F</b></li> <li>Demand Exit:</li> <li>Demand Entry:</li> </ul>	Rise) 0% 0% Rise) 0% 0%	(0) (0) (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0)	Restaura Entry Exit 0 - Mari Entry Exit	ant 42 35 na 6 13
221 - M Exit Entry 221 - M Exit Entry 932 - M	Aultifamily 132 40 Aultifamily 132 40 High-Turnc	<ul> <li>y Housing (Mid-F</li> <li>Demand Exit:</li> <li>Demand Entry:</li> <li>y Housing (Mid-F</li> <li>Demand Exit:</li> <li>Demand Entry:</li> <li>Demand Entry:</li> <li>Sver (Sit-Down) I</li> </ul>	Rise) 0% 0% Rise) 0% 0% Resta	(0) (0) (0) (0) urant	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0) 42	Restaura Entry Exit 0 - Mari Entry Exit 0 - Mari	ant 42 35 na 6 13
221 - M Exit Entry 221 - M Exit Entry 932 - H Exit	Aultifamily 132 40 Aultifamily 132 40 High-Turno 35	<ul> <li>y Housing (Mid-F Demand Exit:</li> <li>Demand Entry:</li> <li>y Housing (Mid-F Demand Exit:</li> <li>Demand Exit:</li> <li>Demand Entry:</li> <li>over (Sit-Down) I</li> <li>Demand Exit:</li> </ul>	Rise) 0 % 0 % Rise) 0 % Restar	(0) (0) (0) (0) urant (0)	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Exit: Demand Exit:	0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0) 42 (0)	Restaura Entry Exit 0 - Mari Entry Exit 0 - Mari Entry	ant 42 35 na 6 13 na 6
221 - M Exit Entry 221 - M Exit Entry Exit Entry	Aultifamily 132 40 Aultifamily 132 40 High-Turno 35 42	<ul> <li>y Housing (Mid-F Demand Exit:</li> <li>Demand Entry:</li> <li>y Housing (Mid-F Demand Exit:</li> <li>Demand Exit:</li> <li>Demand Entry:</li> <li>Demand Exit:</li> <li>Demand Exit:</li> <li>Demand Exit:</li> <li>Demand Entry:</li> </ul>	Rise) 0% 0% Rise) 0% Restar 0% 0%	(0) (0) (0) (0) Urant (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0) (0) (0)	Restaura Entry Exit 0 - Mari Entry Exit 0 - Mari Entry Exit	ant 42 35 na 6 13 ina 6 13

### 220 - Multifamily Housing (Low-Rise)

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

### 221 - Multifamily Housing (Mid-Rise)

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

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

### 932 - High-Turnover (Sit-Down) Restaurant

		Internal Trips				
	Total Trips	220 - Multifamily221 - MultifamilyHousing (Low- Rise)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	nternal 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.

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

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

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

932 - High-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.

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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-Tumover (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 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.21	34 <sup>(1)</sup> 60%	23 <sup>(1)</sup> 40%	57 <sup>(1)</sup>

(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

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# **INTERNAL TRIPS**

220 - N	lultifamily	Housing (Low-	Rise)			221 - Mu	ltifam	ily Housing	(Mid-Ris	æ)
Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	99
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	64
220 - N	Aultifamily	/ Housing (Low-I	Rise)			932 - High-Turr	over	(Sit-Down) F	lestaura	nt
Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	44
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	28
220 - 1	Aultifamily	/ Housing (Low-	Rise)					42	0 - Mari	na
Exit	16	Demand Exit:	, 0 %	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	34
Entry	27	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	23
221 - 1	Vultifamily	v Housing (Mid-F	Rise)			932 - High-Turi	nover	(Sit-Down) F	Restaura	ant
221 - I Exit	Multifamily 64	y Housing (Mid-F	<b>Rise)</b> 0%	(0)	Balanced: 0	932 - High-Turr Demand Entry:	10ver 0 %	(Sit-Down) F (0)	Restaura Entry	ant 44
221 - 1 Exit Entry	Multifamily 64 99	y Housing (Mid-F Demand Exit: Demand Entry:	Rise) 0 % 0 %	(0) (0)	Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit:	0 % 0 %	(Sit-Down) F (0) (0)	Restaura Entry Exit	ant 44 28
221 - 1 Exit Entry	Multifamily 64 99 Multifamily	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-I	Rise) 0% 0% Rise)	(0) (0)	Balanced: 0 Balanced: 0	932 - High-Turr Demand Entry: Demand Exit:	о <b>ver</b> 0% 0%	(Sit-Down) F (0) (0) 42	Restaura Entry Exit 20 - Mari	ant 44 28 ina
221 - 1 Exit Entry 221 - 1 Exit	Multifamily 64 99 Multifamily 64	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-F Demand Exit:	Rise) 0% 0% Rise) 0%	(0) (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Entry:	0 % 0 %	(Sit-Down) F (0) (0) 42 (0)	Restaura Entry Exit 20 - Mari Entry	44 28 ina 34
221 - I Exit Entry 221 - I Exit Entry	Multifamily 64 99 Multifamily 64 99	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-F Demand Exit: Demand Entry:	Rise) 0% 0% Rise) 0% 0%	(0) (0) (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0)	Restaura Entry Exit 20 - Mari Entry Exit	ant 44 28 ina 34 23
221 - I Exit Entry 221 - I Exit Entry	Multifamily 64 99 Multifamily 64 99 High-Turn	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-F Demand Exit: Demand Entry:	Rise) 0% 0% Rise) 0% 0% Resta	(0) (0) (0) (0) vurant	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0)	Restaura Entry Exit 20 - Mari Entry Exit 20 - Mar	ant 44 28 ina 34 23 ina
221 - 1 Exit Entry 221 - 1 Exit Entry 932 - Exit	Multifamily 64 99 Multifamily 64 99 High-Turne 28	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-F Demand Exit: Demand Entry: over (Sit-Down) Demand Exit:	Rise) 0% 0% Rise) 0% 0%	(0) (0) (0) (0) urant	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Entry: Demand Exit:	0 % 0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0) 42 (0)	Restaura Entry Exit 20 - Mari Entry Exit 20 - Mar Entry	ant 44 28 34 34 23 ina 34
221 - 1 Exit Entry 221 - 1 Exit Entry 932 - Exit	Multifamily 64 99 Multifamily 64 99 High-Turno 28 44	y Housing (Mid-F Demand Exit: Demand Entry: y Housing (Mid-F Demand Exit: Demand Exit: Demand Entry: Demand Exit: Demand Exit: Demand Exit:	Rise) 0% 0% Rise) 0% Resta 0%	(0) (0) (0) (0) urant (0) (0)	Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0 Balanced: 0	932 - High-Turn Demand Entry: Demand Exit: Demand Entry: Demand Exit: Demand Entry: Demand Entry:	0 % 0 % 0 % 0 %	(Sit-Down) F (0) (0) (0) (0) (0) (0) (0)	Restaura Entry Exit 20 - Mari Entry Exit 20 - Mar Entry Exit	ant 44 28 ina 34 23 ina 34 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)

Total Trips	Internal Trips				
Total Trips	220 - Multifamily Housing (Low- Rise)	932 - High- Turnover (Sit- Down) Restaurant	420 - Marina	Total	External Trips
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Entry	99 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	99 (100%)
Exit	64 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	64 (100%)
Total	163 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	163 (100%)

# 932 - High-Turnover (Sit-Down) Restaurant

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

# 420 - Marina

		Internal Trips	Internal Trips					
	Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	Total	External Trips		
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.

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## 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.

S	UI	М	M	A	R'	Y

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



										Source	2	2	30	30	2	30	30	30	2	30	30	30	
									Adj Street Peak	Hour Volume	3935	2580	Ĭ	Ĩ	1615	Ĵ	Î	1	1565	I	1	Ĩ	
										Total (%)	63	62	37	42	50	43	68	54	77	60	62	71	
	ition		Restaurant	ırban	eriod			idividual Sites	n-Pass-By Trips	Diverted (%)	36	33	Ĩ	Ĩ	13	j	Ĩ	11	54	21	19	20	
by Land Use	<i>lanual</i> , 11th Edi	932	over (Sit-Down)	eral Urban/Subu	day PM Peak P	12	43%	acteristics for In	No	Primary (%)	27	29		I	37		Ĩ	43	23	39	43	51	
s-By Rates	eneration N		High-Turno	Gene	Weel			ass-By Chara	Pass-By	Trip (%)	37	38	63	58	50	57	32	46	23	40	38	29	
Vehicle Pas	ce: ITE Trip Ge							Å		# Interviews	41	21	276	65	24	308	150	521		664	267	317	
	Sour				×				Survey	Year	1993	1993	1992	1992	1993	1994	1992	1995	1993	1995	1996	1996	
									State or	Province	Kentucky	Kentucky	Florida	Florida	Kentucky	Florida	Florida	Florida	Indiana	Florida	Florida	Florida	
		Land Use Code	Land Use	Setting	Time Period	# Data Sites	Average Pass-By Rate			GFA (000)	2.9	3.1	4.6	2	5.3	5.7	5.8	6.2	7.1	œ	11	12	

TRAFFIC COUNTS





N/S Street: Snug Harbor Rd

Ż

Speed: 25 MPH



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



Prepared by National Data & Surveying Services

# Snug Harbor Rd & Gandy Blvd

Peak Hour Turning Movement Count



- /

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

Control	I-MAA Drob(H	,						Tota					_		4		
		Sour Harb	or Rd		ç	Snug Harbo	or Rd			Gandy Blv	d			Gandy Blv	d	_	
NS/EW Streets:		Stug hord	OUND			SOUTHBO	UND.			EASTBOU	ND		0	WESTBOU	0	0	
AM	0	0	0	D	0	0	0	0	0 FL	ET	ER	EU	WL	WT	NR	WU	TOTAL
	NL	NT	NR	NU	SL 0	0	0	0	0	147	2	S	0	116	0	0	366
6:00 AM 6:15 AM	3	0	4	0	0	0	0	0	0	209	3	0	0 D	194	0	0	442
6:30 AM	3	0	3	0	0	0	0	0	Ö	246	3	3	0	213	0	0	4/5
6:45 AM	7	0	3	0	0	0	0	0	0	256	5	2	9	292	0	ŏ	623
7:15 AM	10	ō	5	0	0	0	0	0	a	278	8	3	2	314	0	0	626
7:30 AM	16	0	5	0	0	0	0	0	0	261	7	3	3	324	0	0	573
7:45 AM	11	0	8	0	0	0	0	0	0	250	5	2	2	344	õ	0	602
8:15 AM	11	0	1	0	0	0	0	ŏ	õ	241	6	9	2	288	0	8	555
8.30 AM	6	0	2	0	0	0	0	0	0	218	11	9	2	232	0	0 1	485
9:00 AM	7	0	5	0	0	0	0	0	0	190	8	9	1	250	0	0	465
9:15 AM	7	0	0	0	0	0	õ	0	0	208	10	1	0	227	0	õ	393
9:30 AM 9:45 AM	5	ō	4	0	0	0	0	0	0	1//	3	2					
		ATT	NID	NU	SL	ST	SR	SU	EL.	ET	ER	EU	WL 22	WT 3047	WR.	0 V	7980
TOTAL VOLUMES	109	0	59	0	0	0	0	0	0	3691	92 2,39%	1,66%	0.58%	99.42%	0.00%	0.00%	
APPROACH %'S	64.88%	0.00%	35.12%	0.00%					0.00%	2010110							7471
PEAK HR :	0	7:15 AM -	26	0	0	0	0	0	0	1097	25	13	9	1221 0.942	0.000	000.0	0.071
PEAK HR VOL	0.625	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0,000	0.890	0.781	0.015	0.750	0.940			0.971
		0.76	36										_	WECTRO	UND		
	-	NORTH	BOUND			SOUTH	SOUND	0	0	EASTBO	OND	0	0	0	0	0	
NOON	0	0	0	0	0	0 ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL 367
10,00 44	NL	NT	1	0	0	0	0	0	0	174	8	4	0	163	0	ŏ	341
10:15 AM	9	0	5	0	0	0	0	0	0	209	7	6	0	202	0	0	432
10:30 AM	5	0	3	0	õ	ů.	0	0	0	156	5	6	0	190	0	0	377
10:45 A5	4 6	0	2	0	0	0	0	0	0	192	4	4	1	175	0	0	383
11:15 A	1 3	0	2	0	0	0	õ	ō	0	201	8	8	1	223	0	0	414
11:30 A	9	Q.	0	0	0	0	0	0	0	165	4	4	2	185	0	0	391
12:00 Pt	M 4	0	2	0	0	0	ő	ŏ	0	192	8	4	3	267	0	0	483
12:15 Pt	M 6	0	5	õ	0	ů.	0	0	0	207	7	9	2	247	ů	0	468
12:30 P	M 5	0	8	1	0	0	0	0	0	198	7	9	1	242	0	0	463
1:00 P	M 3	0	3	0	0	0	0	0	0	235	6	4	2	235	0	ŏ	478
1:30 P	M 2	õ	5	0	0	0	0	0	0	212	5	8	2	218	0	0	449
1:45 P	м 3	0	1	0	0	0	U	U		_		-	14.0	INT	WP	WU	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 3074	ER. 89	97	21	3405	0	0	6817
TOTAL VOLUMES	79	0	50	1	0	0	<sup>D</sup>	0	0.00%	94.29%	2.73%	2.98%	0.61%	99.39%	0.00%	0.00%	TOTAL
APPROACH %'s	s: 60.77%	12:45 PM	- 01:45 PM	0.7730	1. A. A.	201				026	19	28	7	984	0	0	1899
PEAK HR VOI	L: 14	0	20	1	0	0	0.000.0	0.000	0,000	0.879	0.679	0.778	0.875	0,946	0.000	0.000	0.969
PEAK HR FACTOR	0.700	0.000	0.625	0.250	0.000	0.000	0.000			0,89	1			0,94	0		
	-					2011	ROUND		-	EASTB	OUND			WESTE	OUND	-	
		NORT	HBOUND	0	0	0	0	0	0	0	0	0	0	0 WT	WR	wu	TOTAL
PIVI	0 NL	NT	NR	NU	SL	ST	SR	SU	EL	213	9	S	1	217	0	1	460
2:00 1	PM 9	0	5	0	0	0	0	0	ō	233	12	7	5	243	0	0	498
2:15	PM 5	0	5	0	0	0	0	0	0	190	5	7	6	274	0	Ō	523
2:451	PM 6	0	4	0	0	0	0	0	0	259	7	4	2	278	0	0	557
3:00	PM 4	0	2	õ	õ	o	0	0	0	316	4	10	3	349	0	õ	786
3:30	PM 2	0	3	0	0	0	0	0	0	376	4	10	4	345	0	0	749
3:45	PM 7	0	2	0	0	0	0	0	0	373	13	13	5	358	0	õ	806
4:15	PM 5	0	3	0	0	0	0	0	0	383	11	6	4	448	0	1	853
4:30	PM 7	0	2	0	ő	0	ő	0	0	355	10	8	8	404	0	1	834
4:45	PM 6 PM 4	0	5	0	0	0	0	0	0	393	7	14	4	445	0	0	907
5:15	PM 8	0	5	0	0	0	0	o	Ō	386	13	9	10	351	0	0	728
5:30	PM 6 PM 7	0	4	0	0	0	0	0	0	333	12	6	5	284	0	0	607
6:00	PM 4	0	6	0	0	0	0	0	0	248	7	10	Z	317	0	0	593 485
6:15	PM 7 PM 2	0	2	0	ŏ	ŏ	Ō	0	0	231	7 7	6	3	191	ő	ő	404
6:45	PM 3	0	4	0	0	0	0	0	0	142	7	8	2	170	0	0	335
7:00	PM 3	0	3	0	o	0	0	0	0	150	7	7	2	154	0	0	307
7:15	PM 3	0	1	Ō	0	0	0	0	0	138	3	4	Ő	124	õ	0	272
7:45	PM 5	0	0	0	0	U	u	u	Ŭ,			1941 L	144	WT	WR	WD	TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET 6805	ER 186	EU 181	89	7066	0	3	14533
TOTAL VOLUM	ES : 119	0	83	1	0	0	0	U	0.00%	94.88%	2,59%	2.52%	1.24%	98.71%	0.00%	0.04	TOTAL
APPROACH %	a's: 58.62	0.00 04:30 P	M - 05:30 PI	0.49%				N210		1000	25	47	22	1687	0	2	3386
PEAK HR V	OL: 25	0	17	1	0	0	0	0	0.000	1555 0,917	دد 0.795	0,750	0.688	0.941	0.000	0,500	0 0.933
PEAK HR FACTO	OR: 0,781	0,000	0,850	0.250	0.000	0.000	0,000	0,000		0.	917			0.	944		-

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

Control	. 1-0009	Stop(its	· ·						Cars		-			_				
		_					Sour Harbo	n Rd			Gandy Blv	d			Gandy Blv	/d		-
NS/EW Streets		S	inug Harbo	or Ka	_		CONTHRC	UND			EASTBOU	ND		•	WESTBOU	IND	0	
100	-		NORTHBO	DUND	0	0	0	0	0	0	0	0		w	WT	WR	wu	TOTAL
AIVI	N		NT	NR	NU	SL	ST	SR	SU	EL	135	2	4	0	112	0	0	259
6:00 A	M 2		6	4	0	0	0	ō	õ	0	199	3	5	0	135	0	ŏ	425
6:15 A	MB		0	3	0	õ	õ	0	0	0	233	2	3	0	194	0	0	443
6:45 A	M 5		0	3	0	0	0	0	0	0	253	5	2	3	194	0	8	587
7:00 A	14 2		0	1	0	0	õ	0	0	0	295	3	3	2	209	õ	0	598
7:15	M 10	5	ŏ	5	ŏ	0	0	0	0	0	258	7	3	3	305	0	0	581
7:45 4	M 3		0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	574
8:00 /	M 10	)	0	7	ö	0	ō	0	0	0	229	5	2	2	272	ŏ	0	526
8:15	M 6	,	0	2	0	0	0	0	0	0	203	11	9	2	280	0	0	516
8:457	M 9		0	2	0	0	0	0	0	0	216	6	4	2	207	0	ŏ	430
9:00 /	M 6		0	0	ŏ	0	0	0	0	0	176	9	1	ō	216	0	0	426
9:30	AM 4	ł	0	3	0	0	0	0	ő	0	166	3	2	1	184	0	0	304
9:45	4M 5	5	0	3	U	Q.	•			494		55	EL1	W	WT	WR	WU	TOTAL
	N	L	NT	NR	NU	SL	ST	SR	SU	EL 0	3525	84	63	22	3674	0	0	7523
TOTAL VOLUME	s: 10	01	0	54	0.00%6	U	U		Ū.	0.00%	96.00%	2,29%	1.72%	0.60%	99.40%	0.00%	0.00%	TOTAL
APPROACH %	5: 05.	15%	115 AM -	08:15 AM	0.0010		101	141		0	1056	24	13	9	1141	0	0	2306
PEAK HR VC	L: 3	9	0	24	0	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
PEAK HR FACTO	<b>R</b> 0.6	51	0.000	0.857	0.000	0.000	0.000	-		_	0.908	3			0,555			
			0111				COUTH	CNIND .			EASTBO	UND			WESTEC	DUND	0	
11000		0	NORTH	BOUND	0	0	0	G	0	0	0	0	0	WI	WT	WR	wu	TOTAL
NOON	N	VL.	NT	NR	NU	SL	ST	SR	SU	Č L	155	7	4	0	156	0	0	328
10:00	AM	5	0	1	0	0	0	ŏ	0	0	146	3	4	0	150	0	ŏ	404
10:15	AM	8 5	0	3	Ő	0	0	0	0	0	195	5	6	0	178	0	0	337
10:45	AM	4	0	1	0	0	0	0	0	0	185	5	5	0	157	0	ů.	357
11:00	AM	6	0	2	õ	0	0	0	0	0	183	3 8	8	î	213	0	0	425
11:30	AM	5	0	5	0	0	0	0	0	0	158	5	9	2	212	0	0	393
11:45	AM	9	0	2	0	0	0	0	0	0	181	4	4	3	251	0	0	455
12:00	PM	6	0	3	0	0	0	0	0	0	190	7	7	3	218	0	0	435
12:30	PM	5	0	5	1	0	õ	0	0	0	185	3	8	1	229	0	Ö	440
12:4	PM	3	0	3	0	0	0	0	0	0	222	6	4	2	226	0	0	467
1:15	PM	4	0	3	0	0	ő	õ	õ	0	192	1	6	2	245	õ	ŏ	424
1:30	PM	2	0	1	ŏ	D	0	0	0	0	198	5	0	-				TOTAL
1.1.				NIC.	Mil	ci .	ST	SR	SU	EL	ET	ER	EU	WL	WT 3204	WR	0	6416
	IFC .	NL 77	NT	48	1	0	D	0	0	0	2886 04 1695	83	3.13%	0.65%	99.35%	0.00%	D.009	6
APPROACH S	6'5: 6	1.11%	0.00%	38.10%	0.79%					0.00 /1	2112010			440	038	0	0	1809
PEAK	HR:	14	12:45 PM	01:45 PM	1	0	0	G	0	0	787	17 0.607	27 0.750	0,875	0.957	0.000	0.000	0.968
PEAK HR FACT	OR 0	0,70	0.000	0.563	0.250	0,000	0,000	0.000	0.000	0.000	0,880	95			0,9	56		1
			0.3	589				and the second se			EASTR	OUND			WEST	BOUND		T
		-	NORT	HBOUND		0	SOUTI	ABOUND	0	0	0	0	0	D	0	0	0	TOTAL
PM		0	0	0 MP	0 NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	207	0	0	438
2:0	0 PM	S S	0	5	0	0	0	0	0	0	2204	9	7	5	228	0	0	479
2:1	5 PM	5	0	5	0	0	0	0	0	o	180	5	5	2	276	0	ŏ	491
2:3	O PM	4	0	4	0	0	0	0	0	0	201	7	4	2	266	0	0	538
3:0	IO PM	4	0	3	0	0	0	0	ŏ	0	298	4	5	1	303	0	0	757
3::	5 PM	3	0	3	0	0	Ō	0	0	0	389	4	10	4	335	0	0	713
3	IS PM	6	0	3	0	0	0	0	0	Ő	350	13	5	5	345	0	0	777
43	DO PM	7 5	0	3	0	0	0	0	0	0	399	5	6	4	433	ō	1	832
4:	30 PM	7	õ	2	1	0	0	0	0	0	339	10	8	8	384	0	0	802
4.	15 PM	5	0	5	0	0	0	0	0	0	374	7	14	4	435	0	0	886
5:	15 PM	8	õ	5	0	0	0	0	0	0	371	13	9	10	343	0	0	756
5:	30 PM	5	0	5	0	0	0	Ö	0	0	322	8	10	4	277	0	0	592
5	45 PM	4	0	6	Ö	0	0	0	0	0	243	6	10	2	314	0	0	584 475
6	15 PM	7	0	2	0	0	0	õ	õ	0	224	7	6	3	190	0	0	397
6	30 PM	3	0	4	ŏ	0	0	0	0	0	185	7	8	2	166	0	0	330
7	00 PM	3	Q	3	0	0	0	0	õ	0	148	7	7	2	163	0	0	301
7	15 PM	3	0	2	0	o	õ	0	0	0	137	3 3	3	0	119	Ō	0	265
7	45 PM	5	ŏ	0	0	0	0	0	U		101		PR- 1		wr	WR	WU	TOTAL
	-	6.31	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER 179	EU 180	88	6861	0	2	14033
TOTAL VOL	IMES :	114	0	82	1	0	0	0	0	0.009	6 94.799	6 2.60%	2.61%	1.27	6 98.719	5 0.00 <sup>e</sup>	6 0.0	TOTAL
APPROACE	1 %'s :	57.879	6 0.00	% 41.62 M - 05:30	% 0.51	70			1.5		1405	22	47	27	1643	0	2	3279
PEAK HI	K HR :	24	04.30 P	17	1	0	0	0	0 000	000.0	1495 0.905	0.825	0.750	0.688	0.944	0.000	0.50	0 0,925
PEAK HR FA	CTOR :	0.75	0,000	0,850	0.250	0.000	0.000	0.000	3.000		0	.904			(	.949	_	
				0,000		_												

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

		. ,						<u>H1</u>					_				
NS/EW Streets:		Snug Harb	xor Rd			Snug Hari	oor Rd			Gandy B	lvd			Gandy B	lvd		
Contract of the local division of the local		NORTHB	OUND		10	SOUTHE	DUND	0	D	EASTBO		0	0	WESTBO 0	UND 0	0	
AM	0 NI	0 NT	0 NR	NU	SL	ST	SR	SU	EL	<u>e</u> r	ER	EU	WL	WT	WR	WU	TOTAL 18
6:00 AM	1	0	0	0	0	0	0	0	0	9	ŏ	ô	ŏ	8	0	0	17
6:15 AM 6:30 AM	0	0	0	õ	õ	Ō	0	0	0	7	0	0	0	10	0	0	32
6:45 AM	2	0	0	0	0	0	0	0	0	3	0	0	1	22	0	0	27
7:15 AM	ō	ō	0	0	0	0	0	0	0	13 10	0 1	0	0	17	o	0	28
7:30 AM 7:45 AM	0	0	0	0	0	0	ō	Ő	0	9	0	0	0	18	0	0	28
8:00 AM	1	0	1	0	0	0	0	0	0	8	0	0	0	19	0	0	28
8:15 AM 8:30 AM	1	0	1	ŏ	0	õ	ŏ	0	0	10	2	0	0	16	0	0	29 32
8:45 AM	0	0	0	0	0	0	0	0	0	10	3	0	0	25	0	0	40
9:15 AM	Ō	0	Ō	ō	D	0	0	0	0	14 15	1	0	0	20	0	ŏ	26
9:30 AM	1	0	0	0	0	0	ŏ	ŏ	õ	11	Ō	0	0	17	0	0	29
5110741			600	NU	51	হা	SR	50	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
TOTAL VOLUMES	B	0	5	0	0	0	0	0	0	166	B 4 57%	1	0.37%	268	0.00%	0.00%	457
APPROACH %'s	61.54%	0.00%	38.46%	0.00%	_	-			0,00%	54.00 /0	1,07 10	0.07 / 1	0.01 10			.	TOTAL
PEAK HR VOL	1	0	2	0	0	0	0.000	0	0	41 0.788	1 0.250	0.000	0.000	80 0.870	0,000	0.000	0.868
PEAK HR FACTOR	0,250	0,000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.80	B			0,87	0		0.000
						SOUTH	BOUND			EASTBO	DUND			WESTB	OUND		
NOON	0	0	0	0	0	0	0	0	0 FI	0 FT	0 ER	0 EU	0 WL	WT	WB	WU	TOTAL
10:00 01	NL	NT	NR	NU	<u>SL</u>	0	0	0	0	19	1	0	0	18	0	0	39
10:15 AM	î	0	0	0	0	0	0	0	0	10 14	1	0	0	13	0	Ő	28
10:30 AM 10:45 AM	0	0	0	ő	ő	0	Ö	0	0	13	0	0	0	12	0	0	17
11:00 AM	0	0	0	G	0	0	0	0	0	íi	1	õ	0	14	0	0	26
11:15 AM 11:30 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	10	0	0	19
11:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20 28
12:15 PM	0	0	0	0	0	0	0	0	0	17	0	0	o	16	Ő	Õ	33
12:30 PM 12:45 PM	0	0	ő	õ	0	ő	0	0	0	7	1	1	0	9	0	0	23
1:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	9	0	0	23
1:30 PM	ō	0	1	0	0	0	0	0	0	9 14	1	0	0	15	0	ő	25
1:45 PM	0	U	U	U	0	0			-		50	- D1		WT	WB	WU	TOTAL
FOTAL VOLUMES	NL 2	NT	NR 2	NU Q	SL	5T 0	SR 0	0	0	188	6	1	0	202	0	0	401
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	0.50		_	_	0.00%	96,41%	3.08%	0.51%	0.00%	100.00%	0.00%	0.00 10	TOTAL
PEAK HR : PEAK HR VOL :	0	12:45 PM - 0	2	0	0	0	0	0	0	39	2	1	0	46 0.767	0.000	0.000	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	0,230	0.000	0.7	67		0,865
		015				SCO IT	-BOUND			EASTE	OUND			WESTE	BOUND		
PM	0	0		0	0	0	0	0	0	0	0	0	0	WT	0 WR	wu	TOTAL
	NL	NT	NR	NU	5L0	ST 0	0	0	0	9	1	0	0	10	0	1	22
2:15 PM	ō	0	0	ō	0	0	0	0	0	13 10	3	0	0	15	D	0	22
2:30 PM	0	0	0	0	0	0	0	ŏ	0	15	0	1	1	14	0	0	<u>32</u> 19
3:00 PM	0	0	0	0	0	0	0	0	0	18	0	o	0	15	0	0	33
3:15 PM 3:30 PM	0	0	ő	ō	0	0	0	0	0	22	0	0	0	10	0	0	36
3:45 PM	1 0	0	0	0	0	0	0	Ö	0	23	0	0	0	13	0	0	36 29
4:15 PM	0	0	0	0	0	0	0	0	0	19	2	0	0	15	0	Ŏ	31
4:30 PM 4:45 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	13	0	0	32
5:00 PN	0	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
5:30 PN	1	ō	õ	0	0	0	0	0	0	15	0	0	0	7	0	õ	18
5:45 PN	0	0	0	0	0	0	0	Ő	0	8	0	0	0	7	0	0	15
6:15 PM	0	0	0	0	0	0	0	0	0	7	ō	0	ō	3	0	0	10
6:30 PM 6:45 PM	4 0	0	õ	0	0	0	0	0	0	6	0	0	0	4	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	6
7:30 PM	, o	õ	Ö	0	0	0	0	0	0	1 2	0	0	ŏ	5	0	ō	7
7:45 PM	0	U	U	J	, ,	·	-	-	-	FT	FP	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	SL 0	51 0	SR 0	0	0	279	7	1	1	205	0	1	500
APPROACH %'s	83.339	6 0.00%	16.67%	0.00%					0.00%	97.21%	2.44%	0.35%	0.48%	AA'03%	0.00%	0,467	TOTAL
PEAK HR	1	04:30 PM	- 05:30 PM 0	0	0	0	0	0	0	60	2	0	0	44 0.733	0 0.000	0 0,000	107
PEAK HR FACTOR	0,25	0,000	0.000	0,000	0.000	0,000	0.000	0.000	0.000	0.789	916	0.000	0.000	0.755	733		0.836

# National Data & Surveying Services Location: Snug Harbor Rd & Gandy Blvd City: SL. Petersburg Control: 1-Way Stop(NB)

Control: 1-	way stop	(IND)						Bikes	;		_			Constant and a	4		
, second F	_	Cours Harbo	vr Bd		S	nug Harbor	r Rd			Gandy Bl	vd			Gandy Blvd	0	-+-	
NS/EW Streets:		Shug Harbo	KIND .		- 1	SOUTHBOU	UND		0	EASTBOL	UND	0	0	0	0	0	-
404	0	0	0	0	0	0	0	511	0 EL	ET	ER	EU	WL	WT V	VR V	UV UV	O
AIVI	NL	NT	NR	D S	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	õ	õ	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	Ö	ō	0	0	0
7:00 AM	ő	0	0	0	0	0	0		0	ů.	0	0	0	0	0	0	D D
7:30 AM	Ō	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
7.45 AM	0	0	0	0	0	0	0	0	0	1	ů.	õ	0	0	0	0	0
8:15 AM	ŏ	0	0	0	0	0	0	0	õ	Ō	0	0	0	0	0	0	í
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	ö	0	ō	0	0	0		0
9:15 AM	D	0	0	0	0	0	õ	õ	0	0	0	0	0	0	ō	ŏ	ō
9:30 AM	0	0	0	ŏ	õ	0	0	0	0	0	U					-	TEITAL
9:45 /4/4	U				0	ST	SR	SU	EL,	ET	ER	EU	WL	WT	D D	0	4
	NL	NT	NR	0	0	0	0	0	0	1 22 33%	2	0.00%	0.00%	100.00%	0.00%	0.00%	
TOTAL VOLUMES	0	U	0						0.00%	33,3376	00.07 10				0	0	TUTAL
PEAK HR :		07:15 AM -	08:15 AM			0	0	0	0	1	1	0	0 000	1 0.250	0.000	0.000	0.250
PEAK HR VOL :	0	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			0.230
PEAK HR FACTOR :	0.000	0,000	01000				_			U.L.				INCOTION	1000	-	-
	_	Lange and	ALCH INFO			SOUTHB	OUND			EASTB	OUND	0	0	0	0	0	
NOON	0	O	0	0	0	0	0	0	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	NL	NT	NR	NU	0	0	0	0	0	0	0	0	0	0	õ	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	ŏ	Ō	D	0	0	0
10:15 AM 10:30 AM	o	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	ŏ	0	0	1
11:00 AM	1	õ	0	0	0	0	0	0	0	ö	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	õ	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	ŏ	ō	0	0	0	0
12:00 PM	ŏ	0	0	0	0	0	0	0	ō	ŏ	0	0	0	0	0	0	1
12:30 PM	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	1
12:45 PM		0	0	0	0	0	0	0	0	õ	1	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	õ	õ	Ō	0	0	0	0	0	0	ŏ	Ō
1:30 PM		0	0	õ	ŏ	Ō	0	0	O	0	U	U				1822.5	1 707/
1:45 10					CI.	ST	SR	SU	EL	EL	ER	EU	WL	WT	G	0	6
	NL	NT	NR 2	0	0	0	0	0	0	0 00%	100.00%	0.00%	0.00%	100,00%	0.00%	0.009	16
TOTAL VOLUMES	33,33	0.00%	66.67%	0.00%				_	0.00 %	0.00 %	100100.00				0	n	100
PEAK HR	1	12:45 PM	- 01:45 PM	0	0	0	0	0	0	0	2	0 000	0,000	0.250	0.000	0.000	0.75
PEAK HR VOL	0	0.000	0.000	0.000	0,000	0.000	0,000	0,000	0.000	0.000	500	0.000	01000	0.2	50		
PEAK HR FACTOR	0.00												-	WEST	OUND		T
		NORT	HEOUND	1		SOUTH	HEOUND	0	0	EAST	OUND	0	0	0	0	0	700
DM	0	0	0	0	0	0	0	SU	EL	ET	ER	EU	WL	WT	WR	0	0
Ca191	NL	NT	NR	NU	0	0	0	0	0	0	0	0	0	0	o	0	0
2:00 P	M 0	0	0	0	0	0	0	0	0	0	0	ŏ	0	0	0	0	
2:30 P	M 0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
2:45 P	M 0	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0	0	0
3:15	PM 0	ŏ	0	0	0	0	0	0	ŏ	0	0	0	0	0	0	0	
3:30	PM 0	0	0	0	0	ō	0	0	0	0	0	0	0	Ő	0	0	0
3:45	PM 0	ŏ	0	0	0	0	0	0	0	õ	D	0	0	0	0	0	
4:15	PM 0	0	0	0	0	ő	0	0	0	0	0	0	0	õ	0	0	
4:30	PM 0 PM 0	0	ŏ	ő	0	0	0	0	0	0	0	0	0	0	0	0	
5:00	PM 0	0	0	0	0	0	0	o	0	0	0	0	0	0	0	ő	
5:15	PM 0	0	0	0	ŏ	ŏ	0	0	0	0	0	0	0	0	Ó	0	-
5:30	PM 0	0	0	0	0	0	0	0	0	Ő	0	0	0	1	0	0	
6:00	PM 0	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	õ	
6:15	PM C PM C	) 0	0	o	0	0	0	0	0	0	0	Ő	0	0	0	0	
6:45	PM C	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
7:00	PM C	0	0	0	0	0	0	0	0	0	0	0	Ő	ō	0	0	
7:15	PM	5 0	0	0	0	0	0	0	0	ŏ	0	0	0	٥	0	0	
7:45	PM	0 0	0	0	U U	v	v		-	27	ED	EU	WL	WT	WR	W	JT
	-	I NT	NR	NU	SI.	ST	SR	SU	EL 0	0	0	0	2	2	0	0	2690
TOTAL VOLUM	ES:	1 0	0	0	0	O	U	0	, , , , , , , , , , , , , , , , , , ,				50.00	% 50.009	0.00%	- U.	T
APPROACH %	6's: 100	04:30	M - 05:30 F	M 0.005			6210		0	0	0	0	D	0	0	0	
PEAK HP V	OL:	0 0	0	0	0	0	0 000	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.00	JU I
PEAK HR FACT	OR: 0.	00 0.000	0.000	0,000	0.000	0,000	0.000		1			_					

# Intersection Turning Movement Count

Project ID: 21-120083-001 Date: 3/3/2021 Location: Snug Harbor Rd & Gandy Blvd City: St. Petersburg Pedestrians (Crosswalks) Gandy Blvd Gandy Blvd Snug Harbor Rd Snug Harbor Rd NS/EW Streets: WEST LEG EAST LEG SOUTH LEG NORTH LEG AM TOTAL NB NB SB SB WB EB WB EB 0 0 0 0 Û 0 6:00 AM 6:15 AM 0 ŏ Ō Ó ŏ Ō 0 0 0 Ō 0 0 6:30 AM 6:45 AM 7:00 AM ō 0 D 0 0 0 0 Ö Ð 0 0 0 Ç 0 0 0 0 Õ n D 0 0 0 0 0 0 0 0 7:15 AM õ õ Ó 0 0 1 7:30 AM Ō ٥ 1 0 0 0 0 0 0 0 7.45 AM 0 0 Ō Ō ĥ 8:00 AM 0 0 Q 0 Ō 0 õ Ō 0 0 D 8:15 AM 8:30 AM 0 0 0 0 õ Ō Ō D. 0 0 0 ō 0 0 C 8:45 AM 9:00 AM 00 0 0 0 ŏ 0 Ō n 0 D 0 0 Õ Ō 0 0 0 0 9:15 AM 0 0 0 0 0 0 0 õ 0 0 0 9:30 AM 0 ō 0 0 0 9:45 AM ō 0 0 0 58 ΤΟΤΑΙ SB NB EB WB NB WB EB 0 0 0 1 0 TOTAL VOLUMES : 0 0 1 0 100.00% 0.00% APPROACH %'s : TOTAL 07:15 AM - 08:15 AM PEAK HR : 0 0 0 0 1 0 PEAK HR VOL : 0 Ū 1 0.250 0.250 PEAK HR FACTOR : 0.250 WEST LEG SOUTH LEG EAST LEG NORTH LEG NOON SB TOTAL NB wв EB WB NB Q SB EB Π 0 10:00 AM 10:15 AM 10:30 AM 0 2 0 D ŏ Õ 20 Ô 0 õ 0 0 0 0 0 0 0 0 0 ō Ó 0 0 0 3 3 10:45 AM 0 0 0 11:00 AM 0 â Õ 0 õ Ō 0 0 0 0 11:15 AM 11:30 AM 0 õ 0 0 0 0 0 0 0 0 0 0 0 0 0 0 11:45 AM 12:00 PM Ô 0 0 0 ٥ n 0 Q 0 0 Ō 0 0 0 0 1 12:15 PM 12:30 PM 0 0 1 ō ō 0 0 0 0 0 0 0 0 0 0 0 0 12:45 PM 0 D 0 0 0 0 0 Õ 1:00 PM õ ō 0 0 0 D 1:15 PM 1:30 PM 1:45 PM ō 0 0 0 0 0 0 Ō 0 0 0 0 0 0 0 0 0 0 NB SB NB SB TOTAL WB EB WB EB 0 0 0 0 11 3 27.27% TOTAL VOLUMES : 0 0 8 72.73% APPROACH %'s : TOTAL 12:45 PM 01:45 PM **PEAK HR:** 0 0 0 0 5 5 D PEAK HR VOL Û Ũ 0.250 0.250 PEAK HR FACTOR : 0,250 WEST LEG SOUTH LEG EAST LEG NORTH LEG TOTAL PM WB NB 58 NB SB 0 0 EB EB 2:00 PM 0 Ð 0 1 0 0 0 0 0 Ō 00 0 2:15 PM 0 0 0 1 0 0 2:30 PM 2:45 PM 3:00 PM 0 Q 00 0 0 0 00 0 ō 0 Ó 0 0 0 2 0 0 0 3:15 PM 0 0 1 1 ō ō 0 0 3:30 PM 3:45 PM 4:00 PM 0 D 0 0 0 0 n 0 0 0 0 n 2 0 0 ō 0 4:15 PM 0 0 0 0 0 0 õ 0 0 0 0 0 4:30 PM õ 0 D 0 0 0 0 0 Ð 4:45 PM 0 0 Č 0 0 5:00 PM Ó 0 0 0 0 0 0 0 0 0 0 5:15 PM 0 0 0 5:30 PM ō Õ 0 0 0 0 0 Ċ 0 0 0 0 5:45 PM 6:00 PM 0 0 D Ō 2 0 õ 0 0 0 0 1 6:15 PM 6:30 PM 0 0 0 1 ò 0 Ô Ó 0 0 0 0 0 0 0 0 0 6:45 PM 0 0 0 0 C D 0 0 0 0 Ō 000 7:15 PM 0 0 0 0 0 0 õ 0 0 0 7:30 PM 7:45 PM Ô 0 õ 0 Ô 0 õ 0 NB 0 50 0 OTAL WB NB 58 ΕB EB WB 9 0 0 5 TOTAL VOLUMES 0 D 4 55.56% 44,44% APPROACH %'s: PEAK HR : TOTAL 04:30 PM - 05:30 PM 0 0 0 0 0 0 0

PEAK HR VOL

PEAK HR FACTOR

0

0





Stopped Buses





Prepared by National Data & Surveying Services

# San Fernando Dr & Gandy Blvd

# Peak Hour Turning Movement Count



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

NS/EW Streets:     San Fernando Dr     San Fernando Dr     Gandy Bivi       AM     0	Gandy Blvd       WESTBOUND     O     O       0     0     0     0       WL     WT     WR     WU     TOTAL       0     114     0     0     373       0     151     0     373     373       0     187     0     0     427       0     216     0     0     458       0     213     0     0     475       1     307     0     2     614       0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT
AtM     0	WESTBOUND     0     0     0     0     0     0     TOTAL       0     114     0     0     259     0     151     0     373     0     187     0     427     0     216     0     468     0     427     0     216     0     0     427     0     216     0     468     0     213     0     0     475     1     307     0     2     614     0     304     0     1     597     0     330     0     2     597     1     305     0     3     567     0     311     0     2     543     1     275     0     0     5144     1     225     0     0     434     1     225     0     0     437     1     447     1     247     0     2471     1     4275     0     387     387     0     211     0     387     0     387     0     2111     0
AM     0	0     0     0     0     0     0     0     0     0     TOTAL       0     114     0     0     259     0     151     0     0     373     0     187     0     0     427     0     218     0     0     427     0     216     0     0     475     1     307     0     2     614     0     304     0     1     597     0     330     0     2     597     1     305     0     3     567     0     330     0     2     597     0     311     0     2     574     0     311     0     2     574     0     311     0     2     574     0     311     0     2     543     1     225     0     0     431     1     225     0     0     437     0     211     0     287     0     387     0     327     0     1     448     0
AUV     NL     NT     NR     NU     SL     ST     SR     SU     EL     ET     ER     EU       6:00 AM     0	WL     WI     WR     HU     259       0     151     0     0     373       0     151     0     0     373       0     157     0     0     427       0     216     0     468     0       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       1     305     0     3     567       1     305     0     3     567       1     305     0     3     567       0     330     0     2     5497       1     275     0     0     514       0     2477     0     0     471       1     237     0     1     448       0     211     0     387     387       WL     WT     WR     WU     TOTAL       5
G:00 AM     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     222     0     0       6:15 AM     0     0     0     0     0     0     0     0     0     240     0     0       6:30 AM     0     0     0     0     0     0     0     0     250     0     0       6:35 AM     0     0     0     0     0     0     0     0     250     0     0       7:30 AM     0	0     151     0     0     373       0     187     0     0     427       0     218     0     0     445       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     0     4471       1     237     0     1     448       0     2417     0     0     434       0     211     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     00%     0.186       0     21397     0.00%     0.286     0.00%
6:15 AM     0 </td <td>0     187     0     0     447       0     218     0     0     468       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     514     0       0     247     0     0     471       1     237     0     1     448       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2469     0.000%     0.2066     7486</td>	0     187     0     0     447       0     218     0     0     468       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     514     0       0     247     0     0     471       1     237     0     1     448       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2469     0.000%     0.2066     7486
6:30 AM     0 </td <td>0     216     0     U     483       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       0     330     0     2     597       1     305     0     3     567       0     330     0     2     543       1     275     0     514     0       0     2477     0     0     471       1     237     0     1     448       1     225     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     111     7748       0     2100     0.0000     0.2000     20000</td>	0     216     0     U     483       0     213     0     0     475       1     307     0     2     614       0     304     0     1     597       0     330     0     2     597       1     305     0     3     567       0     330     0     2     543       1     275     0     514     0       0     2477     0     0     471       1     237     0     1     448       1     225     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     111     7748       0     2100     0.0000     0.2000     20000
B:43 AT     D </td <td>0     213     0     0     713       1     307     0     2     614       0     304     0     1     597       0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     514     1       0     247     0     1     448       1     225     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     0.0054     0.2876</td>	0     213     0     0     713       1     307     0     2     614       0     304     0     1     597       0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     514     1       0     247     0     1     448       1     225     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     0.0054     0.2876
7:15 AM   0   0   0   0   0   0   304   0   0     7:30 AM   0   0   0   0   0   0   0   0   292   0   0     7:30 AM   0   0   0   0   0   0   0   0   292   0   0     2:45 AM   0   0   0   0   0   0   0   0   255   0   0     8:00 AM   1   0   0   0   0   0   0   0   243   0   0     8:30 AM   0   0   1   0   0   0   0   0   229   0   0     8:30 AM   0   1   0   0   0   0   0   229   0   0     8:30 AM   0   1   0   0   0   0   0   220   0   0     9:00 AM   1   0   3   0   0   0   0   0   0   220   0   0   0	1     304     0     1     597       0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     514       0     247     0     0     471       1     237     0     1     448       1     225     0     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     111     7748       0     210     0.0056     0.2866     7748
7:30 AM   0   0   0   0   0   0   0   222   0   2     7:35 AM   0   0   0   0   0   0   0   0   264   1   0     8:00 AM   1   0   2   0   0   0   0   0   255   0   0     8:15 AM   1   0   0   0   0   0   0   0   229   0   0     8:30 AM   0   0   1   0   0   0   0   0   0   229   0   0     8:30 AM   0   0   1   0   0   0   0   0   224   2   1     9:00 AM   1   0   1   0   0   0   0   0   227   0   0     9:00 AM   1   0   1   0   0   0   0   0   227   0   0   0   0   0   0   0   0   0   0   0   0   0 <td< td=""><td>0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     310     0     0     574       1     275     0     0     514       0     247     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2100     0.000%     0.206%     0.206%</td></td<>	0     330     0     2     597       1     305     0     3     567       0     330     0     0     574       0     310     0     0     574       1     275     0     0     514       0     247     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2100     0.000%     0.206%     0.206%
7:45 AM     0 </td <td>1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     0     514       0     247     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2469     0.009%     0.2866     2866</td>	1     305     0     3     567       0     330     0     0     574       0     311     0     2     543       1     275     0     0     514       0     247     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2469     0.009%     0.2866     2866
8:00 AM   1   0   2   0   0   0   0   0   0   0   243   0   0     8:15 AM   0   0   1   0   0   0   0   0   0   229   0   0     8:30 AM   0   0   1   0   0   0   0   0   229   0   0     8:45 AM   0   0   1   0   0   0   0   0   224   2   1     9:00 AM   1   0   3   0   0   0   0   0   220   0   0   0     9:15 AM   1   0   1   0 <td>0 330 0 0 5/4 0 311 0 2 543 1 275 0 0 514 0 247 0 0 471 1 237 0 1 448 1 225 0 0 434 0 211 0 387 WL WT WR WU TOTAL 5 3965 0 011 7748 0 126 00 00% 0 286</td>	0 330 0 0 5/4 0 311 0 2 543 1 275 0 0 514 0 247 0 0 471 1 237 0 1 448 1 225 0 0 434 0 211 0 387 WL WT WR WU TOTAL 5 3965 0 011 7748 0 126 00 00% 0 286
NIL     NT     NR     NU     SL     ST     SR     SU     EL     ET     ER     EU       9:45 AM     0     0     1     0     0     0     0     0     229     0     0       9:00 AM     0     0     0     0     0     0     0     0     224     2     1       9:00 AM     1     0     3     0     0     0     0     0     220     0     0       9:15 AM     1     0     1     0 <td>0 311 0 2 544 1 275 0 0 4514 0 247 0 0 4471 1 237 0 1 448 1 225 0 0 434 0 211 0 0 387 WL WT WR WU TOTAL 5 3965 0 011 7748 0 1297 02697 0.00%</td>	0 311 0 2 544 1 275 0 0 4514 0 247 0 0 4471 1 237 0 1 448 1 225 0 0 434 0 211 0 0 387 WL WT WR WU TOTAL 5 3965 0 011 7748 0 1297 02697 0.00%
8:45 AM     0     0     1     0     0     0     0     0     234     2     1       9:00 AM     1     0     3     0     0     0     0     0     220     0     0     0     220     0	1     247     0     0     471       1     237     0     1     448       1     225     0     0     434       0     211     0     387       WL     WT     WR     WU     TOTAL       5     3965     0     11     7748       0     2196     0.00%     0.286     748
9:00 AM     1     0     3     0     0     0     0     0     0     0     0     220     0	1 237 0 1 448 1 225 0 0 434 0 211 0 0 367 WL WT WR WU TOTAL 5 3965 0 111 7748 0 120 00000 0.286
S:15 AM     1     0     1     0     9     0     0     0     0     205     0     0       9:30 AM     1     0     2     0     3742     4     3     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     99.81%     0.11%     0.08%     0.08%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00%     0.00% </td <td>1 225 0 0 434 0 211 0 0 387 WL WT WR WU TOTAL 5 3965 0 11 7748</td>	1 225 0 0 434 0 211 0 0 387 WL WT WR WU TOTAL 5 3965 0 11 7748
S:30 AM     1     0     2     0     0     0     0     173     0     0       9:45 AM     0     0     3     0     0     0     0     0     173     0     0       TOTAL VOLUMES:     5     0     13     0     0     0     0     0     3742     4     3       APPROACH %s's:     27.78%     0.00%     77.22%     0.00%     0     0     0     0     3742     4     3       PEAK HR:     07:15 AM - 08:15 AM     0	0 211 0 U 357 WL WT WR WU TOTAL 5 3965 0 11 7748 0 1327 00095 0 21896
NL     NT     NR     NU     SL     ST     SR     SU     EL     ET     ER     EU       TOTAL VOLUMES:     5     0     13     0     0     0     0     0     3742     4     3       APPROACH %'s :     27.78%     0.00%     72.22%     0.00%     0     0     0     0.00%     99.81%     0.11%     0.08%       PEAK HR :     07.15 AM - 08:15 AM     0     0     0     0     0     1115     1     0       PEAK HR VOL :     1     0     2     0     0     0.000     0.000     0.000     0.917     0.250     0.000	WL WT WR WU TOTAL 5 3965 0 11 7748
NL     NT     NR     NU     SL     ST     SR     SU     EL     E1     EL     E1     EL     E1     E1<	5 3965 0 11 7748
TOTAL VOLUMES:     5     0     13     0	0 120/ 00 60% 0 00% 0 28%
APPROACH 95's1 27.78% 0.00% 77.72% 0.00% PEAK HR VOL: 1 07.15 AM 08.15 AM PEAK HR VOL: 1 0 2 0 0 0 0 0 0 1115 1 0 PEAK HR VOL: 2 750 0.000 2 000 0.000 0.000 0.000 0.000 0.000	0.15% 99.00% 0.00% 01.0%
PEAK HR:     07.15 Million     01.15 Million     0     0     0     1     1     0       PEAK HR:     0     2     0     0     0     0     1115     1     0       PEAK HR:     0     2     0     0     0.000 <td>TOTAL</td>	TOTAL
	2 1246 0 8 23/5
PFAK HR FACIUK II 0,250 0,000 0,250 0,000	0.500 0.944 0.000 0.007 0.967
0.250 0.978	0.010
CONTRACTOR CONTRA	WESTBOUND
	0 0 0 0
NOON NI NT NR NU SL ST SR SU EL ET ER EU	WL WT WR WU TOTAL
	0 159 0 0 330
10:15 AM 0 0 1 0 0 0 0 0 0 0 109 1 0	2 207 0 1 413
10:30 AM 1 0 1 0 0 0 0 0 0 160 1 0	3 187 0 1 353
	1 171 0 0 382
	2 1/1 0 2 550
11:30 AM 0 0 1 0 0 0 0 0 0 0 207 0 0	5 219 0 1 408
11:45 AM 3 0 1 0 0 0 0 0 0 170 2 0	2 191 0 1 380
12:00 PM 1 0 3 0 0 0 0 0 0 199 2 0	3 263 0 0 468
	1 253 0 0 456
12:30 PM 1 0 2 0 0 0 0 0 0 210 2 0	6 244 0 0 445
	0 228 0 1 475
1:15 PM 1 0 2 0 0 0 0 0 0 0 210 1 0	3 244 0 0 461
1:30 PM 3 0 0 0 0 0 0 0 203 2 0	2 223 0 1 435
1;45 PM 2 U 2 V 6 C C 1	TOTAL
NL NT NR NU SL ST SR SU EL ET ER EU	25 3394 0 10 6610
TOTAL VOLUMES: 19 0 20 0 0 0 0 0 0 0 0 0 0 0 0 000000000	1.02% 98.69% 0.00% 0.29%
APPROACH %'s: 48.72% 0.00% 51.28% 0.00%	TOTAL
PEAK HR : 12:45 PM - 01:45 PM	10 950 0 2 1832
PEAK MR VOL 7 0 553 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
PEAK IR PACION: 0.303 0.000 0.917 0.884	0.962
	WESTBOUND
NORTHEOUND SOUTHEOUND 0 0 0 0 0	0 0 0 0
PIVI NI NI NR NU SL ST SR SU EL ET ER EU	WL WT WR WU TOTAL
200 PM 0 0 2 0 0 0 0 0 0 210 4 0	3 220 0 1 440
	1 276 0 0 480
2015(27) 4 9 3 6 3 6 6 107 1 6	0 269 0 1 488
2:15 PM 4 0 1 0 0 0 0 0 197 1 0 2:30 PM 4 0 1 0 0 0 0 0 0 0 213 3 0	
2:15 Pm     4     0     3     0     0     0     0     0     197     1     0       2:35 PM     4     0     1     0     0     0     0     0     213     3     0       2:35 PM     2     0     0     0     0     0     0     213     3     0       2:35 PM     2     0     0     0     0     0     0     213     3     0	2 291 0 2 549
213 PPN     4     0     3     0     0     0     0     0     0     197     1     0       2130 PPM     4     0     1     0     0     0     0     0     197     1     0       2130 PPM     2     0     0     0     0     0     0     213     3     0       2145 PM     2     0     2     0     0     0     0     248     2     0       3100 PPM     2     0     2     0     0     0     0     329     1     0       3110 PM     1     0     2     0     0     0     0     0     3229     1     0	2 291 0 2 549 3 311 0 0 647 2 359 0 0 768
2:15 Pm     4     0     1     0     0     0     0     0     0     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     197     1     0       2:30 PM     2     0     0     0     0     0     0     0     213     3     0       3:45 PM     2     0     0     0     0     0     0     248     2     0       3:00 PM     2     0     2     0     0     0     0     0     248     2     0       3:15 PM     1     0     2     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0     0     0     0     403     2     0	2 291 0 2 549 3 311 0 0 647 2 359 0 0 768 3 344 0 1 747
2:15 PM     4     0     3     0     0     0     0     0     0     0     0     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     213     3     0       2:45 PM     2     0     0     0     0     0     0     0     248     2     0       3:00 PM     2     0     2     0     0     0     0     0     248     2     0       3:00 PM     2     0     2     0     0     0     0     0     248     2     0       3:10 PM     1     0     2     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0     0     0     0     3899     2     0       3:45 PM     3     0     5     0     0     0     0     3899     2     0<	2     291     0     2     549       3     311     0     647     2     359     0     768       3     344     0     1     747     2     352     0     719
2:15 Pm     4     0     3     0     0     0     0     0     0     0     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     213     3     0       2:35 PM     2     0     0     0     0     0     0     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     248     2     0       3:15 PM     1     0     2     0     0     0     0     0     329     1     0       3:15 PM     0     0     2     0     0     0     0     0     403     2     0       3:35 PM     0     0     2     0     0     0     0     389     2     0       3:45 PM     3     0     2     0     0     0     0     389     1     1 <t< td=""><td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819</td></t<>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819
2:15 Print     4     0     3     0     0     0     0     0     0     0     197     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     213     3     0       2:45 PM     2     0     0     0     0     0     0     0     245     2     0       3:00 PM     2     0     2     0     0     0     0     0     248     2     0       3:00 PM     2     0     2     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0     0     0     0     0     403     2     0       3:30 PM     0     0     2     0     0     0     0     389     2     0       3:40 PM     3     0     2     0     0     0     0     338     1 <td< td=""><td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     115     0     1     793</td></td<>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     115     0     1     793
2:15 Pm     4     0     3     0     2     0     0     0     0     0     0     0     0     0     0     0     0     2     0     0     0     0     0     0     0     2     0     0     0     0     0     0     0     2     0 </td <td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     809       2     415     0     1     793       0     389     0     0     778</td>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     809       2     415     0     1     793       0     389     0     0     778
2:15 Pm     4     0     3     0     2     1     0       3:00 PM     2     0     2     0     0     0     0     0     0     245 PM     2     0     2     0     0     0     0     0     245 PM     2     0     2     0     0     0     0     248 PM     2     0     329 PM     1     0     333 PM     0     2     0     0     0     0     0     0     0     3337 PM     0     2     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0 <td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     918</td>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     918
2:15 Pm     4     0     3     0     0     0     0     0     0     0     0     0     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     0     213     3     0       2:45 PM     2     0     2     0     0     0     0     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     229     1     0       3:15 PM     1     0     2     0     0     0     0     0     329     1     0       3:35 PM     0     0     2     0     0     0     0     0     0     389     2     0       3:45 PM     3     0     2     0     0     0     0     0     389     2     0       4:00 PM     3     0     2     0     0     0	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     932       5     350     0     0     778
2:15 Pm     4     0     3     0     0     0     0     0     0     0     0     0     1     0       2:30 PM     4     0     1     0     0     0     0     0     0     0     213     3     0       2:45 PM     2     0     2     0     0     0     0     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     229     1     0       3:15 PM     1     0     2     0     0     0     0     0     403     2     0       3:30 PM     0     0     2     0     0     0     0     0     389     2     0       3:45 PM     3     0     2     0     0     0     0     338     1     1       4:00 PM     3     0     2     0     0     0     0     33 <th>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819       2     415     0     1     793       3     344     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     918     5     350     0     732       3     378     0     2     732     3     378     0     732</th>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819       2     415     0     1     793       3     344     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     918     5     350     0     732       3     378     0     2     732     3     378     0     732
2:15 PM     4     0     3     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     213     3     0       3:15 PM     1     0     2     0     0     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0 <t< td=""><td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     732       4     289     0     0     591       0     314     0     2     551</td></t<>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     732       4     289     0     0     591       0     314     0     2     551
2:15 PM     4     0     3     0 </td <td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     370     0     0     819       2     415     0     1     793       0     389     0     0     778       5     350     0     0     732       3     3778     0     2     732       4     289     0     0     591       0     314     0     2     556       1     235     0     0     487</td>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     370     0     0     819       2     415     0     1     793       0     389     0     0     778       5     350     0     0     732       3     3778     0     2     732       4     289     0     0     591       0     314     0     2     556       1     235     0     0     487
2:15 PM     4     0     3     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     213     3     0       3:15 PM     1     0     2     0     0     0     0     0     0     0     0     0     329     1     0       3:35 PM     3     0     2     0 <t< td=""><td><math display="block">\begin{array}{c ccccccccccccccccccccccccccccccccccc</math></td></t<>	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2:15 PPN     4     0     3     0     2     1     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     0     3:30 PM     0     0     2     0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2:15 PM     4     0     3     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     23/3     0     3     0     2     0     0     0     0     0     0     0     0     0     0     0     0     33/3     0     5     0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2:15 PM     4     0     1     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     0     2329     1     0       3:30 PM     0     0     2     0     0     0     0     0     0     0     0     0     329     1     0       3:30 PM     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     0     338     1     1     1     1     1     0     0     0     0     0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
213 Pm     4     0     3     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$
2:15 Pm     4     0     3     0     213     3     0       3:00 PM     2     0     2     0	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     732       4     289     0     0     370       1     236     0     0     372       1     236     0     0     370       1     236     0     0     370       3     175     0     0     336       2     159     1     315     0     1255 <
2:15 PPN     4     0     3     0     2     0     0     0     0     0     0     2     0     0     0     0     0     0     0     0     2     0<	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     376     0     2     732       4     289     0     0     591       0     314     0     2     556       1     236     0     1     315       0     162     0     1     315       0     162     0     1     315       0 <t< td=""></t<>
2:15 PPN     4     0     3     0     0     0     0     0     0     0     0     0     0     1     0       2:30 PM     2     0     0     0     0     0     0     0     0     2:13     3     0       3:00 PM     2     0     2     0     0     0     0     0     2:13     3     0       3:15 PM     1     0     2     0     0     0     0     0     0     0     3:29     1     0       3:30 PM     0     0     2     0	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     776       5     467     0     0     918       5     350     0     0     732       4     289     0     0     591       0     314     0     2     556       1     236     0     0     370       3     175     0     0     336       0     162     0     1     315       0     162     1     1315     15       0
213 PPN     4     0     3     0     0     0     0     0     0     0     0     0     1     0       2:30 PM     2     0     0     0     0     0     0     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     213     3     0       3:15 PM     1     0     2     0     0     0     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     769       1     370     0     0     819       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     732       4     289     0     0     591       0     314     0     2     556       1     236     0     0     336       2     159     0     1     315       0     124     0     1     255       WL     <
2:13 PM     4     0     1     0     0     0     0     0     0     0     1     0       2:30 PM     2     0     0     0     0     0     0     0     213     3     0       3:00 PM     2     0     2     0     0     0     0     0     245     1     0       3:15 PM     1     0     2     0     0     0     0     0     329     1     0       3:30 PM     0     0     2     0     0     0     0     0     389     2     0       3:30 PM     0     0     2     0     0     0     0     0     388     1     1       4:00 PM     3     0     2     0     0     0     0     338     1     1       4:30 PM     0     0     0     0     0     0     0     0     0     338     1     1 <td>2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     1       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     556       1     236     0     0     336       2     159     0     1     315       0     148     0     0     370       1     124     0     15     14145       0     124     0     15     14145       0</td>	2     291     0     2     549       3     311     0     0     647       2     359     0     0     768       3     344     0     1     747       2     352     0     0     719       1     370     0     819     1       1     433     0     1     809       2     415     0     1     793       0     389     0     0     778       5     467     0     0     918       5     350     0     0     732       3     378     0     2     556       1     236     0     0     336       2     159     0     1     315       0     148     0     0     370       1     124     0     15     14145       0     124     0     15     14145       0

# National Data & Surveying Services Intersection Turning Movement Count

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

Control: 1-	way stop(	100)						Car	5								
		San Fernando	Dr		9	San Fernar	ndo Dr			Gandy Blv	rd			Gandy Bl	/d	-	
NS/EW Streets:		NORTHROLE	ND			SOUTHB	OUND			EASTBOU	ND	0	0	WESTBOL 0	0	0	
AM	0	0	0	0	0	0	0	0	0 EL	ET	ER	EU	WL	WT	WR	UW	TOTAL
	NL	NT N	R D	NU	0	0	0	0	0	134	0	0	0	110	0	õ	355
6:00 AM	0	0	0	õ	ō	0	0	0	0	212	0	0	0	177	Ō	0	410
6:30 AM	0	0	0	0	0	0	0	0	0	239	0	0	0	199	0	0	438
6:45 AM	0	0	0	0	ŏ	0	0	0	0	257	0	2	1	283	0	ž	578
7:15 AM	õ	0	0	0	0	0	0	0	0	281	õ	Č I	0	288	0	1	570
7:30 AM	0	0	0	0	0	0	ŏ	Ő	0	255	0	0	0	309	0	3	538
7:45 AM	0	0	2	0	0	0	0	0	0	245	0	ŏ	ò	311	0	0	547
8:15 AM	i	0	0	0	0	0	ő	ŏ	0	219	0	0	0	293	0	2	483
8,30 AM	0	0	1	ő	0	0	0	0	0	218	2	0	0	219	0	0	432
9:00 AM	1	0	3	0	0	0	0	0	0	194	0	0	1	220	0	1	418
9:15 AM	1	0	1	0	0	ō	ŏ	0	0	190	0	0	1	193	0	ŏ	355
9:30 AM	Ō	Ő	2	0	0	0	0	0	U	100	v						TOTAL
		100	NIT	NIL 1	SI	ST	SR	SU	EL	ET	ER	EU	WL	WT 3695	WR	11	7307
TOTAL VOLUMES	NL	0	12	0	0	0	0	0	0	3573	2	0.08%	0.13%	99.57%	0.00%	0.30%	
APPROACH %'s :	29.41%	0.00% 7	0.59%	0.00%		_			0.00%	33.0070					020		TOTAL 2052
PEAK HR :	24	07:15 AM - 08	:15 AM	0	0	0	0	0	Ô	1073	0	0000	2	1166	0.000	0.667	0.074
PEAK HR VOL :	0.25	0,000 0.	.250 (	0.000 0	000.0	0,000	0,000	0.000	0.000	0,919 0.919	0.000	0.000	0,500	0.94	5		0,974
PEAK HIKTACTOK		0.250	_		_									WEETP	VIND		-
		NORTHBO	UND			SOUTH	BOUND	0	0	EASTBO	UND 0	0	0	0	0	0	1000
NOON	0	0	0	0	0	0 ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	0 WU	317
10:00 411	NL	0	0	0	0	D	0	0	0	163	0	0	0	147	õ	ŏ	306
10:15 AM	Ó	ō	1	0	0	0	0	0	0	187	1	Ō	2	193	0	1	386
10:30 AM	1	0	1	0	ŏ	0	õ	0	0	147	0	0	3	161	0	à	364
10:45 AM	0	Ő	3	0	0	0	0	0	0	196	1	ő	2	157	0	2	333
11:15 AM	0	0	0	0	0	0	ō	ŏ	Ō	192	0	0	0	223	0	1	385
11:30 AM	3	0	1	0	0	0	0	0	0	168	1	0	2	182	0	1	362
12:00 PM	1	0	3	0	0	0	0	0	ō	187	2	0	3	247	0	0	440
12:15 PM	0	0	1	ŏ	0	ŏ	0	0	0	178	4	0	1	226	0	ĭ	435
12:45 PM	1	0	2	0	0	0	0	0	0	182	1	0	6	231	0	0	422
1:00 PM	2	0	0	0	0	0	õ	õ	0	228	1	0	0	219	0	ò	435
1:15 PM 1-30 PM	1	0	ō	õ	0	0	0	0	0	200	1	ő	2	213	0	1	411
1:45 PM	2	0	2	0	0	0	U	U	v	100					WD	Wil	TOTAL
	NI	NT	NR	NU	SI.	ST	SR	SU	EL	ET	ER 23	EU	34	3195	0	10	6217
TOTAL VOLUMES :	17	0	19	0	0	0	0	U	0.00%	99.22%	0.78%	0.00%	1.05%	98.64%	0.00%	0,31%	TOTA
APPROACH %'s:	47.22%	12:45 PM - 0	52.78%	0.00%					-	042	e:	0	10	904	0	2	1744
PEAK HR :	7	0	4	Q	0	0	0	0 000	0 000	812	0,625	0.000	0.417	0.978	0.000	0.500	0.965
PEAK HR FACTOR :	0.58	0.000	0.500	0.000	0.000	0,000	0,000	0.000	0.000	0.8	92			0.9	56		1
	1	0.91	/					÷		CASTR	OUND.			WEST	BOUND	-	T
and the second second		NORTHB	OUND			SOUT	HBOUND	0	0	0	0	0	0	0	0	0	TOTA
PM	0	0	0 NP	0 NU	SL	ST	SR	SU	EL	ET	ER	EU	WL 3	209	0	1	420
2:00 85		0	2	0	0	0	0	0	0	202	3	ŏ	2	240	0	1	472
2:15 PM	1 2	0	3	0	0	0	0	D	0	186	1	0	1	265	0	1	458
2:30 PM	4 2	0	0	0	0	0	0	0	0	199	2	0	2	277	0	1	527
3:00 PM	1 2	Ő	2	0	0	0	0	0	0	311	1	0	3	298	0	0	616
3:15 Pt	1	0	2	0	0	o	ō	D	0	381	2	0	2 3	333	0	1	711
3:45 Pt	M 3	ŏ	5	0	0	0	0	0	0	337	1	ĩ	2	339	0	0	685
4:00 Pf	3	0	2	0	0	0	0	0	0	419	3	3	1	359	0	1	781
4:15 P	M 0	0	ō	õ	0	0	0	0	0	357	2	î	2	409	0	1	771
4:45 PI	M 1	0	2	0	0	0	0	0	0	362	3	1	0	375	0	0	898
5:00 P	M 2	0	2	ö	õ	0	0	0	0	429	3	0	5	342	ō	0	70
5:15 P	M 0	ŏ	5	0	0	0	0	0	0	335	3	0	3	370	0	2	57
5:45 P	M 0	0	1	0	0	0	Ő	Ő	0	283	5	0	4	310	o	2	54
6:00 P	M 1	õ	0	0	D	0	0	0	0	239	1	Ő	i	234	0	0	47
6:30 P	M 1	0	0	0	0	°,	0	0	0	174	0	0	0	185	0	0	33
6:45 P	M 0	0	2	0	0	0	0	0	0	153	1	0	2	158	0	1	31
7:15 P	M 2	0	1	0	0	0	0	0	0	142	1	0	0	156	0	1	24
7:30	M 4	0	ö	0	ŏ	Ō	0	0	0	128	0	0		120	U		_
/:45 P		v	-			CT	50	SU	EL	ET	ER	EÚ	WL	WT	WR	WU	13
	NL	NT	NR 40	NU	0	0	0	0	0	6550	47	7	45	6917 6 99.159	6 0.009	6 0.2	0%
TOTAL VOLUMES	5 45.95	5% 0.00%	54.05%	0.00%					0.00%	99,18%	0,719	0.11	0.05		- And		TO
PEAK HI	R:	04:30 PM -	- 05:30 PM	1		0	0	0	0	1501	10	3	8	1661	0	2	
PEAK HR VO	L: 4	0	6	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.833	0.750	0,400	0.907	.902	0,00	0.8
PEAK HR FACTO	0.50	0,000	136		1				1	U.	1919 B		-				

# National Data & Surveying Services Intersection Turning Movement Count

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

Control: 1-\	Nay Stop(N	IB)						HT									
	-	San Feman	do Dr		S	an Fernanc	do Dr			Gandy Blv	d			Gandy Blv			
NS/EW Streets:		NORTHBO	DUND			SOUTHBO	UND	0	D	EASTBOU!	0	0	0	0	0	0	INTAL
AM	0	0 NT	0 NR	NU	0 SL	0 ST	SR	SU	EL	ET I	ER		0	<u>WT 1</u>	0 VR	0	15
6:00 AM	8	0	0	0	0	0	0	0	0	10	0	0	0	8 10	0	0	17
6:15 AM 6:30 AM	0	0	õ	0	0	0	0	0	0	n	0	0	0	19	0	0	30 25
6:45 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	24	0	0	36
7:15 AM	0	0	0	0	0	0	õ	0	ō	11	0	0	0	16	0	ő	31
7:30 AM 7:45 AM	0	0	0	0	0	0	0	0	0	10	ò	0	0	19	0	0	29 27
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	8 10	0	0	0	18	ō	0	28
8:30 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	28	0	0	39
9:00 AM	0	0	0	0	0	0	0	0	õ	13	0	0	0	17 11	0	0	26
9:15 AM 9:30 AM	õ	õ	0	0	0	0	0	0	0	13	ŏ	ŏ	0	18	0	0	32
9:45 AM	0	0	1	0			50	50	EL	ET	ER.	EU	WL.	WT	WR	WU	TOTAL 441
	NL	NT	NR 1	0 NU	SL 0	0	0	0	0	169	2	0.00%	0	269	0.00%	0.00%	
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%				-	0,00%	20,03 /0			0	80	0	0	123
PEAK HR :	0	0	0	0	0	0	0	0,000	0 0.000	42 0.875	0.250	0.000	0.000	0,833	0.000	0.000	0.854
PEAK HR FACTOR :	0.000	0.000	0,000	0.000	0,000	0.000	0,000			0.896				0.655			
		NORTH	BOUND			SOUTHE	BOUND		0	EASTBO	UND	0	0	WESTBC 0	0	0	-
NOON	0	D	0	0 NU	0 SL	0 ST	SR	su	EL	ET	ER	EU	WL 1	WT 17	0	0	36
10:00 AM	1	0	0	0	0	0	0	0	0	12	0	0	0	12 14	0	0	24 27
10:15 AM 10:30 AM	0	0	0	0	õ	0	0	0	0	13	1	ő	0	11	0	0	25
10:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	0	25
11:15 AM	0	0	0	0	0	0	0	ŏ	0	15	0	0	0	10	ů.	õ	22
11:30 AM	0	0	0	0	0	0	0	0	. 0	8	1	0	0	9	0	0	28
12:00 PM 12:15 PM	0	0	0	0	0	0	0	0	0	12	õ	0	Ő	16	0	0	33
12 30 PM	1	0	0	0	0	0	0	0	0	8	0	0	0	13	0	0	23
1:00 PM	0	0	0	0	0	0	ō	0	0	14	0	0	0	9	0	ŏ	26
1:15 PM 1:30 PM	ŏ	ō	ō	0	0	0	0	0	0	14	Ő	Ó	0	10	0	0	24
1:45 PM	0	0		-	CI.	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU 0	TOTA 393
TOTAL VOLUMES :	NL 2	NT	NR 1	0	0	0	0	0	0.00%	188 98.95%	2 1.05%	0.00%	0.50%	99.50%	0.00%	0.00%	TOTA
APPROACH %'S	65.67%	12:45 PM	- 01:45 PM	0.00%	1 211	4		0	0	47	0	0	0	46	0	0	88
PEAK HR VOL	0	0	0 000.0	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
PEAK HR FACTOR	0,00	0,000				-	-				COLUMN D	-		WEST	BOUND	-	1
	1	NORT	HBOUND	0	0	50UT	HBOUND	0	0	0	0	0	0	0 WT	0 WR	WU	TOTA
PM	0 NL	0 NT	NR	NU	SL	ST	SR	SU	EL	8	1	0	0	11	0	0	20
2:00 PM	2	0	0	0	0	0	0	0	0	14 11	0	ő	0	11	ŏ	0	22
2 30 PM	0	0	0	0	0	0	0	0	0	14	1	0	0	15	0	1	22
3:00 Pf	0	0	0	0	0	0	0	0	0	18	0	0	0	13 7	0	0	29
3:15 PI 3:30 PI	MO	0	õ	0	0	0	0	0	0	25	0	0	0	11	0	0	36
3:45 Pi 4:00 Pi	M 0	0	0	0	0	0	0	0	0	21	0	0	0	11	0	0	32 28
4:15 P	MO	0	0	0 0	0	0	Ö	0	0	14	0	0	0	6	0	0	22
4:45 P	MO	0	0	0	0	0	0	0	0	18	1	0	0	14	0	0	20
5:00 P 5:15 P	MO	0	1	0	0	0	0	0	0	16	0	0	0	8	0	0	24
5:30 P 5:45 P	M 0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	15
6:00 P	M D	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	10
6:30	M O	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	5
7:00 9	M 0	0	Ö	0	0	0	0	0	0	2	0	0	0	1	0	0	7
7:15 7:30	PM 0 PM 0	0	ŏ	õ	0	0	0	0	0	2	0	0	Ő	4	0	0	e
7:45	PM 0	0	0	0	0	v	50	SU	EL	ET	ER	EU	WL	WT	WR	wu	TO
	NL	NT	NR 1	NŲ O	SL 0	0	0	0	0	277	3 6 1.079	0 0.003	0.00	207 % 99.529	6 0.009	0.46	3%
APPROACH %	5: 66.6	7% 0.00	% 33.33	% 0.00	96				0.003	E0.	655	0	0	43	0	0	10
PEAK HR VO	R: L: 0	04:30 P	1	0	0	0.000	0 0.000	0.000	0.000	0.806	0.250	0.000	0.000	0.768	0.000	0.000	0.7
PEAK HR FACTO	R: 0.00	0,000	0,250	0.000	0.000	3.000	5.000	_	-	0	.775		-				

# National Data & Surveying Services Intersection Turning Movement Count

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

Control: 1-	way stop(	(00)					Bike	S								
	_	Can Escondo Dr	1		San Ferna	ndo Dr			Gandy B	lvd			Gandy Blv	/d		
NS/EW Streets:		MORTHROUND			SOUTHB	OUND		-	EASTBO	UND		•	WESTBOL	IND	0	
AM	0		0	0	0	0	0	0	O	0 ER	EU	WL	WT	WR 1	WU !	TOTAL
CELINO,	NL	NT NR	NU	SL 0	0	0	0	0	0	1	0	0	0	0	8	1
6:00 AM	o	0 1	ō	0	0	0	0	0	0	0	0	0	0	õ	0	0
6:30 AM	0	0 0	0	0	0	D	õ	Ő	0	0	0	0	0	0	0	0
6:45 AM 2:00 AM	0	0 0	0	0	0	0	0	0	0	0	0	0	0	õ	ŏ	0
7:15 AM	0	0 0	0	0	0	0	0	0	ŏ	0	0	0	0	0	0	0
7:30 AM	0	0 0	ő	ŏ	0	0	0	0	0	0	0	0	1	0	0	3
8:00 AM	Ö	0 1	0	0	0	0	0	0	ô	õ	õ	0	0	0	0	0
8:15 AM	0	0 0	ŏ	0	õ	ō	0	0	0	0	0	0	0	0	ŏ	ō
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	ō	0	0	0	0	0	0	0	0	0	ŏ	ŏ
9:30 AM	ŏ	0 0	0	0	0	0	0	0	õ	ŏ	ŏ	ō	0	0	0	0
9:45 AM	0	0 0	0	U	U U		_			-	-	14/1	WT	WR	WU	TOTAL
	NL	NT NR	NU	SL	ST	SR	SU	EL	1	1	0	0	1	0	0	6
TOTAL VOLUMES :	0	0 3	0	U	0	U	×	0.00%	50.00%	50.00%	0.00%	0.00% 1	00.00%	0.00%	0.00%	TOTAL
PEAK HR :	0.00.35	07:15 AM - 08:15 AM					0	0	4	0	0	0	1	0	0	3
PEAK HR VOL :	0	0 1	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
PEAK HR FACTOR	0.000	0.250	0,000	5,500				_	0.25	0	-		0.250		_	
					SOUTH	BOUND			EASTBO	GUND			WESTEC	GNUX	0	
NOON	0	0 0	0	0	0	0	0	0 Fi	0 FT	0 ER	EU	WL	WT	WR	WU	TOTAL
NOON	NL	NT NR	NU	SL	ST 0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM 10:15 AM	0	0 0	õ	0	0	0	0	0	0	0	ŏ	o	0	õ	ō	1
10:30 AM	0	0 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM 11:00 AM	0	0 0	0	Ö	0	0	0	0	0	0	0	0	0	0	õ	0
11:15 AM	0	0 0	0	0	0	0	ŏ	õ	ō	Ō	0	0	0	0	0	2
11:30 AM	0	0 0	õ	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	ŏ	0	ō	0	0	0	0	0
12:15 PM 12:30 PM	0	0 0	ő	ő	0	0	0	0	2	0	0	0	0	0	0	ĩ
12:45 PM	1	0 0	0	0	0	0	0	0	Ö	0	0	0	0	0	0	0
1:00 PM	0	0 1	ō	ŏ	0	0	0	0	0	0	0	0	0	0	ŏ	ō
1:30 PM	0	0 0	0	0	0	0	ŏ	ŏ	õ	õ	Ō	C	0	0	0	0
1:45 PM	U	u u					70	FI	FT	FR	EU	WL	wr	WR	WU	TOTAL
	NL	NT NR	NU	SL	ST	0	0	0	2	0	0	2	0	0	0,00%	8
TOTAL VOLUMES : APPROACH %'s :	25.00%	0.00% 75.00%	6 0.00%	, Č		_		0,00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.0074	0.00 10	TOTAL
PEAK HR		12:45 PM - 01:45 P	M	0	0	0	0	0	0	0	0	0	0	0 000	0000	2
PEAK HR VOL : DPAK 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
PERCINCIALITY		0.500	_											CE INTO		-
	-	NORTHBOUND		1	SOUT	HBOUND			EAST	BOUND	ō	0	O	0	0	
PM	0	0 0	0	0	0 ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 Ph	NL	0 0	0	0	0	0	0	0	0	0	0	0	0	0	ŏ	Ő
2:15 PM	0	0 0	0	0	0	D	0	ő	0	õ	Ď	0	0	0	0	0
2:30 PM	0	0 0	ő	0	0	0	0	0	0	0	0	0	ő	ő	0	0
3:00 PM	0	0 0	0	0	0	0	0	0	o	0	0	0	0	0	0	0
3:15 PM		0 0	ŏ	ŏ	ŏ	0	0	0	0	0	0	0	0	0	ő	Ö
3:45 PM	0	0 0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:00 PM	0	0 0	õ	ŏ	0	0	0	0	0	0	0	0	0	0	Ő	D
4:30 Pf	Ō	0 0	0	0	0	0	o	0	0	0	0	0	0	0	0	0
4:45 P		0 0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	Ĩ
5:15 Pf	0	0 1	0	0	0	0	0	0	0	õ	ŏ	1	0	0	0	1
5:30 P/	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 P	M D	0 1	0	0	0	0	0	0	0	õ	0	0	0	0	0	
6:15 P		0 0	1	o	Ö	Ō	0	0	0	0	0	0	0	ő	Ö	0
6:45 P	MO	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 P	M 0	0 0	0	ŏ	0	0	0	0	0	0	0	0	0	0	0	l ô
7:30 P	MO	0 0	0	0	0	0	0	0	D	ŏ	ŏ	0	0	0	0	0
7:45 P	MO	0 0	v				<i>.</i>		ÉT	ED	FI	WL	WT	WR	wu	TOTA
	NL	NT NR	NU	SL	ST	SR 0	0	0	0	0	0	3	3	0	0	9
TOTAL VOLUMES	0.00	0 2 % 0.00% 66.6	7% 33.33	%			_					50.00%	50.00%	0.00%	. 0.00	TOTA
PEAK HE	11	04:30 PM - 05:30	PM		n	0	0	0	0	0	0	0	0	0	0	1
PEAK HR VOI	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
PEAK HK PAGION	0.00	0.000	1.67									-	_			

Intersection Turning Movement Count Location: San Fernando Dr & Gandy Blvd City: St. Petersburg

			Pede	strians	Crosswa	aiks)			
NS/EW Streets:	San Ferna	ando Dr	San Ferna	ando Dr	Gandy	Blvd	Gandy	Blvd	_
AM	NORTH	LEG	SOUTH	I LEG	EAST NB	LEG SB	WEST NB	LEG SB	TOTAL
E:00 AM	EB	0	0	0	0	0	0	0	0
6:15 AM	0	ŏ	ō	0	0	0	0	0	0
6:30 AM	õ	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0		<u> </u>	0
7:00 AM	0	0	0	0	0	0	0	ň	1
7:15 AM	0	0	1	1	0	ň	ŏ	ŏ	1
7:30 AM	0	0	0	n	0	ŏ	ŏ	0	0
7:45 AM	0	0	0	Ő	0	0	0	0	0
8:00 AM	ő	ő	õ	0	0	0	0	0	0
8:30 AM	õ	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	ñ	ŏ	ŏ
9:30 AM 9:45 AM	0	õ	0	G	ő	ŏ	ō	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	2	0	U	U	U	د د
APPROACH %'s :			33.33%	00.07%					TOTAL
PEAK HR :	07:15 AM -	08:15 AM	1	1	0	0	0	0	2
PEAK HR VOL : PEAK HR FACTOR :	0	v	0.250	0,250	Ů	Gen (	-		0.500
1	-		0.5	000					
NOON	NORT	H LEG	SOUT	HLEG	EAST	LEG	WES	CR	TOTAL
NOON	EB	WB	EB	WB	NB	20	0	0	2
10:00 AM	0	0	0	0	0	Ó	0	ő	1
10:15 AM	0	0	1	i	0	õ	0	0	2
10:30 AM	0	ŏ	ō	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	Ŭ
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	n	0	n	0	Ö	1
12:15 PM	0	0	1	0	0	ő	Ő	0	ō
12:30 PM	0	ő	0	õ	D	0	0	0	0
12:45 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	
1:45 PM	0	0	0	0	U	U	U		Ů
	EB	WB	EB	WB	NB	SB	NB	5B	TOTAL
TOTAL VOLUMES:	0	0	11 68 75%	5 31.25%	0.00%	100.00%	Ŭ		~~
DEAK HR .	12:45 PM	- 01:45 PM	001.0.0						TOTAL
PEAK HR VOL :	0	Ū	8	3	0	0	0	0	11
PEAK HR FACTOR :			0.250	0.250 250					0.250
		Ni lee	SOL	THIEG	EAS	TLEG	WES	TLEG	r
PM	CR	WR	FB	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	1
2:30 PM	0	0	0	1	0	0	0	0	
2:45 PM	0	0	0	0	0		0	0	1 0
3:00 PM	0	0	0	1	0	0	ŏ	Ō	1
3:15 PM	0	u n	0	0	0	õ	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
4.00 PM	0	Ő	0	0	0	0	0	0	0
4:15 PM	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	1 0
5:00 PM	0	0	0	0	0	0	0	õ	ŏ
5:15 PM	0	0	0	0	0	ő	l õ	õ	0
5:30 PM	0	0	2	0	0	ő	0	0	2
5:45 PM	0	0	Ő	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	1
7:00 PM	0	0	0	1	0	0	ő	0	2
7:15 PM	0	0	2	0	n	0	ő	Ő	Ō
7:30 PM	0	U A	0	2	0	ŏ	0	Ō	2
7:45 PM	U	v							-
	EB	WB	EB	WB	NB	SB	NB	SB	TOTA
TOTAL VOLUMES :	0	0	5	10	0	0	0	0	15
APPROACH %'s:			33.33%	65,67%					TOTA
PEAK HR :	04:30 PM	1-05:30 PM	•	٥	0	0	0	0	0
PEAK HR VOL :		0	ľ	0	72				1











21-120083-003	03/03/2021	Sunny	St. Petersburg	Pinellas	00:60 - 00:00	16:00 - 18:00	No Control
Site Code:	Date:	Weather:	City:	County:	Count Times:		Control:



N/S Street: WTSP Dwy/E/O San Fernando Dr

Speed: N/A



E/W Street: Gandy Blvd

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

Peak Hour Turning Movement Count



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

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

								<b>ジン</b> -	5								
NS/FW Streets	WTSP	DWV/E/O S	an Fernando	Dr.	WTSP	Dwy/E/O Sz	in Fernando	ā		Gandy B	Pvli			Gandy Bl	lvd		
		1 10-10 CF 11	1111111	T			CINIC	ſ		FASTBO	UND			WESTBO	UND		
		NUKIN	PUUND	(	¢			c	c	-	c	-	C	0	0	0	
AIVI	0	0	0	-	- -	<b>-</b> [	5			۰ L		ū	M	ž	WR-	MN	TOTAL
	NL	TN	NR	NN	SL	S	X	٦, N		212		2	0	721	0	c	478
7:00 AM	0	0	0	0	0	0	0	0	0	107	5				o c		513
7.15 AM	С	0	0	0	0	0	0	0	0	310	0		5 0	chc.			
MA 02.7		C	0	0	0	0	0	0	2	285	0		D	515	- 0		
				c	0	0	0	0	0	274	0	0	0	317	-	-	170
MA CP:/				0		c	0	0		254	0	0	o	313	0	0	568
S:UU AM	2 0				- c		0	0	Ţ	245	0	0	0	322	F	-1	570
MH CT:9							0	0	1	225	0	0	0	317	-1	0	544
8:30 AM					00	00	00	0	1	238	0	0	0	274	0	0	513
MH C1:0	>	>	•	,	,												TOTAL
	Z	TN	NR	NN	ร	ST	SR	SU	럾	占	ER	Ð	ML	TW 2012	AR ,	n, -	101AL
. 2194111031 112202				c	c	0	0	0	9	2088	0	1	0	2386	رد ا	T	C01+
APPROACH %'s :	5	5	5	>	5				0.29%	99.67%	0.00%	0.05%	%00"0	99.83%	0.13%	0.04%	TOTAL
DEAK HR :		07:15 AM	- 08:15 AM								3		c		·	c	1280
		6	c	c	C	c	С	0	m	1123	0	-	0	7671	-	5	nocy
PEAK HR VOL	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 0.975	0.250 a	0.000	0.971
										N5.U		1					1
										a set annual a set	the second			MECTR	UNIT		
		NORTH	-IBOUND			SOUTH	BOUND			EASIB	ANNO	•	c	WLOID V		c	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0				TOTAL
	Z	TN	NR	NN	SL	ST	SR	SU	님	Ŀ	Ж	EU	ML	M	NAN		745
Ma UU-P	0	c	6	0	0	0	0	0	1	363	0	-	0	055			
4.15 PM			0	0	0	0	0	0	0	434	0		0	3/8	5 0	5 0	CT0
MG 02.7		0	0	0	0	0	0	0	0	377	0	-	0 (	474		5 6	102
ALLE DM		0	c	0	0	0	0	0	0	359	0	_	9	431	-	2	TC/
PUD DW				0	0	0	0	0		397	0	•	0	383	0	-	18/
			) C	c	C	0	0	0	0	439	0		0	462	0		705
	> c					0	0	0	1	362	0		0	368	0	о ·	/32
		<b>.</b>					c	0	H	355	0	0	0	368	0		<b>4</b> 2/
5:45 PM	0	Þ	5	2	>		•										
		TIN	an	IN	5	ST	SR	SU	ᆸ	Ш	ER	B	WL	5	WR	NN	TOTAL
04911 (Ch			c	) _	, c	Ċ	0	0	4	3086	0	9	0	3166	0	1 4000	6263
I UI AL VULUFIES	>	>	2	,	1				0.13%	99.68%	0.00%	0.19%	0.00%	96.61%	0,000%0	0.02%	

TOTAL 3278 0.909

0.000

0 0.000

1702 0.921

0.000

3 0.750

0.000

1572 0.895

1 0.250

0000

0.000

0.000

0.000

0000

0.000

0.000 04:30 PI

0.000

PEAK HR .| PEAK HR VOL : PEAK HR FACTOR :

TOTAL VOLUMES : APPROACH %'s :

0.895

0.921

# Intersection Turning Movement Count

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

								Cat	Ş								
NS/EW Streets:	WTSP	Dwy/E/O Sz	an Fernand	٦	WTSP	Dwy/E/O Si	an Fernandi	o Dr		Gandy E	pyla			Gandy Bl	pvl		
		112001	CINIDA	T		SON IT HE	GIND			EASTBC	DND			WESTBO	DND		
AAA	c	NOKIH		-	C		0	0	0	0	0	0	0	0	0	0	
AIVI			ND	NHN	0	5	SR	SU	Ш	Б	R	EU	ML	WT	WR	MU	TOTAL
IMA DO-F			0	0	;0	0	0	0	0	254	0	0	0	198	0	0	452
ALL DOLD	• •				0	0	0	0	0	298	0	0	0	280	0	0	8/c
MY UC:2			- c	. c	0	0	0	0	2	274	0	1	0	303	-1	0	581
THE DC. /	0 0		• c			0	0	0	0	265	0	0	٥	296	0	_	561
MA CH: 1				0	0	0	0	0		244	0	0	0	292	0	0	537
MA TIO	, c			c	0	0	0	0	-1	238	0	0	0	305	-1		040
8:30 AM	00	00	0	0	0	0	0	0	1	216	0	0	0 0	299		0 0	100
8:45 AM	0	0	0	0	0	0	0	0	1	220	0	0	0	647	Ð	 >	104
	NI	MT	AR	CIN I	5	ST	SS	SU	E	Б	ER	EU	ML	WT	WR	NN.	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	9	2009	0	1	0 0 00%	2232 90 87%	3 0.13%	$1_{0.04\%}$	4252
APPROACH %'s:									0.30%	0/.00.66	0-00-0	a/ co.o	0 000	N 3017			TOTAL
PEAK HR :		07:15 AM -	08:15 AM		¢	c	c	c	ŗ	1001	0		C	1171	-1	0	2257
PEAK HR VOL : PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	, 0.375	1001	0.000	0.250	0.000	0.966	0.250	0.000	0.971
										۲ <b>۶</b> -ח		1		2.0			
										LACTO				WESTRO	UNIC		
		NORTH	BOUND			sour		c	c			c	c		0	0	
PM	•	0	0	0	- <del>.</del>	<b>-</b> t	- 5	• 7		∍ ե	• #	, E	WL	, TA	WR	MU	TOTAL
	Z	īz	YN C					Re	-	342	0		0	336	0	0	680
4:00 PM				0 0			0	0 0	0	413	0	-1	0	368	0	0	782
Ma uciv					0 0	0	0	0	0	363	0	-	0	412	0	0	776
4-45 PM		0	0	0	0	0	0	0	0	343	0	-	0	425	0	-	69/
5:00 PM	0	0	0	0	0	0	0	0		379	0	0,	0 9	5			C20
5:15 PM	0	0	0	0	0	0	0	0	0,	428		-1 0	> <	004 170			700
5:30 PM	0	0	٥	0	0	0	0			34/				101		) <del>.</del>	707
5:45 PM	0	0	0	0	0	0	0	0	-	C45	5	>	2	2	>	4	5
		μ	d N	IN	Ū	t	W.	SU		E	щ	E	ML	WT	WR	MN	TOTAL
	UL NL	Ē		2	, 2	; -		C	4	2960	0	ம	0	3084	0	1	6054
TOTAL VOLUMES :	0	Þ	5	>	2	2	>	,	0.13%	99.70%	0.00%	0.17%	0.00%	%16.96	0.00%	0.03%	1 Contraction
DEAK HD		04:30 PM	- 05:30 PM													ć	TOTAL
DEAK HP VOI		c	0	0	0	0	0	0	1	1513	0	m	0	1659	0 000	0000	31/10
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	006.0

# Intersection Turning Movement Count

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

								H								ſ	
NS/EW Streets:	WTSP	Dwy/E/O Si	an Fernand	o Dr	WTSP	Dwy/E/O S	an Fernand	o Dr		Gandy E	91vd			Gandy E	Blvd		
		NORTHI	GUIND			SOUTHL	DUND			EASTBC	DND			WESTBO	DNND		
AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	N	TN	NR	NN	SL	SТ	SR	SU	Е	Ь	R	⊒	ML	WT	WR		IUIAL
7:00 AM	0	0	0	0	0	0	0	0	0	ŝ	0	0	0 (	នា ទ	0 0		9 k
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	57	5 0		3 l
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0 0	77
7:45 AM	0	0	0	0	0	0	0	0	0	6	0	0	-	21	0		97
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	77	0 0		5
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	11		5 0	4 F
8:30 AM	0	0	0	0	0	0	0	Q.	0	б,	0 (	0 0	0 0	81 18	5 0		3 6
8:45 AM	0	0	0	0	0	0	0	0	0	12	Þ	>	5	9	5	2	ĥ
	NL	NT	NR	NN	SL	ST	SR	SU	Ш	티	ER	EU	۸Ľ	ΜT Έ	WR 0	Ŵ	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0 00%	79	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	<b>C</b> C7
APPROACH %o'S :		07-15 AM -	DR-15 AM														TOTAL
PEAK HK	ľ	LIN CTIO	NY CTION	ſ	c	c	c	c	c	42	C	0	0	81	0	0	123
PEAK HR VOL : 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
										0.87	2			0.85			
															4141-0		ſ
		NORTH	IBOUND			SOUTH	BOUND			EASTB	ONND		¢	WESIB		c	
PM	0	0	0	0	0	0	0	0	• i	0	<mark>0</mark> {	-	0	0	0/10		TOTAL
	NL	TN	NR	NU	SL	ST	SR	SU	ц		뛴	2	AVL	1	VAN		
4:00 PM	0	0	0	0	0	0	0	0	0	21	0 0		0 0	14	<b>.</b> .		3 F
4:15 PM	0	0	0	0	0	0	0	0	0 1	17	0 0	-					1 2
4:30 PM	0	0	0	0	0	0	0	0 0	0 0	4	50		5 0	t u			3 6
4:45 PM	0	0	0	0	0				-	9				2			3
5:00 PM	0	0	0	0	0 0	2 0	- c	- 0		11				ζσ			2
5:15 PM		2 0	- c	5 0				00	0	15	0 0	, ⊢1	0	7	0	0	53
Md 57.5						00	0	0	0	10	0	0	0	ø	0	0	18
<u>.</u>	•	>	2													Ĩ	To all the second
	R	ħ	NR	NN	SL	ST	SR	S.	<del>ы</del> •	Шş	<u>ස</u> •	⊒ •	ML	۲.	WR o	₽ N ¢	101AL
TOTAL VOLUMES :	0	0	0	0	0	0	Ð	0	0	125 99.21%	0 00%	T 79%	0.00%	100.00%	0.00%	0.00%	677
APPROACH % 5 :		100.00	01-20 PM						2000	11 +							TOTAL
PEAK HR :		04:30 PM	- US:SU PM	<	-	c	c	-	c	0 U	c	0	0	43	0	0	102
PEAK HR VOL :	0.00	0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.819	0.000	0.000	0.000	0.768	0.000	0.000	0.797
	~~~~	>	)							0.8	19			0.7	68		

# Location: WTSP Dwy/E/O San Fernando Dr & Gandy BMO Control: No Control Control: No Control Control: No Control

												-		Dishard			
MC / Elli Ctroate	WTSP	Dwv/E/O Sa	an Fernando	ď	WTSP [	wy/E/O Sal	n Fernando	ū		Gandy Bl	pv			ia knije	nA	+	ſ
No/EW SUCCES	5						OINI IC			FASTBOL	DNL			WESTBO	UND		
		NORTHE	BOUND	4	c			c	0	0	0	0	0	0	0	0	18404
AM	0	•	- <u>-</u>	0	0	- t	, K	S	日	E	ER	E	ML	TW	WR	nm	U AL
	NL	N	YZ	NO	35	5	-	c	c	0	0	0	0	0	0		
7:00 AM	0	0	0	0	-	- c				0	0	0	0	0	0	0	
7:15 AM	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	
7:45 AM	0	0	0	0					0	6	0	0	0	0	0	0	2
8:00 AM	0	0	0	0 0						0	0	0	0	0	0	0	0,
8:15 AM	0	0	0	0	5 0	0	o c			1	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0 0	5 0					0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	5	>	>		2						1	TOTAL
					1	t	đ	115	 =	ET	æ	Ð	WL	¥	WR	Ŵ	I OI AL
	NL	Ł	NR	ΩN	۲ ۲	5		3 0	łc	ſ	0	0	0	-1	0	0	4
TOTAL VOLUMES :	0	0	0	0	0	D	5		0.00%	100.00%	0.00%	0.00%	0,00%	100.00%	0.00%	0.00%	
APPROACH %'s :				T				t									TOTAL
PEAK HR :		07:15 AM -	- 08:15 AM				c		c	6	C	0	0	H	0	0	m
PEAK HR VOL :	0	0	0	0	0	0	0 000			0.250	0.00	0.000	0.000	0.250	0.000	0.000	0.375
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	000.0	0.000	0.000	0000	0,000	0.75				0.25	0		
							4100.000			EASTRE	ONIND.			WESTBU	OUND		
		NORTH	<b>GNUOBH</b>			SOUTH	BOUND	c	C		0	0	0	0	0	0	
PM	0	0	0	0	0	o t	- <del>0</del>	0		<del>م</del> ا	, 83	B	ML	TW	WR	M	TOTAL
	NL	TN	NR	NN	к,	10	ND C	200	6	c	0	0	0	7	0	0	7 .
4:00 PM	0	0	0	0	2 0	5 0	50			0	0	0	0	0	0	0	0 0
4:15 PM	0	0	0	0 0	<b>-</b>				00	0	0	0	0	0	0	0	- 0
4:30 PM	0	0	2 9	-	0		. 0	0	0	0	0	0	0	0	0		
4:45 PM	0						0	0	0	0	o	0	0	0 0			
5:00 PM	2 (	5 0		00			0	0	0		0	0	0		5 0		4
5:15 PM		5 0	00	00	0	0	0	0	0	0	0	0 (	0 0	-			• 0
MH 05:5		o c	• c		0	0	0	0	0	0	0	0	•	5	5	>	
5:45 EM	>	>	5	,							5	ā	IAZI	WT	WR	NM	TOTAL
	N	NT	NR	NN	SL	S	SR	SU SU	ᆸ	╘╺	Ϋ́ C	20	0	n N	0	0	4
TOTAL VOLUMES :	C	0	0	0	0	0	0	0	0000	100 001	7000 U	0,000,0	%0000	100.00%	0.00%	0.00%	
APPROACH %'s :	)								07.00.0	02.00"DOT	0' 00'0	2000					TOTAL
PEAK HR :		04:30 PM	- 05:30 PM			Þ	(	~	c	Ŧ	c	0	0	0	0	0	
PEAK HR VOL :	0	0	0	0	0000	0 000	0000	0000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0000	0.250
PEAK HR FACTOR :	0.00	000'0	0,000	0.000	0.000	2222	222			0.2	50						

# Intersection Turning Movement Count Location: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd City: St. Petersburg

	1	Pedestrians	(Crosswalks)		
NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr	WTSP Dwy/E/O San Fernando Dr	Gandy Blvd	Gandy Blvd	
V VV	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG	
AIVI	EB WB	EB WB	NB SB	NB SB	TOTAL
7:00 AM	0 1	0	0	0	
7:15 AM	1 1	0	0	0	7
7:30 AM	1 2	0	0	0	m
7:45 AM	0	0	0 0	0	0
8:00 AM	2 1	0	0 0	0	m
8:15 AM	0	0 0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0 1	0	0	0	+-1
	CD MID	CD (A/B	NR CR	an	TOTAL
	EB WD				
TOTAL VOLUMES : APPROACH %'s :	4 6 40.00% 60.00%	0	5	5	27
PEAK HR :	07:15 AM - 08:15 AM				TOTAL
	4	0 0	0 0	0	ω
PEAK HR FACTOR :	0.500 0.500			7	0.667
	0.667				10000
P.N.G	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
4:15 PM	0	0	0	0	0
4:30 PM	2	0	0	0	m (
4:45 PM	0	<b>0</b>	0	0	-
5:00 PM	1 0	0	0	0 0	-4 -
5:15 PM	1 0	0	0		(
5:30 PM	1 2	0	0		<b>თ</b> ი
5:45 PM	1 2	0	0	0	'n
		CD (V/R	AR SR	NB	TOTAL
		, L			÷
TOTAL VOLUMES :	6 54.55% 45.45%	5	5	0	++
DEAK HR	04:30 PM - 05:30 PM				TOTAL
DFAK HR VOL	4	0	0	0	S
PEAK HR FACTOR :	0.500 0.250				0.417

0.417








21-120083-004	03/03/2021	Sunny	St. Petersburg	Pinellas	02:00 - 09:00	16:00 - 18:00	1-Way Stop(SB)	
Site Code:	Date:	Weather:	City:	County:	Count Times:		Control:	



Speed: N/A

N/S Street: RaceTrac Dwy

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Prepared by National Data & Surveying Services

### RaceTrac Dwy & Gandy Blvd

### Peak Hour Turning Movement Count



Intersection Turning Movement Count

0         1         2         3         3         3         5         6         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         1         0         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200         200<	1 HT HE RU S 51 54 50 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			Hommedowo scumetowo scumetowo s sumedowo scredowo s sumetowo	Ratefrac Dwy Ratefrac Dwy Gandy Bhd Gandy Bhd	Total
	OFFLAM         6         0         49         10         10         1         1100         45         1           0         0         0.250         0.000         0.817         0.000         0.815         0.000         0.516         0.510         0.550         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500         0.500	N         HT         HK         HV         HK         HK </td <td>0         0         0         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         2         2         2</td> <td>0     0     0     1     201     2     201     2     201     2     2       0     0     0     1     2     2     2     2     0     1     2     1       0     0     0     1     2     1     2     1     2     1     2     1       0     0     1     2     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2     1       0     0     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2       0     0     1     2     1     1     1     1     1     1     1       0     0     1     1     1     1     1     1     1     1     1       0     1     1     1     1     1     1     1     1       0     1     1     <t< td=""><td>Normetocono         Scormetocono         Scormetocono         Scormetocono         Normetocono         Normetocono</td><td>First Day         Ratefixe Day         Gandy Biol         Gandy</td></t<></td>	0         0         0         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         255         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         1         2         2         2         2         2	0     0     0     1     201     2     201     2     201     2     2       0     0     0     1     2     2     2     2     0     1     2     1       0     0     0     1     2     1     2     1     2     1     2     1       0     0     1     2     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2     1       0     0     1     2     1     2     1     2     1     2       0     0     1     2     1     2     1     2     1     2       0     0     1     2     1     1     1     1     1     1     1       0     0     1     1     1     1     1     1     1     1     1       0     1     1     1     1     1     1     1     1       0     1     1 <t< td=""><td>Normetocono         Scormetocono         Scormetocono         Scormetocono         Normetocono         Normetocono</td><td>First Day         Ratefixe Day         Gandy Biol         Gandy</td></t<>	Normetocono         Scormetocono         Scormetocono         Scormetocono         Normetocono	First Day         Ratefixe Day         Gandy Biol         Gandy
	07114 MH - 0113 MH         0         40         10         100         15         0         2         1         -1180         45         1           0         1         0         0         40         10         10         10         45         1         1         1         1         1180         45         1         1         1         1         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10         10 <td< td=""><td>N         NT         NT<!--</td--><td>0         0         0         0         0         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         1         0         1         2/2         1         1         0         1         2/2         1         1         1         1         <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></td><td>0         0         0         0         1         251         2         251         2         0         1         253         11         10         253         11         10         253         11         253         11         253         11         253         11         253         13         253         11         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         253         253         253         253         253         253         253         253</td><td>MONTHOCHOO         SSCRTHICOLOG         SSCRTHICOLOG         SSCRTHICOLOG         MONTHOCHOO         M</td><td>First Day         RaceTacy         Gamby Bird         Gamby Bird         Gamby Bird         Molti Bird</td></td></td<>	N         NT         NT </td <td>0         0         0         0         0         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         1         0         1         2/2         1         1         0         1         2/2         1         1         1         1         <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<></td> <td>0         0         0         0         1         251         2         251         2         0         1         253         11         10         253         11         10         253         11         253         11         253         11         253         11         253         13         253         11         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         253         253         253         253         253         253         253         253</td> <td>MONTHOCHOO         SSCRTHICOLOG         SSCRTHICOLOG         SSCRTHICOLOG         MONTHOCHOO         M</td> <td>First Day         RaceTacy         Gamby Bird         Gamby Bird         Gamby Bird         Molti Bird</td>	0         0         0         0         0         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         1         2/2         1         1         2/2         1         0         1         2/2         1         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         0         0         1         2/2         1         1         0         1         2/2         1         1         0         1         2/2         1         1         1         1 <th1< th=""> <th1< th=""> <th1< th=""></th1<></th1<></th1<>	0         0         0         0         1         251         2         251         2         0         1         253         11         10         253         11         10         253         11         253         11         253         11         253         11         253         13         253         11         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         13         253         253         253         253         253         253         253         253         253	MONTHOCHOO         SSCRTHICOLOG         SSCRTHICOLOG         SSCRTHICOLOG         MONTHOCHOO         M	First Day         RaceTacy         Gamby Bird         Gamby Bird         Gamby Bird         Molti Bird
		N         NT         HR         HU         PL         ST         SS         SU         EF         EF         EF         EU         DB2         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U <thu< th=""> <thu< th=""> <thu< th=""> <th< td=""><td>0         0         0         1         200         1         200         1         200         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<!--</td--><td>0     0     0     1     0     1     251     2     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     2     252     1     0     2     252     1     0     2     2     1     0     2     2     1     0     1     2     1     0     2     2     1     0     2     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     0     1     2     1     0     0     1     2     1     0     0     1     1     0     0     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     <td< td=""><td>Montheound         Scontinication         Scontinicat</td><td>Ifface Day         Rarefine Day         Gandy Bid         Gandy Bid</td></td<></td></td></th<></thu<></thu<></thu<>	0         0         0         1         200         1         200         1         200         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>0     0     0     1     0     1     251     2     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     2     252     1     0     2     252     1     0     2     2     1     0     2     2     1     0     1     2     1     0     2     2     1     0     2     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     0     1     2     1     0     0     1     2     1     0     0     1     1     0     0     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     <td< td=""><td>Montheound         Scontinication         Scontinicat</td><td>Ifface Day         Rarefine Day         Gandy Bid         Gandy Bid</td></td<></td>	0     0     0     1     0     1     251     2     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     1     252     1     0     2     252     1     0     2     252     1     0     2     2     1     0     2     2     1     0     1     2     1     0     2     2     1     0     2     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     1     2     1     0     0     1     2     1     0     0     1     2     1     0     0     1     1     0     0     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1     1 <td< td=""><td>Montheound         Scontinication         Scontinicat</td><td>Ifface Day         Rarefine Day         Gandy Bid         Gandy Bid</td></td<>	Montheound         Scontinication         Scontinicat	Ifface Day         Rarefine Day         Gandy Bid
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 8			N SOM		ſ



Intersection Turning Movement Count

NJYLW Streads         Taken Trac Dwy         Racentrac Dwy         Racentrac Dwy         Racentrac Dwy         Cannel Dottom         Cannel										Car	Ş								ſ	
AVA         NORTHBOND         SQUTHBOND         SQUTHBOND         SAUTHBOND         NETHBOND	NS/EW Streets:		RaceTrac	Dwy			RaceTrac D	λm			ច	andy Blvd				Gandy E	pvh			
AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0			NODTHR	UNIT	t		SOUTHBOU	DND			Ē	<b>UNDOBTE</b>				WESTBK	GNUN	0	THBOUN	
Yano, Nu         Ni         <	AM	0	0	0	0	0	0	0	0	•	•	<mark>0</mark> [	0	0	0	0	0	0	C ICN	TOTA
7:50,0M         0         0         0         1         0         1         0         1         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td></td> <td>Z</td> <td>NT</td> <td>NR</td> <td>NN</td> <td>ы N</td> <td>ST</td> <td>SR</td> <td>SU</td> <td>H</td> <td>11</td> <td>뷥</td> <td>2</td> <td>ENA</td> <td>WIT</td> <td>UUC</td> <td>10</td> <td>0</td> <td>C</td> <td>487</td>		Z	NT	NR	NN	ы N	ST	SR	SU	H	11	뷥	2	ENA	WIT	UUC	10	0	C	487
77:15,M         0         1         0         11         0         14         0         2         255         4         0         0         255         1         0         255         1         0         255         1         0         255         1         0         255         1         0         2         255         1         0         2         255         1         0         255         1         0         2         255         1         0         2         255         1         0         2         2         255         1         0         2         2         2         2         2         2         2         2         2         2         2         2         2         2         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1	7:00 AM	0	0	0	0	-	0	80	0 0	-	258	<b>N</b> 1	50		4		3 =	00	0	571
7:30 MI         0         1         0         1         0         1         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>7:15 AM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>-</td> <td>0 0</td> <td>17</td> <td>-</td> <td>4 c</td> <td>207</td> <td>0 4</td> <td></td> <td></td> <td>• •</td> <td>102</td> <td>16</td> <td>-</td> <td>0</td> <td>596</td>	7:15 AM	0	0	0	0	-	0 0	17	-	4 c	207	0 4			• •	102	16	-	0	596
7-45         0         0         0         0         0         0         1         355         1         0         0         0         1         355         1         0         0         0         1         355         1         0         0         0         0         0         0         0         0         0         1         355         0         0         0         0         1         355         0         0         0         1         355         0         0         0         1         355         0         0         0         0         1         355         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th0< th=""></th0<>	ME OE:2	0	-	0	0	- 0	0 0	<u>4</u> . ĉ	5 0	10	262	v			0	299	8	0	0	591
BIS ONN         0         0         0         0         1         255         1         1         255         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th< td=""><td>7:45 AM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>7</td><td></td><td>77</td><td></td><td>N C</td><td>102</td><td></td><td>0</td><td>0</td><td>0</td><td>269</td><td>2</td><td>0</td><td>-</td><td>529</td></th<>	7:45 AM	0	0	0	0	7		77		N C	102		0	0	0	269	2	0	-	529
Bit AM         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>8:00 AM</td> <td>0</td> <td>0 0</td> <td>0 0</td> <td>-</td> <td></td> <td></td> <td>14</td> <td></td> <td>2-</td> <td>ECC</td> <td>- 0</td> <td>0</td> <td>0</td> <td>-</td> <td>305</td> <td>14</td> <td>0</td> <td>0</td> <td>561</td>	8:00 AM	0	0 0	0 0	-			14		2-	ECC	- 0	0	0	-	305	14	0	0	561
Bistory         U         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N </td <td>8:15 AM</td> <td></td> <td>0 0</td> <td>-</td> <td></td> <td></td> <td></td> <td>5</td> <td></td> <td>4 14</td> <td>278</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>279</td> <td>S</td> <td>0</td> <td>0</td> <td>524</td>	8:15 AM		0 0	-				5		4 14	278	0	0	0	0	279	S	0	0	524
Gran Muntes:         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N         N </td <td>8:30 AM</td> <td><b>D</b> 7</td> <td></td> <td></td> <td></td> <td>۷ C</td> <td></td> <td>10</td> <td>, 0</td> <td>5</td> <td>208</td> <td>1</td> <td>0</td> <td>0</td> <td>1</td> <td>262</td> <td>11</td> <td>0</td> <td>0</td> <td>496</td>	8:30 AM	<b>D</b> 7				۷ C		10	, 0	5	208	1	0	0	1	262	11	0	0	496
NIL         NIL <td>MM CP:0</td> <td>-1</td> <td>D</td> <td>5</td> <td></td> <td>•</td> <td>2</td> <td>2</td> <td></td> <td>1.00</td> <td>101</td>	MM CP:0	-1	D	5		•	2	2											1.00	101
TOTAL VOLUMES:         2         1         0         0         5         10         5         10         5         10         5         11         2         11         2         11         2         11         2         11         2         11         11         4         11         4         11         4         11         4         11         4         11         4         11         4         11         4         11         4         11         4         11         4         11         4         1         11         4         1         1         11         4         1         1         11         4         1         1         11         4         1         1         11         4         1         1         1         1         11         4         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1<		N	NT	NR	NN	SL	SI	SR	SU	ц Ц	Ш	£	Ð	ERZ	٨٢	TN ST	AR S	n,	NZLZ	101
APPROACH %*:         66.67%         33.33%         0.00%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.10%         0.11%         0         2         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <t< td=""><td>TOTAL VOLUMES :</td><td>2</td><td>-</td><td>0</td><td>0</td><td>7</td><td>0</td><td>85</td><td>0</td><td>16</td><td>1971</td><td>20</td><td>0</td><td>2</td><td>4 100/</td><td>2158</td><td>3 6506</td><td>1 0 04%</td><td>100 00%</td><td>5</td></t<>	TOTAL VOLUMES :	2	-	0	0	7	0	85	0	16	1971	20	0	2	4 100/	2158	3 6506	1 0 04%	100 00%	5
PEAK HR         07:15 AM - 06:15 AM         4         0         45         0         1         112         42         1         112         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         111         42         1         1         111         42         1         1         111         42         1         1         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111         111	APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	7.61%	0.00%	92.39%	0.00%	0.80%	98.11%	1.UU%	0~00°D	02.0T*0	0/-01-0	20.12.70	N COID	01010		TOT
PEKK HR Vol.:         0         1.0         1.25         0.00         0.250         0.025         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250         0.250 <th< td=""><td>PEAK HR :</td><td></td><td>07:15 AM - 0</td><td>8:15 AM</td><td></td><td></td><td></td><td>;</td><td>4</td><td>t</td><td>101</td><td>Ļ</td><td>0</td><td>ſ</td><td>-</td><td>1117</td><td>47</td><td>-</td><td>-</td><td>228</td></th<>	PEAK HR :		07:15 AM - 0	8:15 AM				;	4	t	101	Ļ	0	ſ	-	1117	47	-	-	228
FAK INF FACTOR:         0.00         0.250         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.000         0.500         0.010         0.700         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710         0.710	PEAK HR VOL :	0	T	0	0	4	0	46	0.00	201	1004			0.750	0 750	050	0.656	0.250	0.250	1
PM         0.430         SOUTHBOUND         SOUTHBOUND         CASTBOUND         MESTBOUND         ORTHBOUND         MESTBOUND         ORTHBOUND         ORTHBOU	EAK HR FACTOR :	0.00	0.250	0.000	0.000	0.500	0000 C	1.421	0,000	0,000.0	C76'N	0.918	0000	0,1,0	00770	0.93	5		0.250	c6-0
PM         NORTHBOUND         SOUTHBOUND         SOUTHBOUND         SOUTHBOUND         MESTBOUND         M			10210				22010													
PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0			NODTHR	ONIO	-		SOUTHBO	DNUC				ASTBOUNE			3	WESTB	GNINC		RTHBOUN	
NI         NT         NR         NU         SI         NU         NU<	DAM	C		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C ICM	TOT
4:00 PM       1       0       2       0       14       0       2       349       1       0       0       341       7       0         4:15 PM       0       0       1       0       2       385       1       0       0       341       7       0         4:15 PM       0       0       1       0       2       385       1       0       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       7       0       341       11       0       0       341       11       0       0       344       11       0       0       354       111       0       355       342       11       0       0	L IM	2	NT	NR	NN	ะ	ST	SR	SU	EF	E	ER	ED	EKZ	M	IM	ANK A		7770	CL
4:15 PM       0       1       0       9       0       2       385       0       0       371       9       0       371       9       0       371       9       0       371       9       0       371       9       0       373       9       0       0       373       9       0       0       373       9       0       0       373       9       0       0       373       9       0       0       0       373       9       0       0       0       373       9       0       0       0       373       9       0       0       0       0       373       9       0       0       0       0       373       9       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <td>4:00 PN</td> <td>1</td> <td>0</td> <td>2</td> <td>0</td> <td>2</td> <td>0</td> <td>14</td> <td>0</td> <td>2</td> <td>349</td> <td>-U</td> <td>0 0</td> <td></td> <td>0</td> <td>111</td> <td>5</td> <td>0</td> <td></td> <td>746</td>	4:00 PN	1	0	2	0	2	0	14	0	2	349	-U	0 0		0	111	5	0		746
4:30 PM       1       0       1       0       3       0       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       3       3       0       0       0       3       3       0       0       0       3       3       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <th0< th="">       0       <th0< th=""> <th0< th=""></th0<></th0<></th0<>	4:15 PN	0	0	1	0	1	0	6	0	7	385	0,	0,	5 0			. 0	) <del>-</del>	, c	825
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TOTAL VOLUMES:         12         0         12         0         12         0         12         0         12         0         12         0         12         0         12         0         12         0         12         0         12         0         12         0         0         12         0         0         12         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0		N	IN	NK	nn	7	ñ	5	20	100	1036	í r	1	0	0	2981	82	٢	0	61
AFFRAME         Description         <	TOTAL VOLUMES	12	0 00%	12 50.00%	0.00%	20.37%	0.00%	79.63%	0.00%	0.94%	98.89%	0.10%	0.07%	0.00%	%00"0	97.29%	2.68%	0-03%		ł
PEAKHRVOL:         10         0         9         0         45         0         14         1498         2         1         0         0         1398         39         1         0           Deak HR VOL:         10         0         9         0         45         0         45         0         14         1498         2         1         0         0         13958         39         1         0         0         0         0         0         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <td>APPROACH 70 5</td> <td></td> <td>04:30 PM -</td> <td>M9 05:30</td> <td></td> <td></td> <td></td> <td></td> <td>8</td> <td></td> <td></td> <td></td> <td></td> <td>3</td> <td></td> <td>0011</td> <td>ç</td> <td>·</td> <td>c</td> <td>5 ¢</td>	APPROACH 70 5		04:30 PM -	M9 05:30					8					3		0011	ç	·	c	5 ¢
PERKINK OL 1 0.000 0.450 0.000 0.750 0.000 0.652 0.000 0.750 0.000 0.700 0.927 0.500 0.250 0.000 0.000 0.958 0.813 0.250 0.00	IVA ON ANAL	101	-	0	C	0	C	45	0	14	1498	2	T	0	0	1598	55	1	0.00	26
	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 0

Location: RaceTrac Dwy & Gandy Bhd Intersection Turning Movement Count Project ID: 21-120083-004
Project ID: 21-220083-004
Project ID: 21-22008
Project ID: 21-2208
Project ID: 21-2208

NS/Few Streets:         RaceTrac Dwy           AM         N         NORTHBOUND           AM         N         N         N           7:00 AM         N         N         N         N           7:30 AM         0         0         0         0         0           7:31 AM         0         0         0         0         0         0         0           7:33 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	000000000000000000000000000000000000000	20,00% 20,00%	RaceTrac Dwy SOUTHBOUND 0 0 0 0 1 0 0 1 0 0 1 0 0 2 0 0 2 8 7 8 5 8 0.00% 80.00%		2000日日 2006 8006 8006 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000日 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 8000 800	Gan EFT 6 112 123 13 12 12 12 12 12 12 12 12 12 12 12 12 12	ER ER	• <u>9</u> • • • • • • • • • • • • • • • • • • •	0.00%	07000000	Gandy Blvd westBouh 0 0 117 117 20 20 117 117 20	90500010141		HBOUN 1000000000000000000000000000000000000	OTAL 27 33 33 33 33 33 33 33 33 33 33 33 33 33
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NL         NT         NR         NR           OTAL VOLUMES :         0         0         0         0           APPROACH %5:         0         07:15 AM - 08:15 A         07:15 AM - 08:15 A           PEAK HR VOL :         0         0         0         0           PEAK HR VOL :         0         0         0         0           PEAK HR VOL :         0         0         0         0           OK HR FACTOR :         0.000         0.000         0.000         0.000	NN N	SL 2 20.00%	ST SR 0 8 0.00% 80.00%	SU 0 0.00%	EL 4 5.06%	ET 24	Ш	E -	ER2 0 0.00%	Ð	cl L		NN O	0	IOTAL 243 IOTAL
NL         NL         NL         NL         NL           STAL VOLUMES :         0         0         0         0           APPROACH %5 ::         0         0         0         0           PEAK HR ::         0         0         0         0         0           PEAK HR ::         0         0         0         0         0         0           A HR FACTOR ::         0.000         0.000         0.000         0.000         0.000	g o	2 2 20.00%	0.00% 80.00%	0.00%	רר 5.06%	14	í	3 1	0.00%	M	V	VR	0	0	243 IOTAL
PEAK HR :         07:15 AM - 08:15 A           PEAK HR :         0           PEAK HR :         0           PEAK HR :         0           0.000         0.000           .4K HR FACTOR :         0.000           .4K HR FACTOR :         0.000	>	20.00%	0.00% 80.00%	0.00%	5.06%	1	0		0.00%	0	145	6		+	<b>TOTAL</b>
PEAK HR.:         07:15 AM - 08:15 AI           PEAK HR VOL:         0         0           3K HR FACTOR:         0.000         0.000           .ak HR FACTOR:         0.000         0.000						93.67%	0.00%	1.27%		0.00%	94.16%	5.84% (	0.00%		TOTAL
PEAK HR VOL:         0         0         0         0           .ak HR FACTOR:         0.000         0.000         0.000         0.000	AM			<							1				00.
AK HR FACTOR: 0.000 0.000 0.000	0	2	۳ 0	0	2	40	0	0	0	0	18	~	0		Ω7T
UORTHBOUND .	0.000	0.500	0.000 0.750	0.000	0.500	0.833	0.000 0.875	0.000	0000	000.0	0.848 0. 0.880	375 0.	.000	000'	0.889
NORTHBOUND															
			SOUTHBOUND			EAS	STBOUND			8	WESTBOU	QN	ORI	HBOUN	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	and the second
NL NT NR	NN	SL	sı" sr	SU	Ц	Ŀ	щ	EU	ER2	ML	-	NR	NN V	1212	TOTAL
4:00 PM 0 0 0	0	1	1	0	0	22	0	0	0	0	12	-1 (	2	2 0	n 7
4:15 PM 0 0 0	0	0	0	0	0	20	0	0	0.0	0 0	1;		- c		10
4:30 PM 0 0 0	0	0	0	0	0 (	15	0 0	0 0		<b>-</b>	21				96
4:45 PM 0 0 0 0	0		0			1		5 0			51				11 LE
5:00 PM 0 0 0	0 0	0	 		5 0	ET.					10	10		) C	12
5:15 PM 0 0 0	00	-				14						, <del>.</del> .	00		R ا
			 			1=					-	0	0	0	19
	>	>	-	>	5	1	2	>	,	,					
NL NT NR	NN	SL	ST SR	SU	đ	ᇤ	æ	EU	ER2	ML	۲.	MR 2	ΜΩ	VZL2	TOTAL
OTAL VOLUMES: 0 0 0	0	1 25.00%	0 3 0.00% 75.00%	0 0,00%	0.00%	127 100.00%	0.00%	0.00%	0.00%	0.00%	/8 96.30%	3,70%	0.00%	,	717
PEAK HR : 04:30 PM - 05:30 P	Md												2		TOTAL
PEAK HR VOL: 0 0 0	0	0	0 1	0000	0000	0.700	0000	0000	000	0	42 0.808 0.	1 250 0.	000	000	104
EAK HR FACTOR : 0.00 0.000 0.000	n nnn n	0,000	0.250	0000	0000	- co/•n	0.789			0000	0.768				0.788

## Intersection Turning Movement Count Project ID: 21-120083-004

# Intersection Turning Movement Count

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

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

	-	-
	U	
	CWD	
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	U	2
	trianc	
	Actrianc	

NS/EW Streets:	RaceTrac Dwy	RaceTrac Dwy	Gandy Blvd	Gandy Blvd		
	NODTH LEG	SOLITH LFG	EAST LEG	WEST LEG	SOUTH LEG 2	
AM	FB WB	EB WB	NB SB	NB SB	EB WB	TOTAL
7:00 AM	0	0	0	0	0	
7-15 AM		1 0	0	0		۰ م
MV UE:2	۱ ۱		0	0	0	4
7-45 AM	+ 0	10	0	0	0	0
MA OD-8		0	0	0	0	7
	• •	0	1 1	0	1 0	9
MV UE:0			0	0	0	7
8:45 AM	0 0	0	0	0 0	0	-1
						TOTAL
	EB WB	EB WB	NB SB	NB	EB WB	I UIAL
TOTAL VOLUMES :	5	3 2	1	0		71
APPROACH %'S	50.00% 50.00%	60.00% 40.00%	50.00% 50.00%		%00.0c %00.0c	TOTAL
PEAK HR :	07:15 AM - 08:15 AM				-	101AL
	3 4	2 1	0	0	1	17
PEAK HR FACTOR :	0.750 0.500	0.500 0.250			0.250 0.250	0.500
	0.583	0.375			0.250	
			FASTIFG	WEST LEG	SOUTH LEG 2	
PM		FB WB	NB SB	NB SB	EB WB	TOTAL
Ma UU. K		0	0	0 0	0	0
4:00 FM		0	0	0	0	0
4-30 PM	, o , -	0	0	0	0	<del>.</del>
4.45 PM		0	0	0	0	-1
Md 00:5	1	0	0	0	0	<b>⊷</b> ₁ ,
5:15 PM	1 0	0	0	0	0	4 7
5:30 PM	0 1	0	0	0		
5:45 PM	1 0	2 0	0	0	7	n
			ŝ		FR	TOTAL
	EB WB	EB WB	an of the second		] c	10
TOTAL VOLUMES :	4	2 0		0		
APPROACH %'s :	66.67% 33.33%	100.00% 0.00%				TOTAL
PEAK HR :	04:30 PM - 05:30 PM			c	c	4
PEAK HR VOL :	3	0	0	5		
PEAK HR FACTOR :	0.750 0.250					1.000

1.000





FDOT PEAK SEASON ADJUSTMENT FACTORS



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 1500 PINELLAS COUNTYWIDE MOCF: 0.93

$\begin{array}{c} 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 & - 01/12/2019 & 1.02 & 1.00 \\ 4 & 01/20/2019 & - 02/02/2019 & 0.98 & 1.05 \\ 5 & 01/27/2019 & - 02/02/2019 & 0.98 & 1.05 \\ * (6 & 02/03/2019 & - 02/02/2019 & 0.93 & 1.00 \\ * (8 & 02/17/2019 & - 02/02/2019 & 0.93 & 1.00 \\ * (8 & 02/17/2019 & - 02/02/2019 & 0.93 & 1.00 \\ * (8 & 02/17/2019 & - 03/02/2019 & 0.93 & 1.00 \\ * (9 & 02/14/2019 & - 03/02/2019 & 0.91 & 0.98 \\ * (10 & 03/03/2019 & - 03/04/2019 & 0.91 & 0.98 \\ * (11 & 03/03/2019 & - 03/04/2019 & 0.91 & 0.98 \\ * (12 & 03/10/2019 & - 03/02/2019 & 0.93 & 1.00 \\ * (13 & 03/02/2019 & - 03/02/2019 & 0.93 & 1.00 \\ * (14 & 03/31/2019 & - 04/20/2019 & 0.93 & 1.00 \\ * (15 & 04/14/2019 & - 04/20/2019 & 0.93 & 1.00 \\ * (15 & 04/14/2019 & - 04/20/2019 & 0.95 & 1.02 \\ * (17 & 04/21/2019 & - 04/20/2019 & 0.95 & 1.00 \\ * (18 & 04/28/2019 & - 05/04/2019 & 0.97 & 1.00 \\ * (18 & 04/28/2019 & - 05/04/2019 & 0.99 & 1.06 \\ 22 & 05/26/2019 & - 05/18/2019 & 0.99 & 1.06 \\ 22 & 05/26/2019 & - 05/18/2019 & 0.99 & 1.06 \\ 23 & 06/02/2019 & - 06/01/2019 & 1.00 & 1.08 \\ 24 & 06/09/2019 & - 06/01/2019 & 1.00 & 1.08 \\ 25 & 06/02/2019 & - 06/01/2019 & 1.00 & 1.08 \\ 25 & 06/02/2019 & - 06/01/2019 & 1.00 & 1.08 \\ 25 & 06/02/2019 & - 06/01/2019 & 1.02 & 1.10 \\ 28 & 07/07/2019 & - 07/27/2019 & 1.03 & 1.11 \\ 30 & 07/21/2019 & - 07/27/2019 & 1.03 & 1.11 \\ 31 & 07/28/2019 & - 08/10/2019 & 1.05 & 1.13 \\ 33 & 08/11/2019 & - 08/10/2019 & 1.05 & 1.13 \\ 33 & 08/11/2019 & - 08/10/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 08/10/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 08/10/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.14 \\ 35 & 08/05/2019 & - 09/12/2019 & 1.06 & 1.13 \\ 31 & 01/20/2019 & - 01/20/2019$	WEEK	DATES	SF	PSCF	
*11 $03/10/2019 - 03/2019$ 0.91 0.91 0.98 *13 $03/24/2019 - 03/30/2019$ 0.91 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 $04/14/2019 - 04/27/2019$ 0.95 1.02 *17 $04/21/2019 - 04/27/2019$ 0.96 1.03 *18 $04/28/2019 - 05/04/2019$ 0.99 1.06 21 $05/05/2019 - 05/18/2019$ 0.99 1.06 22 $05/26/2019 - 05/18/2019$ 0.99 1.06 23 $06/02/2019 - 06/08/2019$ 1.00 1.08 24 $06/09/2019 - 06/22/2019$ 1.00 1.08 25 $06/16/2019 - 06/22/2019$ 1.00 1.08 25 $06/16/2019 - 06/22/2019$ 1.00 1.08 26 $06/23/2019 - 06/29/2019$ 1.01 1.09 27 $06/30/2019 - 06/22/2019$ 1.01 1.09 27 $06/30/2019 - 07/20/2019$ 1.02 1.10 28 $07/21/2019 - 07/20/2019$ 1.03 1.11 30 $07/21/2019 - 08/10/2019$ 1.05 1.13 34 $08/18/2019 - 08/21/2019$ 1.06 1.14 35 $08/12/2019 - 08/21/2019$ 1.06 1.14 36 $09/01/2019 - 08/10/2019$ 1.05 1.13 34 $08/18/2019 - 08/21/2019$ 1.06 1.14 35 $08/25/2019 - 08/21/2019$ 1.07 1.15 38 $09/15/2019 - 08/21/2019$ 1.07 1.15 39 $09/22/2019 - 08/21/2019$ 1.06 1.14 37 $09/08/2019 - 08/17/2019$ 1.07 1.15 39 $09/22/2019 - 08/21/2019$ 1.06 1.14 31 $07/28/2019 - 08/21/2019$ 1.06 1.14 34 $08/18/2019 - 08/21/2019$ 1.06 1.14 35 $08/12/2019 - 08/21/2019$ 1.07 1.15 38 $09/15/2019 - 09/07/2019$ 1.07 1.15 39 $09/22/2019 - 10/22/2019$ 1.06 1.14 31 $07/28/2019 - 10/22/2019$ 1.07 1.15 34 $08/18/2019 - 08/21/2019$ 1.06 1.14 35 $08/25/2019 - 09/21/2019$ 1.05 1.13 34 $10/20/2019 - 10/12/2019$ 1.05 1.13 34 $10/20/2019 - 10/12/2019$ 1.07 1.15 35 $08/25/2019 - 09/21/2019$ 1.07 1.15 36 $09/15/2019 - 09/21/2019$ 1.06 1.14 37 $09/08/2019 - 10/12/2019$ 1.07 1.15 38 $09/15/2019 - 09/21/2019$ 1.06 1.14 39 $09/22/2019 - 10/26/2019$ 1.07 1.15 30 $09/22/2019 - 10/26/2019 1.07$ 1.15 31 $01/20/2019 - 10/26/2019 1.06$ 1.14 34 $10/20/2019 - 10/26/2019 1.06$ 1.13 44 $10/27/2019 - 11/16/2019 1.04$ 1.12 45 $11/03/2019 - 10/26/2019 1.05$ 1.13 46 $11/10/2019 - 11/16/2019 1.05$ 1.13 47 $11/17/2019 - 11/20/2019 1.06$ 1.14 48 $11/24/2019 - 11/20/2019 1.06$ 1.12 49 $12/01/2019 - 12/14/2019 1.04$ 1.	1 2 3 4 5 * 6 * 7 * 8 * 9 * 10	01/01/2019 - 01/05/2019 01/06/2019 - 01/12/2019 01/13/2019 - 01/19/2019 01/20/2019 - 01/26/2019 01/27/2019 - 02/02/2019 02/03/2019 - 02/09/2019 02/10/2019 - 02/16/2019 02/17/2019 - 02/23/2019 02/24/2019 - 03/02/2019 03/03/2019 - 03/09/2019	1.04 1.03 1.02 1.00 0.98 0.96 0.93 0.93 0.92 0.91	1.12 1.11 1.10 1.08 1.05 1.03 1.00 1.00 0.99 0.98	
	* * * * * * * * * * * * * * * * * * *	$\begin{array}{c} 03/03/2019 - 03/16/2019 \\ 03/10/2019 - 03/23/2019 \\ 03/24/2019 - 03/30/2019 \\ 03/24/2019 - 04/06/2019 \\ 03/31/2019 - 04/06/2019 \\ 04/07/2019 - 04/20/2019 \\ 04/14/2019 - 04/27/2019 \\ 04/21/2019 - 04/27/2019 \\ 04/28/2019 - 05/04/2019 \\ 05/05/2019 - 05/11/2019 \\ 05/12/2019 - 05/18/2019 \\ 05/19/2019 - 05/25/2019 \\ 05/26/2019 - 06/01/2019 \\ 06/02/2019 - 06/22/2019 \\ 06/09/2019 - 06/22/2019 \\ 06/23/2019 - 06/22/2019 \\ 06/30/2019 - 07/06/2019 \\ 06/30/2019 - 07/2019 \\ 07/21/2019 - 07/2019 \\ 07/21/2019 - 07/27/2019 \\ 07/28/2019 - 08/03/2019 \\ 08/04/2019 - 08/10/2019 \\ 08/04/2019 - 08/10/2019 \\ 08/25/2019 - 08/31/2019 \\ 08/25/2019 - 08/31/2019 \\ 09/01/2019 - 09/07/2019 \\ 09/01/2019 - 09/07/2019 \\ 09/022/2019 - 09/21/2019 \\ 09/22/2019 - 09/22/2019 \\ 09/22/2019 - 10/26/2019 \\ 09/22/2019 - 10/26/2019 \\ 10/27/2019 - 11/02/2019 \\ 10/27/2019 - 11/02/2019 \\ 10/27/2019 - 11/02/2019 \\ 11/02019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/23/2019 \\ 11/22/2019 - 11/22/2019 \\ 11/22/2019 - 11/22/2019 \\ 11/22/2019 - 11/22/2019 \\ 11/22/2019 - 11/22/2019 \\ 11/22/2019$	$\begin{array}{c} 0.91\\ 0.91\\ 0.91\\ 0.92\\ 0.93\\ 0.94\\ 0.95\\ 0.96\\ 0.97\\ 0.98\\ 0.99\\ 0.99\\ 1.00\\ 1.00\\ 1.00\\ 1.00\\ 1.00\\ 1.01\\ 1.02\\ 1.02\\ 1.03\\ 1.04\\ 1.05\\ 1.05\\ 1.06\\ 1.05\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.06\\ 1.05\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\ 1.04\\$	$\begin{array}{c} 0.98\\ 0.98\\ 0.98\\ 0.99\\ 1.00\\ 1.01\\ 1.02\\ 1.03\\ 1.04\\ 1.05\\ 1.06\\ 1.06\\ 1.08\\ 1.08\\ 1.08\\ 1.08\\ 1.08\\ 1.09\\ 1.09\\ 1.09\\ 1.09\\ 1.10\\ 1.10\\ 1.11\\ 1.11\\ 1.12\\ 1.12\\ 1.13\\ 1.13\\ 1.14\\ 1.14\\ 1.14\\ 1.15\\ 1.15\\ 1.15\\ 1.15\\ 1.15\\ 1.15\\ 1.14\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\ 1.12\\$	

### \* PEAK SEASON

14-FEB-2020 15:39:31

830UPD 7\_1500\_PKSEASON.TXT

FDOT HISTORICAL COUNTS



### FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2019 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

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

T FACTOR		4.90	5.10	4.90	4.90	4.90	4.70	4.40	4.00	2.30	5.30	5.30	5.30	5.20	4.80	5.20	5.00
D FACTOR		53.00	53.30	54.50	55.50	54.50	53.80	52.50	52.90	53.20	53.21	54.92	53.72	53.63	51.67	51.30	51.90
*K FACTOR		9.00	9.00	9.00	9.00	00.6	9.00	00.6	00.6	00.6	13.13	12.94	13.17	13.03	12.34	12.40	12.40
DIRECTION 2		W 16491	W 16839	W 16268	W 16003	W 16843	W 16626	W 15532	W 14712	M 0	W 14175	W 13991	W 14546	W 15979	W 16015	W 16161	W 15623
DIRECTION 1		E 17171	E 17739	E 17173	E 17011	E 17033	E 16091	E 15040	E 14686	0 E	E 13923	臣 14094	E 14899	E 15931	五 15909	E 16087	E 15384
AADT		33662 C	34578 C	33441 C	33014 C	33876 C	32717 C	30572 C	29398 C	26500 F	28098 C	28085 C	29445 C	31910 C	31924 C	32248 C	31007 C
YEAR	1.2.2.1	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004

33662-1)/5×100=016% 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 \*K FACTOR:

### INTERSECTION ANALYSIS



General Information							Site	nforn	natior	1						
Analyst							Inters	ection							_	_
Agency/Co	-						Jurisd	iction						_		
Date Performed	5/25/	2021		_	-		East	Vest Stre	et		Gandy	/ Blvd			-	_
Analysis Voar	2030						North	/South 9	Street		Snua	Harbor F	d-Acce	ss D		
Time Analyzed	AM P	eak					Peak	Hour Fac	tor		0.98				-	
	East-V	Noct			-		Analy	sis Time	Period (	hrs)	0.25	-				-
Breigst Description	Racko	round D	luc Proje	oct		_	Analy		renou (i	113)	0.25				_	_
	Dacky	ji ounu r	lus rioje		1.1											
				$   \frac{1}{2} $	Maj	Y Y Y Y Y Y Y Y Y	st-West	15477420								
/ehicle Volumes and Ac	ljustme	nts														
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	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	C
Configuration		LT	T	R		L	Т				LR					
Volume (veh/h)		14	1235	27	0	10	1373			97		39				
							1									
Percent Heavy Vehicles (%)		3			3	3				3		3				
Percent Heavy Vehicles (%) Proportion Time Blocked		3			3	3				3		3				
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%)		3			3	3				3	)	3				
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized		3	10		3	3				3	)	3				
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage		3	10	Left	3 Only	3				3	)	3	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H	leadwa	3 N YS	10	Left	Only	3				3	)	3	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec)	-leadwa	3 V VS 4.1	lo	Left	3 Only	3				7.5	)	6.9	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	-leadwa	3 <b>ys</b> 4.1 4.16	No	Left	Only	3				3 ( 7.5 7.56	)	3 6.9 6.96	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	-leadwa	3 <b>ys</b> 4.1 4.16 2.2	Jo	Left	Only	3 4.1 4.16 2.2				3 7.5 7.56 3.5		3 6.9 6.96 3.3	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	3 <b>ys</b> 4.1 4.16 2.2 2.23		Left	3 Only	3 4.1 4.16 2.2 2.23				3 7.5 7.56 3.5 3.53		3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, a	Headwa	3 ys 4.1 4.16 2.2 2.23 I of S		Left	Only	3 4.1 4.16 2.2 2.23				3 7.5 7.56 3.5 3.53		3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up I Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, a Flow Rate, v (veh/h)	Headway	3 ys 4.1 4.16 2.2 2.23 I of S 14	No Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protection Protecti	Left	Only	3 4.1 4.16 2.2 2.23 10				3 7.5 7.56 3.5 3.53	139	3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	Headwa nd Leve	3 ys 4.1 4.16 2.2 2.23 I of S 14 478		Left	3 Only	3 4.1 4.16 2.2 2.23 10 529				3 7.5 7.56 3.5 3.53	139	3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	Headway	3 ys 4.1 4.16 2.2 2.23 1 of S 14 478 0.03		Left	3 Only	3 4.1 4.16 2.2 2.23 10 529 0.02				3 7.5 7.56 3.5 3.53	) 139 169 0.82	3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	Headway	3 ys 4.1 4.16 2.2 2.23 1 of S 14 478 0.03 0.1	No Pervice	Left	Only	3 4.1 4.16 2.2 2.23 10 529 0.02 0.1				3	) 139 169 0.82 5.6	3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>35</sub> (veh)	Headway	3 ys 4.1 4.16 2.2 2.23 1 of S 14 478 0.03 0.1 12.8			3 Only	3 4.1 4.16 2.2 2.23 10 529 0.02 0.1 11.9				3 7.5 7.56 3.5 3.53	139 169 0.82 5.6 84.0	3 6.9 6.96 3.3 3.33	2			
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, a</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) Level of Service (LOS)	Headway Headway nd Leve	3 ys 4.1 4.16 2.2 2.23 1 of S 14 478 0.03 0.1 12.8 B			3 Only	3 4.1 4.16 2.2 2.23 10 529 0.02 0.1 11.9 B				3	139 169 0.82 5.6 84.0 F	3 6.9 6.96 3.3 3.33				
Percent Heavy Vehicles (%) Proportion Time Blocked Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Gritical Headway (sec) Base Follow-Up Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q <sub>35</sub> (veh) Control Delay (s/veh) Level of Service (LOS)	Headway	3 ys 4.1 4.16 2.2 2.23 1 of S 14 478 0.03 0.1 12.8 B		Left	3 Only	3 4.1 4.16 2.2 2.23 10 529 0.02 0.1 11.9 B	D.1			3 ( 7.5 7.56 3.5 3.53	139 169 0.82 5.6 84.0 F	3 6.9 6.96 3.3 3.33	2			

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ved. HCS ۲۵۵۵ TWSC Version 7.8 AM B+P Gandy and Snug Harbor- Project Access D.xtw Generated: 8/8/2022 11:37:45 AM

		Н	CS7	Two-	Way	Stop	o-Cor	ntrol	Rep	ort				JAN N		
General Information		-					Site I	nform	natio	n				3.		
Analyst	T		10000		-		Interse	ection				-				
Agency/Co.							Jurisdi	iction								
Date Performed	5/25/2	2021	-	-			East/V	Vest Str	eet		Gandy	y Blvd				
Analysis Year	2030						North	/South	Street		Snug	Harbor I	Rd-Acce	ss D		
Time Analyzed	PM Pe	eak					Peak H	Hour Fa	ctor		0.98					
Intersection Orientation	East-V	Vest					Analys	sis Time	Period (	(hrs)	0.25	-				
Project Description	Backg	round P	lus Proje	ct					_							
Lanes						100			-			11.5				
				14 4 4 4 4 1 1 4 4	n fi Maji	or Street: Ea	st-West	1 1 1 1								
Vehicle Volumes and Ad	justme	nts		1			1.4									
Approach		Easth	ound			West	bound	_		North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Ť	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0	<u> </u>	0	1	0		0	0	0
Configuration		LT	T	R		L	T		<u> </u>		LR		<u> </u>			<u> </u>
Volume (veh/h)		46	1778	38	2	24	1869			53		23				<u> </u>
Percent Heavy Vehicles (%)		3			3	3				3		3				
Proportion Time Blocked	_										1.00		<u> </u>			
Percent Grade (%)											0		<u> </u>			
Right Turn Channelized		٢	No													
Median Type   Storage				Left	Only								2			
Critical and Follow-up H	leadwa	ys						-						18		
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)	1	2.23			2.53	2.23				3.53		3.33				
Delay, Queue Length, ar	nd Leve	l of S	ervice													
Flow Rate, v (veh/h)		47	1		1	27					78					
Capacity, c (veh/h)		304				266			1		80					
v/c Ratio		0.15				0.10					0.97					
95% Queue Length, Q₅₅ (veh)		0.5				0.3					5.3					
Control Delay (s/veh)		19.0	Ì			20.0					184.4					
Level of Service (LOS)		С				С			1		F					
Approach Delay (s/veh)		(	).5			(	).3			18	34.4	_				
Approach LOS									-		F					

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PM B+P Gandy and Snug Harbor- Project Access D.xtw

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

### Lanes



Vehicle Volumes and Ad	justme	nts													1.1	
Approach		Eastl	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	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	Т					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 H	leadwa	ys												0		
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			1			3.33				
Delay, Queue Length, an	nd Leve	l of S	ervice													
Flow Rate, v (veh/h)						62						91				
Capacity, c (veh/h)						240						420				
v/c Ratio				-		0.26.						0.22				
95% Queue Length, Q <sub>95</sub> (veh)						1.0						0.8				
Control Delay (s/veh)						25.2						15.9				
Level of Service (LOS)						D						С				
Approach Delay (s/veh)							1.1			1	5.9					
Approach LOS											С					

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<b>General Information</b>		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		



Vehicle Volumes and Ad	ljustme	nts												П		
Approach		Eastb	ound			West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	Ł	Т	R	U	L	Т	R	U	L	Т	R
Priority	10	1	2	3	40	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			Т	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 H	leadwa	ys														
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, a	nd Leve	l of S	ervice													
Flow Rate, v (veh/h)					1	108						58				_
Capacity, c (veh/h)						151						285				
v/c Ratio						0.72						0.20				
95% Queue Length, Q95 (veh)						4.2						0.7			-	
Control Delay (s/veh)						73.6						20.8				
Level of Service (LOS)					_	F						С				
Approach Delay (s/veh)		3.9								2	0.8		-	_		
Approach LOS							E D				С		0			

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General Information							Site In	nform	ation							
	T						Interse	ction	_	T						
Analyst	-					_	Jurisdia	tion								
Agency/LO.	5/25/2	021		-			East/W	est Stre	et	-	Gandy	Blvd				
Date Performed	5/25/2	021					North/	South S	h Street Access A							-
Analysis Year	2030		_				Peak H	our Fac	actor 0.98							
Time Analyzed	AM Pe	ak					Analys	is Time	Period (h	rs)	0.25			1		
Intersection Orientation	East-W	lest	- Design			_	Analys	is mile	chod (ii	13)	0.25					
Project Description	Васко	ound P	lus Projec	.1	-	-							-			-
Lanes							201010-000			_						
				4 T T T T	1 d Majo	۲ ۲ ۲ r Street: Ea	t t c st-West	11								
Vehicle Volumes and Ad	justme	nts			_								-	Couth	nound	_
Approach		East	ound			West	bound			North	bound			South	т	D
Movement	U	L	T	R	U	L	T	R	0			R	0	10	11	12
Priority	10	1	2	3	40	4	5	6		7	8	9		10		12
Number of Lanes	0	0	2	1	0	0	2	1		0	0			0	0	
Configuration			Т	R			T	R		_		R	_			R O
Volume (veh/h)			1327	41			1460	4				40				0
Percent Heavy Vehicles (%)						_						3			-	3
Proportion Time Blocked													-			
											0				0	
Percent Grade (%)	_									N	lo			1	10	_
Percent Grade (%) Right Turn Channelized			No		-		No									
Percent Grade (%) Right Turn Channelized Median Type   Storage			No	Undi	ivided		No								-	
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b>	leadwa	ys	No	Undi	ivided	1	No									
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec)	leadwa	ys	No	Undi	ivided		No					6,9				6.9
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec)	leadwa	ys	No	Undi	ivided		No					6.9 6.96				6.9
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec)	leadwa	ys	No	Undi	ivided		No					6,9 6.96 3.3				6.9 6.9 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec)	leadwa	ys		Undi	ivided		No					6.9 6.96 3.3 3.33				6.9 6.9 3.3 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay. Queue Length. an</b>	leadwa	ys		Undi	ivided		No					6,9 6.96 3.3 3.33				6.9 6.9 3.3 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Elaw Pata v (veb/b)	leadwa	ys		Undi	ivided		No					6,9 6,96 3.3 3,33 3,33				6.9 6.9 3.3 3.3
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Casesity s (veh/h)	leadwa	ys		Undi	ivided		No					6.9 6.96 3.3 3.33 3.33 41 393				6.9 6.9 3.3 3.3 00 35
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h)	leadwa	ys I of S		Undi	ivided		No					6,9 6.96 3.3 3.33 41 393 0.10				6.9 6.9 3.3 3.3 0.0
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio	leadwa nd Leve	ys I of S		Undi	ivided		No					6.9 6.96 3.3 3.33 3.33 41 393 0.10 0.3				6.9 6.9 3.1 3.3 0.0 0.0
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) v/c Ratio 95% Queue Length, Q <sub>95</sub> (veh)	leadwa	ys I of S	No ervice	Undi	ivided							6,9 6.96 3.3 3.33 3.33 41 393 0.10 0.3 15.2				6.5 6.5 3. 3. 3. 3. 3. 5 0.0 0. 0. 0. 0. 15
Percent Grade (%) Right Turn Channelized Median Type   Storage Critical and Follow-up H Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) Delay, Queue Length, an Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh)	leadwa	ys I of S		Undi	ivided							6,9 6.96 3.3 3.33 41 393 0.10 0.3 15.2 C				6.1 6.2 3. 3. 3.3 3.3 5 0.0 0.0 0.0 15 0.0
Percent Grade (%) Right Turn Channelized Median Type   Storage <b>Critical and Follow-up H</b> Base Critical Headway (sec) Critical Headway (sec) Base Follow-Up Headway (sec) Follow-Up Headway (sec) <b>Delay, Queue Length, an</b> Flow Rate, v (veh/h) Capacity, c (veh/h) V/c Ratio 95% Queue Length, Q <sub>95</sub> (veh) Control Delay (s/veh) Level of Service (LOS)	leadwa nd Leve	ys l l l l l l l l l l l l l l l l l l l		Undi	ivided		No				5.2	6.9 6.96 3.3 3.33 41 393 0.10 0.3 15.2 C				6.9 6.9 3. 3.3 3.3 5 5 0.0 0 0.0 0.0 15 0.0

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ieneral Information							Site In	form	ation						1.1	
	1					-	Intersec	tion		T		1				
Analyst							Jurisdic	tion								
Agency/Co.	E /2E /20	121			-		East/We	est Stree	et		Gandy	Blvd				
Date Performed	3/23/20	)21		-			North/S	South St	reet		Access	A				
Analysis Year	2030	1.					Peak Ho	our Fact	tor 0.98							
Time Analyzed	PM Pea	K				-	Analysi	s Time f	Period (h	rs)	0.25					
Intersection Orientation	East-W	est	- Dening				7 mory on									
Project Description	Backgr	ound Pl	us Projec			-					-					
Vehicle Volumes and Ad	justmer	<b>1ts</b>	oound	1 1 7 4 7 7 7	D A Majo	¢ street: Ea	st-West	115 1114 14 14 16		North	bound			South	bound	
Approach		Easti	bound			vvest		D			Т	R	U	L	Т	R
Movement	U	L	T	R	0		÷	R 6		7	8	9		10	11	12
Priority	10	1	2	3	40	4	2	1		0	0	1		0	0	1
Number of Lanes	0	0	2	1	0	0		D	1.1010			R				R
Configuration			Т	R	-		1001	1				44				0
Volume (veh/h)			1777	68			1991					3				3
Percent Heavy Vehicles (%)			-						-	1	-				-	
Proportion Time Blocked									-						0	1
Percent Grade (%)						_		-			0	_				
Right Turn Channelized			No				No				NO	-		man	10	
Median Type   Storage				Und	livided											
Critical and Follow-up	Headwa	ys							_						-	-
Base Critical Headway (sec)	1	T	Т	T	1	1						6.9				6.9
Critical Headway (sec)		1		1								6.96				6.96
Page Follow Up Headway (sec)		1	-	1		1						3.3				3.3
Fallow Up Headway (sec)		-		1	1			1				3.33				3.3
Follow-up Headway (sec)	n al Lass	105	Sonvice	-	-											
Delay, Queue Length, a	ind Leve	1013	Service	-	1	1	1	1	T	T	T	45	T	T	T	Το
Flow Rate, v (veh/h)		-	_		-	-	-	-	-			277	1		1	23
Capacity, c (veh/h)		-			-	-		-		+		0.16	-		-	0.0
v/c Ratio		-	-	-			_		-	-	+	0.10		-	-	0.1
95% Queue Length, Q₃₅ (veh)					_	-			-			20 E		-	-	20
Control Delay (s/veh)				-	-	-				-	-	20.5			-	
Level of Service (LOS)		-			_		1				20 5		-	1		
Approach Delay (s/veh)								-	-	-	20.5					
											L.		1			

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		H	CS7	Two-	Way	Sto	o-Coi	ntrol	Rep	ort						
General Information							Site	nforr	natio	n						
Analyst	T	_					Inters	ection								
Agency/Co.	1						Jurisd	iction			1					
Date Performed	5/25/	2021					East/V	Vest Stre	eet		Gand	ly Blvd				
Analysis Year	2030						North	/South S	Street		Race	Trac Drw	у			
Time Analyzed	AM P	eak					Peak I	Hour Fac	tor		0,98					
Intersection Orientation	East-\	West					Analy	sis Time	Period (	(hrs)	0.25					
Project Description	Backg	round P	Plus Proje	ect												
Lanes						5,201										
				24174P1	h M Maji	F T Street: Ea	↑ । Province in the second se	111 114471						2		~
Vehicle Volumes and Ad	justme	nts			_		4	-			TP					
Approach		Eastl	bound			West	bound	_		North	bound			South	bound	
Movement	U	L	Т	R	U	L	Т	R	U	L	Т	R	U	L	T	R
Priority	10	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	Т	TR			Т	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						I	No			1	No		-	Ν	10	
Median Type   Storage				Undi	vided											
Critical and Follow-up H	leadwa	ys														
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									1	3,3				3,3
Follow-Up Headway (sec)	2.53	2.23							h			3.33				3.33
Delay, Queue Length, ar	nd Leve	l of S	ervice													
Flow Rate, v (veh/h)	1	69	1	[			T					1				61
Capacity, c (veh/h)	1	182	-	1		1						403				392
v/c Ratio		0.38		1								0.00				0,16
95% Queue Length, Q <sub>95</sub> (veh)		1.7		-			1		1			0.0				0.5
Control Delay (s/veh)		36.4	-		1					1		14.0				15.9
Level of Service (LOS)	-	E		1	1				1			В				С
Approach Delay (s/veh)	-		1.8		1	-				- 1	4.0	1		1	5.9	
Approach LOS											В				С	

HCS 100 TWSC Version 7.8 AM B+P Gandy and Race Trac Drwy.xtw Generated: 8/8/2022 11:53:57 AM

		H	ICS7	Two	-Way	' Sto	р-Со	ntrol	l Rep	ort						
General Information				-	-	-	Site	Infor	matio	n	1.00	100			_	
Analvst	1	-				-	Inters	ection			T					
Agency/Co.			_				Jurisd	liction			1					
Date Performed	5/25/	2021	-	_			East/\	Nest Str	eet		Gand	dy Blvd				
Analysis Year	2030						North	/South	Street		Race	Trac Drw	N.		-	
Time Analyzed	PM P	eak					Peak	Hour Fa	ctor	_	0.98					_
Intersection Orientation	East-	West			_		Analy	sis Time	e Period	(hrs)	0.25		-			
Project Description	Backo	around F	Plus Proi	ect	11-11									111.757		
lanes	1	,														
	12			1 1 1 Y 4 P 1	1 A Maj	J P or Street: E	t k ast-West	1111								
Vehicle Volumes and Ad	ljustme	nts			_				<u></u>							
Approach	-	Eastt	bound			West	bound			North	nbound			South	bound	
Movement	U	L		R	U			К	U			R	U	L		K
Priority	10	1	2	3	40	4	5	6			8	9		10		12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	
Configuration		L	T	TR			T	R			-	R		<u> </u>		R
Volume (veh/h)	53	15	1754	2		-	1874	44	-			21			<u> </u>	60
Percent Heavy Vehicles (%)	3	3				ļ						3				3
Proportion Time Blocked																
Percent Grade (%)											0				0	
Right Turn Channelized							No	_		ſ	No			٢	10	
Median Type   Storage				Und	ivided			2								
Critical and Follow-up H	leadwa	ys														
Base Critical Headway (sec)	6.4	4.1										6.9				6.9
Critical Headway (sec)	6.46	4.16	1									6.96				6.96
Base Follow-Up Headway (sec)	2.5	2.2		<u> </u>	<u> </u>							3,3				3.3
Follow-Up Headway (sec)	2.53	2.23										3.33				3.33
Delay, Queŭe Length, ar	nd Leve	l of S	ervice												-	
Elow Bate, v (veh/h)	1	69	r	1	T	Г	T	r	T	T	T	21	-	1	L	61
Capacity c (veh/h)		77			<u> </u>	-	+				1	281			1	256
v/c Batio		0.90									1	0.08				0.24
95% Queue Length Osc (veh)		47										0.2				0.9
Control Delay (c/yeb)	-	169.2		-					-	-	-	18.8				23.4
		F	-				1					C				- C
Approach Dolay (c/uch)	-		3	1			l			1	8.8			<b>ا</b>	34	
Approach LOS											C.			2	с	
Approacti LOS					1						-				-	

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FDOT DRIVEWAY INFORMATION GUIDE



### Meany Information Achie

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.

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

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

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

FDOT DESIGN MANUAL EXHIBIT 212-1





### **ST. PETERSBURG CITY COUNCIL**

### Meeting of December 15, 2022

то:	The Honorable Gina Driscoll, Chair, and Members of City Council
FROM:	Corey Malyszka, Zoning Official
SUBJECT:	Ordinance 537-H Second Amendment to a previously approved Development Agreement – Key Gandy LLC

### **BACKGROUND:**

A Development Agreement (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 Blvd and East of San Fernando Blvd. NE. 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.

### **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.

### **RECOMMENDATION:**

Administration: City staff recommends APPROVAL.

<u>Community Planning and Preservation Commission</u>: On November 8, 2022, the CPPC held the first public hearing on the amendment and provided a recommendation of approval to City Council by a vote of 5-0.

<u>Recommended City Council Action:</u>
1) CONDUCT the second reading and public hearing AND
2) APPROVE the proposed Ordinance.

<u>Attachments:</u> Ordinance, Development Agreement, CPPC Staff Report with current Development Agreement

AN ORDINANCE APPROVING A SECOND AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR PROPERTY GENERALLY LOCATED SOUTH OF STATE ROAD 600 (GANDY BOULEVARD) AND EAST OF SAN BOULEVARD **FERNANDO** NORTHEAST, RELATED TO THE USE OF THE PROPERTY FOR MULTI-FAMILY RESIDENTIAL UNITS, A COMMERCIAL MARINA, AND А RESTAURANT; RECOGNIZING THAT THE SUBJECT AMENDMENT IS BY AND BETWEEN KEY GANDY, LLC WHICH HAS COLLECTIVELY SUCCEEDED GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, AND GANDY HARBOR III, LLC AS THE DEVELOPER OF THE PROPERTY, AND THE CITY OF ST. PETERSBURG; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE AMENDMENT TO THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

### THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. A Second Amendment to the Development Agreement associated with approximately 38.92 acres of land generally located south of State Road 600 (Gandy Boulevard) and east of San Fernando Boulevard Northeast (Property) is hereby approved and adopted. The subject amendment is by and between Key Gandy, LLC, which has collectively succeeded Gandy Harbor I, LLC, Gandy Harbor II, LLC, and Gandy Harbor III, LLC as the developer of the Property, and the City of St. Petersburg. A copy of the Second Amendment is attached hereto and incorporated herein.

SECTION 2. The Mayor, or his designee, is authorized to execute the Amendment to the Development Agreement on behalf of the City.

SECTION 3. In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective upon the expiration of the fifth (5<sup>th</sup>) business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case the ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.

### APPROVED AS TO FORM AND SUBSTANCE:

/s/ Elízabeth Abernethy	11/14/2022
PLANNING & DEVELOPMENT SERVICES DEPARTMENT	DATE
/s/ Michael J. Dema	11/9/2022
ASSISTANT CITY ATTORNEY	DATE
00652769.docx	

### SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

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

### RECITALS

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

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

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

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

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

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

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

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

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

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

### Maximum Density and Intensity of Proposed Uses.

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

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

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

5. **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 (i) delete in its entirety and replace Subsection F., and (ii) add new Subsection H., as follows:

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-out, extend the westbound left turn lane, 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, and

c. Modify the Gandy Blvd and RaceTrac median opening to a left-in/rightin/right-out and extend the eastbound left turn lane;

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

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

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

- A. Special exception for the CCS-1 (Corridor Commercial Suburban) zoned portion of the Project Site to allow the residential component of such portion to exceed 40% of the total FAR for such portion;
- B. City site and construction approvals;

- C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 320 residential dwelling units; and
- D. Plat or subdivision approvals, including infrastructure construction plan approval.

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

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

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

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

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

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

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

thereof. All rules of contract interpretation included in the Development Agreement are applicable to this Second Amendment.

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

### [REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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

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

### WITNESSES:

Print Name:

Print Name: Mich e

KEY GANDY, LLC, a Florida limited liability company

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

By: Print Name: Inigo Ardid Title: Manager

### **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 <u>II</u> day of <u>Novem</u>, 2022, by <u>Fnigo</u> Ardil, as <u>Manager</u> of KEY INT'L INVESTORS II LLC, a Florida limited liability company, the Manager of KEY GANDY, LLC, a Florida limited liability company, on behalf of said entities, who (check one):

is/are personally known to me, or

 $\Box$  who has/have produced as identification.

(Notary Seal)

Notary Public - (Signature



Ivonne Alfonso Comm.:HH 244803 Expires: April 22, 2026 Notary Public - State of Florida
#### ATTEST:

#### CITY:

**CITY OF ST. PETERSBURG**, a Florida municipal corporation

City Clerk

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

By:	
Print Name:	
Title:	

City Attorney (Designee)

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

 $\Box$  is/are personally known to me, or

 $\Box$  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]

## EXHIBIT D

Traffic Analysis

[attached]

.

# NARRATIVE TO SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

\*\*\*\*

## Key Gandy, LLC

Submitted by:

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

Updated October 21, 2022

#### **Project Narrative**

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



#### Aerial Map

(credit to City staff for this great map)

#### **Background:**

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

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

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

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

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

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

#### **Conceptual Plan**

(please note north is oriented toward the left)



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

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

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

#### **Request:**

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

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

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

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

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

Elise

S. Elise Batsel, Esq. Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A. 401 East Jackson Street, Suite 2100 Tampa, FL 33602 Direct Number: 813-222-5057 Mobile Number: 765-993-3429 Main Number: 813-223-4800 Email: <u>ebatsel@stearnsweaver.com</u> www.stearnsweaver.com





#### 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:	<b>Corey Malyszka, Zoning Official</b> Development Review Services Division One 4 <sup>th</sup> Street North St. Petersburg, Florida 33711 Corey.malyszka@stpete.org (727) 892-5453

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

#### Background

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

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

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

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

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

#### REQUEST

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

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

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

#### Comprehensive Plan Consistency

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

- LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives and policies within this Comprehensive Plan.
- LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.
- LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race and income by providing a diversity of zoning categories with a range of densities and lot requirements.

#### PUBLIC NOTICE and COMMENTS

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

#### PUBLIC HEARING PROCESS

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

#### SUMMARY

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

#### **REPORT PREPARED BY:**

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

10/28/2022

DATE

|s| Elizabeth Abernethy

Elizabeth Abernethy, AICP Director Planning & Development Services Department

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

## ATTACHMENT NO. 1 Aerial Map



#### SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

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

#### RECITALS

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

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

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

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

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

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

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

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

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

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

#### Maximum Density and Intensity of Proposed Uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### [REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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

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

#### WITNESSES:

**KEY GANDY, LLC**, a Florida limited liability company

Print Name:\_\_\_\_\_

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

Print Name:

By:	
Print Name:	
Title:	

#### STATE OF FLORIDA COUNTY OF PINELLAS

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

□ is/are personally known to me, or

□ who has/have produced \_\_\_\_\_\_\_\_ as identification.

(Notary Seal)

Notary Public - (Signature

#### ATTEST:

#### CITY:

	<b>CITY OF ST. PETERSBURG</b> , a Florida municipal corporation
City Clerk	
Approved as to form and content by Office of the City Attorney	By: Print Name:
	Title:
City Attorney (Designee)	
00031102.d0CX	(City Clerk Seal)
STATE OF FLORIDA	
COUNTY OF PINELLAS	
The foregoing instrument was acknowle	edged before me by means of (check one) [X]
physical presence or [ ] online notarization	on, this day of, 2022, by
, as	for the City of St.

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

 $\Box$  is/are personally known to me, or

□ who has/have produced \_\_\_\_\_\_\_\_as identification.

(Notary Seal)

Notary Public - (Signature

## <u>EXHIBIT B</u>

Snug Harbor Conceptual Site Plan

[attached]

Exhibit B

## EXHIBIT C

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

[attached]

[CLOSING TO OCCUR 09/08/2022]

## <u>EXHIBIT D</u>

Traffic Analysis

[attached]

Exhibit D

# TRANSPORTATION ANALYSIS

# SNUG HARBOR

Prepared For

**KEY INTERNATIONAL** 

Prepared By



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

#### TRANSPORTATION ANALYSIS

SNUG HARBOR

**Prepared For** 

**KEY INTERNATIONAL** 

Prepared By

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

> Revised August, 2022 June, 2021

Project No. 19046

P.E. lienpy 555 Date



LINCKS & ASSOCIATES, INC.

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#### INTRODUCTION

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

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

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

The access to serve the project shall be as follows:

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

#### ESTIMATED DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) <u>Trip Generation</u> <u>Manual</u>, 11<sup>th</sup> 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.

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#### TABLE 1

#### ESTIMATED DAILY TRIP ENDS (1)

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

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

Passerby Trip Ends

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

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

#### ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

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

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

#### ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

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

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

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## TABLE 2

#### ESTIMATED AM PEAK HOUR TRIP ENDS (1)

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

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

Passerby Trip Ends

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

S

#### TABLE 3

#### ESTIMATED PM PEAK HOUR TRIP ENDS (1)

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

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

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

ø

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

#### PROJECT TRIP DISTRIBUTION

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

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

#### BUILDOUT YEAR

The project is anticipated to have a buildout of 2030.

#### BACKGROUND TRAFFIC

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

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

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

Figure 4 illustrates the peak season traffic.

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

Figure 5 illustrates the redistributed peak season traffic.

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

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

#### ADJACENT ROADWAYS

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

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

### INTERSECTION ANALYSIS

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

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

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

#### Gandy Boulevard and Snug Harbor Road

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

#### Gandy Boulevard and San Fernando Boulevard

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



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### TABLE 4

#### ESTIMATED INTERSECTION LEVEL OF SERVICE (V/C RATIO)

		AM Peak Hour			IL	
	2030 Background Plus Project Traffic 2030 Back			roject Traffic		
Direction	Left	Through	Right	Left	Through	Right
EB	0.03			0.15		
WB	0.02			0.10		
NB	0.69	•	0.69	0.97		0.97
WB	0.23		-	0.70	i i i i i i	
NB		*	0.13	-		0.16
NB	÷.		0.10		1.40	0.16
SB	Υ.		0.0			0.0
EB	0.30			0.80		*
NB		-	0.0			0.08
SB	6		0.16		2	0.24
	Direction EB WB NB WB NB NB SB EB NB SB	2030 Back           Direction         Left           EB         0.03           WB         0.02           NB         0.69           WB         0.23           NB         -           NB         -           SB         -           EB         0.30           NB         -           SB         -           EB         0.30           NB         -           SB         -	AM Peak Hour 2030 Background Plus Provent Direction Left Through EB 0.03 * WB 0.02 * NB 0.69 - WB 0.23 * WB 0.23 * NB - SB - EB 0.30 * EB 0.30 * NB - SB - EB 0.30 *	AM Peak Hour2030 Background Plus Project TrafficDirectionLeftThroughRightEB0.03**WB0.02*-NB0.69-0.69WB0.23*-NB-0.13NB-0.00EB0.30**NB-0.0SB-0.0SB-0.0SB-0.16	AM Peak Hour         2030 Background Plus Project Traffic         Left           EB         0.03         *         *         0.15         0.10         0.10           NB         0.69         -         0.69         0.97         0.97           WB         0.23         *         -         0.70           NB         -         -         0.13         -           NB         -         -         0.10         -           SB         -         -         0.00         -           EB         0.30         *         *         0.80           NB         -         -         0.00         -           SB         -         -         0.16         -	AM Peak Hour         PM Peak Hour           2030 Background Plus Project Traffic         2030 Background Plus Project Traffic         2030 Background Plus Project Traffic           Direction         Left         Through         Right         Left         Through           EB         0.03         *         *         0.15         *           WB         0.02         *         -         0.10         *           NB         0.69         -         0.69         0.97         -           WB         0.23         *         -         0.70         *           NB         -         0.10         -         -         -           NB         -         -         0.13         -         -           NB         -         -         0.00         -         -           SB         -         -         0.00         -         -           SB         -         -         0.00         -         -           SB         -         -         0.00         -         -

\*Free Flow therefore no Level of Service reported.

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

#### Gandy Boulevard and Project Access A

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

#### Gandy Boulevard and RaceTrac Driveway

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

#### ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Transportation Analysis. The methodology utilized to determine the need for a right turn lane was based on the FDOT Driveway Information Guide. The lengths of the turn lanes were determined based on the FDOT Design Manual. The results are shown in Table 5 and are described in the paragraphs below:



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#### Gandy Boulevard and San Fernando Boulevard

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

#### Gandy Boulevard and Project Access A

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

#### Gandy Boulevard and RaceTrac Driveway

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



#### TABLE 5

#### ACCESS RECOMMENDATIONS

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

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

(2) Based on FDOT Driveway Information Guide.

(3) Estimated Queue Length:

Gandy Blvd and San Fernando Blvd

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

Gandy Blvd and RaceTrac Drwy

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

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

APPENDIX



SITE PLAN





For: Key International ST\_PETERSBURG, FLORIDA

LINCKS & ASSOCIATES, INC.



#### Print Preview

#### PERIOD SETTING

Analysis Name :	New Analysi	s							
Project Name :	Snug Harbor use	Revised	Land No:	No :					
Date:	7/29/2022		City:						
State/Province:			Zip/Po	stal Code:					
Country:			Client	Name:					
Analyst's Name:			Edition	1:	Trip Genera Ed	ation Mai	tion Manual, 11th		
Land Use	independent Variable	Size	Time Period	Method	Entry	Exit	Total		
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday	Best Fit (LIN) T = 6.41 (X)+75.31	205 50%	204 50%	409		
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	41B <sup>(0)</sup>	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 <sup>(1)</sup> 50%	325 <sup>(1)</sup> 50%	651(1)		
748 Charles Antamarte Louis In									

(0) indicates size out of range.

(1) indicates small sample size, use carefully.

#### TRAFFIC REDUCTIONS

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

#### **INTERNAL TRIPS**

Balanced:

0

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

221 - Multifamily Housing (Mid-Rise)

Demand Entry: 0 % (0) Entry 949

https://itetripgen.org/projectstudy/printpreview?guid=1ffd1c4ac605181fd37725a4a9bc8862

7/4

#### 7/29/22, 2:09 PM

Entry	205	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	949
220 - 1	Multifamlly	Housing (Low-	Rise)			932 - High-Turn	nover	(Sit-Down	Restaur	ant
Exit	204	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	429
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	429
220 - 1	Multifamliy	Housing (Low-	Rise)						420 - Mari	ina
Exit	204	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	326
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	325
221 - 1	Multifamily	Housing (Mid-R	lise)			932 - High-Turr	over	(Sit-Down	Restaur	ant
Exit	949	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	429
Entry	949	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	429
221 - 1	Multifamily	Housing (Mid-R	tise)						420 - Mari	na
Exit	949	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	326
Entry	949	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	325
932 - 1	ligh-Turno	ver (Sit-Down) F	Restau	irant				-4	420 - Mari	na
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

Print Preview

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

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External Trips

7/29/22, 2:09 PM

09 PM			P	int Preview		
		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					
1	lotal Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	932 - High- Turnover (Sit- Down) Restaurant	Total	External Trips	
Entry 3	326 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	326 (100%)	
Exit 3	325 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	325 (100%)	
Total 6	651 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	651 (100%)	

#### EXTERNAL TRIPS

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

#### ITE DEVIATION DETAILS

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

#### **SUMMARY**

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

Print Preview

#### PERIOD SETTING

Analusis Name :	New Analysi							
Analysis Name .	New Analysi							
Project Name :	Snug Harbor-Revised Land		Land No :					
Date:	7/29/2022		City:					
State/Province:			Zip/Post	al Code:				
Country:			Client N	ame:				
Analyst's Name:			Edition:		Trip G Ed	enera	ilion Ma	nual, 11th
Land Use	Independent Variable	Size	Time Period	Method	E	ntry	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	3%	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	) 3%	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	5%	35 45%	77
420 - Marina (General Urban/Suburban)	Berths	270 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.07	6 <sup>(</sup> 32	1) 2%	13 <sup>(1)</sup> 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

#### Print Preview

#### INTERNAL TRIPS

220 -	Multifam	ily Housing (Low-	Rise)			221 - Mu	ltifan	nily Hou	ising (Mid-Ri	se)
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	40
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	132
220 - 1	Multifam	ily Housing (Low-	Rise)			932 - High-Turr	nover	(Sit-Do	wn) Restaura	ant
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	42
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	35
220 - 1	Multifam	ily Housing (Low-	Rise)						420 - Mari	na
Exit	30	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	9	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	13
221 - 1	Multifam	ily Housing (Mid-f	Rise)			932 - High-Turr	nover	(Sit-Do	wn) Restaur	ant
Exit	132	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	42
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	35
221 - 1	Multifam	ily Housing (Mid-f	Rise)						420 - Mari	na
Exit	132	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	13
932 - 1	High-Turn	nover (Sit-Down) I	Resta	urant					420 - Mari	na
Exit	35	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	6
Entry	42	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	13

#### 220 - Multifamily Housing (Low-Rise)

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

#### 221 - Multifamily Housing (Mid-Rise)

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

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

#### 932 - High-Turnover (Sit-Down) Restaurant

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

#### 420 - Marina

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

#### 7/29/22, 2:10 PM

Print Preview

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

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

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

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

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

#### SUMMARY

Total Entering	97
Total Exiting	210
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	O
Total Entering Non-Pass-by Trips	97
Total Exiting Non-Pass-by Trips	210

Print Preview

#### PERIOD SETTING

Analysis Name :	New Analysi	s					
Project Name :	Snug Harbor-Revised Land No : use						
Date:	7/29/2022		City:				
State/Province:			Zip/Post	al Code:			
Country:			Client Na	ame:			
Analyst's Name:			Edition:		Trip Gen Ed	eration Ma	anual, 11th
Land Use	Independent Variable	Size	Time Period	Method	Ent	y Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.43 (X)+20.55	27 63%	16 37%	43
221 - Multifamily Housing (Mld-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	99 61%	64 39%	163
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 9.05	44 61%	28 39%	72
420 - Marina (General Urban/Suburban)	Berths	270 <sup>(0)</sup>	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.21	34 <sup>(1</sup> 60%	) 23 <sup>(1)</sup> 40%	57 <sup>(1)</sup>

(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 (Mld-Rise)	0%	99	0%	64
932 - High-Turnover (Sit-Down) Restaurant	0%	44	0 %	28
420 - Marina	0%	34	0%	23

#### Print Preview

#### INTERNAL TRIPS

220 - 1	Multifamil	y Housing (Low-	Rise)			221 - Mu	ltifan	nily Hou	sing (Mid-Ri	se)
Exit	16	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	99
Entry	27	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	64
220 - 1	Aultifamil	y Housing (Low-	Rise)			932 - High-Turr	over	(Sit-Do	wn) Restaura	ant
Exit	16	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	44
Entry	27	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	28
220 - 1	Aultifamily	Housing (Low-	Rise)						420 - Mari	na
Exit	16	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0%	(0)	Entry	34
Entry	27	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0 %	(0)	Exit	23
221 - 1	Aultifamily	y Housing (Mid-F	Rise)			932 - High-Turr	nover	(Sit-Dov	wn) Restaura	ant
Exit	64	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	44
Entry	99	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	28
221 - 1	Aultifamily	Housing (Mid-	tise)						420 - Mari	na
Exit	64	Demand Exit:	0%	(0)	Balanced: 0	Demand Entry:	0 %	(0)	Entry	34
Entry	99	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	23
932 - 1	ligh-Turno	over (Sit-Down) I	Restau	urant					420 - Mari	na
Exit	28	Demand Exit:	0%	(0)	Balanced:	Demand Entry:	0%	(0)	Entry	34
Entry	44	Demand Entry:	0%	(0)	Balanced: 0	Demand Exit:	0%	(0)	Exit	23

#### 220 - Multifamily Housing (Low-Rise)

	11.2 12	Internal Trips						
T	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

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7/29/22	2:11 PM				Print Preview		
	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

	Internal Trips				1000		
Total Trips	220 - Multifamily Housing (Low- Rise)	221 - Multifamily Housing (Mid- Rise)	420 - Marina	Total	External Trips		
44 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	44 (100%)		
28 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	28 (100%)		
72 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	72 (100%)		
	Total Trips 44 (100%) 28 (100%) 72 (100%)	Internal Trips           Total Trips         220 - Multifamily Housing (Low- Rise)           44 (100%)         0 (0%)           28 (100%)         0 (0%)           72 (100%)         0 (0%)	Internal Trips         220 - Multifamily Housing (Low- Rise)         221 - Multifamily Housing (Mid- Rise)           44 (100%)         0 (0%)         0 (0%)           28 (100%)         0 (0%)         0 (0%)           72 (100%)         0 (0%)         0 (0%)	Internal Trips         220 - Multifamily Housing (Low- Rise)         221 - Multifamily Housing (Mid- Rise)         420 - Marina           44 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)           28 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)           72 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)	Internal Trips         Internal Trips         220 - Multifamily Housing (Low- Rise)         221 - Multifamily Housing (Mid- Rise)         420 - Marina         Total           44 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)           28 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)           72 (100%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)         0 (0%)		

#### 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	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	O	57

#### ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

#### 7/29/22, 2:11 PM

#### Print Preview

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

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

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

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

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

#### SUMMARY

Total Entering	204
Total Exiting	131
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	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



		Sou	rce: ITE Trip Ge	eneration N	<i>lanual</i> , 11th Ed	ition								
Land Use Code		_			932									
Land Use		High-Turnover (Sit-Down) Restaurant												
Setting		General Urban/Suburban												
Time Period		~		Weel	kday PM Peak P	eriod								
# Data Sites					12									
Average Pass-By Rate					43%									
and the product of the		Pass-By Characteristics for Individual Sites												
-	State or	State or Survey Pass-By Non-Pass-By Trips Adi Street Peak												
GFA (000)	Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Sourc					
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	- <del>-</del>	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	4	30					
12	Florida	1996	317	29	51	20	71		30					

TRAFFIC COUNTS



LINCKS & ASSOCIATES, INC.



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



Prepared by National Data & Surveying Services

### Snug Harbor Rd & Gandy Blvd

Peak Hour Turning Movement Count



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

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

				-				Te	otal			-			24.5	_	
N5/EW Streets:		Snug Ha	srbor Rd		-	Snug H	farbor Rd			Gandy	Blvd			Gandy	Blvd		
0.04	0	NORT	GUND		0	SOUT	RECUND		0	EAST	CIVID			WEST	BOUND	D	
AIVI	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
5:00 AM	3	0	4	0	0	0	0	0	0	147	2	S	0	116	0	0	277
6:30 AM	3	ŏ	3	0	ő	0	a	ö	0	200	2	õ	U U	199	0	ő	442
6.45 AM	7	0	3	0	0	0	0	0	0	246	3	3	0	213	0	0	475
7:00 AM	10	0	5	0	e e	0	0	0	0	256	5	2	1	216	0	0	457
7:30 AM	16	o	5	õ	0	ō	õ	õ	a	278	8	3	2	314	õ	õ	626
7:45 AM	3	0	8	0	0	0	0	0	0	261	2	3	3	324	0	0	609
8:15 AM	11	õ	ĩ	ŏ	ő	ö	ő	õ	0	237	5	2	2	344	0	ő	602
8 30 AM	6	0	3	0	0	0	0	0	0	241	6	9	2	288	0	0	555
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	D	0	0	0	0	Ó	190	6	9	1	250	Ċ.	0	465
9:30 AM 9:45 AM	5	0	4	0	0	0	0	0	0	208	10	2	0	227	0	0	454
			1.11	1.1	10.0				1.5			1.2.1			- S.		
TOTAL VOLUMES	ML 102	M	NR	NU	2	57	SR	SU	EL	ET	ER	EU	WL 13	WT 2047	WR	wu	TOTAL
APPROACH %'s:	64.88%	0.00%	35,12%	0.00%				U	0.00%	95.94%	2.39%	1.66%	0.58%	99.42%	0.00%	0.00%	/300
PEAK HR :		07:15 AM	08:15 AM							1003							TOTAL
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	000.0	2431
	1.0000	0.7	86				ancer			0.9	64			0.9	40		0.971
	-	NORTH	SOUND			SOUTH	HREEMO		1	FASTA	CHINC	-		WEST	PLND.		-
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	D	
10:00 65	NL	NT	NR	NU	SL 0	51	SR	SJ	EL	ET 174	ER	EU	W_	174	WR	WU .	TOTAL
10:15 AM	9	0	5	õ	0	õ	o	õ	0	155	4	4	õ	163	ö	ō	341
10:30 AM	5	0	3	0	0	0	0	0	0	209	7	6	0	202	0	0	432
11:00 AM	6	0	2	0	0	0	0	0	0	192	5	5	0	167	0	0	302
11:15 AM	3	0	2	0	0	0	0	0	D	194	4	4	1	175	0	0	383
11:30 AM	9	0	0	0	G	0	ő	0	0	165	5	9	2	223	0	0	451
12:00 PM	4	0	2	0	0	0	0	0	0	190	4	4	2	185	0	0	391
12:15 PM 12:30 PM	5	0	3	0	0	0	0	0	0	192	8	4	3	257	0	0	483
12 45 PM	5	0	8	1	0	ō	0	0	ő	192	4	9	2	247	ŏ	ō	468
1:00 PM	3	0	3	0	0	0.	0	0	0	198	7	9	1	242	0	0	453
1:30 PM	2	ŭ	5	ŭ	0	õ	o	õ	ŏ	201	2	6	2	260	ŏ	ŏ	478
1:45 PM	3	0	1	0	D	0	0	0	0	212	5	8	2	218	0	0	449
1000	NL.	NT	NR	NU	SL.	ST	59	50	EL.	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	79	0	50	1	0	0	ø	0	0	3074	89	97	21	3405	0	0	6817
PEAK HR :	04.77-25	12:45 PM -	01:45 PM	9,7735	-				0,00%	712970	2.73%	2,9072	0.01%	33.337	0.00%	0,00%	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	0.525	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
A Company of the				-	_	-	-		1000						-		
PM	0	ORTH	D	0	a	g	0 NUCRH	D	a	DISTB	OULO	0	0	WESTE	DUND	0	1.1.1
	NL	NT	NR	NU	5.	ST	57	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	5	217	0	0	460
2:30 PM	4	D	5	σ	0	0	0	õ	0	190	5	5	2	287	0	ō	498
2:45 PM 1:00 PM	4	0	4	0	0	0	0	0	0	216	10	7		274	0	0	523
3:15 PM	3	ō	2	ō	õ	ō	ő	ō	ō	316	4	5	ì	318	õ	ě.	649
3.30 PM	2	0	3	0	0	0	0	0	0	411	8	10	3	349	0	0	786
4:00 PM	7	0	2	0	0	0	0	0	D	373	13	5	5	358	0	0	763
4:15 PM # 30 PM	5	0	3	0	0	0	0	0	0	418	5	13	4	358	0	0	806
4:45 PM	6	ő	ŝ	ò	ő	ő	Ő	ō	0	355	10	B	8	390	ő	õ	752
5:00 PM	4	0	5	0	0	0	0	0	0	393	7	14	6	404	0	1	834
313975	5	o l	5	D	ő	ő	õ	ŏ	õ	386	13	9	10	351	õ	ő	780
5:30 PM	-		4	0	0	0	0	0	0	333	8	10	4	362	0	0	725
5:30 PM 5.45 PM	1	0	4	0		0	0	0	0	248	7	10	z	317	0	0	593
5:30 PM 5:45 PM 6:00 PM 6:15 PM	7 4 7	0	6 2	0	0	0	0						and the second se				400
5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM	473	000	624	000	000	00	0	0	0	231	7	6	3	231	0	0	985
5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM 7:00 PM	7 4 7 3 3	00000	6244	00000	0000	0	0	0	0	231 191 142	27	6 5 8	3	231 191 170	000	0	485 404 335
5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:30 PM 6:30 PM 7:00 PM 7:15 PM	7 3 3 3 3 3	0000000	6244 32	000000	0000	0000	000	0000	0	231 191 142 150	7 7 7 7 7 7	6 5 8 7	3 3 2 2 2	231 191 170 164	00000	0000	404 335 335
5:30 PM 5:45 PM 6:00 PM 6:15 PM 6:30 PM 6:45 PM 7:00 PM 7:15 PM 7:30 PM 7:30 PM	7 4 7 3 3 3 1 5	000000000000000000000000000000000000000	6 2 4 4 3 2 1 0	000000000000000000000000000000000000000	0000000	000000000000000000000000000000000000000	0	0	000000	231 191 142 150 135 136	7 7 7 3 3	6 5 7 3	3 3 2 2 3 0	231 191 170 164 158 124	0000000	000000000000000000000000000000000000000	405 404 335 335 307 272
5:30 PM 5:45 PM 6:00 PR 6:15 PM 6:30 PM 6:45 PM 7:00 PK 7:15 PK 7:30 PA 7:45 PK	47333315	00000000	6244 321 0	000000000000000000000000000000000000000	000000000000000000000000000000000000000	000000	0 0 0 0 0 0	00000	00000	231 191 142 150 135 136	7 7 7 3 3 3	6 5 7 3 4	3 2 2 3 0	231 191 170 164 158 124	000000	00000000	485 404 335 335 307 272
5:30 PM 5:45 PM 6:00 PR 6:15 PM 6:30 PM 6:45 PM 7:00 PK 7:30 PK 7:30 PK 7:30 PK 7:34 PK	7 4 7 3 3 3 3 1 5	0000000	6 2 4 4 3 2 1 0 NR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00000	0 0 0 0 0 5 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	231 191 142 150 136 136 ET 6805	7 7 7 3 3 8 ER	6 5 7 3 4 EU	3 2 2 3 0 WL	231 191 170 164 158 124	o o o o o wR	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	485 404 335 335 307 272 TOTAL 14531
5:30 PM 5:45 PM 6:00 PR 6:15 PM 6:45 PM 7:15 PM 7:15 PM 7:30 PM 7:45 PM TDTAL VOLUMES : APPROACH %5 :	7 4 7 3 3 3 1 5 NL 119 58.62%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 4 3 2 1 0 0 NR 83 40,63%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	231 191 142 150 135 136 ET 6805 91,885	7 7 7 3 3 8 8 8 196 2,59%	6 5 7 3 4 EU 181 2.52%	3 2 2 3 0 WL 89 1.24%	231 191 120 164 158 124 W/T 7066 98,71%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	485 404 335 335 307 272 TOTAL 14533
5:30 PM 5:45 PM 6:00 PR 6:15 PM 6:45 PM 7:15 PM 7:15 PM 7:15 PM 7:30 PM 7:45 PM TOTAL VOLUMES : APPROACH %3:21 PEAK HR.1	7 4 7 3 3 3 1 5 NL 119 58.62%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 4 2 1 0 0 NR 83 40,69% 30 740,69%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		00000 0000 0000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	231 191 142 150 135 136 ET 6805 91,88%	7 7 7 3 3 8 8 8 196 2.59%	6 5 7 3 4 EU 181 2.52%	3 2 2 3 0 WL 89 12<%	231 191 170 164 158 124 WT 7066 98,71%	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	485 404 335 335 307 272 TOTAL 14533 TOTAL
5:30 PM 5:45 PM 6:00 PR 6:15 PM 6:30 PM 6:45 PM 7:15 PR 7:30 PM 7:30 PM 7:30 PM 7:45 PM 7:45 PM TOTAL VOLUMES : APPROACH %%1 PEAK HR: PEAK HR: PEAK KR VOL: PEAK KR VOL:	7 4 7 3 3 3 3 1 5 5 8,6245 7 119 58,6245 7 119 58,6245 7 119 58,6245	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 2 4 4 2 1 0 0 83 40,63% 40,63% 17 0,850	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	231 191 142 150 136 136 136 5 91,88% 1555 0,917	7 7 7 3 3 3 8 8 8 196 2.59% 35 0.795	6 5 7 3 4 EU 181 2.52% 42 0.750	3 2 2 3 0 WL 89 1.24%	231 191 170 164 158 124 W/T 7066 98.71% 1687 0.941	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	485 404 335 307 272 TOTAL 14533 TOTAL 3386

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

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

	-	Caure H	where Del		1		Inches Del		1	Creat			-	1			
NS/EW Streets		Silug h	BIDOF KG	_		Shug	Harbor HD		-	Gandy	BIVO		-	Ganoy	DNO DNO	-	-
AM	0	0	0	0	ò	0	0	0	0	0	0	0	0	Q	Q	6	(main)
6:00 AM	NL	NT	NR 4	NU	51	ST	SR	SU	EL 0	ET 135	ER	EU	WL	WT	WR	WU	TOTAL
6:15 AM	3	ō	4	0	0	õ	o	Ū.	ō	199	3	5	0	135	ő	ō	349
6:30 AM	3	0	3	0	0	0	0	0	0	233	2	0	0	184	0	0	425
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	C C	0	0	0	0	0	295	3	3	2	269	0	0	597
7:45 AM	3	õ_	7	ő	0	ő	0	ő	0	252	2	3	Ĵ	305	ō	ō	581
6 15 AM	10	0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	540
8:30 AM	6	ø	ż	0	ŏ	õ	0	Ď	o	231	4	9	ž	272	õ	ō	526
£ 45 AM	9	0	4	0	0	0	0	0	0	203	6	9	2	290	0	0	516
9:15 AM	7	0	0	0	o	a	D	ō	0	176	7	9	ĩ	230	0	ō	430
9:30 AM	4	0	3	0	0	0	0	0	0	193	9	1 2	0	216	0	0	426
1							_										
TOTAL VOLUMES :	101	0	54	0	0 SL	0	0	0	0	3525	84	EU 63	22	3674	0	0WU	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%	6
PEAK HR VOL	39	07:15 AM -	24	0	0	0	0	D	0	1056	24	13	9	1141	0	O	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
		0,7	/su						-	0.9	08			0.9	30		
MOON		NORTH	IBOUND			SOUT	HECOND		1 .	EASTE	OUND			WESTE	DUND		
NOON	NL	NT	NR	NU	SL	57	SR	SU	EL	ET	ER	ยม	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
10:30 AM	s	ŏ	ĵ	õ	ŏ	o	D	õ	l õ	195	6	6	ő	189	õ	ō	404
10:45 AM	4	0	1	0	0	0	0	0	0	143	5	6	0	178	0	0	337
11:15 AM	3	G	2	õ	o	õ	ō	õ	ŏ	183	3	4	1	161	ő	ŭ	357
11:30 AM	5	0	5	0	0	0	0	0	0	165	8	8	1	213	0	0	425
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
12:45 PM	5	0	8	ĭ	Ő	ő	ő	ő	0	185	3	8	ž	238	õ	o	450
1:00 PM	3	0	3	0	0	0	0	0	0	188	7	9	1	229	0	0	440
1:30 PM	2	o	4	õ	ō	ō	o	ō	0	192	1	6	2	245	õ	Ď	452
1:45 FM	з	0	1	0	D	0	0	0	0	198	5	8	2	207	0	0	424
1000 and 1000 a	NIL.	NI	NR	NU	S.	ST	58	SU	EL	ET	ER	EU	WL.	WT	WR	wu	TOTAL
APPROACH %%'s:	61.11%	0.00%	45	0.79%	0	0	0	0	0,00%	2886	83	96	21	3204	0.00%	0.00%	6416
PEAK HR :		12:45 PM -	01:45 PM		1.1		1										TOTAL
PEAK HR VOL : PEAK HR FACTOR	0.70	0.000	16	0.250	0.000	0.000	0,000	0.000	C.000	787	17	0,750	7	938	0.000	0.000	1809
		0.5	89		1		61Y 6.2			0.85	15			n,95	6		0,968
	-	NORTH	BOUND	-	-	SOUT	HEOUND	-	1	EASTB	OUND		-	WESTE	OUND	-	
PM	0	0 MT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	2	5	228	0	0	479
2:45 PM	5	ő	4	ō	0	ō	0	ő	0	201	10	6	5	260	õ	ŏ	491
3:00 PM	4	0	3	0	0	0	0	0	0	252	7	4	2	256	0	0	538
3.30 PM	2	õ	3	o	0	Ō	Q	0	0	389	в	10	3	342	ū	0	757
3 45 PM 4:00 PM	7	8	3	0	0	0	0	0	0	351	13	10	4	335	0	0	713
4/15 PM	s	0	3	0	0	0	0	0	0	399	5	13	4	348	0	0	777
4:30 PM 4:45 PM	5	ő	ŝ	0	0	0	0	0	0	359	10	8	8	433	0	0	832 759
5:00 PM	4	0	5	0	0	0	0	0	0	374	7	14	6	391	0	1	802
5:30 PM	ŝ	ő	5	ő	0	ő	ő	ő	0	371	13	9	10	343	ő	ő	756
5:45 PM	7	0	4	0	0	0	0	0	0	322	8	10	4	355	0	0	710
6:15 PM	7	ō	2	ō	õ	õ	0	ő	õ	243	6	10	2	314	a	õ	584
6:30 PM	3	0	4	0	0	0	0	0	0	224	2	6	3	228	0	0	475
7:00 PM	3	0	3	0	0	0	0	0	0	141	7	8	2	166	0	0	330
7:15 PH	3	0	2	0	0	0	0	0	0	148	7	7	2	163	0	0	332
7:45 PM	5	õ	o	ŏ	D	õ	D	a	ō	134	3	4	ō	119	ũ	õ	265
	N	NT	NR	NU	9	ST	SR	SIL	B	ET	FR	EU	W	wr	WR	WIL	TOTAL
TOTAL VOLUMES :	114	0	82	1	0	0	0	0	0	6526	179	180	86	6861	0	2	14033
APPROACH W'S:	57.87%	0.00%	41.62% 05:30 PM	0.51%					0.00%	94.79%	2.60%	2,61%	1.27%	98.71%	0.00%	0.03%	TUTAL
PEAK HR VOL :	24	0	17	1	0	0	0	0	D	1495	33	42	22	1643	c	2	3279
PEAK HR FACTOR :	0.75	0.000	0,650	0.250	0.000	0.000	0.000	0.000	0.000	0.905	0.825	0.750	0.588	0.944	0,000 9	0.500	0,925

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

HT

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

Test For Vertex         Sing Tarbor Ad         Total Tarbor Ad         Cardy Max         Cardy Max         Cardy Max         Cardy Max           AVX         Dec Finite Core         D         Card Tarbor         D         Card Tarbor         D         Dec Finite Core	the state of the		-			-				-				-				1
AM         0         0         5000000000000000000000000000000000000	NS/EW Streets:		Snug H	arbor Rd		-	Snug	Harbor Rd		1	Gand	y BMd			Gandy	Blvd		
Abit         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U         U	444		NORT	RECUNCER			500	THBOUND		1.00	EAST	BOUND			WEST	BOUND		
COM         1         0         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	AIVI	0 NI	0 NT	D	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL
4:15.2         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th>6:00 AM</th> <th>1</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>õ</th> <th>0</th> <th>12</th> <th>0</th> <th>1</th> <th>0</th> <th>4</th> <th>0</th> <th>0</th> <th>18</th>	6:00 AM	1	0	0	0	0	0	0	õ	0	12	0	1	0	4	0	0	18
List of the product of the p	6:15 AM	0	0	0	0	0	0	D	0	0	9	0	0	0	8	0	0	17
202000         1         0         0         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         0         1         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>6:30 AM</td> <td>2</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td></td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>0</td> <td>0</td> <td>17</td>	6:30 AM	2	0	0	0	0	0	0	0	0		0	0	0	10	0	0	17
15.5%         0         0         0         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         0         13         0         0         13         0         0         13         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	7:00 AM	1	0	0	0	0	0	0	Ö	0	3	0	0	1	22	0	0	27
2:2:2:0         9         0         0         0         0         0         0         0         1         0         1         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </th <th>7:15 AM</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>D</th> <th>0</th> <th>13</th> <th>0</th> <th>0</th> <th>0</th> <th>23</th> <th>0</th> <th>0</th> <th>36</th>	7:15 AM	0	0	0	0	0	0	0	D	0	13	0	0	0	23	0	0	36
CODE         CODE         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C         C </th <th>7:30 AM</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>10</th> <th>1</th> <th>0</th> <th>0</th> <th>17</th> <th>0</th> <th>0</th> <th>28</th>	7:30 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	17	0	0	28
Bit Set Bit Set	B:C0 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	22	0	0	33
B 30 / P         0         0         0         0         0         10         2         0         0         13         0         0         23         0         0         13         0         0         23         0         0         13         0         0         23         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         0         13         0         0         13         0         0         13         0         0         0         13         0         0         13         0         0         0         13         0         0         0         13         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	8:15 AM	i	0	Ō	0	0	٥	0	0	0	8	ō	0	Ö	19	ō	Q	28
Sides         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th>8 30 AM</th> <th>0</th> <th>0</th> <th>1</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>10</th> <th>2</th> <th>0</th> <th>0</th> <th>16</th> <th>0</th> <th>0</th> <th>29</th>	8 30 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	16	0	0	29
Siske         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <th>0.45 AM</th> <th>1</th> <th>0</th> <th>1</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>0</th> <th>15</th> <th>3</th> <th>0</th> <th>0</th> <th>17</th> <th>0</th> <th>0</th> <th>- 36</th>	0.45 AM	1	0	1	0	0	0	0	0	0	15	3	0	0	17	0	0	- 36
9.3564         1         0         0         0         0         0         0         1         1         0         0         23           TOTAL VILUNES         No.         St.         31         54         35         54         35         54         50         11         0         0         0         11         0         0         11         0         0         11         0         0         11         0         0         11         0         0         11         0         0         0         15         1         0         0         0         15         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	9:15 AM	ō	0	õ	0	D	õ	õ	ū	0	14	1	ō	ō	20	õ	D	35
NO.         N.         M         M         M         No.         St.	9:30 AM 9:45 AM	0	0	0	0	0	0	0	0	0	15	1	0	0	11	0	00	28
PRAX INC         DATAS MAT. DR.15 AM         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D         D </th <th>TOTAL VOLUMES :</th> <th>NL 8 61,54%</th> <th>NT 0 0.00%</th> <th>NR 5 38,46%</th> <th>NU 0</th> <th>SL 0</th> <th>TZ 0</th> <th>SR Ø</th> <th>SU 0</th> <th>EL. 0 0.00%</th> <th>ET 165 94.85%</th> <th>ER 6 4,57%</th> <th>EU 1 0.57%</th> <th>WL 1 0.37%</th> <th>WT 268</th> <th>WR 0</th> <th>WU 0 0.00%</th> <th>TOTAL 457</th>	TOTAL VOLUMES :	NL 8 61,54%	NT 0 0.00%	NR 5 38,46%	NU 0	SL 0	TZ 0	SR Ø	SU 0	EL. 0 0.00%	ET 165 94.85%	ER 6 4,57%	EU 1 0.57%	WL 1 0.37%	WT 268	WR 0	WU 0 0.00%	TOTAL 457
TPLATEMENTATION         0.250         0.250         0.200         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         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         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         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         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         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000	PEAK HR :		07:15 AM	08:15 AM														TOTAL
NOON         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0.000         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	PEAK HR FACTOR	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0,789	0,250	0.000	0.000	0,870	0,000	0.000	0.858
NOON         NOTHEGUNG         SCUTHEGUNG         SCUTHEGUNG         EXISTANC         MEXTEDURG         MEXTEDURG           10:00 AV         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0			0.3	5/5		-	-				0.8	08	1	-	0.8	70		(director)
NON         N         YT         MR         HU         ST         ST<	NOON		NORTH	BOUND		1 .	SOUT	HBOUND			EAST	SOUND			WEST	SOUND		1
IDOD A+         I         0         0         0         0         13         1         0         0         18         0         0         23           IDOD A+         0         0         0         0         0         13         1         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>NUON</td> <td>N</td> <td>NT</td> <td>NR</td> <td>NU</td> <td>P I</td> <td>ST</td> <td>SR</td> <td>SU</td> <td>EL</td> <td>FT</td> <td>ER</td> <td>EU</td> <td>w</td> <td>WT</td> <td>WR</td> <td>WI</td> <td>TOTAL</td>	NUON	N	NT	NR	NU	P I	ST	SR	SU	EL	FT	ER	EU	w	WT	WR	WI	TOTAL
1315 M         1         0         0         0         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         0         0         131         131         0         131         0         0	10:00 AM	1	D	0	0	0	0	D	0	0	19	1	0	0	18	0	0	39
10:55         0         0         0         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         13         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         14         0         0         15         0         0         0         13         10         0         15         0         0         13         10         0         15         0         0         13         10         0         13         10         10         10         10 <td>10:15 AM</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>2</td> <td>D</td> <td>C</td> <td>13</td> <td>0</td> <td>0</td> <td>25</td>	10:15 AM	1	0	0	0	0	0	0	0	0	10	2	D	C	13	0	0	25
11:00 AM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	10:45 AM	ŏ	ő	ő	ő	0	ŏ	ö	ő	0	13	õ	0	ő	12	ő	ő	25
11115 AS         0         0         0         0         0         0         0         11         1         0         0         0         34         0         0         25           12:05 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	ID	0	0	17
11:155.40         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	11:15 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	14	0	0	26
12:05 PM         0         0         0         0         0         0         0         0         0         11         0         0         220           12:35 PK         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	11:45 AM	0	ō	0	ő	ŏ	0	õ	ő	0	7	ő	0	ő	12	ő	ő	19
12:15 PM         0         0         0         0         0         0         12:0         0         0         16:0         0         233           12:35 PK         0         0         0         0         0         0         0         0         0         16:0         0         233           12:35 PK         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	12:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20
12:35:0         0         0         0         0         0         0         0         1         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>12:15 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>12</td> <td>0</td> <td>0</td> <td>0</td> <td>16</td> <td>0</td> <td>0</td> <td>28</td>	12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
1:00 Pro         0         0         0         0         0         0         0         0         13         0         0         233           1:30 Pro         0         0         1         0         0         0         0         0         0         0         0         0         223           1:30 Pro         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	12:45 PM	0	õ	ő	ő	ő	ő	0	ő	0	7	1	i i	0	10	0	0	18
11:15 PM       0       0       0       1       0       0       0       0       0       0       0       0       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       2       1       0       0       0       2       2       2       2       1       0       0       0       0       2       2       2       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	1:00 PH	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1.30 m         0         0         1         0         0         0         0         0         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         0         1         0         0         0         1         0         0         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>1:15 PM</td> <td>0</td> <td>0</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>13</td> <td>0</td> <td>D</td> <td>0</td> <td>9</td> <td>0</td> <td>0</td> <td>23</td>	1:15 PM	0	0	1	0	0	0	0	0	0	13	0	D	0	9	0	0	23
TOTAL VOLUMES         NL         NL         NL         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR         WU         TOTAL VOLUMES           30000L014635         30.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0	1:45 PM	0	ö	ō	o	0	0	D	ō	ő	14	ō	ő	ő	11	0	0	25
TOTAL VOLUMES:         2         0         2         0         0         0         0         0         0         188         6         1         0         2020         0         0         101           PEAK INF, IS         12245 PM - 01145 PM - 01445	and the second	NL	NT	NR	NU	2	51	SR.	50	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
PEAK HR3:         12-45 PFA         0         0         0         0         0         39         2         1         0         45         0         45         0         90         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	APPROACH %'s:	2 50.00%	0.00%	2 50,00%	0.00%	0	0	0	0	0.00%	188	6 3.08%	1 0.51%	0,00%	202	0	0.00%	401
PEAK NR VOL:         0         0         0         0         0         0         39         2         1         0         46         0         0         90           PEAK NR FACTOR:         0.000         0.000         0.000         0.000         0.000         0.000         0.020         0.020         0.020         0.020         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         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         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         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         0.000         0.000         0.000	PEAK HR :		12:45 PM -	01:45 PM	2021	1		- 20	100	100								TOTAL
PIM         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         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         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         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         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         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.000         0.	PEAK HR VOL	0	0 000	2	0	0	0	0	0	0	39	2	1 10	0	46	0	0 000	90
PM         NGRTHBCUND         SQUTHBCUND         SQUTHBCUND         CESTBCUND         ESTBCUND         WESTBCUND         NET         MU         NU         NU <t< th=""><th>PEAN IN PACION</th><th>0.00</th><th>0.000</th><th>0,500</th><th>0.000</th><th>0.000</th><th>0,000</th><th>0.000</th><th>0,000</th><th>0.000</th><th>0.750</th><th>0.300</th><th>0,250</th><th>0.000</th><th>0.767</th><th>57</th><th>0.000</th><th>0.865</th></t<>	PEAN IN PACION	0.00	0.000	0,500	0.000	0.000	0,000	0.000	0,000	0.000	0.750	0.300	0,250	0.000	0.767	57	0.000	0.865
PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <			NORTH	BOUND		-	SOUT	HBOUND		1	EASTE	CUMD		-	WESTE	CUND		-
Ni         NT         NR         NU         SL         ST         SR         SU         EL         ET         ER         EU         WL         WT         WR         WU         TOTA.           215 PK         0         0         0         0         0         0         0         13         3         0         0         15         0         1         123           215 PK         0         0         0         0         0         0         0         0         14         1         14         0         0         32           235 PK         0         0         0         0         0         0         0         0         0         0         0         0         0         32           330 PK         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td< td=""><td>PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>a</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>S.me.</td></td<>	PM	0	0	0	0	0	0	0	0	a	0	0	0	0	0	0	0	S.me.
2105 PH         0         0         0         0         13         3         0         0         15         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         1         0         0         1         1         1         1         0         0         1         1         1         0         0         1         1         1         1         0         0         1         1         1         1         0         0         1         1         1         1         0         0         0         2         2         0         0         0         1         1         1         0         0         1         1         1         1         0         0         1         1         1         0         0         1         1         1         1         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1	2:00 100	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER.	EU	WL	WT	WR	wu	TOTA_
2:30 PM         0         0         0         0         0         0         10         0         11         0         0         22           3:00 PM         0         0         0         0         0         0         0         0         0         11         14         0         0         32           3:00 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>2:15 PM</td> <td>ò</td> <td>o</td> <td>ò</td> <td>ō</td> <td>ő</td> <td>ŏ</td> <td>0</td> <td>õ</td> <td>0</td> <td>13</td> <td>3</td> <td>õ</td> <td>0</td> <td>15</td> <td>õ</td> <td>ò</td> <td>31</td>	2:15 PM	ò	o	ò	ō	ő	ŏ	0	õ	0	13	3	õ	0	15	õ	ò	31
2 - 45 px         1         0         0         0         0         0         0         0         0         1         1         1         14         0         0         3         3           3:15 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	2:30 PM	D	0	1	0	0	0	0	0	0	10	0	0	0	11	0	0	22
3:15 PM         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         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	2 45 PM	- 1	0	0	0	0	0	0	0	0	15	0		1	14	0	0	32
3:30 FN       0       0       0       0       0       0       0       0       7       0       0       29         4:00 FN       0       0       0       0       0       0       0       0       0       0       0       35         4:00 FN       0       0       0       0       0       0       0       0       0       0       0       0       0       36         4:15 FN       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       36         4:35 FN       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0	3:15 PM	o	ŏ	õ	õ	0	õ	0	õ	ō	18	Ó	õ	õ	15	õ	ŏ	33
3:45 kH         1         0         0         0         0         0         25         0         0         0         10         0         0         35           4:10 FM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         25         0         0         0         10         0         0         25           4:10 FM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 </td <td>3:30 PM</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>22</td> <td>0</td> <td>0</td> <td>0</td> <td>7</td> <td>0</td> <td>0</td> <td>29</td>	3:30 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	7	0	0	29
4:15 EM         0         0         0         0         0         0         0         0         10         0         0         29           4:30 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	3:45 PN	0	0	0	0	0	0	0	0	0	23	0	0	0	10	0	0	36
4 30 PN         0         0         0         0         0         0         0         0         0         1         2         0         0         15         0         0         31           4 45 PN         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	4:15 FM	o	0	0	0	0	O	ō	õ	o	19	0	0	ō	10	o	õ	29
T = 2 F m         1         0         0         0         0         0         16         0         0         0         6         0         6         0         0         232           515 PM         0         0         0         0         0         0         0         0         0         0         0         11         0         0         0         133         0         0         21           515 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	4 30 PM	0	0	0	0	0	0	0	0	0	14	2	0	0	15	0	0	31
S115 PM         0         0         0         0         0         0         0         1         0         0         0         1         0         0         0         1         0         0         0         1         0         0         0         21           \$330 PM         1         0         0         0         0         0         0         0         0         15         0         0         0         8         0         0         24           \$457 PK         0         0         0         0         0         0         0         0         0         0         24           \$600 FM         0         0         0         0         0         0         0         0         0         0         0         0         15           \$630 FM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	9 45 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	13	0	0	32
5:30 PM       1       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 </td <td>5:15 PM</td> <td>Ø</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>11</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>0</td> <td>0</td> <td>21</td>	5:15 PM	Ø	0	0	0	0	0	0	0	0	11	0	0	0	10	0	0	21
2.72 m         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td>5:30 PM</td> <td>1</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>15</td> <td>0</td> <td>0</td> <td>0</td> <td>8</td> <td>0</td> <td>0</td> <td>24</td>	5:30 PM	1	0	0	0	0	0	0	0	0	15	0	0	0	8	0	0	24
	6:00 FM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15
6:30 PM       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0<	6:15 PM	0	0	0	0	0	0	0	0	0	5	1	0	0	3	D	0	9
Product         Product <t< td=""><td>6:30 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>6</td><td>a</td><td>0</td><td>0</td><td>3</td><td>0</td><td>0</td><td>10</td></t<>	6:30 PM	0	0	0	0	0	0	0	0	0	6	a	0	0	3	0	0	10
7:15 PM       0       0       0       0       0       0       0       0       2       0       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       1       0       0       0       1       0       0       0       0       0       3       6       0       6       1       0       0       0       0       0       6       6       7       30 PM       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0       0 <t< td=""><td>7:00 PM</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>4</td><td>0</td><td>0</td><td>5</td></t<>	7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	5
7:30 FR         0         0         0         0         0         0         0         0         0         0         0         1         0         0         0         0         6         7:30 FR         0         0         0         0         0         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	7:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
PIL         NT         NR         NU         SL         ST         SR         SJ         EL         ET         ER         EJ         WL         WT         WR         WU         TOTAL           TOTAL VOLUMES:         5         0         1         0         0         0         0         0         0         0         279         7         1         1         205         0         1         500           PPRACMENT %%:         83.33%         0.00%         16.67%         0.00%         0         0         0         0         0         0         0         0.00%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.48%         95.03%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.00%         0.	7:30 PM 7:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	o	5	0	0	6
TOTAL VOLUMES:         5         0         1         0         0         0         0         0         0         0         279         7         1         1         205         0         1         500           APPRDACH %%'s:         83.33%         0.00%         16.67%         0.00%         0.00%         0.25%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.48%         93.03%         0.00%         0.17         107.48           PEAK HR FACTOR I         0.250         0.000         0.000         0.000 <th0< td=""><td></td><td>ML.</td><td>NT</td><td>NR</td><td>NU</td><td>5.</td><td>ST</td><td>SR</td><td>รม</td><td>EL</td><td>ET</td><td>ER</td><td>EJ</td><td>WL</td><td>WT</td><td>WR</td><td>WU</td><td>TOTAL</td></th0<>		ML.	NT	NR	NU	5.	ST	SR	รม	EL	ET	ER	EJ	WL	WT	WR	WU	TOTAL
PEAK HR :         04:30 PM - 05:30 PM         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0<	TOTAL VOLUMES:	5	0	16.679:	0	0	0	0	0	0	279	7	1	1	205	0	1	500
PEAK HR VOL t         J         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         <	PEAK HR	03.3249	04:30 PM -	05:30 PM	0.00%		-			0,0078	21.21.90		0.2370	0.40.70	33.0376	0.0070	0.40 %	TOTAL
PEAK HR FACTOR I 0.25 0,000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.733 0.000 0.000 0.836	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	0.835

# Location: Snug Harbor Rd & Gandy Blvd Control: Snug Harbor Rd & Gandy Blvd Clay: SL Peersburg Control: 1-Way Stop(NB)

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

						-		-	Bi	kes			-					2
NS/EW:	Streets:	1	Snug H	larbor Rd		1	Snug I	Harbor Rd			Gand	y Bilvdi			Gand	Blvd		1
464	1	n.	NORT	HEOUND	0	1 .	SOU	RECUND		0	EAST	BOUND	n	0	WEST	CAUGE	0	1.1
7510		NL	NT	NR	NU	SL	ST	SR	SU	a	ET	ER	EU	WL	WT	WR	WU	TOTAL
	6:00 AM	ő	0	0	0	0	0	0	0	0	0	ő	0	0	0	0	0	ő
	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	D	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
	7.45 AM	ä	o	ő	a	0	ő	ő	ő	ő	ő	ő	ŏ	ŏ	o	õ	ő	0
	8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	o	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
	9:45 AM	D	o	ő	ő	a	ő	õ	õ	ä	õ	ŏ	ő	o	ő	ŏ	D	ő
TITLAL VO	I IIMEC -	NL	NT	NR	NU	2	51	SR	SU	E	ET	ER	EU	WL	wr	WR	WU	TOTAL
APPROA	CH Wh's :		07-15 AM	- 08 15 AM						0.00%	33.33%	65.67%	0.00%	0.00%	100,00%	0.00%	0.00%	TITAL
PEAK ME	HR VOL :	0	0 000	0	0.000	0,000	0,000	0 000	0	0 000	1	1	0 000	0	1	0	0	3
P Lan C III C II	ACIGNI	0.000	0.000	0,000	0.000	0,000	0,000	0.000	0.000	0.000	0.2	50	0.000	0.000	0.2	50	0.000	0.250
NOO	N	0	NORT	HBOUND	0	0	SOUT	HICUND	0	0	EAST	BOUND 0	0	U.	WEST	OUND	0	
	0:00 41	NL	NT	NR	NU	SL	ST	SR.	SU	EL_	ET	ER	EU	WL	TW	WR	WU	TOTAL
i	0:15 AM	õ	ŏ	õ	õ	o	õ	õ	a	o	õ	ŏ	ő	e	0	ō	ő	ő
1	0:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	1:30 AM	0	0	0	o	0	D	0	0	0	ō	0	0	0	o	0	0	ō
	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
- i	2:45 PM	õ	a	ő	ő	ő	ő	0	ů.	0	0	i	0	0	0	ő	0	1
	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
	1:30 PM	0	ō	ŏ	õ	ŏ	õ	õ	ő	ŏ	D	ô	õ	ő	ŏ	ō	õ	0
	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	٥	0	0	0	0	0
TOTAL VOI	LUMES :	1	0 NT	NR 2	NU 0	SL	51	SR	SU 0	EL	ET O	ER 2	EU	WL O	WT 1	WR.	WU 0	TOTAL 6
APPROAC	H To'S :	33,33%	0.00%	66.67%	0.00%		-			0.00%	0.00%	100.00%	0.00%	0,00%	100.00%	0.00%	0.03%	TOTAL
PEAKH	R VOL :	0	0	C	0	0	a	0	0	Ó	0	2	0	0	1	O	O	3
PEAK HR FA	ACTOR :	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 50	0.000	0.750
PA		0	NORTH	BOUND	0	0	SOUT	HEOUND	0	0	EASTE	CUND	0	0	WESTE	CUND	0	1
FIAI		NL	NT	NR	NU	SL	ST	SR	SU	E	ET	ER	EU	WE	WT	WR	WU	TOTAL
1	2:00 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
	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3:15 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	ō	0	o	0	ō	0	0	0	0	ō	0	o
1	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	4: 30 PM	0	0	0	0	D	o	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
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	D	0	0	0	0
	5:45 PM	0	0	0	0	0	ő	0	0	o	0	0	0	0	0	0	0	0
-	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
f	5:30 PM	0	õ	0	0	0	0	D	ō	0	0	0	õ	0	0	õ	ō	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	7:15 PM	1	0	0	D	0	0	0	0	0	0	0	0	0	1	Ö	0	2
7	1:30 PM	0	0	0	D	a	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL NO.	umre.	NL	NT	NR	NU	SL	57	SR	SU	E.	er	ER.	EU	WR.	WT	WR	wu	TOTAL
TOTAL TOL	H %'S:	100.00%	0.00%	0.00%	0.00%					v			~	50.005h	50.00%	0.00%	0.00%	-
APPROAC	A		sector and think on	ALC: NOT THE OWNER OF THE OWNER OWNER OF THE OWNER OWNE OWNER														
PEAK H	R VDL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O

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

			Ped	Sulans	CIUSSW	alks)			
NS/EW Streets:	Snug H	larbor Rd	Snug H	arbor Rd	Gand	ly Blvd	Gand	y Blvd	
0.04	NOR	TH LEG	SOUT	TH LEG	EAS	TLEG	WES	TLEG	1
AIVI	Eß	WB	EB	WB	NB	SB	NB	SB	TOT
6:00 AM	0	D	0	0	0	0	0	0	0
6:30 AM	õ	ő	ō	õ	0	ū	ă	õ	i i
6:45 AM	0	0	0	Q	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	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	D	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	D	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	õ	ō	ő	õ	a	0	0	Ď
9:30 AM	0	Ø	0	0	0	U	0	0	0
9:45 AM	0	0	0	0	0	Q	0	0	0
	<b>CD</b>	- WID	ER	WB	NIG	CR	R/B	CA	TOT
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'S:		-	100.00%	0.00%	2			τ.	
PEAK HR :	07:15 AM	- 08:15 AM	1.		1020		2.2		TOT
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250	250		- 7.6			0.25
							-		-
NOON	NOR	TH LEG	SOUT	TH LEG	EAST	LEG	WEST	TLEG	
NOON	EB	WB	EB	WB	NB	58	NB	SB	TOT
10:00 AM	0	0	2	0	0	0	0	0	0
10:30 AM	0	0	ō	0	0	õ	a	ő	0
10:45 AN	0	0	0	3	0	0	٥	0	3
11:00 AM	0	0	D	0	0	0	0	0	0
11:15 AN	0	0	D	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	ō	ő	ŏ
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
1:00 PM	0	0	5	0	0	0	0	0	0
1:15 PM	ō	D	ő	õ	õ	õ	0	ő	ā
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	69	WA	ER	WA	etta	CR	MB	CR	TOTA
TOTAL VOLUMES :	0	D	8	3	0	0	0	0	11
APPROACH %'s :	1.0		72.73%	27.27%					
PEAK HR :	12:45 PM	- 01:45 PM	1	-			1.1		TOTA
	0		5	0	6	a	0	0	5
PEAK HR VOL :			0 760						0.250
PEAK HR VOL : EAK HR FACTOR :			0.250 D.3	250					
PEAK HR VOL : PEAK HR FACTOR :			0.250 D.:	250	-				
PEAK HR VOL : PEAK HR FACTOR :	NORT	THILES	0.250 D.: SOUT	250 H LEG	EAST	LEG	WEST	LEG	1
PEAK HR VOL: EAK HR FACTOR: PM	NORT	m LEG WB	0.250 D.: SOUT EB	250 H LEG WB	EAST	LEG	WEST	T LEG SB	TOT
PEAK HR VOL : EAK HR FACTOR : PM 2:00 PM	NOR1 EB 0	MILEG WB	0.250 D.1 SOUT EB 0	250 H LEG WB	EAST NB 0	LEG SB 0	WEST NB 0	T LEG SB 0	TOT
PEAK HR VOL : EAK HR FACTOR : PM 2:00 PM 2:15 PM 2:30 PM	NORT EB 0 0	WB 0 0 0	0.250 D.: SOUT EB 0 0 0	250 H LEG WB 1 0 1	EA51 NB 0 0	LEG SB 0 0 0	WEST NB 0 0 0	F LEG SB 0 0 0	1 1 0
PEAK HR VOL : EAK HR FACTOR : PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM	NOR1 EB 0 0 0	WB 0 0 0 0	0.250 D, 5007 EB 0 0 0 0 0	250 WB 1 0 1 0	EAST NB 0 0 0	LEG SB 0 0 0	WEST NB 0 0 0 0	FLEG SB 0 0 0 0	TOT/ 1 0 1 0
PEAK HR VOL : EAK HR FACTOR : PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM	NOR1 EB 0 0 0 0	TH LEG WB 0 0 0 0	0.250 D.: 50UT EB 0 0 0 0 0	250 WB 1 0 1 0 0	EAST 0 0 0 0	LEG 58 0 0 0 0	WEST NB 0 0 0 0	F LEG 58 0 0 0 0	TOT/ 1 0 1 0
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:15 PM	NOR1 EB 0 0 0 0	0 WB 0 0 0 0 0	0.250 0,, EB 0 0 0 0 0 1 0	250 WB 1 0 1 0 1 0	EAST NB 0 0 0 0 0 0 0	CLEG SB 0 0 0 0 0	WEST NB 0 0 0 0 0	FLEG 58 0 0 0 0	TOT/ 1 0 1 0 2
PEAK HR VOL : EAK HR FACTOR : 2:00 PP 2:15 PM 2:30 PP 2:45 PM 3:00 PP 3:15 PA 3:30 PM	NOR1 EB 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EB 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 1 0 1 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0	T LEG S8 0 0 0 0 0 0 0 0 0	WEST NB 0 0 0 0 0 0 0 0 0 0 0 0	T LEG 58 0 0 0 0 0 0 0 0 0	TOT/ 1 0 1 0 2 0 0
PEAK HR VOL : EAK HR FACTOR : PIM 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:15 PM 3:10 PM 3:30 PM 3:45 PM 4:00 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EB 0 0 0 0 1 0 0 2	250 W LEG WB 0 1 0 0 1 0 0 1 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0	CLEG SB 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0	T LEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT/ 1 1 1 1 1 2 0 2 0 0 2 2
PEAK HR VOL : EAK HR FACTOR : PM 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:00 PM 3:15 PM 3:30 PM 3:30 PM 3:45 PM 4:00 PN 4:15 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 0.3 50UT EB 0 0 0 0 1 0 0 1 0 0 2 0	250 H LEG WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0	CLEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT/ 1 0 1 1 0 2 0 0 2 0 0 2 0 0
PEAK HR VOL : EAK HR FACTOR : 200 PM 2:15 PM 2:30 PM 2:30 PM 3:30 PM 3:15 PM 3:30 PM 3:45 PM 4:25 PM 4:25 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EIS 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0	CLEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT/ 1 0 1 2 0 2 0 0 2 0 0 2 0 0
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:30 PM 3:15 PM 3:30 PM 4:15 PM 4:25 PM 4:25 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.1 EB 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	CLEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT/ 1 0 1 2 0 0 2 0 0 0 2 0 0 0 0 0 0
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:15 PM 3:30 PM 4:15 PM 4:30 PM 4:30 PM 4:35 PM 5:15 PM	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 WB 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.; SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 1 0 1 0 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR FACTOR : PM 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:30 PM 3:30 PM 3:30 PM 3:45 PM 4:30 PM 4:35 PM 4:35 PM 5:15 PM 5:10 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR FACTOR : 200 PM 2:15 PM 2:30 PM 2:30 PM 3:30 PM 3:15 PM 3:30 PM 4:15 PM 4:26 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 5001 E8 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	T LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:30 PM 4:15 PM 4:345 PM 4:00 PM 4:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 500T EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		TOT 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:45 PM 3:30 PM 3:15 PM 3:30 PM 4:15 PM 4:25 PM 4:25 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 500 500 500 500 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT2 1 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:30 PM 3:30 PM 3:30 PM 3:45 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 5:15 PM 5:15 PM 5:30 PM 5:45 PM 6:30 PM 6:30 PM 6:35 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG 58 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 1 0 1 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:300 PM 3:300 PM 3:300 PM 4:35 PM 4:30 PM 4:35 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 5001 EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TLEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		TOT 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : EAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:15 PM 3:30 PM 4:15 PM 4:00 PM 4:15 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:37 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 500T EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	WE51 NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT 1 0 1 0 2 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:315 PM 3:30 PM 3:30 PM 3:45 PM 4:15 PM 4:30 PM 4:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 6:15 PM 6:30 PM 6:15 PM 7:30 PM 6:45 PM 7:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 5001 EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0		FLEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	FLEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:30 PM 4:35 PM 4:30 PM 4:30 PM 4:30 PM 4:30 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.: SOUT EBU 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTS 1 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 3:00 PM 3:15 PM 3:30 PM 4:25 PM 4:25 PM 4:25 PM 4:30 PM 4:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 5001 EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	RAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT# 1 0 1 0 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:30 PM 3:30 PM 3:30 PM 3:30 PM 4:35 PM 4:30 PM 4:35 PM 5:00 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM 5:15 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D; 500T EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WrE57 NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOT/J 1 0 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PPK 2:15 PM 2:30 PM 2:30 PM 2:45 PM 3:30 PM 3:15 PM 3:30 PM 4:25 PM 4:30 PM 4:30 PM 4:30 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.; SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 H LEG WB 1 0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WEST N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA 1 0 1 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0
PEAK HR VOL : PEAK HR VOL : PEAK HR FACTOR : 2:00 PM 2:15 PM 2:30 PM 2:30 PM 2:30 PM 3:15 PM 3:30 PM 3:30 PM 3:30 PM 4:25 PM 4:30 PM 4:30 PM 4:30 PM 5:15 PM 6:30 PM 5:15 PM 6:30 PM 5:15 PM 6:30 PM 5:30 PM	NOR1 EB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0.250 D.; SOUT EB 0 0 0 0 0 0 0 0 0 0 0 0 0	250 WB 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	EAST NB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LEG SB 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	WE57 N8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	F LEG S8 0 0 0 0 0 0 0 0 0 0 0 0 0	TOTA 0 2 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0








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)



Prepared by National Data & Surveying Services

### San Fernando Dr & Gandy Blvd

### Peak Hour Turning Movement Count



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

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

								-	lai		_			_		-	1
NS/EW Streets:		San Ferni	ando Dr			San Fer	mando Dr			Gandy	Blvd			Gandy	Blvd		1.1
Contraction of the local division of the loc	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	NORTH	BOUND		1	SOUT	NSOUND			EASTE	OUND	1.1	1000	WEST	SOUND		1
AM	0	0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	-
5:00 44	NL	NT	NR	NU	2	ST	58	- 50	1 0	144	ER	EU	WL 0	114	0	0	259
6:15 AM	0	ō	õ	ő	ŏ	õ	õ	ō	l õ	222	ō	ō	ŏ	151	õ	ō	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	216	0	0	469
7:00 AM	0	0	0	0	2	0	0	0	0	260	0	2	0	213	0	0	4/5
7:15 AM	0	0	0	0	0	c	0	0	ő	292	0	a	ô	304	0	1	597
7:45.44	õ	ő	ŏ	ō	ŏ	õ	Ö	õ	0	264	i	ō	ō	330	ō	2	597
8:00 AM	1	0	5	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	571
8:30 AM	0	0	1	0	0	0	0	0	0	229	0	0	0	311	0	2	543
9.00.9	1	0	1	0	0	0	0	0	0	220	0	0	0	247	0	0	471
9:15 AM	1	0	1	0	ū	õ	0	ō	0	207	0	Ō	1	237	0	1	448
9:30 AM	1	D	2	0	0	0	0	D	0	205	0	0	1	225	0	0	434
9:45 AM	0	D	3	0	0	Û	0	Q	0	173	0	0	0	211	0	0	387
	NI	NT	NR	NO	9	57	SR	Su	B	ET.	ER	FU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	0	13	¢	ō	0	0	0	0	3742	4	3	5	3965	0	11	7748
APPROACH 96's :	27.78%	0.00%	77.22%	0.00%	1.1	-			0.00%	99.81%	0.11%	0.08%	0.13%	99.60%	0.00%	0.28%	
PEAK HR :		07:15 AM -	08:15 AM	-	1.12		100			1.1.1	1000	1.1	1.121.1			1.00	TOTAL
PEAK HR VOL :	1	0	2	0 000	0	0	0 000	0	0 000	1115	0 750	0	2	1246	0 000	8	2375
PEAK NK FACIUK :	0.200	0.000	0,250	0,000	5,000	0.000	0,000	0.000	0.000	0.91	18	0.000	0.300	0.9	46	0,007	0.967
		-					20.00										
and the second second		NORTH	BOUND	1000		RUCK	HOUND	120	1	EASTE	O.MO	- 11 A	1.00	WESTE	OUND	121.14	
NOON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
10:00 544	2	D	0	NU	0		0		0	160	0	0 0	mL	167	0	0	353
10:15 AM	ō	ő	1	o	ō	õ	õ	ø	ő	169	ĩ	õ	0	159	0	ŏ	330
10:30 AM	1	0	1	0	0	D	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	167	0	1	353
11:00 444	0	0	4	0	0	0	0	0	0	203	3	0	1	171	0	2	382
11:30 AM	ő	ő	1	0	0	0	0	0	0 D	207	ó	0	ő	233	a	1	442
11:45 AM	3	0	- i -	ō	0	0	0	0	0	176	Ĵ.	o I	5	219	ū	1	406
12:00 PM	1	0	3	0	0	0	0	0	0	150	2	0	2	191	0	1	380
12:15 PM	0	0	1	0	0	0	0	a	0	199	2	0	3	263	0	0	468
12:30 PM	3	0	-	0	0	0	0	0	0	210	4	0	1	255	0		450
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	õ	D	0	0	D	0	242	1	ō	0	228	0	1	475
1:30 PM	Э	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		435
	NE	NI	NR	NU	SL	ST	SR	SU	E	ET	ER	Fit	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES	19	0	20	0	0	0	D	0	0	3107	25	Ø	35	3394	0	10	6510
APPROACH W's :	45.72%	0.00%	51.28%	0.00%		18.			0.00%	99.20%	0.60%	0.03%	1.02%	98.69%	0.00%	0.29%	10.00
PEAK HR :		12:45 PM -	01:45 PM								1				1000		TOTAL
PEAK HR VOL :	7	0 000	4	0	0 000	0 000	0 000	0 000	0,000	0.954	5 0 625	0 000	10	950	0 000	2 500	1832
PEAK HIN PACTOR !	0,263	0.000	7	0,000	0.000	0.000	0,000	0,000	0,000	0.062	4	0.000	0.417	0.9/3	0.000	0.500	0,964
	-	0.54	-					-		0.01				0121	A4.		
A112	1.00	NORTHE	OUND			SCUTT	RECUND			EASTB	OUND	1	1.5	WESTE	OUND	1000	
PIM	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
2:00 040	NL	0	2	0	SL	51	0	- 50	0	210	A	03	WL	220	0	WU	10IAL
2:15 PM	4	0	3	o	D	G	õ	ŏ	ő	235	3	a	2	253	ŏ	î	501
2:30 PM	4	0	1	0	0	0	a	0	0	197	1	0	1	276	0	0	480
2:45 PM	2	0	0	0	0	0	0	0	0	213	1	0	0	269	0	1	458
3:00 PM	2	0	2	0	0	0	0	0	0	320	1	0	1	311	0	2	549
3:30 PM	ō	õ	2	õ	ö	ő	ő	Ö	ő	403	ż	õ	2	359	ŏ	ŏ	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	3	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	1.1	370	0	0	819
4 45 PM		õ	2	ő	0	0	0	ä	0	360	5	1	5	415	ő	:	203
5:00 PM	2	0	2	0	0	0	0	0	0	380	4	1 1	0	389	0	0	778
5:15 PM	1	O	3	0	0	0	٥	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	d	732
5:45 PM	0	0	1	0	0	0	0	0	0	291	5	0	4	289	0	0	591
6:15 PM	T.	0	0	0	õ	0	ö	0	ō	238	i.	0	0	314	0	2	\$56
6:30 PM	1	0	0	0	0	0	a	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
7100 PM	0	0	2	0	0	0	0	0	0	140	2	0	3	175	0	0	335
7:30 PM	4	0	4	õ	0	ő	õ	ò	ő	143	i	ŏ	õ	162	0	1	315
7:45 PM	0	0	0	0	ō	0	0	0	0	130	0	0	0	124	0	Ť.	255
			-				-			1000		1.1				-	
-	ML.	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH ACT	45 758	0.00%	51 70%	0.0094	Q	0	0	0	0,005	99.17%	0.73%	0.104	0.620	99.1684	0.0004	0,710	14145
10 - FLORIDE TO S I	1011210	0,00 70	5-30 844	A.0038					Section and	27.41.19	41.418	V14W 78	24.60 mg	11.1010	0.0073	104.10	TOTAL
PEAK HR 1		14:30 PM - 0	STRACK PLANE														
PEAK HR I	4	0	7	0	0	0	0	σ	0	1559	11	3	8	1704	0	2	3298
PEAK HR I PEAK HR VOL I PEAK HR FACTOR I	4	0 0.000	7 0.583	0.000	0,000	000.0	0 0.000	0.000	0.000	1559 0.888	11 0.688	3 0.750	ê 0.400	1704 0.912	0.000	2 0.500	3298 0,898

### National Data & Surveying Services Intersection Turning Movement Count

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

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

	-	8						C	ars							-	
NS/EW Streets:		San Ferr	hando Dr			San Fe	rnando Dr	1		Ganoy	y Blvd			Gandy	Blvd		P ~ .
0.00		NORTH	GUNCE		1	SON	THBOUND			EASTR	GRIDE			WEST	BOUND		
AIVI	NL	NT	NR	NU	SL.	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TUTAL
6:00 AM	0	0	0	0	0	0	0	0	0	134	0	0	0	110	0	0	244
6:30 AM	ő	ő	ö	ō	0	ő	ŭ	ő	o	233	0	õ	0	177	0	å	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 0	257	0	2	0	191	0	2	450
7:30 AM	õ	õ	õ	õ	0	0	õ	ō	0	281	ŏ	ō	ō	285	õ	ĩ	570
7:45 AM	0	0	0	0	0	0	0	0	0	255	0	0	0	309	0	2	565
8:15 AM	i	õ	ő	ő	0	ŏ	ō.	Ď	Ő	235	õ	ő	0	311	õ	õ	547
8.30 AM	0	0	1	0	0	0	0	0	0	219	0	0	0	293	0	2	515
9:00 AM	1	0	3	0	0	0	0	0	0	218	0	0	0	260	0	0	483
9:15 AM	1	0	1	0	0	0	0	0	0	194	0	0	1	220	0	i	418
9:30 AM 9:45 AM	0	0	2	0	0	0	0	0	0	190	0	0	0	214	0	0	438
STIG PAR												-					
TOTAL VOLUMES	NL	NT	NR	NU	SL	ST	SR	SU	EL O	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s:	29.41%	0.00%	70.59%	0.00%				U	0.00%	\$9.85%	0.06%	0.08%	0.13%	99.57%	0.00%	0.30%	/30/
PEAK HR :		07:15 AM -	08:15 AM	h in		S			1			3.1		G. 2.			TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0.25	0,000	0.250	0.000	0.000	0.000	0,000	0.000	0,000	1073	0.000	0.000	0.500	1166	0.000	8	2252
		0,2	50	0,000	0.000	0.000	0,000	0.000	Calobe	0.9	19	0.000	01200	0.9	45	www.	0.974
No. of Concession, name		NUDTH	ATT IND		-	C/14/7	Manumn	-	-	EASTR	70.00	_	-	WEETE	TY INTO	-	
NOON	0	0	0	0	0	0	O	D	0	0	0	0	0	0	0	0	1020
10.00 44	N.	NT	NR	NU	9	57	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:15 44	â	0	1	ō	0	0	õ	ö	ŏ	157	1	ŏ	ő	147	õ	ő	305
10:30 AM	1	0	1	0	0	0	0	0	0	187	1	0	2	193	0	1	386
10.45 AM	G	0	3	0	0	0	0	0	0	19/	3	0	3	176	0	0	328
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	C O	0	0	0	0	192	0	0	0	223	0	1	417
12:00 PM	1	0	3	0	0	0	0	0	0	172	1	0	2	162	0	1	362
12:15 PM	0	0	1	0	0	0	0	0	0	187	2	0	3	247	0	0	440
12:45 PM	1	ő	ż	õ	ő	ö	ŏ	ő	0	202	2	ő	1	226	ò	1	435
1:00 PN	2	0	0	0	0	0	0	0	0	182	1	0	6	231	0	0	422
1:15 PM 1:30 PM	3	0	0	ő	ő	ö	ő	ő	ő	200	1	0	3	219	ő	ò	452
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	51	58	SU	B	ET	FR	FU	w	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	0	19	0	0	0	0	0	0	2919	23	D	34	3195	0	10	6217
APPRDACH %'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%	TOTAL
PEAK HR VOL :	7	0	4	0	0	0	0	0	0	812	5	0	20	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
		0.0				-		-	1	4.4.	12				~		-
DAA		NORTH	BOUND		0	SOUT	HEOUND	0		EASTB	OUND			WESTB	GUND		1
PIV	NL	AT	NR	NU	SL	ST	SR	รับ	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	<20
2:15 PM	4	0	1	0	C	D	ő	ő	Ö	185	1	ő	1	240	ő	0	472
2.45 PM	2	0	0	0	0	0	0	0	0	199	2	0	0	254	0	1	458
3:00 PM	1	0	2	0	0	D	0	0	0	291	2	0	2	277	0	0	527
3:30 PM	0	0	2	0	0	Ō	D	D	0	381	2	0	2	352	0	D	739
3:45 PM	3	0	2	0	0	0	0	0	0	364	1		2	333	0	0	685
4:15 PM	1	0	1	0	0	Ō	ō	õ	0	419	3	3	1	359	o	0	787
4:30 PM	0	0	0	0	0	0	0	0	0	357	2	1	1	419	0	1	781
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
5-45 PM	ō	ō	1	õ	o	ō	à	o	0	335	ĩ	ö	3	370	õ	2	714
6:00 PM	1	0	1	0	0	0	0	0	0	283	5	0	4	282	0	0	576
6:30 PM	1	ő	0	ő	D	0	0	0	o	240	i	o I	1	234	ö	ő	477
6:45 PM	3	0	0	0	0	0	0	0	0	174	0	0	0	186	0	0	363
7:00 FM	2	0	1	ő	0	0	0	ő	0	146	2	0 I	2	158	õ	1	312
7:30 FM	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	o	0	0	d	128	0	0	0	120	0		249
	ML	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
TOTAL VOLUMES :	34	0.0044	40	0,000	0	0	0	0	0,000	6550	47	7	45	6917 99 16M	0.0004	14	13654
PEAK HR :	0	4:30 PM - 0	05:30 PM	0.00%	1.1				0.003	32.10.10	W114	0.1179	0.03.0	27.1370	4.4472	0.20 34	TOTAL
PEAK HR VOL :	4	0	6	0	0.000	0	0	0	0	1501	10	3	8	1661	0	2	3195
PEAK HIC FACTOR I	0.50	0,000	5	0,000	0.000	0.000	0.000	0,000	0.000	0,875	0.853	0.750	0.400	0.907	0.000	0,500	0.889

### 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

NS/EW Streets:		Con Frein											_		_	_	
AM		Sanren	nardo Dr		1.000	San Fe	mando Dr		1.00	Gandy	Bivd			Gandy	Blvd		
AIVI	ð.	NORTH	DUDOBH	0	0	SOUT	OUNDER	0	0	EASTE	GUND	0	0	WESTE	CINCE	0	
	NL	NT	NR	NU	2	ST	SR	SJ.	EL	ET	ER	EJ	WL	WT	WR	WU	TOTA
6:15 AM	õ	0	õ	Q	0	0	ő	ő	0	10	ô	0	ő	8	õ	0	18
6:30 AM	0	0	0	0	0	0	0 0	0	0	7	0	0	0	10	0	0	17
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	22	0	0	25
7:30 AM	ő	o	ō	0	ō	o	ő	ŏ	o	11	õ	ő	ō	16	ō	ő	27
7 45 AM 8:00 AM	0	0	0	0	0	0	0	0	0	9	1 0	0	0	21	0	0	31
8:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	19	ō	0	27
8.30 AM	ő	0	ō	ő	o	ő	ő	ő	ő	16	a	ő	0	15	ò	ő	31
9:00 AM 9:15 AM	0	0	0	0	0	C	0	0	0	11	0	0	0	28	0	0	39
9:30 AM 9:45 AM	0	0	0	ő	0	0	0	0	0	15 13	0	0	0	11 18	0	0	26 32
TOTAL VOLUMES:	NL 0	TN	NR 1	NU	5L 0	57	58	SU	EL	ET 169	ER. 2	EU	WL	WT 269	WR	WU	TOT/ 441
APPROACH %5: PEAK HR :	0.00%	0.00%	100.00%	0.00%					0.00%	99.63%	1.17%	0.00%	0.00%	100.0645	0.00%	0.00%	TOTA
PEAK HR VOL : PEAK HR FACTOR :	0.000	0.000	0,000	0,000	0,000	0,000	0,000	0.000	0,000	42 0.875 0.8	0.250	0.000	000.0	60 0,633 0.83	0,000	0.000	123
		NORTH	ISCUND	-	1	SOUT	HBOUND			EASTB	OUND			WESTE	OUND	- 27	-
NOON	NL	NT	NR	NU	SL	0	0 SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
10:00 AM	1	0	0	0	0	0	0	0	0	17	0	0	1	17	0	0	36
10:30 AM	o	õ	ō	õ	0	ő	o	ō	o	13	ō	ō	ō	14	õ	0	27
10:45 AM 11:00 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	18
11:15 AM	0	C	0	0	0	0	C D	0	0	11	0	0	0	14	0	0	25
11 45 AM	o	0	0	0	0	0	0	0	0	8	0	ō	ō	14	o	0	22
12:00 PM 12:15 PM	ő	0	0	0 0	å	0	0	0	0	12	0	0	0	16	0	0	18 28
12 30 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	33
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	9 15	0	0	23
1:45 PM	0	D	0	Q	0	0	0	0	0	14	0	0	D	10	٥	0	24
TOTAL VOLUMES :	NL 2	NT 0	NR 1	NU C	SL 0	51	SR	SU	8.	ET 198	ER 2	EU O	WL I	WT 199	WR	WU 0	TOTA 393
APPROACH "6'S :	66.67%	0.00%	33.33% 01:45 PM	0.00%		-			0.00%	98.95%	1.05%	0.00%	0.50%	99.50%	0,00%	0.00%	TOTA
PEAK HR VOL : PEAK HR FACTOR :	0,00	0.000	0	0.000	0.000	0,000	0.000	0.000	0.000	42 0.750	0.000	0.000	0 0.000	45 0,719	0.000	0.000	55 0.845
		NORTH	BOUND		-	SOLIT	HBOUND	_		EASTR	CUND		-	0,71	OUNG	_	_
PM	0	0	0	0 NU	0	0	0 CP	0	0	0 FT	0 FP	E II	0	D	0	0	TOTA
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	ő	0	0	13	0	0	29
2 45 PM	0	0	0	0	0	0	0	0	0	14	1	0	0	15	0	0	30
3:15 PM	D	0	0	0	D	o	0	0	0	18	0	0	0	13	0	0	31
3:30 PM 3:45 PM	0	0	0	0	ő	0	o	0	0	25	0	0	0	ú	ő	ő	36
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	13	0	e 0	34
4 30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28
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
5.45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
6:15 PM	õ	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
7:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
the second se	000	0	0	000	0	0	0	0	000	1 2	0	0	0	6 4	00	0	376
7:15 PM 7:30 PM 7:45 PM													17 . There			- 10 M M	0.0
7:15 PM 7:30 PH 7:45 PM	NL	NT	NR	NU	8	হা	SR	SU	EL O	ET	ER	EU	WL	WT 202	WR	WU	TOTA
7:15 PM 7:30 PM 7:45 PM TOTAL VOLUMES : APPROACH %'s : PEAK HR :	NL 2 65.67%	NT 0 0.00%	NR 1 33.33% 05:30 PM	NU 0 0.00%	8	ऽ। 0	5R 0	su o	EL 0 0.00%	ET 277 58.93%	ER 3 1.07%	EU 0 0.00%	0 0,00%	WT 207 99.52%	WR 0 0.00%	WU 1 0.48%	101A 491

## National Data & Surveying Services Intersection Turning Movement Count Location: San Fernando Dr & Gandy Blvd City: SL Petersburg Control: 1-Way Stop(NB)

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

				-	-	-		Bi	kes			_		_		-	
NS/EW Streets:	1000	San Ferr	nando Dr		1	San Fe	mando Dr			Gand	y Blvd		-	Gand	y Blvd		1
0.04	0	NORT	GUNDER	0	0	SOUT	GUNDSH	ō.		EAST	GUNCE	0	0	WEST	BOUND	0	
AIVI	NL	NT	NR	NU	8	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
6:00 AH	0	0	0	0	0	0	0	0	0	0	ő	0	0	0	0	0	l i
6:30 AN	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 AN	0	0	0	0	0	0	0	D	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
8 00 AM	0	0	1	0	0	0	Q	0	0	1	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	D D	C C	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	Ö	D	Ő	0	ō	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	
9:30 AM	0	0	0	Ō	0	0	0	0	0	0	0	0	0	0	0	0	a
9:45 AM	v	U	u	U	0	u	U	U		v	v	U	U	0	U	U	
TOTAL VOLUMES :	NL	O	NR	NU	SL 0	ST	SR	SU	EL O	67	ER	EU	WL O	WT	WR	WU 0	TOTA
APPROACH %'s :	0.00%	07:15 AM	100.00%	0.00%	-	-			0.00%	50.00%	\$0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	TOT
PEAK HR VOL :	0	0	1	0	0	D	a	0	0	1	0	0	0	. 8.	٥	۵	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	0.25
-		NORTH	INCRINIC		-	SQUT	GUICEH		-	FAST	SCAIND			WEST	NYIND		-
NOON	0	Q	D	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00 44	NL	NT	NR	NU	SL	ST	SR	SU	EL 0	ET	ER	EU	WL	WT	WR	WU	TOT
10:15 AM	ō	ō	õ	õ	ō	ō	ō	ō	O	õ	Q	õ	õ	ō	ō	õ	i i
10:30 AM	0	0	1	0	0	0	0	0	0	0	D	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	Ő	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
11:45 AM	õ	ŏ	ō	0	0	o	o	ő	0	ō	õ	ŏ	2	ő	e	ő	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 994	o	ö	õ	ő	ő	ŏ	ŏ	a	ő	2	ő	õ	ő	õ	õ	ő	2
12 45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-1
1:15 PM	0	0	1	õ	ō	ō	ō	ő	ŏ	D	õ	õ	ő	õ	õ	ő	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	G	0	0	0	0
a lorre												-				_	-
TOTAL VOLUMES :	1	0	3	3	0	0	0	0	0	2	0	0	2	0	0	0	8
APPROACH %'s:	25.00%	0.00%	75.00%	0.00%	1				0.00%	100,00%	0.00%	0.00%	100.00%	0.03%	0.00%	0.00%	-
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	0	o	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	0.50
		NCO TH	ROUND		_	ENIT		-		EICTE	Course -			WEET	2000		-
PM	D	0	0	0	Q	0	0	0	0	0	C	0	0	0	D	0	
2:00 000	NL	NT	NR	NU	SL	57	SR	ົ້	EL	ET	ER	EU	WL	TW	WR	WU	TOT
2:15 PM	0	ő	0	õ	ö	0	0	o	o	ō	ō	õ	a	õ	0	0	0
2 30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	ő	0	õ	ő	ō	0	o	0	0	ö	ő	ő	ō	o	0	o
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:30 PM	ö	o	Q	o	o	0	o	0	0	0	0	ő	0	ō	ø	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	õ	o	1	a	o	o	o	0	0	ŏ	õ	ŏ	o	õ	õ	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
6:CO PM	0	0	I	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
6.45 PM	o	0	0	ō	0	ő	0	ő	0	0	ő	ě I	0	0	o	ō	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	ő	o	ő	0	0	ő	a	D	ő	a	ő	0	ō	0	o	ő
7:45 PM	٥	0	0	0	0	0	0	0	0	D	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL.	EL	ER	EU	WL	WT	WR	wu	TOT
APPROACH %5's :	0.00%	0.00%	66,67%	33,33%	0	a	0	U	0	0	v	u	50.00%	50.00%	0.00%	0.00%	9
PEAK HA :	-	04:30 PM -	05:30 PM			Ċ.					0					0	TOTA
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	0.003	0.000	0.000	1
		0.25	50				ence.		Contra Cherry								0.250

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

EB

04:30 PM

TOTAL VOLUMES :

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

PEAK HR FACTOR

W8 

05:30 PM

EB

3.33%

WB

65.67%

NB

Q

SB

NB 

TOTAL

TOTAL









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



Speed: 50 MPH

Prepared by National Data & Surveying Services

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

Peak Hour Turning Movement Count



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

City: St. Petersburg

Control: No Control

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

<u>-</u>		_				_		To	tal				-				
NS/EW Streets:	WTS	P Dwy/E/O	San Fernan	do Dr	WTSP	Dwy/E/O	San Fernan	do Dr		Gandy	Blvd			Gandy	Blvd		
	10.00	NORTH	HBOUND			SOUTH	BOUND			EASTB	OUND			WESTB	OUND		-
AM	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	Q WL	0 WT	0 WR	0 WU	TOTA
7:00 AM	0	0	0	0	0	0	0	0	0	257	0	0	0	221	0	0	478
7:15 AM	0	0	0	0	0	0	0	0	0	310	0	0	0	303	0	0	613
7:30 AM	0	0	0	0	0	0	0	0	2	285	0	1	0	319	1	0	608
7:45 AM	0	0	0	0	0	0	0	0	0	274	0	0	0	317	0	0	591
8:00 AM	0	0	0	0	0	0	0	0	1	254	0	0	0	313	0	0	568
8:15 AM	0	0	0	D	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	TOTA
TOTAL VOLUMES : APPROACH %'s 1	0	0	0	0	Q	0	0	0	6 0.29%	2088 99.67%	0 0.00%	1 0.05%	0 0.00%	2386 99.83%	3 0.13%	1 0.04%	4485
PEAK HR :		07:15 AM	- 08:15 AM					-					1.00				TOTA
PEAK HR VOL : PEAK HR FACTOR :	0 000-0	0 0.000	0.000	0 0.000	0.000	0 0.000	0 000.0	0 0.000	3 0.375	1123 0.906	0 0.000	1 0.250	0 0.000	1252 0.981	1 0.250	0 0.000	2380
22.00 <u>2.00</u> 2.00	_				1	-				0.9	99			0.93	79		0.97.
-	1	NORT	HBOUND		-	SOUTH	HBOUND	1. 1.	1	EASTE	OUND	1		WESTE	OUND		

		NORTH	BOUND		1.00	SOUTH	IBOUND	S		EASTB	OUND			WESTB	OUND	1.1	
PM	٥	0	0	0	0	0	۵	ŋ	0	0	0	0	0	0	0	0	1. Sugar
	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	٥	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 : APPROACH %'s :	0	0	0	O	D	0	0	0	4 0.13%	3086 99.68%	0.00%	6 0.19%	0	3166 99.97%	0	1 0.03%	6263
PEAK HR :		04:30 PM	- 05:30 PM	1	1												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1572	0	3	0	1702	D	0	3278
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.895	0.000	0.750	0.000	0.921	0.000	0.000	0.909

### **Intersection Turning Movement Count**

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

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

					-			C.	13								G
NS/EW Streets:	WT	SP Dwy/E/O	San Fernar	ndo Dr	WTS	P Dwy/E/O	San Fernan	do Dr		Gandy	Bivd			Gandy	Blvd		<u></u>
	-	NORT	HEOUND		1100	SOUT	HEQUND			EASTE	BOUND			WESTE	OUND		-
AM	0 NL	D	0 NR	0 NU	0	0 ST	0 58	0	0 FL	0 ET	0 FR	0 EU	0 WI	0 WT	0 WR	0 Witt	TOTA
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	D	265	0	0	0	295	0	0	561
8:00 AM	0	0	0	0	0	0	0	0	1	244	0	0	0	292	0	0	537
8:15 AM	0	0	0	0	0	0	D	0	1	238	0	0	0	305	1	1	546
8:30 AM	0	0	0	0	0	0	0	0	1	216	0	0	0	299	1	0	517
8:45 AM	0	0	0	0	0	0	0	0	1	220	٥	0	0	259	0	a	460
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
TOTAL VOLUMES : APPROACH %'S :	0	٥	0	0	0	O	0	0	6 0.30%	2009 99.65%	0.00%	1 0.05%	0 0.00%	2232 99.82%	3 0,13%	1 0.04%	4252
PEAK HR :	1.00	07:15 AM	- 08:15 AM	1	10.0				100 100		1.1.1		10.411				TOTA
PEAK HR VOL : PEAK HR FACTOR :	0 00.0	0 000.0	0 0.000	0 0.000	0,000	0 0.000	0.000	0 0.000	3 0.375	1081 0.907	0.000	1 0.250	0 0.000	1171 0.966	1 0.250	0 0.000	2257 0.971
	-	NORT	HBOUND			SOUT	HBOUND	-	1	EAST	BOUND			WEST	BOUND	-	-
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

		NORT	HBOUND			SOUT	HBOUND		1.00	EASTE	BOUND	100		WESTE	DIND		
PM	0	0	0	٥	0	0	0	0	0	0	0	0	0	0	0	0	1.00
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	342	0	1	0	336	0	0	680
4:15 PM	0	0	0	0	0	0	0	0	0	413	0	1	0	368	0	0	782
4:30 PM	0	0	D	0	0	0	0	0	0	363	0	1	0	412	0	0	775
4:45 PM	0	0	0	0	0	0	0	0	0	343	0	1	0	425	0	0	769
5:00 PM	0	0	0	0	0	0	0	0	1	379	0	0	0	369	0	0	749
5:15 PM	0	0	0	0	0	0	0	0	0	428	0	1	0	453	0	0	882
5:30 PM	0	0	0	0	0	0	0	0	1	347	0	0	0	361	0	0	709
5:45 PM	0	0	0	0	0	0	0	0	1	345	O	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 : APPROACH %'s :	0	0	0	0	0	0	0	0	4 0.13%	2960 99.70%	0.00%	5 0.17%	0.00%	3084 99.97%	0	1 0.03%	6054
PEAK HR :		04:30 PM	- 05:30 PM	0	-				1			1.1.1.1.1	1.1			100 C	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0.00	0 0.000	0 000.0	0 0.000	0.000	0 0.000	0 000.0	0 000.0	1 0.250	1513 0.884 0.8	0.000	3 0.750	0 0.000	1659 0.916 0.9	0 0.000 16	0 0.000	3176 0.900

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

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

0.768

1.1	-	-						E I									
NS/EW Streets:	WTS	P Dwy/E/O	San Fernan	do Dr	WTSF	Dwy/E/O	San Fernan	do Dr		Gandy	Blvd			Gandy	Blvd		
Constant of the local division of the local		NORTH	BOUND			SOUTH	BOUND			EASTB	DUND		1.7	WESTB	OUND		
AM	0	0	0	0	0	0	0	٥	0	0	0	0	0	0	D	0	
	NL	NT	NR	NU	SL	51	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	23	0	0	26
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	23	0	0	35
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	21	0	0	30
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	21	0	0	31
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	17	0	0	24
8:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	18	0	0	27
8:45 AM	0	0	0	0	0	0	Q	0	0	18	0	0	0	15	0	0	33
201 To 101	NL.	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
TOTAL VOLUMES : APPROACH %'S :	0	0	0	0	0	0	0	0	0	79 100.00%	0.00%	0.00%	0	154 100.00%	0.00%	0.00%	233
PEAK HR !	-	07:15 AM	- 08:15 AM	1	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.												TOT
PEAK HR VOL :	0	0	0	0	1 0	D	0	0	0	42	0	0	0	81	0	0	12
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0,980	0.000	0.000	0.87
			-	-	-	-				0.8	/5		-	0.88	30		_
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1.5	NORT	HBOUND			SOUT	HBOUND		12.50	EASTB	OUND	1.1		WESTB	OUND		
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.1.1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOT
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	14	0	0	35
4:15 PM	0	0	0	0	D	0	0	0	D	21	0	0	0	10	0	0	31
4:30 PM	0	0	D	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	D	D	0	0	0	0	16	0	0	0	6	0	0	2.2
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	Q	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOT
TOTAL VOLUMES : APPROACH %'s :	0	٥	0	0	C	0	0	0	0.00%	126 99.21%	0.00%	1 0.79%	0.00%	82 100.00%	0	0.00%	20
PEAK HR :		04:30 PM	- 05:30 PM	0							1					0	TOT
PEAK HR VOL : PEAK HR FACTOR :	0.00	0 0.000	0.000	0	0.000	0.000	0.000	0.000	0.000	59 0.819	0.000	0 0.000	0	43 0.768	0,000,0	0 0.000	102

0.819

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

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

					-			Bil	kes					100	12.4					
NS/EW Streets:	WTS	P Dwy/E/O	San Fernan	do Dr	WTS	Dwy/E/O	San Fernan	do Dr		Gandy	Blvd		1.1	Gandy	Blvd					
	S	NORTI	HBOUND			SOUTH	BOUND			EASTB	OUND	_		WESTE	Gandy Blvd           WESTBOUND         0         0         0           0         0         0         0         0           WT         WR         WU         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0					
AM	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	D	0	1	0	0	0	0	0	0	1			
8:45 AM	0	0	0	0	0	0	0	0	D	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 : APPROACH %'s :	0	0	0	0	٥	0	0	0	0.00%	3	0	0	0.00%	1 100.00%	0	0.00%	4			
PEAK HR :	1000	07:15 AM	- 08:15 AM	p.1				-									TOTAL			
PEAK HR VOL :	0	0	0	0	0	0	0	0	O	2	O	0	0	1	0	0	3			
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.375			
	-	-	_				-			0.2	50	-	_	0.2	50					
		NORT	HBOUND		1.1.1	SOUT	HBOUND		11.00	EASTE	OUND	-	1.11	WESTE	OUND					
PIM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Sec. Sec.			
	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	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 PM	0	0	0	0	a	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			
N.T. 7. 7. 2	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :	0	0	0	0	0	D	0	0	0.00%	100.00%	0.00%	0.00%	0.00%	3 100.00%	D 0.00%	0.00%	4			
PEAK HR :		04:30 PM	- 05:30 PM	N.	1.1			11 A.M.						and the second second			TOTAL			
PEAK HR VOL : PEAK HR FACTOR :	0.00	0.000	0.000	0 0.000	0.000	0.000	0 000.0	0 0.000	0.000	1 0.250	0.000	0 0.000	0000.0	0 000.0	0 0.000	0 000.0	1			

0.250

Location: \ City: S	TSEC1	O San Fernand	Curn: do Dr & Gand Pede	ing N dy Blvd estrians (	Iove:	ment Project ID: Date: alks)	21-120083-00 3/3/2021	<b>nt</b> 3	
NS/EW Streets:	WTSP Dwy	//E/O San	WTSP Dw	y/E/O San	Gandy	Blvd	Gandy	Bivd	
	Fernan	do Dr	Fernal	ndo Dr	FACT		WECT		
AM	FB	WB	FB	WB	NR	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
0.45 AM	U	-	U	0	Ū.	U	U	U	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
OTAL VOLUMES :	4	6	0	0	0	0	0	0	10
APPROACH %'s :	40.00%	60.00%			la harris		1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.		
PEAK HR :	07:15 AM	- 08:15 AM			4.75		1		TOTAL
PEAK HR VOL :	4	4	0	0	0	0	0	0	8
EAK HR FACTOR :	0.500	0.500					1		0.667
					/		-		
DNA	NORT	H LEG	SOUT	'H LEG	EAST	LEG	WEST	T LEG	10000
FIVI	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	U	0
4:30 PM	2		0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	1
5:15 PM	î	ŏ	õ	õ	0	õ	0	õ	i
5:30 PM	1	2	0	Ō	0	0	0	0	3
5:45 PM	1	2	0	0	0	0	0	0	3
	FB	WB	FB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	5	0	0	0	0	0	0	11
APPROACH %'s :	54.55%	45.45%					1		
PEAK HR :	04:30 PM	- 05:30 PM	1.50		1.2.1		1		TOTAL
PEAK HR VOL :	4	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.500	0.250					1.1.1		0.417







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



Prepared by National Data & Surveying Services

### RaceTrac Dwy & Gandy Blvd

### Peak Hour Turning Movement Count



### National Data & Surveying Services Intersection Turning Movement Count

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

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

a second s	_	_		_		_			10	la			_	_	-		-	-			
HS/EW Streets:		RaceTro	CDwy		1.00	RaceTra	c Dwy			6	andy Blvd			1000	Gandy	Bivd					
and the second se	-	NORTH	DOUND	-	-	SOUTH	CHUCK	-	_	-	ASTROUM	>	-	-	WESTROUND MORTHOD			MORTHOOLINGY			
AM	in in	-	C	NU.	8	0	0	â		0	0	a CV	BR2	NO.	D WT	0 WR	e ww	0 M212	10		
7.00 446	0	0	¢	0	1	0		0	3	261	2	0	0	1	223	10	0	0	50		
7:15 AM	0	•	0	0	2	0	12	0	4	297	5	0	0	1	275	11	0	0	60		
7:30 AM	0		0	٥		0	15	0	2	275	4	•	a	0	308	38	1	0	62		
7:45 AM	0	0	0	0		0	13	0	3	272	5	0	0	0	318	9	0	0	67		
00:00 AM	0	0	0	0		0	9	0	1	250	1	0	2	0	299	7	0	1	56		
8:15 AN		0	0	0	•	0	15	0	L	230	2	D		1	322	15	0	0	58		
8:30 AN	¢	0	0	0	2	0	9	0	3	235	a	1	0		295	9	٥	0	55		
8.45 AM	4	0	0	0	•	0	12	0	,	224	1	0	•		275	12	•	۰	52		
Training and	ML	NT	NR	MJ	8	51	58	91	n		62	CU.	102	WA.	Wt	WR	w	4712	TUT		
TOTAL VOLUMES	16.674	1.17%	0.00%	0.00%	8.32%	0.00%	93	am	0,90%	2045	0.95%	0.012	alional	4	2303	91	0.04%	100.00%	-45		
PEAKING		This AM -	DT:15 6M	2000-0			- milese			1-11-11-1	1110/1		-					1112304	TO		
PEAK HE VOL I	D	L	0	0	6		49	0	10	1095	15		2	1	1190	45		1	24		
PEAK HE PACTOR	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	0.025	0.250	0.250			
1001020080201		0,2	50			0.8	14			100	0,916	21.00			0.94	-		0.250	0,9		
	-	MORTH	00.00	-		scome	00.00			-	ASTERNO				VASTR	0.80		NORTHROUGH)	-		
PM	0	0		0	D	0	0	0	0		0	0	0	8	3	0	0	0			
1910	15	107	NR	NU	8	ST	58	90	0	17	08	tu	CAJ	W	WT	Wa	W	1/21.2	to		
5:00 FM	1	0	2	0	2	0	15	0	3	In	1	0	0	0	201	15	0	0	75		
4:15 PH	0	0		0		0	9	0	2	+05	0	0	0	٥	252	7	•	ø	77		
4:30 PM	1	0	1	0	3	0	. 9	0	5	355	1	1	0	0	430	9	3	0	85		
4:45 PH	0	0	2	0	2	9		0	1	343	0	0	0	0	402	9	0	0	76		
5:00 PM	,	•	5	0	2	0	11			406		0	0	0	306	30	0	0	63		
5:15 PM	2	0	1.1	0	2	0	18	0	5	415	0	0	0	0	-22	12	٥		87		
5:30 PM	a		•			•	7	0	3	375	•	1	0	•	370	12	0	0	77		
5:45 PM		٥	c	0	•	•	12	0	,	353	c		D	0	396	11	0	•	173		
	1.1	IIT	hR	NU	9.	5T	38	90	u	ES	1R	EU	692	WL	WT	MA	WU	N2C2	10		
and the second se				0	23	0	89	0	78	3061	3	A.	0	0	3959	65	1	.0			
TUTAL VOLUMES	12	0	16		Sec. 21 ( 2.2.)				-		0.1004	0.0/44	0.00%	0.00%	B7 72%		DOTH				
APPROACH SA'S	12 50.00%	0.00%	50,00%	6.00%	20,54%	0.00%	73,454	0,00%	0.90%	MB VIM	0,104	-			-	- Propiet			tó		
APPROACH SAY	12 50.00%	0.00%	59,00%	0.00%	23.54%	0.00%	72.64	0.00%	14	1554	3	1			1644		1		10		
TUTAL VOLUMES : APPROACH 56% F PEAK HR VOL : DEAK HR FALTOR (	12 50.00%	0 0.00% 04:30 PHE-	50,00% 02:30PH	0	9	0.000	10	0,000	14	1558	2 0.500	6,250	0.000	000.0	1648	40	1	0	10.		

Tabat



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

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

									Ca	15									
NS/EW Streets:		RaceTra	C Dwy			RaceTra	c Dwy		-	G	Sandy Blvd				Gandy Blvd				
AM	0 NL	NORTH 0 NT	BOUND U NR	0 NU	0	U ST	0 SR	0	0 FL	0 ET	C ER	0 EU	U FR2	0 WI	0 WT	0 WR	0 WU	DRTHBOUR D N2L2	TOTAL
7:00 AM 7:15 AM 7:30 AM 7:45 AM	0	0 0 1 0	0000	0	1 1 1 2	0000	8 12 14	0 0 0	2 4 2 2	258 285 265 263	2 5 4 5	0	0	1 1 0 0	200 252 292 299	10 11 16 8	0 0 1 0	0000	482 571 596 591
8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 1 0 1	0 0 0	0 0 0	000000	0 0 2 0	0 0 0	8 14 7 10	000000000000000000000000000000000000000	0 1 3 2	241 223 228 208	1 2 0 1	0 0 0	2 0 0 0	0 1 0 1	269 305 279 262	7 14 5 11	000000000000000000000000000000000000000	1 0 0 0	529 561 524 496
TOTAL VOLUMES : APPROACH %'s :	NL 2 65.67%	NT 1 33.33%	NR 0 0.00%	NU 0 0.00%	SL 7 7.61%	ST Q 0.00%	SR 85 92.39%	SU 0 0.00%	EL 16 0.80%	ET 1971 98.11%	ER 20 1.00%	EU 0 0.00%	ER2 2 0.10%	WL 4 0.16%	WT 2158 96.12%	WR 82 3.65%	WU 1 0.04%	N2L2 1 100.00%	TOTAL 4350
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.00	07:15 AM - 1 0.250 0.2	08:15 AM 0,000 50	0 0.000	4 0,500	0 0.000 0.8	46 0.821 33	0 0.000	8 0.500	1054 0.925	15 0.750 0.918	000.00	2 0.250	1 0.250	1112 0.930 0.9	42 0.656 35	1 0.250	1 0.250 0.250	2287 0.959
PM	0	NORTH	BOUND	0	0	SOUTH 0	BOUND 0	0	0	0	EASTBOUND 0	0	0	0	WESTE 0	OUND 0	D	ORTHBOUR 0	TOTAL
4:00 PM 4:15 PM 4:30 PM	101	000	2 1 1	000	2 1 3	0000	LA 9 9	000	225	349 385 380	1 0 1	0 0 1	0000	000	339 341 417	14 7 9	0 0 1	0	724 746 828
5:00 PM 5:15 PM 5:30 PM 5:45 PM	7 2 0 1	0 0 0 0 0 0	5 1 0 0	000000000000000000000000000000000000000	2 2 4 6	0 0 0	8 11 17 7 11	0000	3 5 3 7	328 386 404 362 342	1 0 0	0 1 0	000000000000000000000000000000000000000	0 0 0	395 373 413 364 339	9 12 11 11	0000	0 0 0	797 856 752 717
TOTAL VOLUMES : APPROACH %'s :	NL 12 50.00%	NT 0 0.00%	NR 12 50.00%	NU 0 0.00%	SL 22 20.37%	ST 0 0.00%	SR 86 79.63%	SU 0 0.00%	EL 28 0.94%	ET 2936 98.89%	ER 3 0.10%	EU 2 0.07%	ER2 0 0.00%	WL 0 0.00%	WT 2981 97.29%	WR 82 2.68%	WU 1 0.03%	N2L2 0	TOTAL 6165
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	10 0.36	04:30 PM - 0 0.000 0.3	9 0.450 196	0 0.000	9 0.750	0 0.000 0.7	45 0.662 11	0 0.000	14 0.700	1498 0.927	2 0.500 0.926	1 0.250	0 0.000	0 0.000	1598 0.958 0.9	39 0.813 59	1 0.250	0 0.000	3226 0.942

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

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

		Placy							H	Tit				- Satur	1-12022				· · · ·
NS/EW Streets:	6.74	RaceTr	ac Dwy			RaceTra	c Dwy	1	100	G	andy Blvd				Gandy	Blvd			-
0.0.0		NORTH	BOUND			SOUTHE	DUND			E	ASTROUNE	S		100	WESTE	OUND	4	ORTHBOUN	-
AIVI	0	0 NT	0		0	0	0	0	0	0	0	0	0	0	U.U.T.	0	0	0	TOTAL
2:00 48	NL.	0	0	0	SL.	0	- SR	0	u.	2	0	03	CR2	NVL 0	27	0	WU	NZLZ	101AL
7:15 AM	ñ	õ	0	0	1	ő	0	0	n	12	ő	0	ő	0	22	0	0	0	26
7:30 AM	0	0	0	0	ň	õ	1	ñ l	ő	10	ő	ä	ő I	0	16	2	0	0	20
7:45 AM	0	0	0	a	0	0	1	n	ĭ	9	0	ñ	n	0	19	î	ň	a l	31
8:00 AM	0	0	õ	0	1	0	1	0	î	9	0	0	0	0	20	Ô	0	0	32
8:15 AM	õ	õ	õ	ō	ñ	ō	i	õ	n	ź	õ	Ő.	õ l	ō	17	1	õ	ñ	26
8:30 AM	0	Ó	Ó	0	0	Ō	2	0	ā	8	0	1	ōl	0	14	4	0	õ	29
8:45 AM	0	0	0	0	0	Ô	2	0	1	16	0	σ	Ō	0	13	1	0	Q	33
	NL	NT	NR	NU	SL	ST	5R	SU	EL.	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	0	0	0	0	20,00%	0.00%	8 80.00%	0.00%	4	74 93.67%	0	1	0.00%	0	145	9	0	٥	243
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	D.000	0.000	0.000	0.848	0.375	0.000	0.000	0.889
11000	1	NORTI	HBOUND			SOUTH	EOUND			E	ASTBOUN	0			WESTE	BOUND		ORTHBOUM	
PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Carlotte
200	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	D	12	1	0	0	37
4:15 PM	0	0	D	0	0	0	0	0	0	20	0	0	0	D	11	a	0	0	31
4:30 PM	0	0	0	0	0	Q	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		U	0	0	11
SIDO PM	0	0	0	0	0	0	0	0	0	19	0	0	0	0	13	1	0	0	33
5:15 PP	0	0	0	0	0	0	0	0	0	14	0	0	0	0	9	0	0	0	21
5:45 PM	õ	õ	ő	ő	Q	ő	1	o	D	11	õ	o	ő	ő	7	ō	D	ö	19
	NL	NT	NR	NU	SL	ŚT	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	NZLZ	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	٥	0	1 25.00%	0.00%	3	0	0.00%	127	0.00%	0	0	0.00%	78 96.30%	3	0	0	212
PEAK HR :	6	04:30 PM	- 05:30 PM				10.00.00												TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0.00	0 000.0	0	0.000	D 0.000	0.000	1 0.250	0.000	0 000.0	60 0.789	D 0.000	000.0	0 0.000	0.000	42 0.808	1 0.250	0.000	0 0.000	104 0.788

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

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

			-	_				-	Bik	es	_				1-1				1.00
NS/EW Streets:		RaceTra	ac Dwy			RaceTra	c Dwy			G	Sandy Blvd			-	Gandy	Blvd			
AM	0	NORTH 0	BOUND D	0	0	SOUTH	BOUND	0	0	U	ASTBOUND	0	0	0	WESTE 0	OUND	0	ORTHBOUN	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	03	0	0 WL	0	0 WR	WU	NZLZ	TOTAL
7:15 AM	õ	õ	õ	ŏ	ă	ŏ	0	ő	õ	õ	0	0	Ď	0	0	0	0	ő	0
7:30 AM	0	0	0	0	O O	0	ō	ō	0	0	0	0	D I	0	0	0	õ	0	Ő
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	õ	0	1
8:00 AM	0	0	0	0	0	0	0	D	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	D	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	D	0	0	0	0	0	0	0	0	0	0	0	0	0	a	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES : APPROACH %'s :	0	0	0	٥	0	0	0	0	1 33,33%	2 65.57%	0	0.00%	0,00%	0.00%	100.00%	0	0	a	4
PEAK HR :		07:15 AM	- 08:15 AM	1000			-	-		- Guter to	010010		0100.00						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
		MODI	IDOUND.	_	-	COLITY	POUND	_			ACTORIN	·	_		WETT		-		-
DN/I	0	D	nboono n	0		0	00000	0	0	0	ASTBUUNE	n	0	0	Aves te	a	n	0KTHBOUI	
PIVI	NI	NT	NR	NIT	5	ŠT	SR	50	E	FT	FR	FU	FRZ	W	VIT	WR	WIL	N212	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	õ	õ	Ö	õ	0	ō	0	0	0	õ	õ	0	0	õ	ō	õ	ō	D	õ
4:30 PM	0	0	0	0	0	0	0	0	D	O	0	D	0	Ö	D	0	0	D	ō
4:45 PM	0	0	0	0	0	0	0	C	D	0	0	0	0	0	0	0	D	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	D	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	D	0	0	0	0	0	0	Ö
100 million 100 million	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	0,00%	0.00%	100.00%	0.00%	1 100,00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0	3
PEAK HR :	-	04:30 PM	- 05:30 PM		100010			0100/10		0100 10	0100.70	and ru		010070		0100 10	010070		TOTAL
PEAK HR VOL :	0	0,000	0 000	0 000	0	0	0	0	1	0 000	0	0	0 000	0	0 000	0 000	0	0	1
FOR REPACION I	0.00	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.230	0.000	0.250	0,000	0.000	0.000	0.000	0.000	0.000	0.000	0.250

### **Intersection Turning Movement Count**

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

				reut	scrians	C1035110	intoj				
NS/EW Streets:	RaceTr	ac Dwy	RaceTra	ac Dwy	Gand	Blvd	Gandy	/ Blvd			
	NORTH LEG		SOUTH	LEG	EAST	LEG	WEST	LEG	SOUTH		
AIVI	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	1	0	0	0	0	0	1	1	6
7:30 AM	1	1	1	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	2	0	1	0	1	1	0	0	1	0	6
8:30 AM	0	0	0	1	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	0	0	0	O	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	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%	120
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	
	0.5	583	0.3	75					0.2	50	0.500
					100 million (1997)				· · · · · · · · · · · · · · · · · · ·		
DBA	NORT	HLEG	SOUT	H LEG	EAS	LEG	WES	TLEG	SOUTH	LEG 2	
PIVI	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	D	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	2	0	D	0	0	0	2	0	5
	ĒB	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 March 100	L			100.00%	0.00%	
PEAK HR :	04:30 PM	- 05:30 PM	1.1		1					1.1.1.1.1.1	TOTAL
PEAK HR VOL :	3	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0,750	0.250									1 000
		Lots a									1.000

**Pedestrians (Crosswalks)** 





FDOT PEAK SEASON ADJUSTMENT FACTORS



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

WEEK	DATES	SF	MOCF: 0.93 PSCF	
**************************************	01/01/2019 - 01/05/2019 01/06/2019 - 01/12/2019 01/13/2019 - 01/19/2019 01/20/2019 - 01/26/2019 01/27/2019 - 02/02/2019 02/03/2019 - 02/09/2019 02/10/2019 - 02/16/2019 02/17/2019 - 03/02/2019 03/03/2019 - 03/09/2019 03/10/2019 - 03/16/2019 03/17/2019 - 03/16/2019 03/24/2019 - 03/30/2019 03/24/2019 - 03/30/2019 03/21/2019 - 04/06/2019 03/31/2019 - 04/06/2019 04/07/2019 - 04/13/2019	1.04 1.03 1.02 1.00 0.98 0.96 0.93 0.93 0.92 0.91 0.91 0.91 0.92 0.93 0.92 0.93 0.92 0.93 0.92	1.12 1.11 1.10 1.08 1.05 1.03 1.00 1.00 0.99 0.98 0.98 0.98 0.99 0.98 0.99 1.00 1.01 1.02	
*189012234567890123	04/21/2019 - 04/27/2019 04/28/2019 - 05/04/2019 05/05/2019 - 05/11/2019 05/12/2019 - 05/18/2019 05/19/2019 - 05/25/2019 05/26/2019 - 06/08/2019 06/02/2019 - 06/08/2019 06/09/2019 - 06/08/2019 06/16/2019 - 06/22/2019 06/30/2019 - 06/29/2019 06/30/2019 - 07/06/2019 07/07/2019 - 07/13/2019 07/14/2019 - 07/20/2019 07/21/2019 - 07/27/2019 07/28/2019 - 08/03/2019 08/04/2019 - 08/10/2019	0.96 0.97 0.98 0.99 1.00 1.00 1.00 1.01 1.01 1.01 1.02 1.02	1.03 1.04 1.05 1.06 1.06 1.08 1.08 1.09 1.09 1.09 1.09 1.10 1.10 1.11 1.11	
33333444444444455555	08/18/2019 - 08/24/2019 08/25/2019 - 08/31/2019 09/01/2019 - 09/07/2019 09/08/2019 - 09/14/2019 09/15/2019 - 09/21/2019 09/22/2019 - 09/28/2019 09/29/2019 - 10/05/2019 10/06/2019 - 10/12/2019 10/06/2019 - 10/12/2019 10/20/2019 - 10/26/2019 10/27/2019 - 11/09/2019 11/03/2019 - 11/09/2019 11/10/2019 - 11/09/2019 11/10/2019 - 11/23/2019 11/10/2019 - 11/23/2019 11/24/2019 - 11/30/2019 12/01/2019 - 12/07/2019 12/08/2019 - 12/14/2019 12/15/2019 - 12/21/2019 12/22/2019 - 12/28/2019 12/29/2019 - 12/31/2019	1.06 1.06 1.07 1.06 1.07 1.06 1.07 1.06 1.05 1.04 1.04 1.04 1.04 1.04 1.04 1.04 1.04	1.14 1.14 1.14 1.15 1.15 1.14 1.13 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.13 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.13 1.12 1.13 1.12 1.13 1.12 1.13 1.12 1.14 1.15 1.15 1.11 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12 1.12	

\* PEAK SEASON

14-FEB-2020 15:39:31

830UPD

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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 Z	*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 O	W O	9.00	53.20	2.30
2010	28098 C	E 13923	W 14175	13.13	53.21	5.30
2009	28085 C	E 14094	W 13991	12.94	54.92	5.30
2008	29445 C	E 14899	W 14546	13.17	53.72	5.30
2007	31910 C	E 15931	W 15979	13.03	53.63	5.20
2006	31924 C	E 15909	W 16015	12.34	51.67	4.80
2005	32248 C	E 16087	W 16161	12.40	51.30	5.20
2004	31007 C	E 15384	W 15623	12.40	51.90	5.00

/5×100=0.6% use 1.0% (33 lelez (32717

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

INTERSECTION ANALYSIS


111		H	ICS7	Two	-Way	/ Sto	p-Co	ntro	l Rep	ort						
General Information	_	-	-	-			Site	Infor	matio	n	-	-	-			-
Analyst	T						Inters	ection			1				-	-
Agency/Co.							Juriso	liction								
Date Performed	5/25/	/2021					East/	West Str	eet		Gano	ly Blvd			-	
Analysis Year	2030						North	/South	Street	100	Snug	Harbor	Rd-Acce	ss D	-	
Time Analyzed	AMP	eak					Peak	Hour Fa	ctor		0.98	1		-		
Intersection Orientation	East-	West	-				Analy	sis Time	Period	(hrs)	0.25					
Project Description	Back	ground I	Plus Proje	ect				-								
Lanes																
				14144	n,	Y I + Y jor Street E	t F F	14450								
Vehicle Volumes and Ad	justme	nts		_					_							
Approach		East	bound	1		West	bound			North	bound			South	bound	
Movement	U	L	Т	R	U	L	T	R	υ	L	T	R	U	L	Т	R
Priority	10	1	2	3	40	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		1	T	<u></u>		-	LR				1	
Volume (veh/h)		14	1235	27	0	10	1373			97		39			1000	
Percent Heavy Vehicles (%)		3			3	3				3	123	3		1		
Proportion Time Blocked	100				1			2	1.1.1	1	1	1				
Percent Grade (%)			1.00		1						0					
Right Turn Channelized		٩	lo	20	6.0	-									-	
Median Type   Storage	1			Left	Only								2			
Critical and Follow-up H	leadwa	ys				-		_	-							
Base Critical Headway (sec)		4.1				4.1				7.5		6.9				_
Critical Headway (sec)		4.16		-	1	4.16	-			7.56		6.96				
Base Follow-Up Headway (sec)	1	2.2		-		2.2	1			3.5		3.3		1		
Follow-Up Headway (sec)		2.23	1.25		1	2.23		1	1	3.53		3.33				
Delay, Queue Length, an	d Leve	l of S	ervice			-		_								
Flow Rate, v (veh/h)	T	14				10		1			139					-
Capacity, c (veh/h)		478	1	1		529					169					
v/c Ratio	1	0.03	1.			0.02					0.82					
95% Queue Length, Qas (veh)	1	0.1				0.1				-	5.6			-		
Control Delay (s/veh)	1	12.8	-			11.9		1	1		84.0					
Level of Service (LOS)		В				в		1			F		1			
Approach Delay (s/veh)		0	.7	-		0	.1			8	4.0					
Approach LOS	1		-			-					F		10			-

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		F	ICS7	Two	-Way	y Sto	p-Co	ntro	Rep	ort						
General Information		-	-	-	-	-	Site	Infor	matio	n	-	-	-	-	-	-
Analyst	1						Inters	ection			1					
Agency/Co.	1	-					Juriso	liction								-
Date Performed	5/25/	/2021					East/	West Str	eet		Gand	y Blvd		-	-	-
Analysis Year	2030	1					North	/South	Street		Snug	Harbor	Rd-Acce	ss D		
Time Analyzed	PMP	eak		_		-	Peak	Hour Fa	ctor	-	0.98		10-1 400			_
Intersection Orientation	East-	West	-	-	-		Analy	sis Time	Period	(hrs)	0.25	-	-			_
Project Description	Back	ground F	Plus Proje	ect			1 /				1000					_
Lanes		-		-						-			-			
				141749		jor Street, Ed	1 P F	144 2 6 0								
Vehicle Volumes and Ad	justme	ents			-								_			
Approach		Eastt	ound			West	bound	-		North	nbound		11-11	South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	Ť	R	U	L	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	Z	0		0	1	0	(11)	0	0	0
Configuration		LT	T	R		L	T				LR				1	
Volume (veh/h)	11.7.4	46	1778	38	2	24	1869	(	- S.	53	1	23				
Percent Heavy Vehicles (%)	3 (11) (1	3			3	3				3	100	3		1000		
Proportion Time Blocked				77.2	1.000			1000			1					
Percent Grade (%)	1										0				_	
Right Turn Channelized	1	N	lo		11			-								
Median Type   Storage				Left	Only								2			
Critical and Follow-up H	leadwa	ys														
Base Critical Headway (sec)	1	4.1			6.4	4.1	1.1			7.5	1.000	6.9	1.1			
Critical Headway (sec)	1000	4.16	1		6.46	4.16	1.01			7.56		6.96				·
Base Follow-Up Headway (sec)	122-	2.2	245	201	2.5	2.2				3,5		3.3				
Follow-Up Headway (sec)	h.	2.23		NC.	2.53	2.23				3.53		3.33	1.			
Delay, Queue Length, an	d Leve	l of Se	rvice													
Flow Rate, v (veh/h)	1.00	47	1.1	100		27		100		1	78				1	
Capacity, c (veh/h)		304		100		265		073		(	80					
v/c Ratio	2.00	0.15				0.10		0000			0.97					
95% Queue Length, Q <sub>35</sub> (veh)		0.5		1	1	0.3					5.3		8000		1	
Control Delay (s/veh)		19.0	5			20.0				1	184.4		1		1	1.0
Level of Service (LOS)	1.0	C	1			С					F			1.11	1.1	
Approach Delay (s/veh)		0.5					),3	2110		18	34.4		1		1	
Approach LOS											F					

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

Lanes



Vehicle Volumes and Ad	justme	nts														
Approach		East	bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6	in the	7	8	9	1	10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1	1.1	0	0	0
Configuration	1.1		T	R		L	Т				11.11	R		1010	T. I.	
Volume (veh/h)			1240	26	36	25	1401		1			89				
Percent Heavy Vehicles (%)	12				3	3			1.1.1			3		1		
Proportion Time Blocked					1.1.1							1		21.5	1	
Percent Grade (%)				15	1.1					91 B	0	100				
Right Turn Channelized		N	No						1	M	lo					
Median Type   Storage				Undi	vided											
Critical and Follow-up H	leadway	ys														
Base Critical Headway (sec)			1.1		6.4	4.1					1	6.9				5.5
Critical Headway (sec)					6.46	4.16						6.96				
Base Follow-Up Headway (sec)		1			2.5	2,2		15.7		1.11		3.3		1	0.00	
Follow-Up Headway (sec)					2.53	2.23			1.1		1	3.33				201
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)		1.0.4			1200	62		111				91				
Capacity, c (veh/h)		12.1				240					1.5.1	420	1	1-11	1	1.5
v/c Ratio						0.26		1.171		-		0.22	_		1	<u>[</u> ]
95% Queue Length, Q <sub>95</sub> (veh)						1.0		17	(277)		2	0.8			5	
Control Delay (s/veh)						25.2					1	15.9	-			
Level of Service (LOS)						D					1.000	C		I		1
Approach Delay (s/veh)		1.1	1	.1			15	5.9		1						
Approach LOS					11.5					1	c		1			

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# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst		Intersection	
Agency/Co.		Jurisdiction	
Date Performed	5/25/2021	East/West Street	Gandy Blvd
Analysis Year	2030	North/South Street	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



Approach		East	bound		· · · · ·	West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	Т	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	40	4	5	6	1	7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	0	1	2	0	0	0
Configuration		1.1	T	R		L	T					R				
Volume (veh/h)			1739	74	41	65	1895					57	1.1.1.1		A	
Percent Heavy Vehicles (%)		1		1.11	3	3		21		11	-	3				
Proportion Time Blocked		1 3				1.1		1		1			1			
Percent Grade (%)											0		1			
Right Turn Channelized		P	10							N	lo		1			
Median Type   Storage		Undivided														
Critical and Follow-up H	leadway	ys														
Base Critical Headway (sec)	1				6.4	4.1						6.9				
Critical Headway (sec)					6.46	4.16				10.1	10.00	6.96	2.1		1	1
Base Follow-Up Headway (sec)		100			2.5	2.2						3.3	1		10.00	
Follow-Up Headway (sec)				1	2.53	2.23						3.33	1			
Delay, Queue Length, an	nd Level	of S	ervice													
Flow Rate, v (veh/h)						108						58				
Capacity, c (veh/h)		(iii)				151					1.1	285	0			
v/c Ratio						0.72						0.20				
95% Queue Length, Q <sub>95</sub> (veh)						4.2						0.7	1	1.		
Control Delay (s/veh)						73.6						20.8				
Level of Service (LOS)						F						С				1
Approach Delay (s/veh)						3	3.9			20	0.8					
Approach LOS	18			-						(	C		1			

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

#### Lanes



Vehicle Volumes and Ad	justme	nts														
Approach	1	East	bnuoc			West	bound			North	bound	1.1	1	South	bound	
Movement	υ	L	T	R	U	L	T	R	U	L	T	R	U	L	т	R
Priority	10	1	2	3	4U	4	5	6		7	8	9	1	10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R	1.1	1	T	R				R	1			R
Volume (veh/h)			1327	41			1460	4				40				0
Percent Heavy Vehicles (%)						1						3	7	1		3
Proportion Time Blocked																
Percent Grade (%)					-		_				0		1	1.1	0	
Right Turn Channelized		٨	٥V	_		1	No		· · · · · ·	N	lo			N	lo	
Median Type   Storage				Undi	vided	-										
Critical and Follow-up H	leadway	ys	-													
Base Critical Headway (sec)						r f						6.9				6.9
Critical Headway (sec)						1			1			6.96	1			6.96
Base Follow-Up Headway (sec)						111						3.3			1	3.3
Follow-Up Headway (sec)	1	1										3.33				3.33
Delay, Queue Length, an	d Level	of S	ervice													
Flow Rate, v (veh/h)												41				0
Capacity, c (veh/h)										É.		393				354
v/c Ratio						1						0.10	h = r			0.00
95% Queue Length, Q <sub>95</sub> (veh)		2.1										0.3				0.0
Control Delay (s/veh)												15.2	2.21.2			15.2
Level of Service (LOS)				1					1.1			C		1.11		C
Approach Delay (s/veh)						-				15	5.2					
Approach LOS	1			1						(	5					

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# HCS7 Two-Way Stop-Control Report

General Information		Site Information		
Analyst		Intersection		
Agency/Co.		Jurisdiction		
Date Performed	5/25/2021	East/West Street	Gandy Blvd	
Analysis Year	2030	North/South Street	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 Ad	justme	nts			-											
Approach	T	East	bound			West	bound			North	bound			South	bound	
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R			Т	R				R			1	R
Volume (veh/h)	1.0		1777	68			1991	1		111	1.20	44				0
Percent Heavy Vehicles (%)								()			100	3				3
Proportion Time Blocked			1.20		1									-	100	
Percent Grade (%)											0			1	0	
Right Turn Channelized	1.	No					No			N	ło			N	lo	
Median Type   Storage		_		Undi	vided									-		
Critical and Follow-up H	eadway	ys														
Base Critical Headway (sec)	1	1.1										6.9				6.9
Critical Headway (sec)	1000				5.001							6.96	()			6.96
Base Follow-Up Headway (sec)		1 1			1				1000	1 -	1	3.3	1		10.000	3,3
Follow-Up Headway (sec)	11				2 m 1							3,33	1		12.7	3.33
Delay, Queue Length, an	d Level	of Se	ervice													
Flow Rate, v (veh/h)					1			1		1.0		45	1.0			0
Capacity, c (veh/h)		1										277			1000	234
v/c Ratio		1.1								1		0.16			1.1.1	0.00
95% Queue Length, Qas (veh)	1000				1.				1			0.6			1	0.0
Control Delay (s/veh)								1.5		123		20.5		1		20.4
Level of Service (LOS)		122.4				1				1	1	С		-		C
Approach Delay (s/veh)										20	0.5	1				
Approach LOS	(								-		С					

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and the second second		F	ICS7	Two	-Way	Sto	p-Co	ntrol	Rep	ort						
General Information		-	_	_		-	Site	Inform	natio	n	-					
Analyst	1						Inters	ection	-		T					
Agency/Co.		-					Jurisd	liction		-	1					
Date Performed	5/25/	/2021					East/	West Str	eet	-	Gand	dy Blvd				
Analysis Year	2030	6				1	North	/South	Street		Race	Trac Drw	y			
Time Analyzed	AMP	eak				-	Peak	Hour Fa	ctor	-	0.98		-			
Intersection Orientation	East-	West					Anały	sis Time	Period	(hrs)	0.25					
Project Description	Back	ground F	Plus Proje	ect												
Lanes						-		-								
Vehicle Volumer and Ad	liustano			14444	7 N Mayo	f +Y Street E	t F r ast-West	114450								
venicle volumes and Ad	justine	ints			-				-				-			
Approach	-	Easth	ound		-	West	bound			North	bound	-		South	bound	1
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	10	1	2	3	40	4	5	6	-	7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1	-	0	0	1	1	0	0	1
Configuration	1.1	L	Т	TR		-	T	R			-	R		1.1		R
Volume (veh/h)	57	11	1277	17			1331	50			-	1	-		1.00	60
Percent Heavy Vehicles (%)	3	3		_	-		1					3	· · · · ·	1.1	-	3
Proportion Time Blocked	1			1200	-					1	-		6.2.3	-		
Percent Grade (%)	1	_	_							1.2	0				)	-
Right Turn Channelized	1	_		_		ţ	No	_		N	No			N	0	_
Median Type   Storage	1		_	Undi	vided	_					_	_		_		
Critical and Follow-up H	leadwa	ys														
Base Critical Headway (sec)	6.4	4.1					6	10			la an i	6,9	1		1 - 1	6.9
Critical Headway (sec)	6.46	4.16					1					6.96				6,96
Base Follow-Up Headway (sec)	2.5	2.2	1.271		1.00					1		3.3				3.3
Follow-Up Headway (sec)	2.53	2.23										3,33				3.33
Delay, Queue Length, an	nd Leve	l of Se	ervice													
Flow Rate, v (veh/h)		69			1							1				61
Capacity, c (veh/h)		182										403				392
v/c Ratio		0.38						(-1)				0.00				0,16
95% Queue Length, Qas (veh)		1.7										0.0				0.5
Control Delay (s/veh)		36.4			1.2.1			1.1				14.0				15.9
Level of Service (LOS)		E				1.02						B				C
Approach Delay (s/veh)		1	.8					]		14	4.0			15	.9	
Approach LOS										1	В			(	5	

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

#### Lanes

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-



Approach		East	ound			West	thound			North	bound			South	hound	
Movement	- u		T	R	u	1	T	R	U	1	Т	R	11	1	т	R
Priority	10	1	2	3	40	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	1		1874	44		-	1	21				60
Percent Heavy Vehicles (%)	3	3								· · · · ·		3				3
Proportion Time Blocked								2.1		1			1	1.1.1		
Percent Grade (%)				1		-				-	0	-			)	
Right Turn Channelized						J	No			P	10			N	lo	
Median Type   Storage	Undivided															
Critical and Follow-up H	leadwa	ys														
Base Critical Headway (sec)	6.4	4.1							1			6.9	1.1			6.9
Critical Headway (sec)	6.46	4.16										6.96	1			6.96
Base Follow-Up Headway (sec)	2.5	2.2						(				3.3				3.3
Follow-Up Headway (sec)	2.53	2.23		i na	10.00			$ \cdot  = 1$				3.33	1111		1.1.1	3.33
Delay, Queŭe Length, an	d Leve	l of S	ervice													
Flow Rate, v (veh/h)		69										21			1	61
Capacity, c (veh/h)		77										281			-	256
v/c Ratio		0,90						2-1				0.08		1.		0.24
95% Queue Length, Q <sub>95</sub> (veh)		4.7			1.1.1				-			0.2		1.11	1	0.9
Control Delay (s/veh)		169.2			1.1							18.8		1.1	1	23.4
Level of Service (LOS)		F								1.00	1	с				с
Approach Delay (s/veh)	6.3									18	3.8			23	.4	
Approach LOS								1		(				(	1	

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FDOT DRIVEWAY INFORMATION GUIDE



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

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



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

www.dot.state.fl.us/planning



Driveway Information Guide

WHEN SHOULD WE BUILD RIGHT TURN LANEST

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

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

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

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

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

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

Onveway information Guide

FDOT DESIGN MANUAL EXHIBIT 212-1





#### CS for SB 64, 1st Engrossed

202164er

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

### Page 1 of 11

#### CS for SB 64, 1st Engrossed

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

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	202164er
59	day of effluent, reclaimed water, or reuse water that will no
60	longer be discharged into surface waters and the date of such
61	elimination, the average gallons per day of surface water
62	discharge which will continue in accordance with the
63	alternatives provided for in subparagraphs (a)2. and 3., and the
64	level of treatment that the effluent, reclaimed water, or reuse
65	water will receive before being discharged into a surface water
66	by each alternative.
67	(a) The department shall approve a plan that includes all
68	of the information required under this subsection as meeting the
69	requirements of this section if one or more of the following
70	conditions are met:
71	1. The plan will result in eliminating the surface water
72	discharge.
73	2. The plan will result in meeting the requirements of s.
74	403.086(10).
75	3. The plan does not provide for a complete elimination of
76	the surface water discharge but does provide an affirmative
77	demonstration that any of the following conditions apply to the
78	remaining discharge:
79	a. The discharge is associated with an indirect potable
80	reuse project;
81	b. The discharge is a wet weather discharge that occurs in
82	accordance with an applicable department permit;
83	c. The discharge is into a stormwater management system and
84	is subsequently withdrawn by a user for irrigation purposes;
85	d. The utility operates domestic wastewater treatment
86	facilities with reuse systems that reuse a minimum of 90 percent
87	of a facility's annual average flow, as determined by the

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	202164er
88	department using monitoring data for the prior 5 consecutive
89	years, for reuse purposes authorized by the department; or
90	e. The discharge provides direct ecological or public water
91	supply benefits, such as rehydrating wetlands or implementing
92	the requirements of minimum flows and minimum water levels or
93	recovery or prevention strategies for a waterbody.
94	
95	The plan may include conceptual projects under sub-subparagraphs
96	3.a. and 3.e.; however, such inclusion does not extend the time
97	within which the plan must be implemented.
98	(b) The department shall approve or deny a plan within 9
99	months after receiving the plan. A utility may modify the plan
100	by submitting such modification to the department; however, the
101	plan may not be modified such that the requirements of this
102	subsection are not met, and the department may not extend the
103	time within which a plan will be implemented. The approval of
104	the plan or a modification by the department does not constitute
105	final agency action.
106	(c) A utility shall fully implement the approved plan by
107	January 1, 2032.
108	(d) If a plan is not timely submitted by a utility or
109	approved by the department, the utility's domestic wastewater
110	treatment facilities may not dispose of effluent, reclaimed
111	water, or reuse water by surface water discharge after January
112	1, 2028. A violation of this paragraph is subject to
113	administrative and civil penalties pursuant to ss. 403.121,
114	403.131, and 403.141.
115	(e) A domestic wastewater utility applying for a permit for
116	a new or expanded surface water discharge shall prepare a plan

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	202164er
117	in accordance with this subsection as part of that permit
118	application. The department may not approve a permit for a new
119	or expanded surface water discharge unless the plan meets one or
120	more of the conditions provided in paragraph (a).
121	(f) By December 31, 2021, and annually thereafter, the
122	department shall submit a report to the President of the Senate
123	and the Speaker of the House of Representatives which provides
124	the average gallons per day of effluent, reclaimed water, or
125	reuse water that will no longer be discharged into surface
126	waters by the utility and the dates of such elimination; the
127	average gallons per day of surface water discharges that will
128	continue in accordance with the alternatives provided in
129	subparagraphs (a)2. and 3., and the level of treatment that the
130	effluent, reclaimed water, or reuse water will receive before
131	being discharged into a surface water by each alternative and
132	utility; and any modified or new plans submitted by a utility
133	since the last report.
134	(g) This subsection does not apply to any of the following:
135	1. A domestic wastewater treatment facility that is located
136	in a fiscally constrained county as described in s. 218.67(1).
137	2. A domestic wastewater treatment facility that is located
138	in a municipality that is entirely within a rural area of
139	opportunity as designated pursuant to s. 288.0656.
140	3. A domestic wastewater treatment facility that is located
141	in a municipality that has less than \$10 million in total
142	revenue, as determined by the municipality's most recent annual
143	financial report submitted to the Department of Financial
144	Services in accordance with s. 218.32.
145	4. A domestic wastewater treatment facility that is

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

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	202164er
175	including, but not limited to, representatives from the water
176	management districts, the wastewater utility industry, the water
177	utility industry, the environmental community, the business
178	community, the public health community, the agricultural
179	community, and the consumers.
180	(d) Potable reuse is an alternative water supply as defined
181	in s. 373.019, and potable reuse projects are eligible for
182	alternative water supply funding. The use of potable reuse water
183	may not be excluded from regional water supply planning under s.
184	373.709.
185	(e) The department and the water management districts shall
186	develop and execute, by December 31, 2023, a memorandum of
187	agreement providing for the procedural requirements of a
188	coordinated review of all permits associated with the
189	construction and operation of an indirect potable reuse project.
190	The memorandum of agreement must provide that the coordinated
191	review will occur only if requested by a permittee. The purpose
192	of the coordinated review is to share information, avoid the
193	redundancy of information requested from the permittee, and
194	ensure consistency in the permit for the protection of the
195	public health and the environment.
196	(f) To encourage investment in the development of potable
197	reuse projects by private entities, a potable reuse project
198	developed as a qualifying project under s. 255.065 is:
199	1. Beginning January 1, 2026, eligible for expedited
200	permitting under s. 403.973.
201	2. Consistent with s. 373.707, eligible for priority
202	funding in the same manner as other alternative water supply
203	projects from the Drinking Water State Revolving Fund, under the

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

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1	202164er
233	governmental entity as part of its application for development
234	approval or amendment of a development order that all of the
235	following conditions are met:
236	(a) The proposed or existing development has at least 25
237	single-family residential homes that are either detached or
238	multifamily dwellings. This paragraph does not apply to
239	multifamily projects over five stories in height.
240	(b) Each single-family residential home or residence will
241	have its own residential graywater system that is dedicated for
242	its use.
243	(c) The developer or homebuilder has submitted a
244	manufacturer's warranty or data providing reasonable assurance
245	that the residential graywater system will function as designed
246	and includes an estimate of anticipated potable water savings
247	for each system. A submission of the manufacturer's warranty or
248	data from a building code official, governmental entity, or
249	research institute that has monitored or measured the
250	residential graywater system that is proposed to be installed
251	for such development shall be accepted as reasonable assurance
252	and no further information or assurance is needed.
253	(d) The required maintenance of the graywater system will
254	be the responsibility of the residential homeowner.
255	(e) An operation and maintenance manual for the graywater
256	system will be supplied to the initial homeowner of each home.
257	The manual shall provide a method of contacting the installer or
258	manufacturer and shall include directions to the residential
259	homeowner that the manual shall remain with the residence
260	throughout the life cycle of the system.
261	(4) If the requirements of subsection (3) have been met,

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

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

CS/CS/CS/HB965, Engrossed 1

2022 Legislature

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

## 2022 Legislature

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

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2022 Legislature

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

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2022 Legislature

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

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2022 Legislature

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

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2022 Legislature

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

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

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2022 Legislature

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

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201	(a) An applicant for a water quality enhancement area
202	permit must propose a performance and success criteria
203	monitoring and verification plan, with protocols to be
204	implemented once the water quality enhancement area is
205	operational. The protocols must be appropriate for the water
206	quality enhancement area and sufficient to demonstrate that the
207	area is meeting defined performance or success criteria for the
208	reduction of pollutants or contaminants for which credits are
209	awarded by the department.
210	(b) If a permittee fails to comply with the conditions of
211	a water quality enhancement area permit, the department must
212	revoke the ability of the permittee to sell enhancement credits
213	until the water quality enhancement area complies with the
214	permit conditions.
214 215	permit conditions. (7) ENHANCEMENT CREDITS
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214 215 216 217 218 219 220 221 222 223	<pre>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</pre>
214 215 216 217 218 219 220 221 222 223 223	<pre>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</pre>
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225	enhancement credits used by an applicant seeking a permit under
226	this part are appropriate for a specific permit use.
227	(c) Water quality improvement projects using natural
228	systems or land use modifications, including, but not limited
229	to, constructed wetlands or minor impoundments that reduce
230	pollutants to a receiving water body, may be used by an
231	applicant to generate enhancement credits if approved by the
232	department. Water quality enhancement areas may not be located
233	on lands purchased for conservation pursuant to the Florida
234	Forever Act or the Florida Preservation 2000 Act.
235	(d) The department shall provide for and maintain a ledger
236	to track the award, release, and use of enhancement credits.
237	1. A water management district that authorizes applicants
238	seeking permits under this part to use enhancement credits to
239	address water quality impacts must report to the department the
240	amount of enhancement credits used by the applicants.
241	2. The operator of a water quality enhancement area shall
242	notify the department of the amount of enhancement credits sold
243	or used within 30 days after the date the enhancement credit
244	transaction is completed.
245	(e) Reductions in pollutant loading required under any
246	state regulatory program are not eligible to be considered as
247	enhancement credits.
248	(f) Enhancement credits may not be used by point source
249	dischargers to satisfy regulatory requirements other than those
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250	necessary to obtain an environmental resource permit for
251	construction and operation of the surface water management
252	system of the site.
253	(g) Use of enhancement credits made available by water
254	quality enhancement areas is voluntary.
255	(h) Any landowner, discharger, or other responsible person
256	regulated under this part or s. 403.067 implementing applicable
257	management strategies specified in an adopted basin management
258	action plan or reasonable assurance plan may not be required by
259	any permit or other enforcement action to use enhancement
260	credits to reduce pollutant loads to achieve the pollutant
261	reductions established pursuant to s. 403.067.
262	(i) A local government may not deny the use of enhancement
263	credits due to the location of the water quality enhancement
264	area outside the jurisdiction of the local government.
265	(j) Notwithstanding any other law, this section does not
266	limit or restrict the authority of the department to deny the
267	use of enhancement credits when the department is not reasonably
268	assured that the use of the credits will not cause or contribute
269	to a violation of water quality standards, even if the project
270	being implemented by the governmental entity is within the
271	
	enhancement service area. The department may allow the use of
272	enhancement service area. The department may allow the use of enhancement credits if the department receives a request for the
272 273	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
272 273 274	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.

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275	(8) AUTHORITYThe authority granted to the department
276	under this section is supplemental to the authority granted
277	<u>under s. 403.067(8).</u>
278	(9) RULESThe department shall adopt rules to implement
279	this section. This section may not be implemented until the
280	department adopts such rules.
281	Section 2. Paragraph (b) of subsection (1) and paragraphs
282	(a), (b), and (d) of subsection (3) of section 403.892, Florida
283	Statutes, are amended, and subsection (6) is added to that
284	section, to read:
285	403.892 Incentives for the use of graywater technologies
286	(1) As used in this section, the term:
287	(b) "Graywater" has the same meaning as in <u>s.</u>
288	<u>381.0065(2)(f)</u> <del>s. <u>381.0065(2)(e)</u>.</del>
289	(3) To qualify for the incentives under subsection (2),
290	the developer or homebuilder must certify to the applicable
291	governmental entity as part of its application for development
292	approval or amendment of a development order that all of the
293	following conditions are met:
294	(a) The proposed or existing development has at least 25
295	detached single-family residential homes that are either
296	detached or 25 multifamily dwelling units, which may include
297	apartments dwellings. This paragraph does not apply to
298	multifamily projects over five stories in height.
299	(b) Each single-family residential home or residence will
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300	have its own residential graywater system <del>that is</del> dedicated for
301	its use. Each residence forming part of a multifamily project
302	will be serviced by its own residential graywater system
303	dedicated for its use or by a master graywater collection and
304	reuse system for the entire project.
305	(d) The required maintenance of the graywater system will
306	be the responsibility of the owner residential homeowner.
307	(6) This section does not apply to multifamily projects
308	more than five stories in height. Whether a dwelling is occupied
309	by an owner is not an eligibility criterion for a developer or
310	homebuilder to receive the incentives authorized under this
311	section.
312	Section 3. The Department of Environmental Protection
313	shall adopt and modify rules adopted pursuant to ss. 373.4136
314	and 373.414, Florida Statutes, to ensure that required financial
315	assurances are equivalent and sufficient to provide for the
316	long-term management of mitigation permitted under ss. 373.4136
317	and 373.414, Florida Statutes. The department, in consultation
318	with the water management districts, shall include the
319	rulemaking required by this section in existing active
320	rulemaking, or shall complete rule development by June 30, 2023.
321	Section 4. This act shall take effect July 1, 2022.

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CODING: Words stricken are deletions; words underlined are additions.

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

#### FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

1

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

#### RECITALS

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

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

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

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

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

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

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

#### Maximum Density and Intensity of Proposed Uses.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

To the Developer(s):

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

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

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

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

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

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

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

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

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

## [REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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

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

WITNESSES:

Beller Print Name Print Name: Frank COLC

GANDY HARBOR I, LLC, a Florida limited liability company

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

Beller Print Nam Print Name 'AN

GANDY HARBOR II, LLC, a Florida limited liability company

servary werber Print Name: Title: Member

Print Name x ller

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

benan Hember By: P Print Name: Title: Men

#### STATE OF FLORIDA COUNTY OF PINELLAS

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

□ is/are personally known to me, or

Who has/have produced FL DL as identification.

Current Ster

(Notary Seal)

Notary Public - (Signature



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



# **CITY OF ST. PETERSBURG**

## **Transportation and Parking Management Department**

# **MEMORANDUM**

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

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 10<sup>th</sup> Edition of the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" in the June 2021 report and the 11<sup>th</sup> 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 11<sup>th</sup> 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.



## CITY OF ST. PETERSBURG COMMUNITY PLANNING & PRESERVATION COMMISSION PUBLIC HEARING

Council Chambers, City Hall 175 – 5<sup>th</sup> Street North St. Petersburg, Florida 33701 November 8, 2022 Tuesday 2:00 P.M.

### **MINUTES**

Present:	Sharon Winters, Chair
	Lisa Wannemacher, Vice Chair
	Valarie Nussbaum-Harris
	E. Alan Brock, Alternate
	Will Michaels, Alternate
<b>Commissioners Absent:</b>	Thomas "Tom" Whiteman
	Manitia Moultrie
	Jeffery "Jeff" M. Wolf, Alternate
Staff Present:	Derek Kilborn, Manager, Urban Planning & Historic Preservation
	Laura Duvekot, Historic Preservationist II
	Kelly Perkins, Historic Preservationist II
	Britton Wilson, Planner II
	Corey Malyszka, Zoning Official
	Heather Judd, Assistant City Attorney
	Michael Dema, Managing Assistant Attorney
	Katherine Connell, Clerk, Planning & Development Svcs.

The public hearing was called to order at 2:00 p.m., a quorum was present.

## I. OPENING REMARKS OF CHAIR

II. ROLL CALL

## III. PLEDGE OF ALLEGIANCE AND SWEARING IN OF WITNESSES

**IV. MINUTES** (Approval of 10/11 Minutes)

The minutes from the October 11, 2022, meeting were approved unanimously

### V. PUBLIC COMMENTS

### VI. LEGISLATIVE

### A. City File No. 22-31000019 Contact Person: Corey Malyszka

**<u>Request:</u>** Second Amendment to the Development Agreement

#### **<u>City Staff Presentation:</u>**

Corey Malyszka gave a presentation based on the Staff Report.

#### **Applicant Presentation:**

Kevin Reali, Sterns Weaver Law Firm, gave a presentation in support of the proposed amendment.

### **Public Comment:**

None.

### **Executive Session:**

Commissioner Winters: We will now move to Executive Session for comments and questions from the commission.

Commissioner Michaels: Water conservation is extremely important. We cannot seem to quite get the balance right, we either have not enough water in certain months and too much in others. I want to again, get the bigger picture, the original Development Agreement that addressed affordable and workforce housing, is my memory correct here?

Kevin Reali: Are you referring to the agreement from 2009 or what was brought back in front of you all last year?

Commissioner Michaels: The last one that is still in effect.

Kevin Reali: I am not aware of any affordable housing requirement, that approval was based on the base density of that zoning. The Development Agreement process was required because there were other requirements like the transportation improvements and other requirements existing from 2009 to be updated. Otherwise, the site development attributes comply with the zoning, and Corey might have more.

Commissioner Michaels: There is no bonus here for affordable or work force housing at play?

Corey Malyszka: No.

Commissioner Michaels: I also want to the address the reason for the Development Agreement there is reference to the CCS-1, retail residential requirement was a sixty (60) forty (40) split, I assume you are going to ask for a waiver of that, is that correct?

Kevin Reali: Yes, the current approval process before the DRC (Development Review Commission) has a special exception for the CCS-1 (Corridor Commercial Traditional) that was approved. It has a redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) portion and there was also a variance and the variance will not be affected by this, so, the approval process in front of DRC changes the redevelopment plan and modifies the special exception consistent with the request here.

Commissioner Michaels: In your judgement there is adequate retail, especially groceries, food, pharmacy and so forth to support the development.

Kevin Reali: I don't know that this specific analysis was done, but the developer looked at adding more retail in there and the restaurant there still and the number of the units still doesn't change the demand on retail that much. The density is not expected to really change demand on that type of resourcing significantly, so we left that.

Commissioner Michaels: Thank you.

Commissioner Winters: Mr. Malyszka, I have a question, is this at all, in a Coastal High Hazard Area? If not, where is it in relation to the property?

Corey Malyszka: This is in a Coastal High Hazard Area (CHHA).

Commissioner Winters: Okay, I thought there were restrictions on residential and Coastal High Hazard Areas that had to go through a lengthy process to happen.

Corey Malyszka: They will have to submit it for the evac plan as well as their graded building code requirements. I cannot think of exactly, Mr. Dema, I do not know if you recall the building code upgrades.

Attorney Dema: Yes, there is a menu that they can select from. What this differs from Chair is they are not asking for rezoning within the Coastal High Hazard Area that increases the base density. When that is the case, yes there is a lengthier process there. When it is just talking about actually using the existing density that they have within the Coastal High Hazard Area that is when the LDR, the Land Development Regulations kick in for the hardening of the structures and other things, again on a menu that they can chose from. It goes over and above what would be required outside the CHHA for building requirements.

Commissioner Winters: Okay, so will anything related to the CHHA come back to this commission because the density is not..?

Attorney Dema: I do not think so.

Commissioner Winters: Okay, it does continue to be a concern.

Commissioner Michaels: Again, are we building to a Category 3 hurricane, is that the standard?

Kevin Reali: I do not know what category the standard is, what the regulations are, what Michael was talking about earlier, we have to, in order to build higher we have to meet the, whatever the building code is, I do believe it is a Cat 5 wind but that cannot be held out as evidence because I do not know the number off the top of my head for sure. It is a higher elevation, it is a more hardened structure and then there is a requirement for the evacuation plan, which is actually a very lengthy process. We have been working with Staff on that for six (6) months on the current one and now before that one is even done, we are looking to update based on this and what that does is identify how the property will be hardened for a storm, what will the residents be expected to do, how will the residents be communicated with, at what point will the residents be required to evacuate, etcetera. Those rules get implemented as part of the lease and part of the contract that the apartment owner has with the residents. In certain situations, it could also affect how the residents physically evacuate. I do not know if this development is big enough for that, but I have not reviewed the final version of the report, that is some of the things that will be in there.

Attorney Dema: Commissioner I can shed a little bit more light on what the building requirements are, as Mr. Reali stated, yes there is an additional four (4) feet above FEMA design elevation whatever s required in them FEMA flood maps, that is coming from the City, through technical amendments to the building code at the local level. The building design has to go to the next higher risk category classification, that is where some of the wind mitigation is going to come in, when you are looking at the tiers within the Florida Building Code. We have a menu here, this project contains two hundred (200) units or more, they have to choose two things in addition to those, and there is a whole list here and if you are interested, we can point you to that direction, I am not going to go through them now. There is a bunch of different things that talk about the hardening of the building and its resiliency during and after a storm, generators, that kind of stuff.

Commissioner Winters: Thank you, so this goes through a staff review process in Codes Compliance, or building codes?

Attorney Dema: It will go through, after zoning, it will go through building permits, they will have to have all this incorporated.

Commissioner Wannemacher: If I can add a few things, yes there will be an extremely rigorous review process for the building permit, when that time comes, they are a long way from probably applying for a permit. The base flood elevation that they will need to design their first occupiable level to will probably be thirteen (13) feet above sea level, it might even be higher than that by the time they apply for their building permits. I assume you are also going to be completely upgrading and strengthening the seawall all along that edge, correct?

Kevin Reali: The seawall will be completely re-built and then with those slips, that is actually one of the more challenging permitting processes to try and get the docks and the slips approved. I do not work with that part of it, but I do know that started before and will continue after we are done working with the project.

Commissioner Wannemacher: And that will be through the Army Corp. of Engineers. That can take a year and a half, a year, year and a half, to two years to get a permit from them.

Commissioner Winters: Thank you, thank you for that Commissioner Wannemacher and Mr. Dema for that clarification. I know there have been long discussions about construction in those areas and clarification is appreciated.

Commissioner Winters: Are there any other comments or questions from Commissioners? Okay, can I entertain a motion?

Motion: Commissioner Brock moved approval of the Second Amendment to the Snug Harbor Development Agreement.

Commissioner Wannemacher, Second.

YES -5 - Winters, Wannemacher, Nussbaum-Harris, Michaels, Brock NO - 0

CITY OF ST. PETERSBURG DEC 23 2022 PLANNING & DEVELOPMENT SERVICES

Efrem Sanchez

1075 Paseo Del Rio NE St. Petersburg, Florida 33702 727-579-9490

efrem@tampabay.rr.com

#### 12/20/2022

Development Review Services City of St. Petersburg, Florida P.O. Box 2842 St. Petersburg, Florida 33731

Re: Case No. 22-51000010 Approval of modification to previously approved Redevelopment Plan and Special Exception

Dear Development Review Services, City of St. Petersburg:

Thank you for your correspondence regarding the Key Gandy Inc. request for modification. The Sanchez family and our community, Venetian Bay, reside to the proposed site's southsouthwest. The Venetian Harbor and Venetian Bay communities share Snug Harbor Rd. NE with the Key Gandy site.

I look forward to the development of the land and waterfront that has sat dormant since 2005. However, I oppose the request for modification for several reasons.

The additional 94 dwellings go against a previously approved redevelopment plan. A plan that was researched by the development review commission and approved considering the impact on density, height restrictions, traffic entering and exiting Gandy Blvd (U.S. Hwy. 92), and ingress/egress to Savona Dr./Plaza Commercio NE. In addition, the initial plan considered the impact on our beautiful waterfront, healthy mangroves and wildlife to the south. For example, the Weedon Island Preserve borders our community, and we regularly see dolphins and families of manatees in Master's Bayou. We do not need more people, cars, boats, and property in a confined area that Pinellas County changed from Evacuation Zone B to A. An area susceptible to flooding and storm surges and requires FEMA flood insurance.

This is not the first request for modification by the property owners to your office. The first request asked for more dry and wet dock space. I'd like to know if your office granted a special exemption.

Finally, Michelle and I moved into the Venetian Bay community in July of 2004. We have raised a family here and enjoy all our area offers. I look forward to visiting the Key Gandy site and having new neighbors once it is built. Still, as residents of St. Petersburg, we ask that you deny the approval of any additional modifications for the Key Gandy site.

Sincerely Efrem Sanchez

St. Petersburg Resident and Homeowner



## **CITY OF ST. PETERSBURG**

## **Transportation and Parking Management Department**

## **MEMORANDUM**

To:	Corey Malyszka, Urban Design and Development Coordinator
FROM:	Tom Whalen, Planner III, Transportation and Parking Management Department
DATE:	February 10, 2022
SUBJECT:	Approval of a Redevelopment Plan and a Special Exception to allow construction of a Marina, restaurant and 376 multi-family dwelling units.
CASE NO.:	22-51000002

The Transportation and Parking Management Department has reviewed the redevelopment plan and special exception application for the proposed mixed-use development located at 1200 Gandy Boulevard. The Transportation Department has comments on this case related to the transportation analysis provided by the applicant and the site plan.

### **Transportation Analysis**

The applicant's traffic consultant, Lincks and Associates, Inc., submitted a transportation analysis for the development site under a scenario of 296 multi-family residential units, 80 townhomes, an 8,000 square-foot restaurant, and a 270-slip marina in June 2021. The proposed access points will be one right-in/right-out driveway on Gandy Boulevard, two full access driveways on San Fernando Boulevard, and one full access driveway on Snug Harbor Road. Gandy Boulevard is a four-lane, divided roadway that is maintained by the Florida Department of Transportation (FDOT) and classified as a principal arterial. San Fernando Boulevard and Snug Harbor Road are two-lane, undivided roads. Based on the Transportation Department's discussions with Pinellas County staff, San Fernando Boulevard and Snug Harbor Road are maintained by Pinellas County.

At the request of the FDOT, multiple median opening modifications on Gandy Boulevard will be required if the development project is approved. The existing full median opening at San Fernando Boulevard will be modified to a directional median opening (left-in/right-in/right-out) and the westbound left-turn lane will be lengthened. The full median opening at the CBS driveway, located at the proposed driveway for the project, will be closed. The full median opening at the RaceTrac driveway will be modified to a directional median opening (left-in/right-in/right-out). Eastbound right turn lanes will be installed at San Fernando Boulevard and the project driveway. These access modifications are described in the development agreement. If required by FDOT, the applicant will

need to construct these improvements and potentially other transportation improvements prior to the issuance of the first certificate of occupancy for any building.

The consultant stated that the project is expected to generate 202 new trip ends (66 entering/136 exiting) during the a.m. peak hour and 275 new trip ends (168 entering/107 exiting) during the p.m. peak hour. The Transportation Department concurs with these trip generation projections. The consultant distributed and assigned the project trips to the external road network based on surrounding development and traffic patterns in the vicinity of the project.

The consultant conducted a.m. and p.m. peak hour turning movement counts during the peak season at four intersections on Gandy Boulevard: Snug Harbor Road, San Fernando Boulevard, existing CBS driveway and existing RaceTrac driveway. The consultant redistributed the traffic based on the proposed access modifications on Gandy Boulevard. The consultant increased these counts to represent the traffic that it is anticipated to be on the road network in 2030 that is not associated with the project. Project trips were added to 2030 background traffic to estimate the number of trips on the road network in the a.m. and p.m. peak hours after the completion of the project.

A capacity analysis was conducted for the four intersections on Gandy Boulevard where turning movement counts were conducted; the CBS driveway location is now referred to as Access A for the project. Volume-to-capacity (V/C) ratios for all movements (left, through and right) in the eastbound, westbound, northbound and southbound directions are projected to be less than 1.0 in the a.m. and p.m. peak hours in 2030 (background traffic plus project traffic). The highest levels of congestion are anticipated to be experienced by motorists on Snug Harbor Road making northbound left turns and right turns at Gandy Boulevard in the both the a.m. and p.m. peak hours (V/C ratios of 0.69 and 0.97), motorists on Gandy Boulevard making westbound left turns at San Fernando Boulevard in the p.m. peak hour (V/C ratio of 0.70), and motorists on Gandy Boulevard making eastbound left turns at the RaceTrac driveway (V/C ratio of 0.80).

Based on the access modifications on Gandy Boulevard requested by FDOT and the consultant's transportation analysis, the consultant recommends several new turn lanes and lengthening of existing turn lanes:

- 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 proposed new turn lanes and lengthening of existing turn lanes should help address the increased traffic at these three intersections that will occur due to the growth of background traffic and the project trips. No modifications are proposed for the northbound approach to the intersection of Gandy Boulevard and Snug Harbor. As noted, the V/C ratio will be less than 1.0 in the a.m. and p.m. peak hours, but significant delays for northbound motorists making left turns and right turns are anticipated. The largest contribution to this condition from the project will be its residents and patrons making northbound left turns in the a.m. and p.m. peak hours; significantly more of the outbound trips from the project that approach this intersection are anticipated to make left turns than right turns. The applicant shall coordinate with Pinellas County staff to further evaluate the Snug Harbor/Gandy

Boulevard intersection during the permitting process if the project is approved by the Development Review Commission. Pinellas County staff will likely be involved in the review of the access points on Snug Harbor Road and San Fernando Boulevard.

### Site Plan

Section 16.20.050 of the City Code notes that emphasis is placed on creating a positive experience for the pedestrian, which is the base of the transportation hierarchy. The internal sidewalk network needs to connect all buildings on the site through a seamless network. A sidewalk connection from the pickleball court crosswalk over the main internal roadway to Buildings one and two is needed. The sidewalk from the parking lot to the volleyball area needs to connect to the sidewalk network to the west. A sidewalk connection on the western side of the stormwater pond to the sidewalk network along the street is needed. Sidewalks shall be continuous through all townhome driveways and the driveways shall be deep enough that the accessible pedestrian route is not blocked when a vehicle is parked in the driveway. There is currently transit service on Gandy Boulevard adjacent to the subject property. Route 100X, with service between downtown St. Petersburg and downtown Tampa, has 45-minute peak service. A sidewalk connection from the internal sidewalk network to the PSTA bus stop pad and shelter that is required under the development agreement is needed.

Section 16.40.090.4. of the City Code outlines the requirement for and development standards of bicycle parking. For sites with more than one primary building, the short-term bicycle parking shall be distributed to serve all primary buildings and shall be within 50 feet of a main entrance for each building as measured along the most direct pedestrian access route. Ground or floor mounted bicycle racks shall be designed to allow contact and support of a bicycle frame in at least two places and shall allow locking of the frame and one or both wheels with a U-shaped lock. The inverted "U" style bicycle rack that can hold two bicycles is the preferred type of rack (also known as a "staple", "hoop", or "U" rack). Please identify the location of short-term and long-term bicycle parking on the site plan and resubmit to the Transportation Department for review during the permitting process if the project is approved by the DRC. If you have any questions about this memorandum, please call me at (727) 893-7883 or write to me at tom.whalen@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

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 10<sup>th</sup> Edition of the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" in the June 2021 report and the 11<sup>th</sup> 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 11<sup>th</sup> 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.

## MEMORANDUM CITY OF ST. PETERSBURG ENGINEERING AND CAPITAL IMPROVEMENTS DEPARTMENT

- **TO:** Corey Malyszka, AICP, Urban Design and Development Coordinator Adriana Puentes Shaw, AICP, Urban Design & Development Coordinator
- **FROM:** Nancy Davis, Engineering Plan Review Supervisor
- **DATE:** December 20, 2022
- **SUBJECT:** Modification of previously approved Redevelopment Plan and a Special Exception Associated Previous case #22-51000002
- **FILE:** 22-51000010
- LOCATION 12000 Gandy Blvd N 17-30-17-28602-005-0050 17-30-17-28602-005-0270 17-30-17-28602-005-0271 17-30-17-28602-005-0360 17-30-17-28602-005-0420
- ATLAS: C-56

**ZONING:** Corridor Commercial Suburban (CCS-1)

**REQUEST:** Approval of a modification to a previously approved Redevelopment Plan and Special Exception and related site plan to construct an additional 94-dwelling units for a total of 470-dwelling units.

The Engineering and Capital Improvements Department has no objection to the proposed modification to the redevelopment plan with the following special conditions of approval:

### **SPECIAL CONDITIONS OF APPROVAL:**

- 1. Final site plans shall be developed to meet the requirements of the Development Agreement recorded on May 4, 2009 in Official Records Book 16573, Pg 980 and as modified by the first amendment to the development agreement as recorded on January 6, 2022 in Official Records Book 21881, Pg 1957. Requirements of the Annexation Agreement 707-G.
- 2. The applicant will be required to submit for City Engineering Department files copies of all permits from other regulatory agencies including but not limited to FDOT, FDEP, SWFWMD, FEMA, ACOE, and Pinellas County, as may be required for this project. Due to the complexity of governmental reviews required for this project please copy City ECID (<u>Nancy.Davis@stpete.org</u>) on significant comments received from the various permitting agencies.
- 3. The scope of this project will trigger compliance with the Drainage and Surface Water Management Regulations as found in City Code Section 16.40.030. Submit drainage calculations which conform to

the water quantity and the water quality requirements of City Code Section 16.40.030. Please note the volume of runoff to be treated shall include all off-site and on-site areas draining to and co-mingling with the runoff from that portion of the site which is redeveloped. Discharge to an OFW requires 50% more treatment volume. Stormwater systems which discharge directly or indirectly into impaired waters must provide net improvement for the pollutants that contribute to the water body's impairment. The BMPTrains model shall be used to verify compliance with Impaired Water Body and TMDL criteria.

Stormwater runoff release and retention shall be calculated using the Rational formula and a 10-year 1-hour design storm. Stormwater systems with direct discharge to the open water (*with no impact to a City drainage conveyance system*) are not required to provide water quantity attenuation.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand. The Engineer of Record must provide documentation sufficient to assure that the site will not increase flood stages up or downstream of the project area or impact the conveyance of off site flows.

Prior to approval of a plan, the owner's engineer of record shall verify that existing public infrastructure has sufficient capacity or will have sufficient capacity prior to issuance of a certificate of occupancy, to convey the drainage flow after considering the current and proposed infrastructure demand.

- 4. During site construction plan review provide documentation to support the design tailwater. Consideration should be given to designing to meet NTDE 2002-2020 where MHHW will increase by  $\pm 0.22^{\circ}$ .
- 5. The applicant shall verify with Pinellas County ownership, maintenance, and permitting authority for the right of way of Snug Harbor Blvd., San Fernando Blvd NE and Monaco Drive NE, and also for the drainage outfall pipe which extends to the east from the intersection of San Fernando Blvd NE & Monaco Drive NE to its outfall to open water.
  - a. Public easement centered over the pipe outfall from San Fernando Boulevard NE right of way boundary easterly to the pipe outfall to the bay will need to be dedicated to maintain the legal right for public drainage to flow through the private property to the outfall to open water.
  - b. Verify with FDOT the need for state easement over portions of the drainage system proposed to convey runoff from the FDOT right of way of Gandy Boulevard to its outfall to the bay.
- 6. Some areas directly to the west of this project (between Snug Harbor Road & San Fernando from Gandy Blvd to the southern right of way boundary of Monaco Drive NE) remain within unincorporated Pinellas County. During site construction plan review, the Engineer of record shall be required to provide survey of this area to show pipes, swales, topography, and drainage basins as necessary to verify existing drainage patterns, to document that historical drainage patterns are not impacted by this redevelopment project, and to identify drainage areas in close proximity to the site where opportunity may exist for improvement as part of this project redevelopment plan.
- 7. A 10" PVC City sanitary sewer main (between public manhole C56-10 and C56-25) is located within

the vacated 30-foot right of way which was reserved as drainage and utility easement per OR Bk 9495, Page 1474, dedicated to Pinellas County. A new 30-foot wide Public Utility Easement must be dedicated to the City of St. Petersburg centered in a 30-foot public utility easement. No building or structure may encroach into the easement and building foundations shall be designed so as not to impact or place any bearing pressure on the sanitary sewer main. After dedicated to the 30-foot wide Public Utility Easement to the City, the applicant must vacate the easement dedicated to the County through Pinellas County.

- 8. Public ingress egress easement shall be dedicated over the public access sidewalk from Gandy to the marina and Kayak launch and over the boardwalk which was required to remain open to the public by the conditions of the development agreement. Ownership and maintenance to remain with the HOA.
- 9. Public sidewalks are required by City of St. Petersburg Municipal Code Section 16.40.140.4.2 unless specifically limited by the DRC approval conditions or a variance is obtained through City Zoning. Within the CCS-1 zoning district a 6-foot wide public sidewalk is required within the southern parkway of Gandy Blvd. Permitting would be through FDOT.

Existing sidewalks and new sidewalks will require curb cut ramps for physically handicapped and truncated dome tactile surfaces (of contrasting color to the adjacent sidewalk, colonial red color preferred) at all corners or intersections with roadways that are not at sidewalk grade and at each side of proposed and existing driveways per current City and ADA requirements. Concrete sidewalks must be continuous through all driveway approaches. All existing public sidewalks must be restored or reconstructed as necessary to be brought up to good and safe ADA compliant condition prior to Certificate of Occupancy.

- 10. Per City Code Section 7-38, prior to the construction or alteration of any seawall and before placement of any rip-rap a seawall construction permit must be obtained from the City Engineering and Capital Improvements department. At the time of seawall permitting, the applicant must provide evidence of approval from the Building Official for any changes to seawall height and associated fill proposed within FEMA flood zones and evidence of the approved Conditional Letter of Map Revision (CLOMR) from FEMA. Prior to seawall construction, the applicant must also obtain permits/approvals from other governmental agencies as may be applicable including but not limited to FDEP, Pinellas County, SWFWMD, etc. for associated wetland impacts, wetland mitigation, dredge and/or fill, or impacts to sovereign submerged lands.
  - a. Prior to commencing any landfill, plans and specifications for the clearing, filling and grading operation shall be submitted by a registered engineer who will supervise the actual clearing and filling operations. All conditions of the approved specifications shall be met and certified by the applicants registered engineer in charge of the site.
  - b. It is the responsibility of the developer to obtain a National Pollutant Discharge Elimination System (NPDES) Stormwater Permit and implement appropriate pollution prevention techniques to minimize erosion and sedimentation and properly manage stormwater PRIOR to disturbance of land (clearing, grading, excavating, etc.). \*A Generic Permit for Stormwater Discharge from Large and Small Construction Activities (CGP) Notice of Intent (NOI), DEP Form 62-621.300(4)(b), must be submitted to DEP to obtain NPDES permit coverage.

\*The City of St. Petersburg Construction Services and Permitting division will perform erosion control inspections on this site upon issuance of construction permits with follow up

inspections on day 15 and day 30, then monthly through project completion. \*THE DEVELOPER/CONTRACTOR MUST PRESENT A COPY OF THE CGP PERMIT TO THE CITY DURING THE INITIAL EROSION CONTROL INSPECTION AS VERIFICATION OF NPDES STORMWATER COVERAGE.

11. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way, public easement and for all connections to City infrastructure. All work within a City controlled right of way or City controlled public easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

\*Note that City Engineering Standard Details referenced in this review narrative are available on the City FTP site using the instructions below:

Using **File Explorer** path to:

ftp://ftp2.stpete.org

User Name = stpengrd Password = 4Engreads

Path to the **Engineering** folder, then to the **\_DeptTemplates\_Standards** folder, and finally to the **City Standard Details Updated**.

-OR- alternatively City Standard Details and Standard forms may be obtained upon request by contacting the City Engineering department, phone 727-893-7238, email <u>Ljudmila.Knezevic@stpete.org</u> or <u>Martha.Hegenbarth@stpete.org</u>.

City infrastructure maps are available via email request to <u>ECID@stpete.org</u>. All City infrastructure adjacent to and within the site must be shown on the development project's construction plans.

**STANDARD COMMENTS:** Water service is available to the site. The applicant's Engineer shall coordinate potable water and /or fire service requirements through the City's Water Resources department. Recent fire flow test data shall be utilized by the site Engineer of Record for design of fire protection system(s) for this development. Any necessary system upgrades or extensions shall be performed at the expense of the developer.

Water and fire services and/or necessary backflow prevention devices shall be installed below ground in vaults per City Ordinance 1009-g (unless determined to be a high hazard application by the City's Water Resources department or a variance is granted by the City Water Resources department). Note that the City's Water Resources Department will require an exclusive easement for any meter or backflow device placed within private property boundaries. City forces shall install all public water service meters, backflow prevention devices, and/or fire services at the expense of the developer. Contact the City's Water Resources department, email WRD\_UtilityReviewRequest@stpete.org. All portions of a private fire suppression system shall remain within the private property boundaries and shall not be located within the public right of way (i.e.

post indicator valves, fire department connections, etc.).

The applicant shall provide a plan to provide sanitary sewer service within the project boundaries for City ECID review and approval. New wastewater collection system construction will require a Wastewater Collection system permit issued by FDEP. The applicants EOR must provide design plan and profile for necessary sanitary sewer construction during the site plan permitting process for ECID review and approval. All construction shall meet current City ECID standards and specifications. An ECID right of way permit is required for connection to the public sanitary sewer.

Wastewater reclamation plant and pipe system capacity will be verified prior to development permit issuance. Any necessary sanitary sewer pipe system upgrades or extensions (resulting from proposed new service or significant increase in projected flow) as required to provide connection to a public main of adequate capacity and condition, shall be performed by and at the sole expense of the applicant. Proposed design flows (ADF) must be provided by the Engineer of Record on the wastewater Concurrency Form (ECID Form Permit 005), available upon request from the City Engineering department, phone 727-893-7238. If an increase in flow of over 3000 gpd is proposed, the ADF information will be forwarded for a system analysis of public main sizes 10 inches and larger proposed to be used for connection. The project engineer of record must provide and include with the project plan submittal 1) a completed wastewater Concurrency Form, and 2) a capacity analysis of public mains less than 10 inches in size which are proposed to be used for connection. If the condition or capacity of the existing public main is found insufficient, the main must be upgraded to the nearest downstream manhole of adequate capacity and condition, by and at the sole expense of the developer. The extent or need for system improvements cannot be determined until proposed design flows and sanitary sewer connection plan are provided to the City for system analysis of main sizes 10" and larger. Connection charges are applicable and any necessary system upgrades or extensions shall meet current City Engineering Standards and Specifications and shall be performed by and at the sole expense of the developer.

Plan and profile showing all paving, drainage, sanitary sewers, and water mains to be provided to the Engineering Department for review and coordination by the applicant's engineer for all construction proposed or contemplated within dedicated right of way or easement under the control of the City.

Please assure that the developer's design professional(s) coordinate with Duke Energy regarding any landscaping proposed under Duke's overhead transmission or distribution systems and prior to proceeding with further development of this site plan to assure that the design has provided adequate space for any Duke Energy equipment which may be required to be placed within the private property boundary to accommodate the building power needs. Early coordination is necessary to avoid additional expense and project delays which may occur if plans must be changed later in the building/site design stage as necessary to accommodate power systems on and off site. Please initiate contact via email to <u>newconstruction@duke-energy.com</u>.

Final approval of a Temporary Traffic Control plan, phased implementation schedule, public sidewalk closures/detours, bicycle lane detours, vehicular or parking lane closures, etc. requires detailed review & approval by City ECID at the time of construction. The project Engineer will be required to develop a site-specific Temporary Traffic Control (TTC) plan in compliance with FDOT "<u>Uniform Traffic Control Devices for Streets and Highways</u>" and "<u>Roadways and Traffic Design Standards</u>" for submittal to the City ECID for approval prior to initiating construction. The plan shall provide for pedestrian and vehicular safety during the construction process and shall minimize the use of the public right of way for construction purposes. Roadway travel lane closures are discouraged and will be approved at the discretion of the City's Engineering director pending receipt of adequate justification. Impacts to Pinellas County and FDOT controlled right of way will required prior approval of those entities. The TTC plan shall be prepared in compliance with City Engineering's "Temporary Traffic Control Plan Requirements", available upon request from the City

Engineering & Capital Improvements department.

Note that contractor introduction letters must be sent to all surrounding businesses, associations, and property owners prior to implementing any Temporary Traffic Control plan. As a minimum, the letter must give a description of the project, provide a list of all right of way impacts (parking impacts, travel lane impacts, sidewalk closures and temporary pedestrian paths, etc.), a schedule for each phase of the TTC implementation, and what to expect with regard to noise, delivery trucks, concrete trucks & pumps, as well as contact information for the on-site contractor's representative with 24 hour availability who is responsible for addressing any and all concerns of impacted citizens. The contractor must personally visit each operating business around the construction site and make direct contact with any active business association or neighborhood association and personally introduce themselves to the business owners and association presidents. The contractor must also meet with any association representatives and property owners periodically to address any concerns that may develop as the project proceeds. The contractor is required to provide a copy of the letter and summary of when and who was contacted upon request by the City.

\*Use of a City controlled public right of way for construction purposes shall require mill and overlay in full lane widths per City ECID standards and specifications.

Redevelopment within this site shall be coordinated as may be necessary to facilitate any City Capital Improvement projects in the vicinity of this site which occur during the time of construction.

Development plans shall include a grading plan to be submitted to the Engineering Department including street crown elevations. Lots shall be graded in such a manner that all surface drainage shall be in compliance with the City's stormwater management requirements. A grading plan showing the building site and proposed surface drainage shall be submitted to the engineering director.

Per land development code 16.40.050, habitable floor elevations for commercial projects must be set per FEMA and building code requirements as administered by the building official. Per land development code 16.40.140.4.6 the construction site upon the lot shall be a minimum of one foot above the average grade crown of the road, which crown elevation shall be as set by the engineering director. Adequate swales shall be provided on the lot in any case where filling obstructs the natural ground flow. In no case shall the elevation of the portion of the site where the building floor elevations often necessitates elevating existing public sidewalks. Please note that transitions to adjacent public sidewalks shall be smooth, consistent, and ADA compliant with maximum cross slope of 2% and maximum longitudinal slope of 5%. Ramps may only be used at driveways and intersections, not mid-block in the main sidewalk path.

Development plans shall include a copy of a Southwest Florida Water Management District Management of Surface Water Permit or Letter of Exemption or evidence of Engineer's Self Certification to FDEP.

It is the developer's responsibility to file a CGP Notice of Intent (NOI) (DEP form 62-21.300(4)(b)) to the NPDES Stormwater Notices Center to obtain permit coverage if applicable.

Submit a completed Stormwater Management Utility Data Form to the City Engineering Department.

NED/MJR/meh

ec: Sean McWhite – City WRD Kayla Eger –