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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 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.
OWNER:	Key Gandy, LLC 848 Brickell Ave., Ste. 1100 Miami, FL 33131
APPLICANT:	S. Elise Batsel, Esq. 401 East Jackson Street Tampa, FL 33602
ADDRESS:	12000 Gandy Blvd. N.
PARCEL ID NO.:	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
LEGAL DESCRIPTION:	On File
ZONING:	Corridor Commercial Suburban (CCS-1) Neighborhood Planned Unit Development (NPUD-1)

SITE AREA TOTAL: 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.

DENSITY:

Existing:	0	
Permitted:	376	(11.08 units per acre) *
Proposed:	470	

*Grandfathered density previously approved to be redeveloped.

BUILDING COVERAGE:

Existing:	0 square feet	
Proposed:	257,138 square feet	17% of Site MOL

IMPERVIOUS SURFACE:

Existing:	0 square feet	
Proposed:	696,090 square feet	47% of Site MOL
Permitted:	975,984 square feet	66% of Site MOL

OPEN GREEN SPACE:

Existing:	1,477,991 square feet	100% of Site MOL
Proposed:	753,324 square feet	50% of Site MOL

PAVING COVERAGE:

Existing:	0 square feet	
Proposed:	468,523 square feet	31.75% of Site MOL

PARKING:

Existing:	0 spaces,
Proposed:	995 spaces, including 24 handicapped spaces
Required:	756 spaces, including 15 handicapped spaces

BUILDING 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 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**	

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-town-home 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.

RELEVANT CONSIDERATIONS BY THE DEVELOPMENT REVIEW COMMISSION FOR REVIEW (Pursuant to Chapter 16, Section 16.70.040.1.4 (D)):

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 Department

REPORT APPROVED BY:

/s/ Corey Malyszka *12/27/22*
Corey Malyszka, AICP DATE
Zoning Official - Development Services Department

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

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☐ 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 1st 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 REPRESENTATIVE: S. Elise Batsel, Esq.; Kevin Reali, Esq.; and all employees of Stearns Weaver Miller	
Street Address: 401 E Jackson Street, 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 Harbour	
Address/Location: 12000 Gandy Boulevard North	Email:
Parcel ID#(s): 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	
DESCRIPTION OF REQUEST: See Attached Narrative	
PRE-APP MEETING DATE: 9/20/22	**STAFF PLANNER:** Corey Malyszca

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:	$ 500.00	Site Plan Review (SPR), General, By POD	$ 500.00
Concurrency	$ 25.00	Site Plan Review (SPR), General, Related to SE	$ 0.00
VARIANCES		Site Plan Review (SPR), Modification, By Commission	$ 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

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☒ 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 Type(s)**: Vacant				
3.	**Proposed Land Use Type(s)**: Multi-family Residential, Townhome, Dry and Wet Boat Storage, and Restaurant				
4.	**Area of Subject Property**: 38.92 ac Total (33.99 ac Upland/4.93 ac Submerged) - FAR calculations below were calculated using upland acreage.				
5.	**Variance(s) Requested**:				
6.	**Gross Floor Area** (total square feet of building(s))				
	Existing: 0		Sq. ft.		
	Proposed: Total: 694,040		Sq. ft.	Residential: 636,161 Sq. ft. Non-residential: 57,879 Sq. ft.	
	Permitted: N/A		Sq. ft.		
7.	**Floor Area Ratio** (total square feet of building(s) divided by the total square feet of entire site)				
	Existing: 0		Sq. ft.		
	Proposed: Residential: 0.43 Overall: 0.47 Non-residential: 0.039		Sq. ft.		
	Permitted: NPUD-1 (residential): Governed by density		Sq. ft.		
	NPUD-1 (non-residential): 0.3 CCS-1 (residential): Governed by density CCS-1 (non-residential): 0.55				
8.	**Building Coverage** (first floor square footage 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 Space** (include all green space on site; do not include any paved areas)				
	Existing:	1,480,604 (33.99 ac)	Sq. ft.	100	% of site
	Proposed:	753,324	Sq. ft.	50.89	% of site
10.	**Interior Green Space of Vehicle Use Area** (include 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 within boundary of the subject property; do not include building footprint(s))				
	Existing:	0	Sq. ft.	0	% of site
	Proposed:		Sq. ft.	31.75	% of site

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☐ SITE PLAN REVIEW

DATA SHEET

DATA TABLE (continued page 2)						
12.	**Impervious Surface Coverage** (total square feet of all paving, building footprint and other hard surfaced areas)					
	Existing:	0	Sq. ft.	0	% of site	
	Proposed:	727,280	Sq. ft.	49.1	% of site	
	Permitted:	NPUD-1: 0.6 CCS-1: 0.85	Sq. ft.	85	% of site	
13.	**Density / Intensity**					
	No. of Units		*No. of Employees*		*No. of Clients (C.R. / Home)*	
	Existing:	0	Existing:	-	Existing:	-
	Proposed:	376 (11.06 du/ac)	Proposed:	-	Proposed:	-
	Permitted:	NPUD-1 (residential): 7.5 du/acre NPUD-1 (non-residential): Governed by FAR CCS-1 (residential): 15 du/ac CCS-1 (non-residential): Governed by FAR				
14 a.	**Parking (Vehicle) Spaces**					
	Existing:	0	includes	0	disabled parking spaces	
	Proposed:	995	includes	24	disabled parking spaces	
	Permitted:	NPUD-1: 372 Spaces Required CCS-1: 249 Spaces Required Total: 621 Spaces Required	includes	13	disabled parking spaces	
14 b.	**Parking (Bicycle) Spaces**					
	Existing:	0	Spaces	0	% of vehicular parking	
	Proposed:	48 shown on plan (remaining spaces provided in building)	Spaces	11.88	% of vehicular parking	
	Permitted:	404 required	Spaces	39.35	% of vehicular parking	
15.	**Building Height**					
	Existing:	0	Feet	0	Stories	
	Proposed:		Feet		Stories	
	Permitted:	NPUD-1: 48 FT CCS-1: 48 FT	Feet	1	Stories	
16.	**Construction Value**					
	What is the estimate of the total value of the project upon completion? $					
	Note: See Drainage Ordinance for a definition of "alteration." If yes, please be aware that this triggers Drainage Ordinance compliance. Please submit drainage calculations to the Engineering Department for review at your earliest convenience. The DRC must approve all Drainage Ordinance variances.					

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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
None
(b) Content, dates mailed, and number of mailings, including letters, meeting notices, newsletters, and other publications
Pre-Application Notice
(c) Where residents, property owners, and interested parties receiving notices, newsletters, or other written materials are located
None
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
(c) Where residents, property owners, and interested parties receiving notices, newsletters, or other written materials are located
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 24th 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: 9/21/22
□ 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, 17-30-17-28602-005-0360, 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.

Aerial Map

(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. Redevelopment Plan: 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 sixty-three (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. Special Exception / Site Plan: 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. Special Exception: 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.

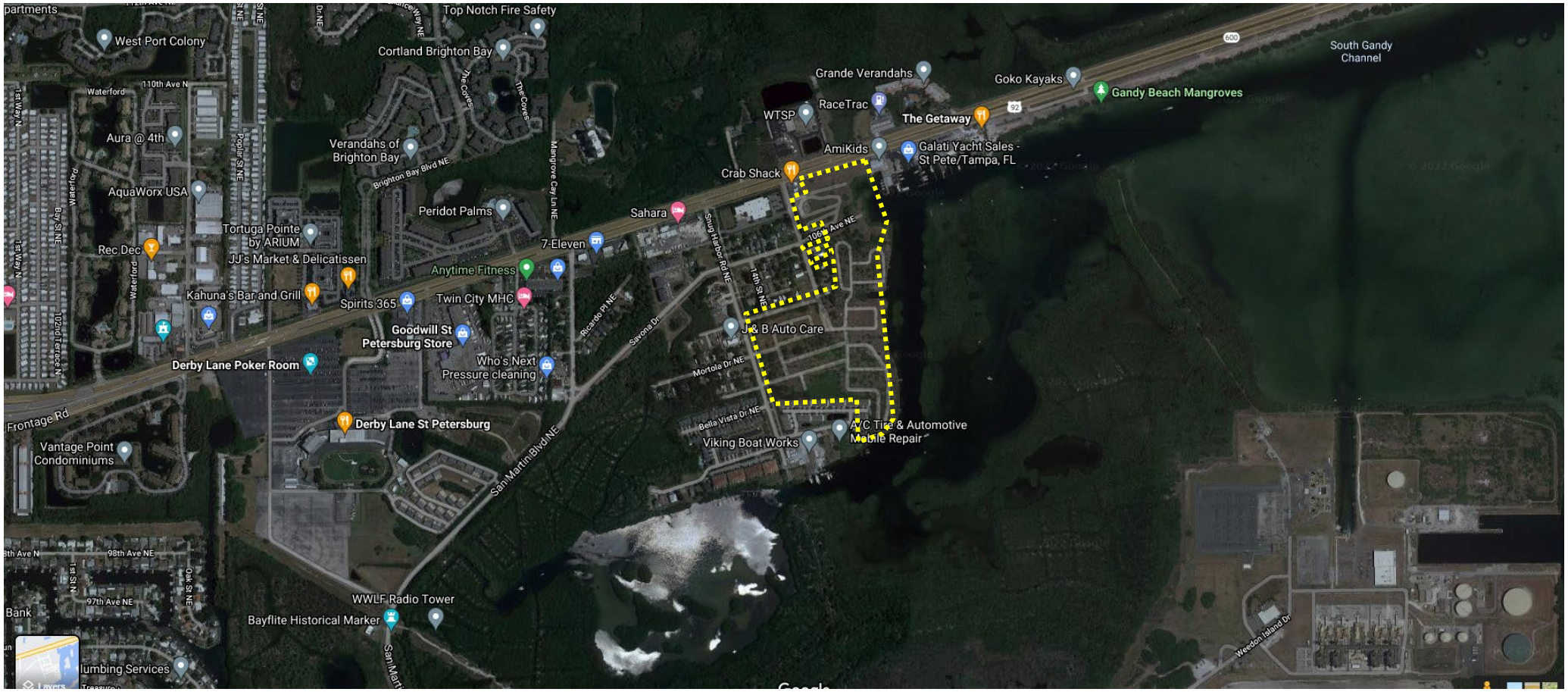
B. <u>Special Exception/Site Plan Review Application Narrative</u>: The Development Approvals permit a Special Exception request to waive the portion Section 16.20.090.5 of the City of St. Petersburg Land Code of Ordinances Code that limits the ratio of residential to commercial within CCS-1 zoning districts. 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.

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: ebatsel@stearnsweaver.com
www.stearnsweaver.com

STEARNS WEAVER MILLER



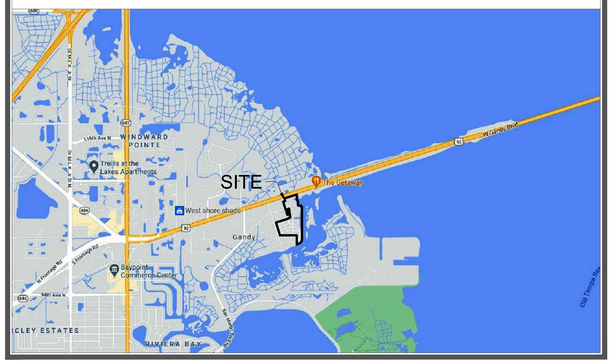
st.petersburg
www.stpete.org

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

N

(nts)

VICINITY MAP - NOT TO SCALE



SCHEDULE BII EXCEPTIONS:

First American Title Insurance Company Commitment for Title Insurance No. NCS-1047884-TAM bearing an effective date of January 27, 2022.

Items 1-8, 10, 11, 15, & 34-36 are not survey matters are are not shown hereon.

⑨ Restrictions, dedications, conditions, reservations, easements and other matters shown on the plat of Florida Riviera Plat No. 5, as recorded in Plat Book 7, Page(s) 41, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). **PLOTTED HEREON**

⑫ Terms and conditions of the Snug Harbor Development Agreement between Pirates Cove of Tampa Bay, LLC, a Florida limited liability company, Gandy Center, LLC, a Florida limited liability company and Riviera-Pinellas, LLC, a Florida limited liability company and City of St. Petersburg, Florida recorded in Book 16573, Page 980. **DESCRIPTION WHOLLY CONTAINS SUBJECT PROPERTY-NOT PLOTTED**

As to Gandy Harbor I and II Lands:

⑬ Utility and Drainage Easement reserved unto Pinellas County in Resolution #96-272 recorded in Book 9495, Page 1474, as to vacated right of way adjoining Block 5, Riviera Subdivision, Plat Book 7, Page 41. **PLOTTED HEREON**

⑭ Terms and conditions of the Easement for ingress and egress between Interamerican International Corp., a Florida corporation and Pirates Cove of Tampa Bay, LLC, a Florida limited liability company, dated December 31, 2003 recorded in Book 13283, Page 847-858. **PLOTTED HEREON**

As to Gandy Harbor II Lands:

⑯ Reservations as to oil, minerals, and gas as contained in that certain instrument, recorded in Deed Book 2, Page 441, as affected by Book 21595, Page 2582 and Book 21595, Page 2591. The right of entry and exploration has been released by the provisions of Florida Statues 270.11(2). The right of entry to make or cause to be made and constructed thereon such canals, cuts, sluice-ways, dikes and other works has been released by the Board of Education of the State of Florida Release of Reservations recorded in Book 21595, Page 2591. **DESCRIBES SECTION 16-30S-17E & RESERVED OVER THAT LAND, A PARTIAL INTEREST IN THE PHOSPHATE MINERALS, METAL, & PETROLEUM, LYING ON OR UNDER THE PROPERTY WITH THE RIGHT TO MINE & DEVELOP-NOT PLOTTED**

⑰ Reservations contained in Deed from Trustees of the Internal Improvement Fund of the State of Florida, filed in Deed Book 1393, Page 309. Note: The right of entry has been released pursuant to S270.11, F.S. **PLOTTED HEREON**

⑱ Easement granted to Florida Power Corporation by instrument recorded in Book 693, Page 322. **PLOTTED HEREON**

⑲ Telephone Distribution Easement recorded in Book 7096, Page 1302. **PLOTTED HEREON**

⑳ Distribution Easements recorded in Book 7116, Page 1582 and Book 7116, Page 1585. 21. **PLOTTED HEREON**

㉑ Vacating Resolution as to Bronson Resolution No. 89-513 recorded in Book 7155, Page 1028. **PLOTTED HEREON**

As to Gandy Harbor III Lands:

㉒ Restrictions, dedications, conditions, reservations, easements and other matters shown on the plat of Section E Florida Riviera Plat No. 5, as recorded in Plat Book 17, Page(s) 38, but deleting any covenant, condition or restriction indicating a preference, limitation or discrimination based on race, color, religion, sex, handicap, familial status or national origin to the extent such covenants, conditions or restrictions violate 42 USC 3604(c). **PLOTTED HEREON**

㉓ Reservations as to oil, minerals, and gas as recorded in Deed Book 2, Page 441, as affected by Quit Claim Deed recorded in Book 3398, Page 202; the right of entry and exploration has been released by the provisions of Florida Statues 270.11(2). The right of entry to make or cause to be made and constructed thereon such canals, cuts, sluice-ways, dikes and other works has been released by the Board of Education of the State of Florida Release of Reservations recorded in Book 21595, Page 2582. **SEE EXCEPTION 16 FOR RESERVATIONS-QUIT CLAIM PLOTTED HEREON**

㉔ Reservations as to oil, minerals, and gas as recorded in Deed from Trustees of the Internal Improvement Fund, filed in Deed Book 1123, Page 48, as affected by Book 21825, Page 1527. Note: The right of entry has been released pursuant to S270.11, F.S.; the reservation unto the State of Florida for an easement for the state road right of way has been released by Release of Reservation of Road Right-of-Way recorded in Book 21825, Page 1527. **RESERVES A PARTIAL INTEREST IN THE MINERALS & PETROLEUM, LYING ON OR UNDER THE PROPERTY WITH THE RIGHT TO MINE & DEVELOP-PLOTTED HEREON**

㉕ Reservations contained in Deed from Trustee of the Internal Improvement Fund, filed in Deed Book 1177, Page 172. Note: The right of entry has been released pursuant to S270.11, F.S. **RESERVES A PARTIAL INTEREST IN THE MINERALS & PETROLEUM, LYING ON OR UNDER THE PROPERTY WITH THE RIGHT TO MINE & DEVELOP. ALSO RESERVED IS 200' RIGHT OF WAY LYING ON EQUALLY ON EACH SIDE OF THE CENTERLINE OF ANY EXISTING STATE ROADS ON DESCRIBED PROPERTY-PLOTTED HEREON**

㉖ Easement granted to Pinellas County, Florida by instrument recorded in Book 1532, Page 270. **PLOTTED HEREON**

㉗ Easement granted to Florida Power Corporation by instrument recorded in Book 2806, Page 636. **DESCRIBES AN EASEMENT LYING UNDER UTILITY FACILITIES LOCATED IN THE DESCRIBED PARCELS-BLANKET IN NATURE-PLOTTED HEREON**

㉘ Easement granted to Florida Power Corporation by instrument recorded in Book 3112, Page 34, re recorded in Book 3172, Page 302. **DESCRIBES AN EASEMENT LYING UNDER UTILITY FACILITIES LOCATED IN THE DESCRIBED PARCELS-BLANKET IN NATURE-PLOTTED HEREON**

㉙ Easement granted to Florida Power Corporation by instrument recorded in Book 3406, Page 330. 30. **PLOTTED HEREON**

㉚ Easement granted to Florida Power Corporation by instrument recorded in Book 3479, Page 313. 31. **DESCRIBES AN EASEMENT LYING UNDER UTILITY FACILITIES LOCATED IN THE DESCRIBED PARCELS-BLANKET IN NATURE-PLOTTED HEREON**

㉛ Easement granted to Pinellas County by instrument recorded in Book 3915, Page 900. **PLOTTED HEREON**

㉜ Terms and conditions of the Interlocal Agreement between Pinellas County and City of St. Petersburg recorded in Book 5872, Page 290. **DESCRIPTION WHOLLY CONTAINS SUBJECT PROPERTY-NOT PLOTTED**

㉝ Ordinance No. 696-G recorded in Book 14222, Page 1821. **DESCRIBES GANDY HARBOR III LANDS-NOT PLOTTED**

As to Gandy Harbor I Lands:

㊲ Reservations contained in Deed from Trustees of the Internal Improvement Fund, filed in Deed Book 1123, Page 48, as affected by Book 21825, Page 1527. Note: The right of entry has been released pursuant to S270.11, F.S. **RESERVES A PARTIAL INTEREST IN THE MINERALS & PETROLEUM, LYING ON OR UNDER THE PROPERTY WITH THE RIGHT TO MINE & DEVELOP-PLOTTED HEREON**

TITLE DESCRIPTION:

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

GANDY HARBOR I LANDS:

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.

AND

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 FEET TO THE POINT OF BEGINNING.

GANDY HARBOR II LANDS:

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.

AND

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, FLORIDA;

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.

AND

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;

AND

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;

AND

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;

AND

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;

AND

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 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.

GANDY HARBOR III LANDS:

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.

AND

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.

AND

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.

AND

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.

ALSO KNOWN AS:

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;

(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;

(7) THENCE NORTH 17° 19'05" WEST, A DISTANCE OF 49.75 FEET;

(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.

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

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.

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.

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.

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 line.

SURVEYOR'S CERTIFICATION:

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.

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

DATE

Survey Datum
Horizontal Datum NAD83
Vertical Datum NAVD88

License Number 7227

Surveyor's Certificate

This survey not valid without the original signature and seal of a Florida Professional Surveyor and Mapper, or a digital signature complying with 5J-17 Florida Statutes

Pierson A Monetti, LS 7227

Survey History

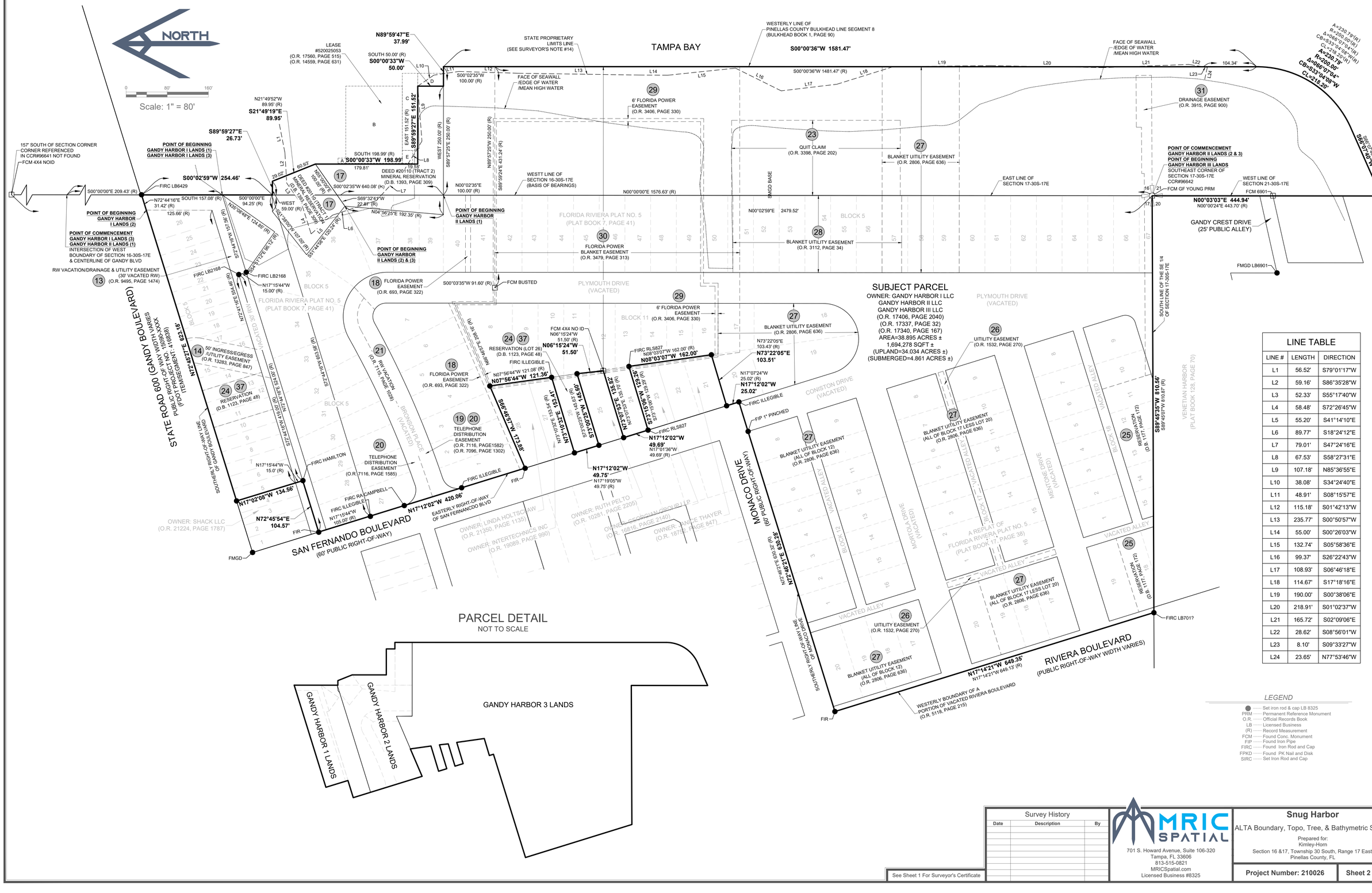
Date	Description	By
3-11-21	Last field data acquisition	PM
12-12-21	Expanded adjacent topo limits	PM
2-14-22	Updated Title	PM
3-24-22	Added state proprietary limits line	PM

MRIC SPATIAL
701 S. Howard Avenue, Suite 106-320
Tampa, FL 33606
813-515-0821
MRICSpatial.com
Licensed Business #8325

Snug Harbor
ALTA Boundary, Topo, Tree, & Bathymetric Survey
Prepared for:
Kimley-Horn
Section 16 &17, Township 30 South, Range 17 East,
Pinellas County, FL

Project Number: 210026

Sheet 1 of 5



LINE TABLE

LINE #	LENGTH	DIRECTION
L1	56.52'	S79°01'17"W
L2	59.16'	S86°35'28"W
L3	52.33'	S55°17'40"W
L4	58.48'	S72°26'45"W
L5	55.20'	S41°14'10"E
L6	89.77'	S18°24'12"E
L7	79.01'	S47°24'16"E
L8	67.53'	S58°27'31"E
L9	107.18'	N85°36'55"E
L10	38.08'	S34°24'40"E
L11	48.91'	S08°15'57"E
L12	115.18'	S01°42'13"W
L13	235.77'	S00°50'57"W
L14	55.00'	S00°26'03"W
L15	132.74'	S05°58'36"E
L16	99.37'	S26°22'43"W
L17	108.93'	S06°46'18"E
L18	114.67'	S17°18'16"E
L19	190.00'	S00°38'06"E
L20	218.91'	S01°02'37"W
L21	165.72'	S02°09'06"E
L22	28.62'	S08°56'01"W
L23	8.10'	S09°33'27"W
L24	23.65'	N77°53'46"W

PARCEL DETAIL

NOT TO SCALE

LEGEND

- ● ····· Set iron rod & cap LB 8325
- PRM ····· Permanent Reference Monument
- O.R. ····· Official Records Book
- LB ····· Licensed Business
- (R) ····· Record Measurement
- FCM ····· Found Conc. Monument
- FIP ····· Found Iron Pipe
- FIRC ····· Found Iron Rod and Cap
- FPKD ····· Found PK Nail and Disk
- SIRC ····· Set Iron Rod and Cap

See Sheet 1 For Surveyor's Certificate

Survey History

Date	Description	By

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ALTA Boundary, Topo, Tree, & Bathymetric Survey

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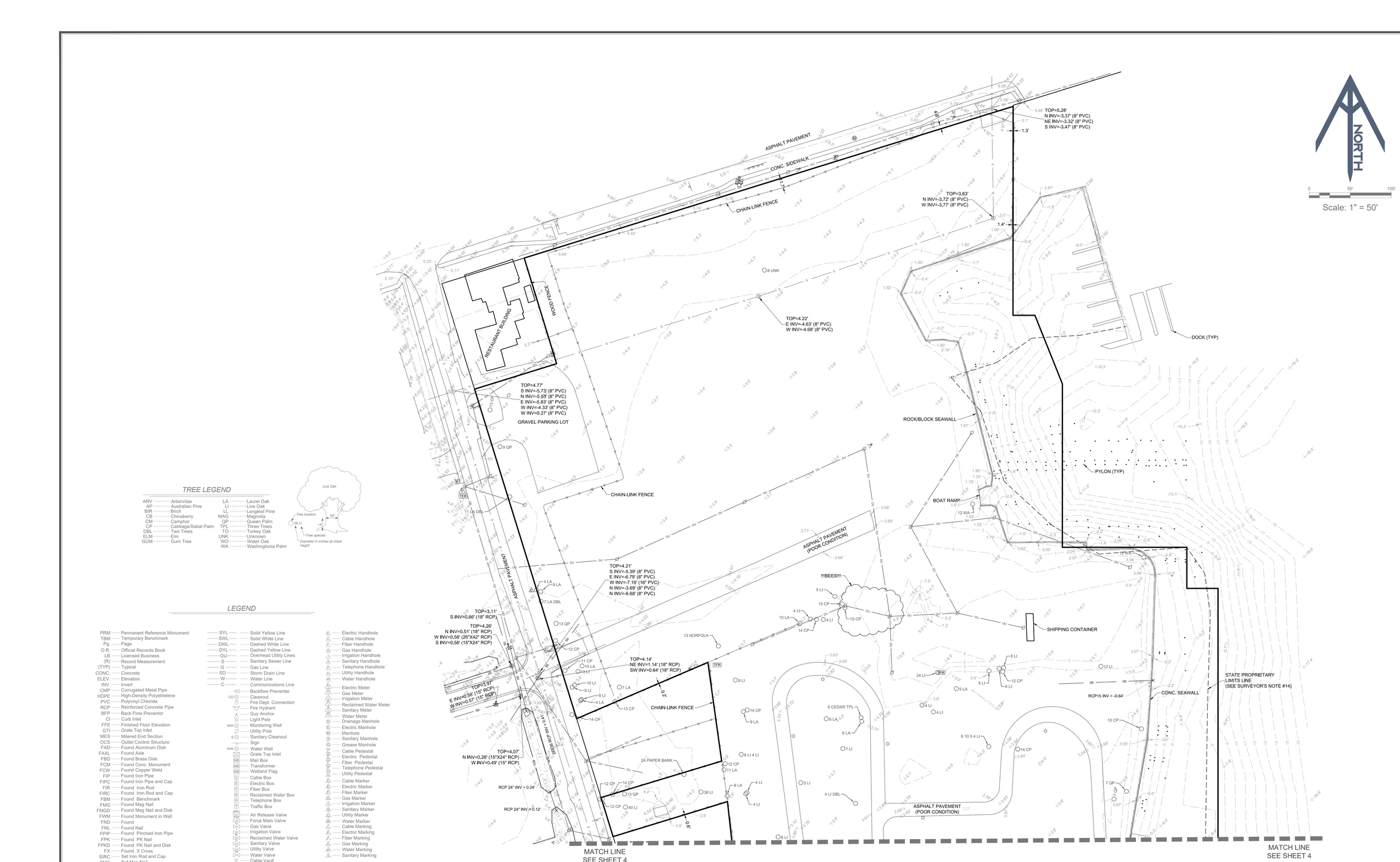
Sheet 2 of 5



TREE LEGEND

ARV	Arborvitae
AP	Australian Pine
BIR	Birch
CB	Chinaberry
CM	Camphor
CP	Cabbage/Sabal Palm
DBL	Two Trees
ELM	Elm
GUM	Gum Tree
LA	Laurel Oak
LI	Live Oak
LL	Longleaf Pine
MAG	Magnolia
QP	Queen Palm
TPL	Three Trees
TO	Turkey Oak
UNK	Unknown
WO	Water Oak
WA	Washingtonia Palm

LEGEND

PRM	Permanent Reference Monument
TBM	Temporary Benchmark
Pg.	Page
O.R.	Official Records Book
LB	Licensed Business
(R)	Record Measurement
(TYP)	Typical
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
SYL	Solid Yellow Line
SWL	Solid White Line
DWL	Dashed White Line
DYL	Dashed Yellow Line
OU	Overhead Utility Lines
S	Sanitary Sewer Line
G	Gas Line
SD	Storm Drain Line
W	Water Line
C	Communications Line
	Backflow Preventer
CO	Cleanout
	Fire Dept. Connection
	Fire Hydrant
	Guy Anchor
	Light Pole
MW	Monitoring Well
	Utility Pole
S	Sanitary Cleanout
	Sign
WW	Water Well
	Grate Top Inlet
MB	Mail Box
MB	Transformer
MB	Wetland Flag
C	Cable Box
E	Electric Box
F	Fiber Box
R	Reclaimed Water Box
P	Telephone Box
T	Traffic Box
ARV	Air Release Valve
FM	Force Main Valve
G	Gas Valve
IRR	Irrigation Valve
RW	Reclaimed Water Valve
SAN	Sanitary Valve
UV	Utility Valve
WM	Water Valve
	Cable Vault
	Electric Vault
	Fiber Vault
	Telephone Vault
	Utility Vault
E	Electric Handhole
C	Cable Handhole
F	Fiber Handhole
G	Gas Handhole
I	Irrigation Handhole
S	Sanitary Handhole
P	Telephone Handhole
U	Utility Handhole
W	Water Handhole
	Electric Meter
	Gas Meter
	Irrigation Meter
	Reclaimed Water Meter
	Sanitary Meter
	Water Meter
D	Drainage Manhole
E	Electric Manhole
M	Manhole
S	Sanitary Manhole
G	Grease Manhole
	Cable Pedestal
E	Electric Pedestal
F	Fiber Pedestal
T	Telephone Pedestal
	Utility Pedestal
	Cable Marker
E	Electric Marker
F	Fiber Marker
G	Gas Marker
I	Irrigation Marker
S	Sanitary Marker
U	Utility Marker
W	Water Marker
C	Cable Marking
E	Electric Marking
F	Fiber Marking
G	Gas Marking
W	Water Marking
S	Sanitary Marking

Elevation In Feet

Elevation Shot Location

Survey History		
Date	Description	By

See Sheet 1 For Surveyor's Certificate

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Snug Harbor

ALTA Boundary, Topo, Tree, & Bathymetric Survey

Prepared for:
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Project Number: 210026

LEGEND

PRM ..... Permanent Reference Monument
TBM ..... Temporary Benchmark
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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
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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

SYL ..... Solid Yellow Line
SWL ..... Solid White Line
DWL ..... Dashed White Line
DYL ..... Dashed Yellow Line
OU ..... Overhead Utility Lines
S ..... Sanitary Sewer Line
G ..... Gas Line
SD ..... Storm Drain Line
W ..... Water Line
C ..... Communications Line
Backflow Preventer
CO Cleanout
Fire Dept. Connection
Fire Hydrant
Guy Anchor
Light Pole
MW Monitoring Well
Utility Pole
S Sanitary Cleanout
Sign
WW Water Well
Grate Top Inlet
MB Mail Box
MB Transformer
MB Wetland Flag
C Cable Box
E Electric Box
F Fiber Box
R Reclaimed Water Box
P Telephone Box
T Traffic Box
ARV Air Release Valve
FM Force Main Valve
G Gas Valve
IR Irrigation Valve
RW Reclaimed Water Valve
SV Sanitary Valve
Utility Valve
Water Valve
Cable Vault
Electric Vault
Fiber Vault
Telephone Vault
Utility Vault

E ..... Electric Handhole
C ..... Cable Handhole
F ..... Fiber Handhole
G ..... Gas Handhole
I ..... Irrigation Handhole
S ..... Sanitary Handhole
T ..... Telephone Handhole
U ..... Utility Handhole
W ..... Water Handhole
Electric Meter
Gas Meter
Irrigation Meter
Reclaimed Water Meter
Sanitary Meter
Water Meter
Drainage Manhole
E Electric Manhole
Manhole
S Sanitary Manhole
Grease Manhole
Cable Pedestal
E Electric Pedestal
F Fiber Pedestal
T Telephone Pedestal
U Utility Pedestal
Cable Marker
E Electric Marker
F Fiber Marker
G Gas Marker
I Irrigation Marker
S Sanitary Marker
U Utility Marker
W Water Marker
C Cable Marking
E Electric Marking
F Fiber Marking
G Gas Marking
W Water Marking
S Sanitary Marking

Elevation In Feet
Elevation Shot Location

MATCH LINE
SEE SHEET 3

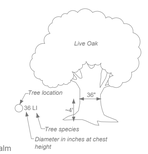
MATCH LINE
SEE SHEET 5

NORTH
0 50' 100'
Scale: 1" = 50'

ASPHALT PAVEMENT
GRAVEL ROAD
CONC.
CHAIN-LINK FENCE
ASPHALT PAVEMENT (POOR CONDITION)
DOCK (TYP)
STATE PROPRIETARY LIMITS LINE (SEE SURVEYOR'S NOTE #14)
CONC. SEAWALL
PYLON (TYP)
GTI DESTROYED
MANGROVES
CONC. SLAB
2X2 COLUMN (TYP)
TBM1 SMGD LB8325
TBM2 SMGD LB8325
IRON 9" PIPE CORRODED INV = 0.67'
6" PVC INV = 1.56'
4" HDPE INV = 1.55'
24X36" RCP INV = -1.55'
TOP=3.71' S INV=-4.74' (8" PVC) N INV=-4.84' (8" PVC) W INV=-2.79' (8" PVC)
TOP=3.61' FULL OF DIRT
TOP=3.47' S INV=-4.08' (8" PVC) N INV=-4.13'(8" PVC) W INV=-3.88' (8" PVC)
TOP=3.24' E INV=-0.46' (32"X42" RCP) W INV=-0.66' (30" RCP)
TOP=3.18' FULL OF DIRT
TOP=3.10' FULL OF DIRT
TOP=4.96' S INV=-5.99' (8" PVC) N INV=-6.04' (8" PVC) E INV=-5.84' (8" PVC)
TOP=4.51' S INV=-5.24' (8" PVC) N INV=-5.29' (8" PVC) W INV=-4.89' (8" PVC)
15" RCP INV = 2.20'
15" RCP INV = 2.07'
15" RCP INV = 2.06'
15" RCP INV = 0.63'
15" RCP INV = 2.27'
15" RCP INV = 2.24'
12X18 RCP INV = 2.27'
12X18 RCP INV = 2.24'
12X18 RCP INV = 2.27'
15" RCP INV = 2.79'
15X24 RCP INV = 2.57'
15" RCP INV = 2.25'
15" RCP INV = 2.01'
18" INV = 1.24'
18" RCP INV = 0.21'
15" RCP INV = 0.08'
15" RCP INV = -0.01'
15" RCP INV = -0.13'
30 INV = -0.80' 15" RCP
INV = -0.21' 15" RCP
INV = 0.93' 15" RCP

TREE LEGEND

ARV ..... Arborvitae
AP ..... Australian Pine
BIR ..... Birch
CB ..... Chinaberry
CM ..... Camphor
CP ..... Cabbage/Sabal Palm
DBL ..... Two Trees
ELM ..... Elm
GUM ..... Gum Tree
LA ..... Laurel Oak
LI ..... Live Oak
LL ..... Longleaf Pine
MAG ..... Magnolia
QP ..... Queen Palm
TPL ..... Three Trees
TO ..... Turkey Oak
UNK ..... Unknown
WO ..... Water Oak
WA ..... Washingtonia Palm



See Sheet 1 For Surveyor's Certificate

Survey History

Date	Description	By

MRIC SPATIAL
701 S. Howard Avenue, Suite 106-320
Tampa, FL 33606
813-515-0821
MRICSpatial.com
Licensed Business #8325

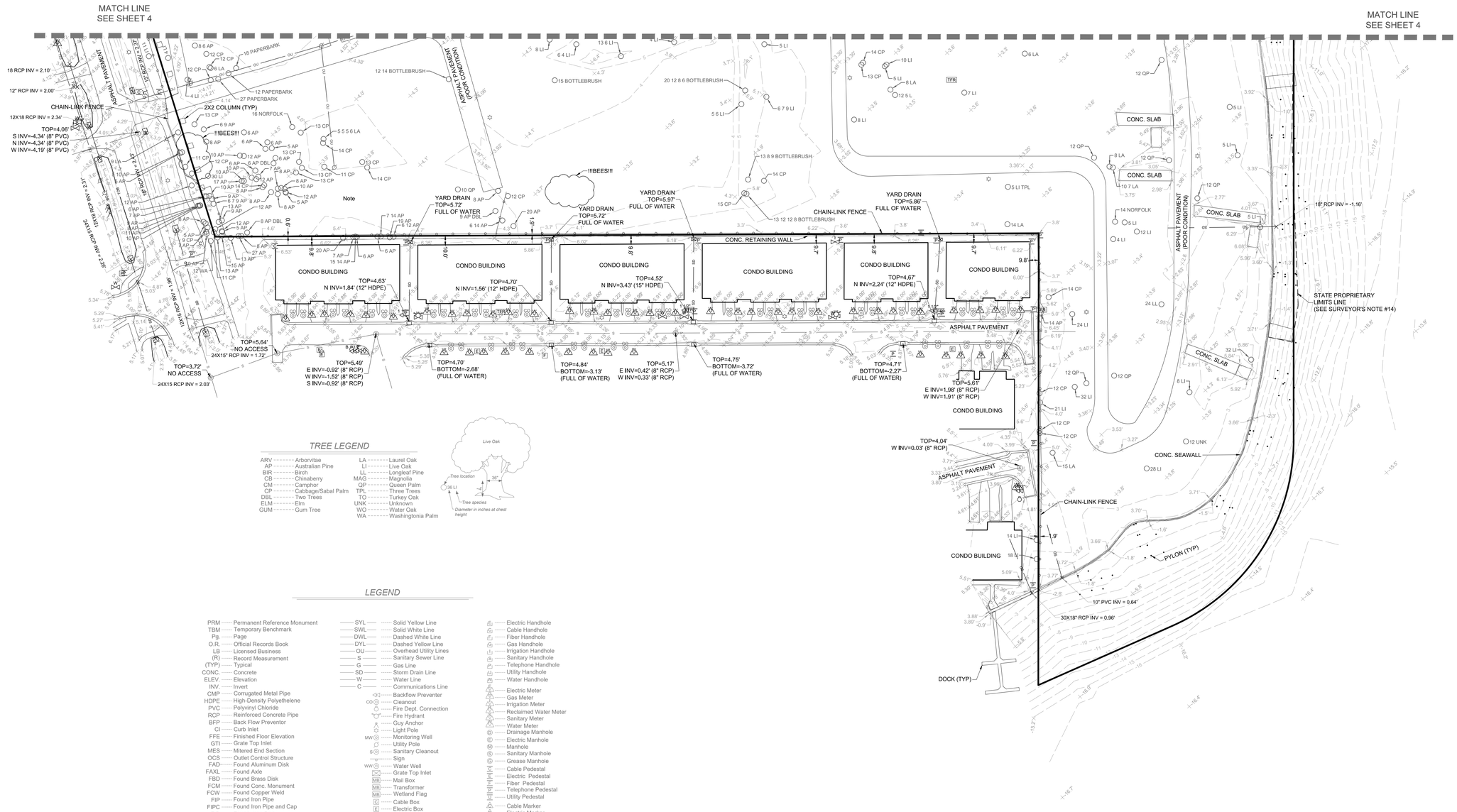
Snug Harbor

ALTA Boundary, Topo, Tree, & Bathymetric Survey

Prepared for:
Kimley-Horn
Section 16 &17, Township 30 South, Range 17 East, Pinellas County, FL

Project Number: 210026

Sheet 4 of 5



TREE LEGEND

ARV	Arborvitae
AP	Australian Pine
BIR	Birch
CB	Chinaberry
CM	Camphor
CP	Cabbage/Sabal Palm
DBL	Two Trees
ELM	Elm
GUM	Gum Tree
LA	Laurel Oak
LI	Live Oak
LL	Longleaf Pine
MAG	Magnolia
QP	Queen Palm
TPL	Three Trees
TQ	Turkey Oak
UNK	Unknown
WO	Water Oak
WA	Washingtonia Palm

LEGEND

PRM	Permanent Reference Monument
TBM	Temporary Benchmark
Pg.	Page
O.R.	Official Records Book
LB	Licensed Business
(R)	Record Measurement
(TYP)	Typical
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

SYL	Solid Yellow Line
SWL	Solid White Line
DWL	Dashed White Line
DYL	Dashed Yellow Line
OU	Overhead Utility Lines
S	Sanitary Sewer Line
G	Gas Line
SD	Storm Drain Line
W	Water Line
C	Communications Line
	Backflow Preventer
CO	Cleanout
	Fire Dept. Connection
	Fire Hydrant
	Guy Anchor
	Light Pole
MW	Monitoring Well
	Utility Pole
S	Sanitary Cleanout
	Sign
WW	Water Well
	Grate Top Inlet
MB	Mail Box
MB	Transformer
MB	Wetland Flag
C	Cable Box
E	Electric Box
F	Fiber Box
R	Reclaimed Water Box
P	Telephone Box
T	Traffic Box
APV	Air Release Valve
FM	Force Main Valve
	Gas Valve
	Irrigation Valve
	Reclaimed Water Valve
	Sanitary Valve
	Utility Valve
	Water Valve
	Cable Vault
	Electric Vault
	Fiber Vault
	Telephone Vault
	Utility Vault

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C	Cable Handhole
F	Fiber Handhole
G	Gas Handhole
I	Irrigation Handhole
S	Sanitary Handhole
P	Telephone Handhole
U	Utility Handhole
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	Electric Meter
	Gas Meter
	Irrigation Meter
	Reclaimed Water Meter
	Sanitary Meter
	Water Meter
D	Drainage Manhole
E	Electric Manhole
M	Manhole
S	Sanitary Manhole
G	Grease Manhole
C	Cable Pedestal
E	Electric Pedestal
F	Fiber Pedestal
P	Telephone Pedestal
U	Utility Pedestal
	Cable Marker
E	Electric Marker
F	Fiber Marker
G	Gas Marker
I	Irrigation Marker
S	Sanitary Marker
U	Utility Marker
W	Water Marker
C	Cable Marking
E	Electric Marking
F	Fiber Marking
G	Gas Marking
W	Water Marking
S	Sanitary Marking

Elevation In Feet
Elevation Shot Location
52.5

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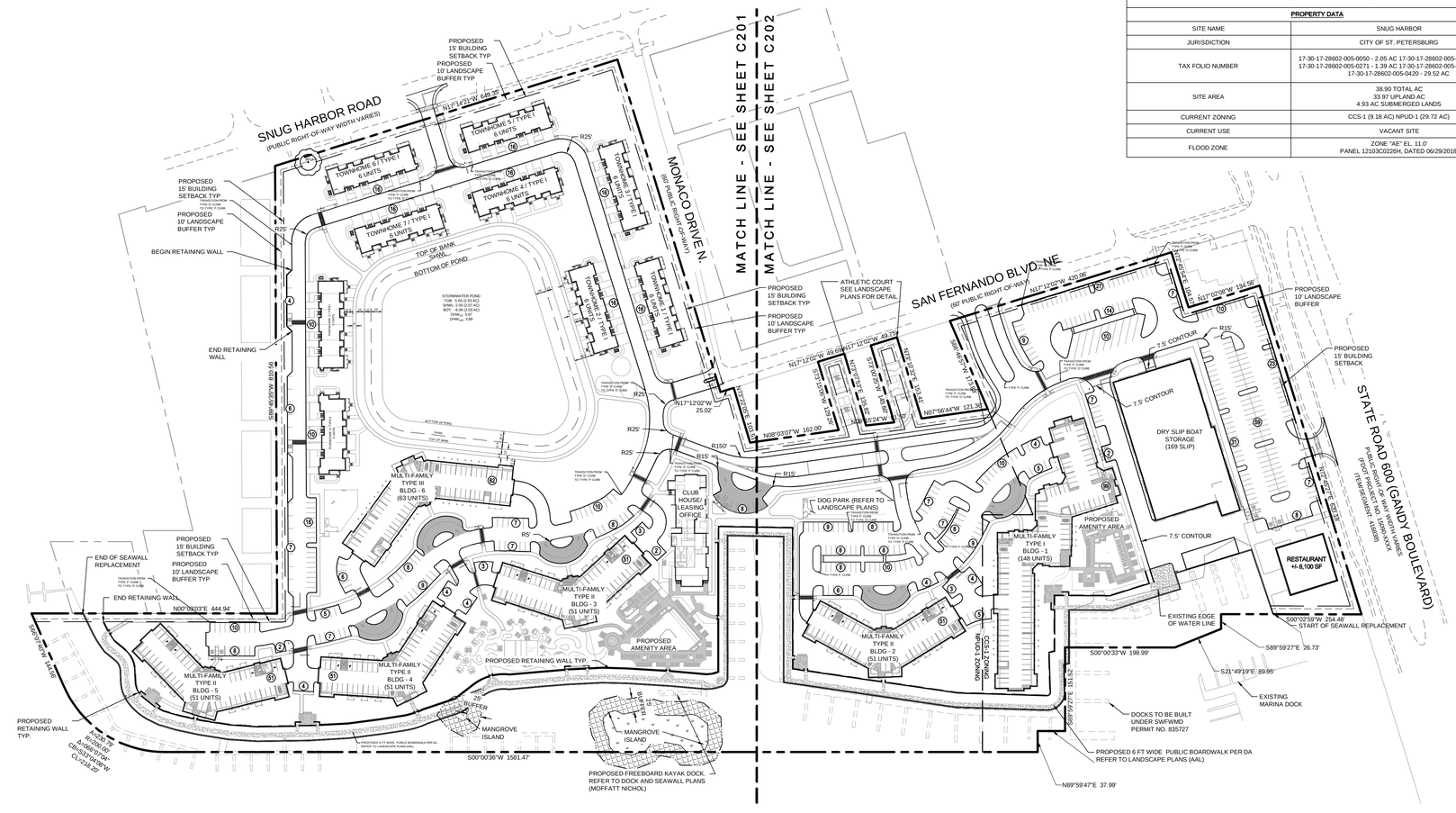


OVERALL SITE DATA TABLE

PROPERTY DATA	
SITE NAME	SNUG HARBOR
JURISDICTION	CITY OF ST. PETERSBURG
TAX FOLIO NUMBER	17-30-17-28602-005-0050 - 2.05 AC 17-30-17-28602-005-0270 - 1.27 AC 17-30-17-28602-005-0271 - 1.39 AC 17-30-17-28602-005-0360 - 4.52 AC 17-30-17-28602-005-0420 - 29.52 AC
SITE AREA	38.90 TOTAL AC 33.97 UPLAND AC 4.93 AC SUBMERGED LANDS
CURRENT ZONING	CCS-1 (9.18 AC) NPUD-1 (29.72 AC)
CURRENT USE	VACANT SITE
FLOOD ZONE	ZONE "AE" EL. 11.0' PANEL 12103C0226H, DATED 06/29/2018

LEGEND

▬ ▬ — — ▬	PROPERTY LINE
═	PROPOSED BUILDING
(#)	PROPOSED PARKING SPACES

NPUD-1 PARKING DATA

	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
MULTI-FAMILY BLD-2 (NPUD-1)	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	85 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
TOTAL REQUIRED:		68 SPACES	
MULTI-FAMILY BLD-3 (NPUD-1)	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	86 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
TOTAL REQUIRED:		68 SPACES	
MULTI-FAMILY BLD-4 (NPUD-1)	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	87 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
TOTAL REQUIRED:		68 SPACES	
MULTI-FAMILY BLD-5 (NPUD-1)	1.25 SPACES/ 1-BEDROOM UNIT (18 UNITS)	23 SPACES	79 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
TOTAL REQUIRED:		68 SPACES	
MULTI-FAMILY BLD-6 (NPUD-1)	1.25 SPACES/ 1-BEDROOM UNIT (30 UNITS)	38 SPACES	86 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (27 UNITS)	34 SPACES	
	1.75 SPACES/ 3-BEDROOM UNIT (6 UNITS)	11 SPACES	
TOTAL REQUIRED:		83 SPACES	
SINGLE FAMILY TOWNHOMES TYPE I (NPUD-1) (8 SINGLE FAMILY TOWNHOMES TYPE I)	2 SPACES/ 3-BEDROOM UNIT (48 UNITS)	96 SPACES	146 SPACES
TOTAL REQUIRED:		96 SPACES	
SINGLE FAMILY TOWNHOMES TYPE II (NPUD-1) (1 SINGLE FAMILY TOWNHOMES TYPE II)	2 SPACES/ 3-BEDROOM UNIT (3 UNITS)	6 SPACES	
	2.5 SPACES/ 4-BEDROOM UNIT (2 UNITS)	5 SPACES	
TOTAL REQUIRED:		11 SPACES	
TOTAL:	-	470 SPACES	582 SPACES
TOTAL COMBINED PARKING (CCS-1 AND NPUD-1):	-	756 SPACES	984 SPACES

KEY MAP

CCS-1 DATA TABLE

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	REQUIRED MIN. FFE PER CHHA: 14.00' NAVD 88 PROVIDED MULTI-FAMILY FFE: 19.50' NAVD 88 MAX ALLOWED ROOF LINE: 62.00' NAVD 88 MAX PROVIDED ROOF LINE: 57.50' NAVD 88		
CCS-1 BUILDING DATA			
MULTI-FAMILY RESIDENTIAL	BUILDING 1 (TYPE I): 148 UNITS (211,086 SF)		
DRY SLIP BOAT STORAGE	169 SLIPS		
RESTAURANT	±8000 SF		
CCS-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
MULTI-FAMILY BLD-1 (CCS-1)	1.25 SPACES/ 1-BEDROOM UNIT (76 UNITS)	95 SPACES	188 SPACES
	1.25 SPACES/ 2-BEDROOM UNIT (64 UNITS)	80 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

NPUD-1 DATA TABLE

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	REQUIRED MIN. FFE PER CHHA: 14.00' NAVD 88 PROVIDED MULTI-FAMILY FFE: 19.50' NAVD 88 MAX ALLOWED ROOF LINE: 50.00' NAVD 88 MAX PROVIDED ROOF LINE: 49.50' NAVD 88 MAX ALLOWED TOP OF ROOF: 62.00' NAVD 88 MAX PROVIDED TOP OF ROOF: 57.50' NAVD 88		
NPUD-1 BUILDING DATA			
MULTI-FAMILY RESIDENTIAL	BUILDING 2 (TYPE II): 51 UNITS (84,556 SF) BUILDING 3 (TYPE II): 51 UNITS (84,556 SF) BUILDING 4 (TYPE II): 51 UNITS (84,556 SF) BUILDING 5 (TYPE II): 51 UNITS (84,556 SF) BUILDING 6 (TYPE III): 63 UNITS (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

811
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.
2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AAC000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

LANDSCAPE ARCHITECT
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
PHONE: (813) 258-8818

CIVIL ENGINEER
Kimley»Horn

201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY	SMH	
DRAWN BY	KM	FLORIDA LICENSE NUMBER 63945
CHECKED BY	SWG	DATE:

SET DISTRIBUTIONS

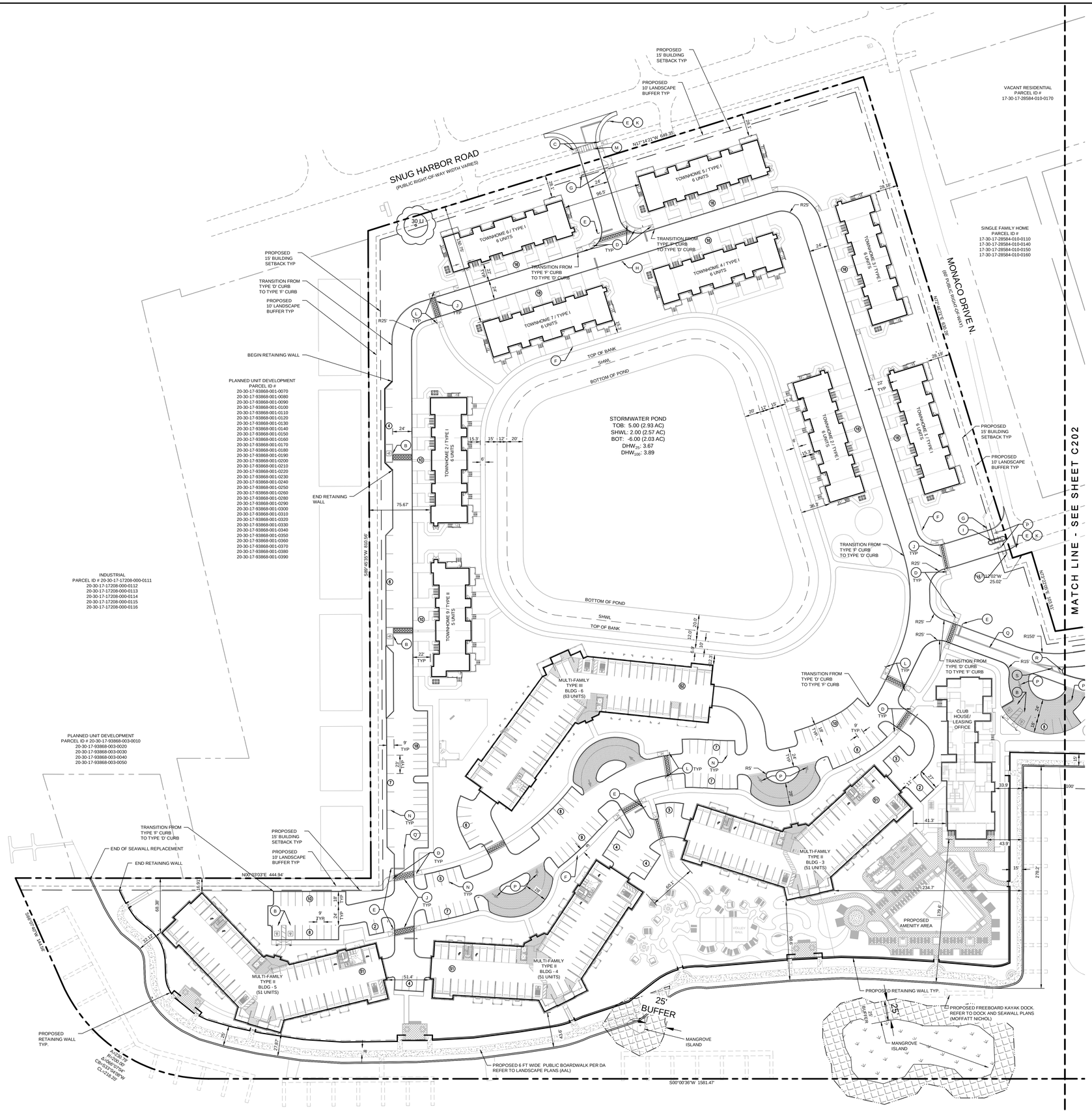
DATE	DESCRIPTION
09/12/2022	COSP DRC SUBMITTAL

REVISIONS

△	DATE	DESCRIPTION

DATE
08/05/2022
PROJECT NO.
145248000
SHEET TITLE
SITE PLAN-GREYWATER

SHEET NUMBER
C200



NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

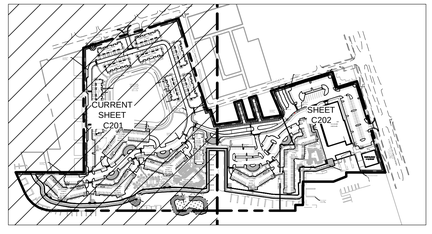
- PROPERTY LINE
- PROPOSED BUILDING
- PAVEMENT AREAS (SEE VEHICLE ACCESS PLAN FOR PAVEMENT TYPE)
- CONCRETE SIDEWALK
- (#) PROPOSED PARKING SPACES
- PROPOSED BICYCLE RACK (4-SPACES) REFER TO LANDSCAPE PLANS FOR DETAIL

KEYNOTE LEGEND

A	PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET .
B	ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
C	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
H	DIRECTIONAL SITE SIGNAGE PER LANDSCAPE PLANS
I	MONUMENT SIGN PER LANDSCAPE PLANS
J	PROPOSED CROSSWALK PER LANDSCAPE PLANS
K	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)
O	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
S	18" WIDE SOLID YELLOW CHEVRON, 45° (MARKINGS FOR TRAFFIC SEPARATION 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 BID.
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

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Kimley»Horn

201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN
DESIGNED BY	SMH
DRAWN BY	KM
CHECKED BY	SWG
CIVIL DESIGN ENGINEER:	SCOTT W. GILNER, P.E.
FLORIDA LICENSE NUMBER	63945
DATE:	

SET DISTRIBUTIONS

DATE	DESCRIPTION
09/12/2022	COSP DRC SUBMITTAL

REVISIONS

	DATE	DESCRIPTION

DATE 08/05/2022

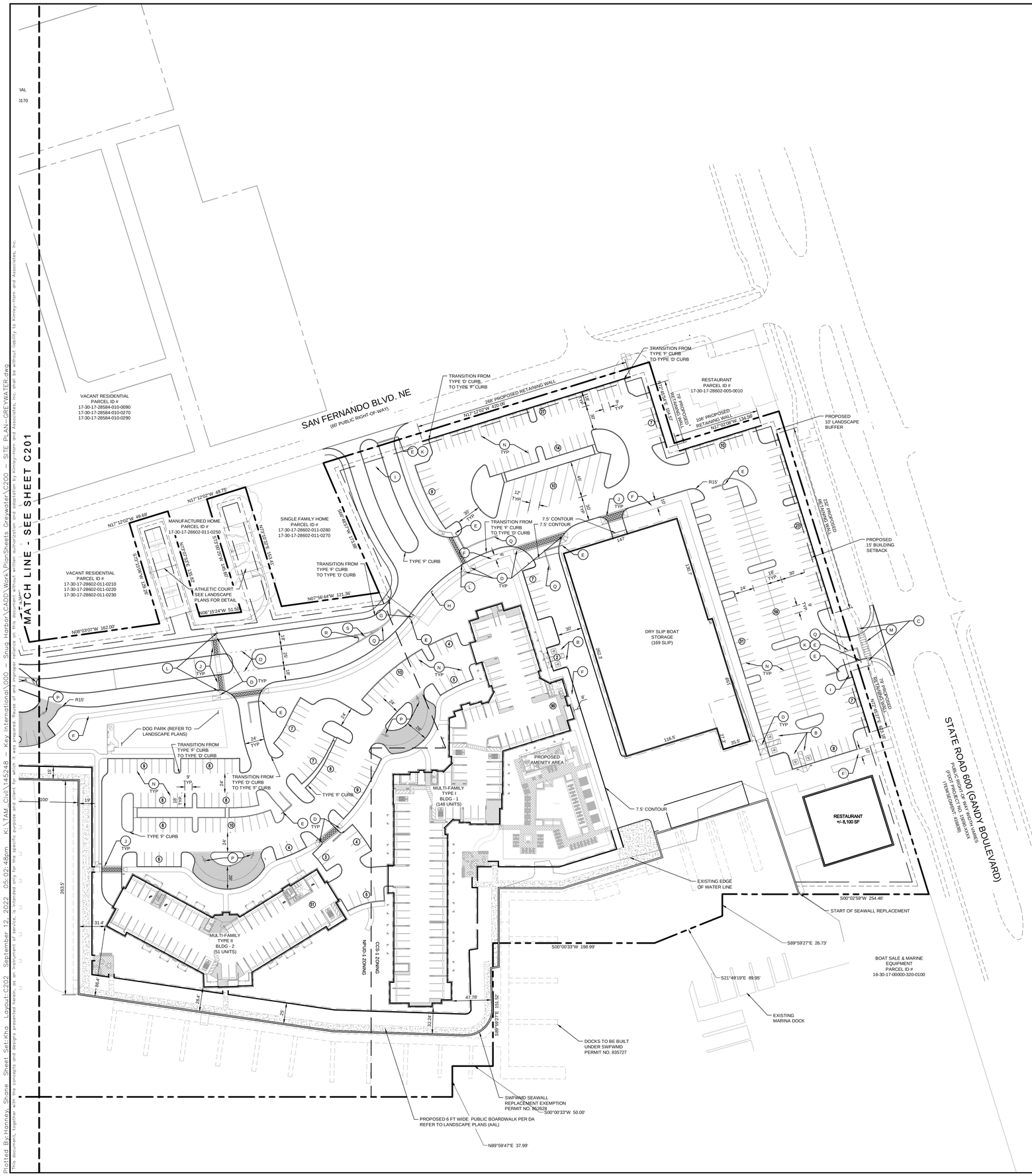
PROJECT NO. 145248000

SHEET TITLE

SITE PLAN-GREYWATER

SHEET NUMBER

C201



GRAPHIC SCALE IN FEET
0 25 50 100

LEGEND

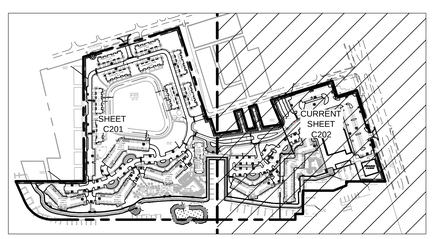
- PROPERTY LINE
- PROPOSED BUILDING
- PAVEMENT AREAS (SEE VEHICLE ACCESS PLAN FOR PAVEMENT TYPE)
- CONCRETE SIDEWALK
- (#) PROPOSED PARKING SPACES
- PROPOSED BICYCLE RACK (4-SPACES) REFER TO LANDSCAPE PLANS FOR DETAIL

KEYNOTE LEGEND

- (A) PROPOSED TYPE 'F' CURB. SEE DETAIL SHEET.
- (B) ACCESSIBLE PARKING SPACE TYPICAL. SEE DETAIL SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
- (C) 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
- (H) DIRECTIONAL SITE SIGNAGE PER LANDSCAPE PLANS
- (I) MONUMENT SIGN PER LANDSCAPE PLANS
- (J) PROPOSED CROSSWALK PER LANDSCAPE PLANS
- (K) 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)
- (O) 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
- (S) 18" WIDE SOLID YELLOW CHEVRON, 45° (MARKINGS FOR TRAFFIC SEPARATION 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 BID.
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

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

SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AAC000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

LANDSCAPE ARCHITECT
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
PHONE: (813) 258-8818

CIVIL ENGINEER
Kimley»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

SCALE: AS SHOWN	CIVIL DESIGN ENGINEER: SCOTT W. GILNER, P.E.
DESIGNED BY: SMH	
DRAWN BY: KM	FLORIDA LICENSE NUMBER 63945
CHECKED BY: SWG	DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION
09/12/2022	COSP DRC SUBMITTAL

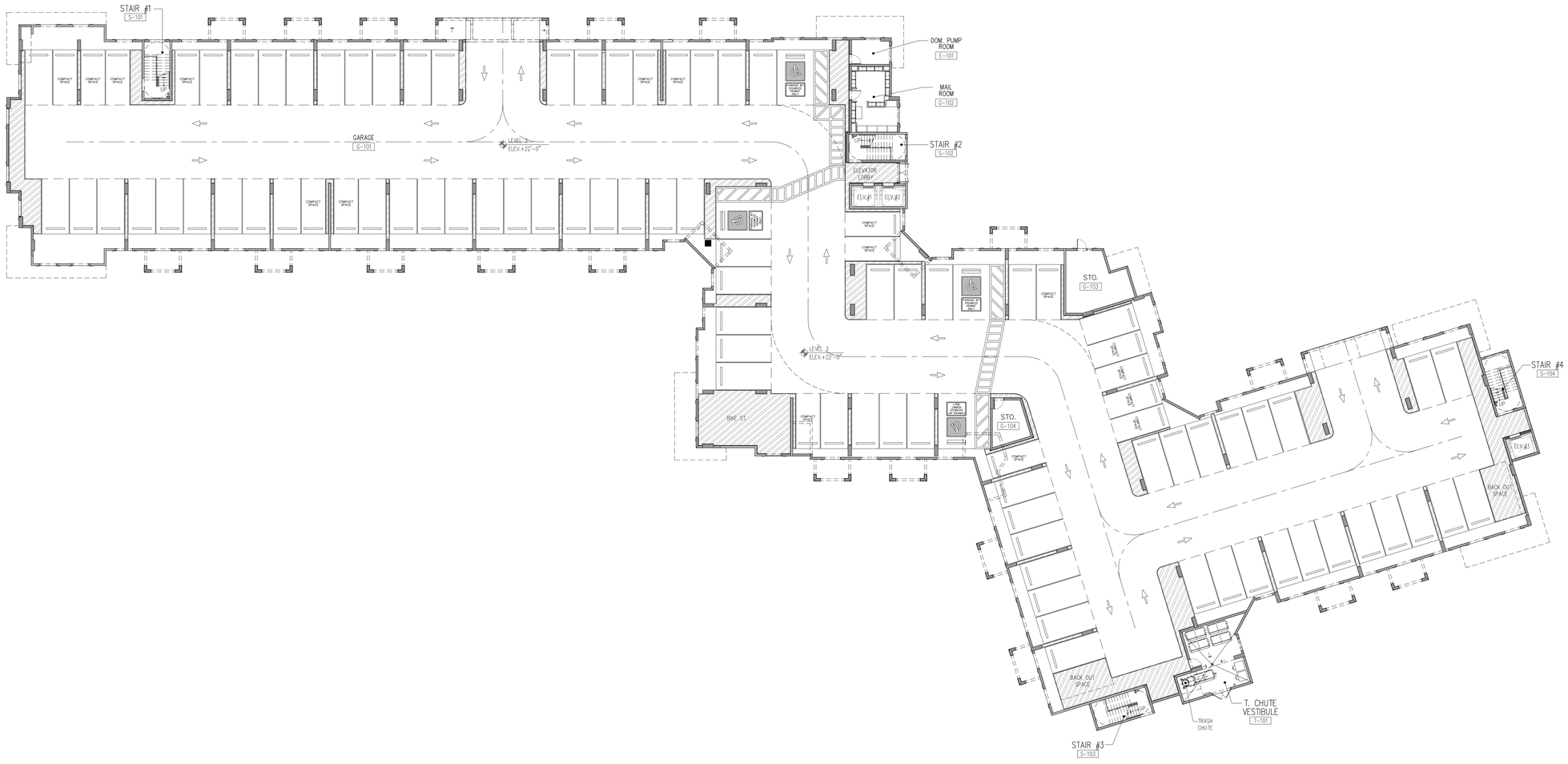
REVISIONS

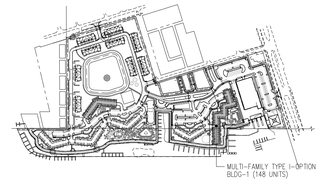
△	DATE	DESCRIPTION

DATE 08/05/2022
PROJECT NO. 145248000

SHEET TITLE
SITE
PLAN-GREYWATER

SHEET NUMBER
C202





KEY PLAN
N.T.S.

BUILDING TYPE I
GARAGE LEVEL

77 NORMAL SP
17 COMPACT SP } 98 TOTAL SP
4 ADA SP

SCALE 1/16" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-8001

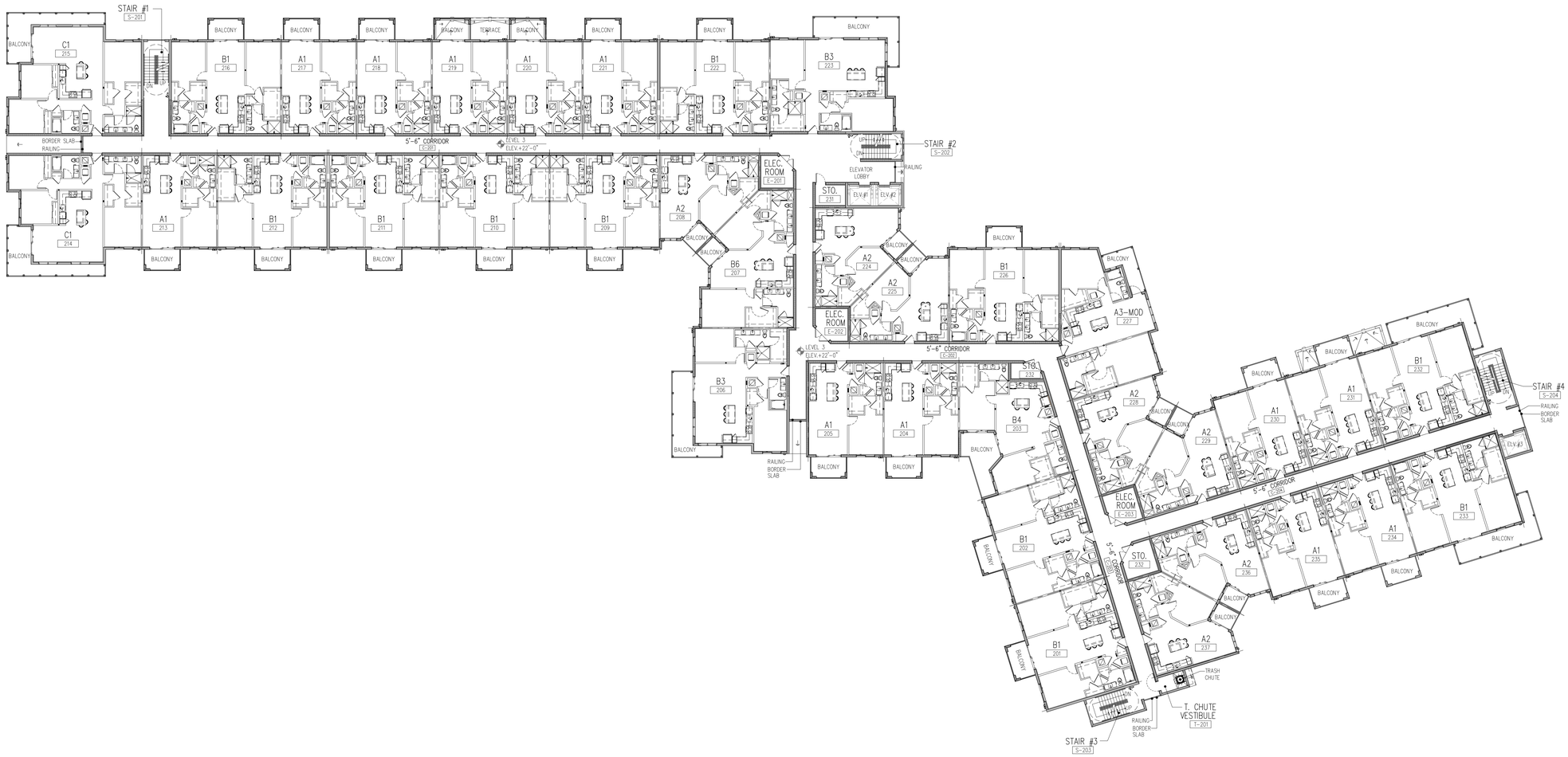
SNUG HARBOR
FOR:
KEY 1
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

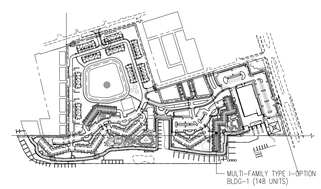
SHEET TITLE: BUILDING TYPE I GARAGE LEVEL

SHEET NUMBER: A-2.1.1



UNIT MIX PER LEVEL - BUILDING I-OPTION

Unit Type	Area	Balcony	Level 1	Level 2	Level 3	Level 4	Level 5	Totals	% Totals
1 BD									
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**						**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%



KEY PLAN
N.T.S.

BUILDING TYPE I
LEVEL 2 TO 5
(1ST TO 4TH RESIDENTIALS)

4 STORIES
37 DUS (x4=148 DUS)

SCALE 1/16" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

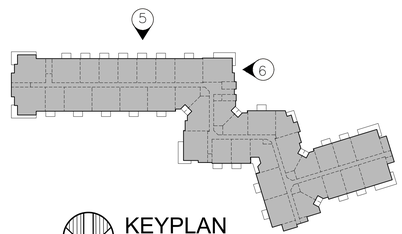
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	BUILDING TYPE I LEVEL 2 TO 5 (1ST TO 4TH RESIDENTIALS)
SHEET NUMBER:	A-2.1.2

5A SIDE ELEVATION 5

5B SIDE ELEVATION 5

6 SIDE ELEVATION 6



KEYPLAN
NTS

BUILDING TYPE I ELEVATIONS

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 279-9911

SNUG HARBOR
FOR:
KEY 1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY	

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE I ELEVATIONS

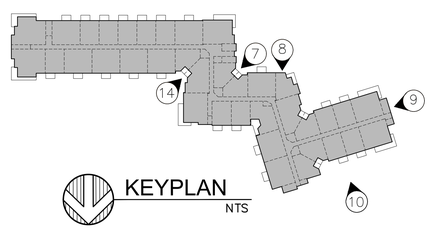
SHEET NUMBER:
A-3.1.2

7 SIDE ELEVATION 7 & 14

8 SIDE ELEVATION 8

9 SIDE ELEVATION 9

10 SIDE ELEVATION 10



KEYPLAN
NTS

BUILDING TYPE I ELEVATIONS

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY 1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 670-9911

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE I ELEVATIONS

SHEET NUMBER:
A-3.1.3

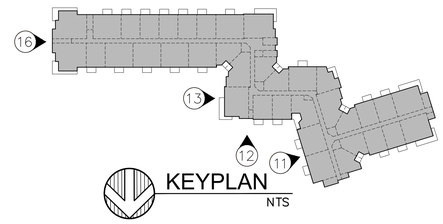
BY

11 SIDE ELEVATION 11

12 SIDE ELEVATION 12

13 SIDE ELEVATION 13

16 SIDE ELEVATION 16



KEYPLAN
NTS

BUILDING TYPE I ELEVATIONS

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL - 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 670-9911

SNUG HARBOR
FOR:
KEY1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

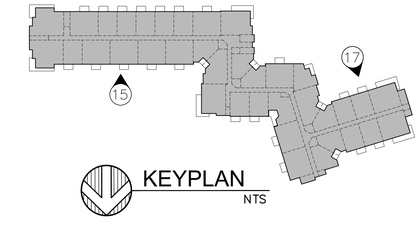
BY

FLDATA:JOB\1888.prj\PDS\TEMP\BLDG-1_OPTION2\DCA-1.1.dwg 8/26/2022 10:43:52 AM user1.DP

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	BUILDING TYPE I ELEVATIONS
SHEET NUMBER:	A-3.1.4

15 SIDE ELEVATION 15

17 SIDE ELEVATION 17



KEYPLAN
NTS

BUILDING TYPE I ELEVATIONS

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-5911

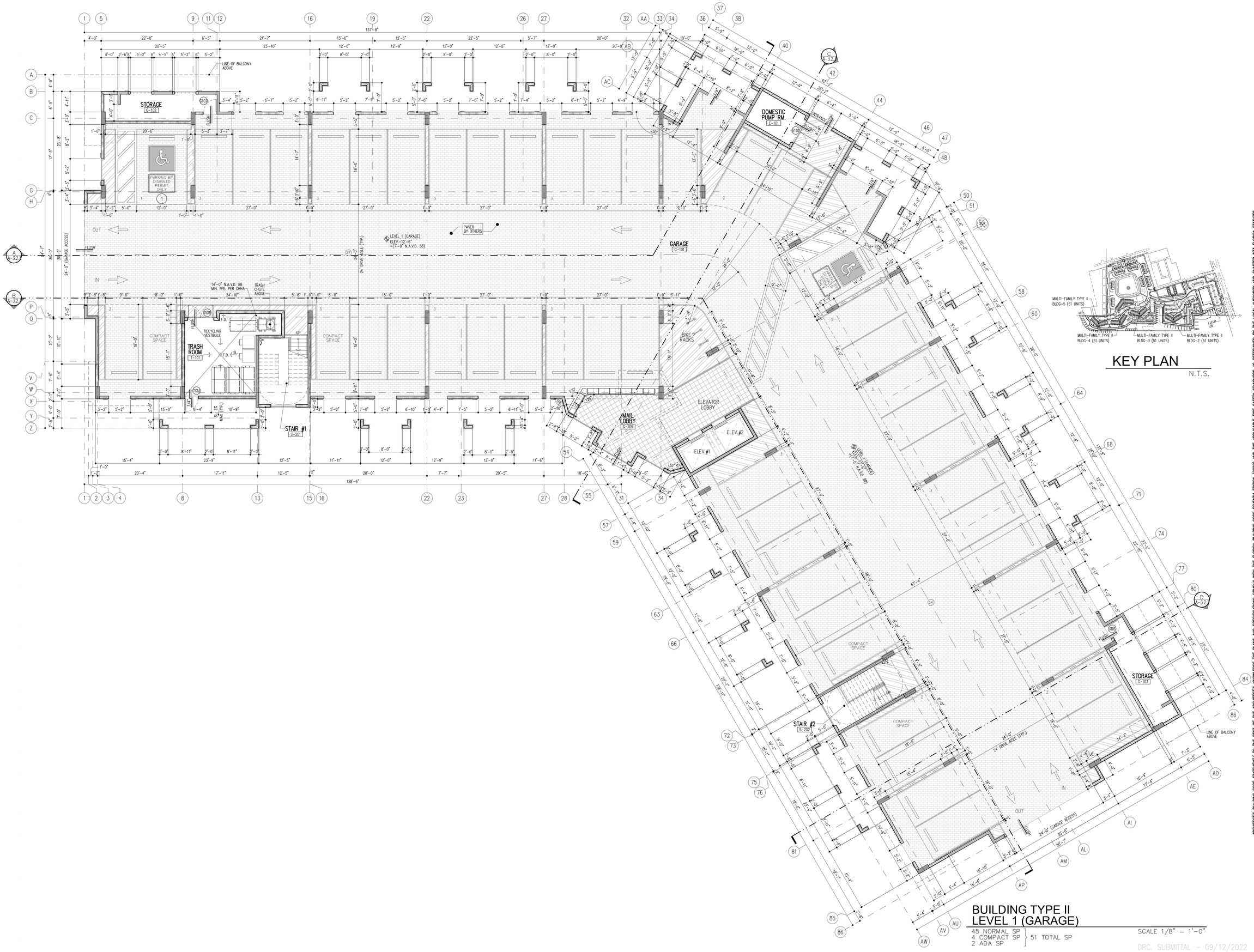
SNUG HARBOR
FOR:
KEY 1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE I ELEVATIONS

SHEET NUMBER:
A-3.1.5



KEY PLAN

N.T.S.

BUILDING TYPE II
LEVEL 1 (GARAGE)

45 NORMAL SP
4 COMPACT SP
2 ADA SP
} 51 TOTAL SP

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE II
LEVEL 1
GARAGE

SHEET NUMBER:
A-2.2.1

BY

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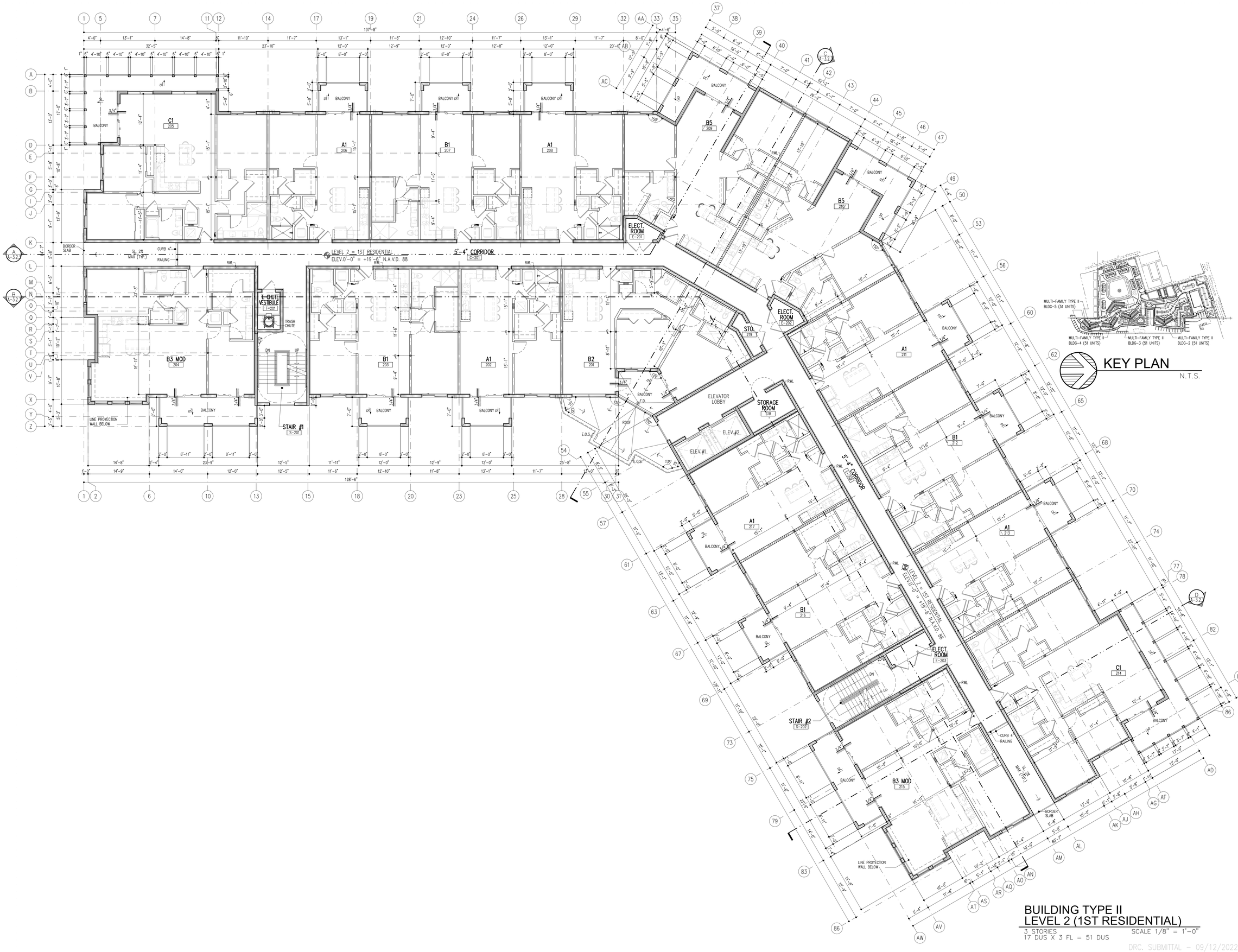


KEY PLAN
N.T.S.

BUILDING TYPE II
LEVEL 2 (1ST RESIDENTIAL)
3 STORIES
17 DUS X 3 FL = 51 DUS

SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

SNUG HARBOR
FOR:
KEY
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 212-9911

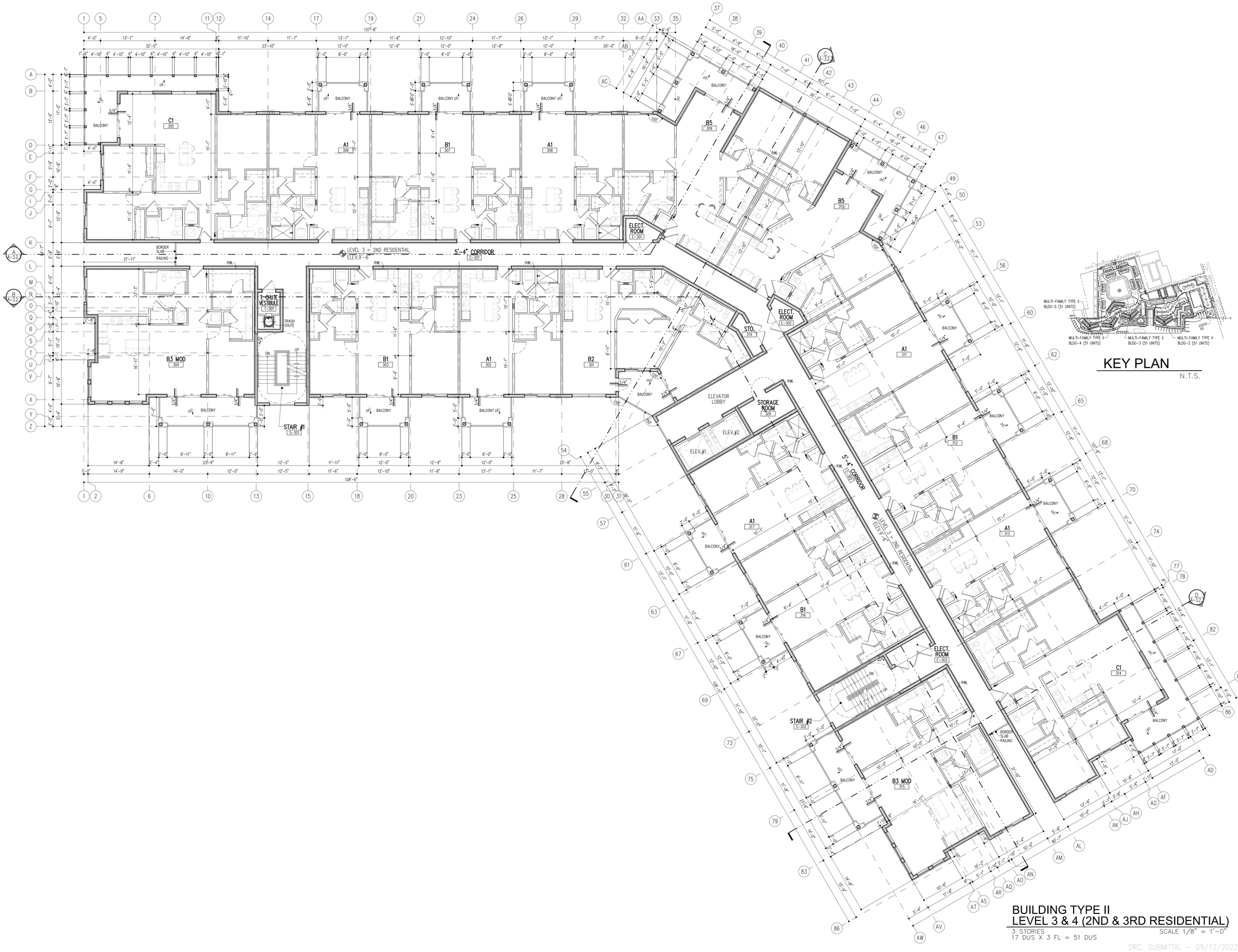
MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN	-
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE II
LEVEL 2
1ST RESIDENTIAL

SHEET NUMBER:
A-2.2.2

BY



KEY PLAN
N.T.S.

BUILDING TYPE II
LEVEL 3 & 4 (2ND & 3RD RESIDENTIAL)
3 STORIES
17 DUS X 3 FL = 51 DUS
SCALE 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

SNUG HARBOR
FMR:
KEY
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 212-9911

MSA ARCHITECTURE & PLANNING

DRAWN	-
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE II
LEVEL 3 & 4
2ND & 3RD RESIDENTIAL

SHEET NUMBER:
A-2.2.3

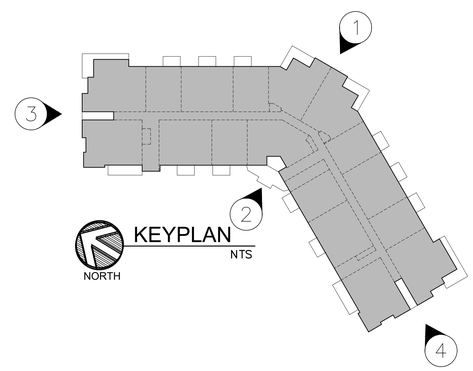
BY

1 FRONT ELEVATION

2 BACK ELEVATION

3 SIDE ELEVATION

4 SIDE ELEVATION



BUILDING TYPE II ELEVATIONS

SCALE 3/32" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE: BUILDING TYPE II ELEVATIONS

SHEET NUMBER: A-3.2.1

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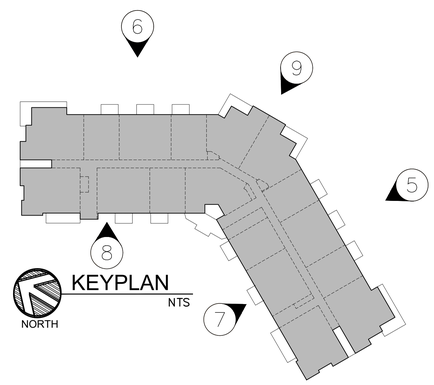
5 FRONT ELEVATION

6 FRONT ELEVATION

7 BACK ELEVATION

8 BACK ELEVATION

9 BACK ELEVATION



BUILDING TYPE II ELEVATIONS

SCALE 3/32" = 1'–0"

DRC. SUBMITTAL – 09/12/2022

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

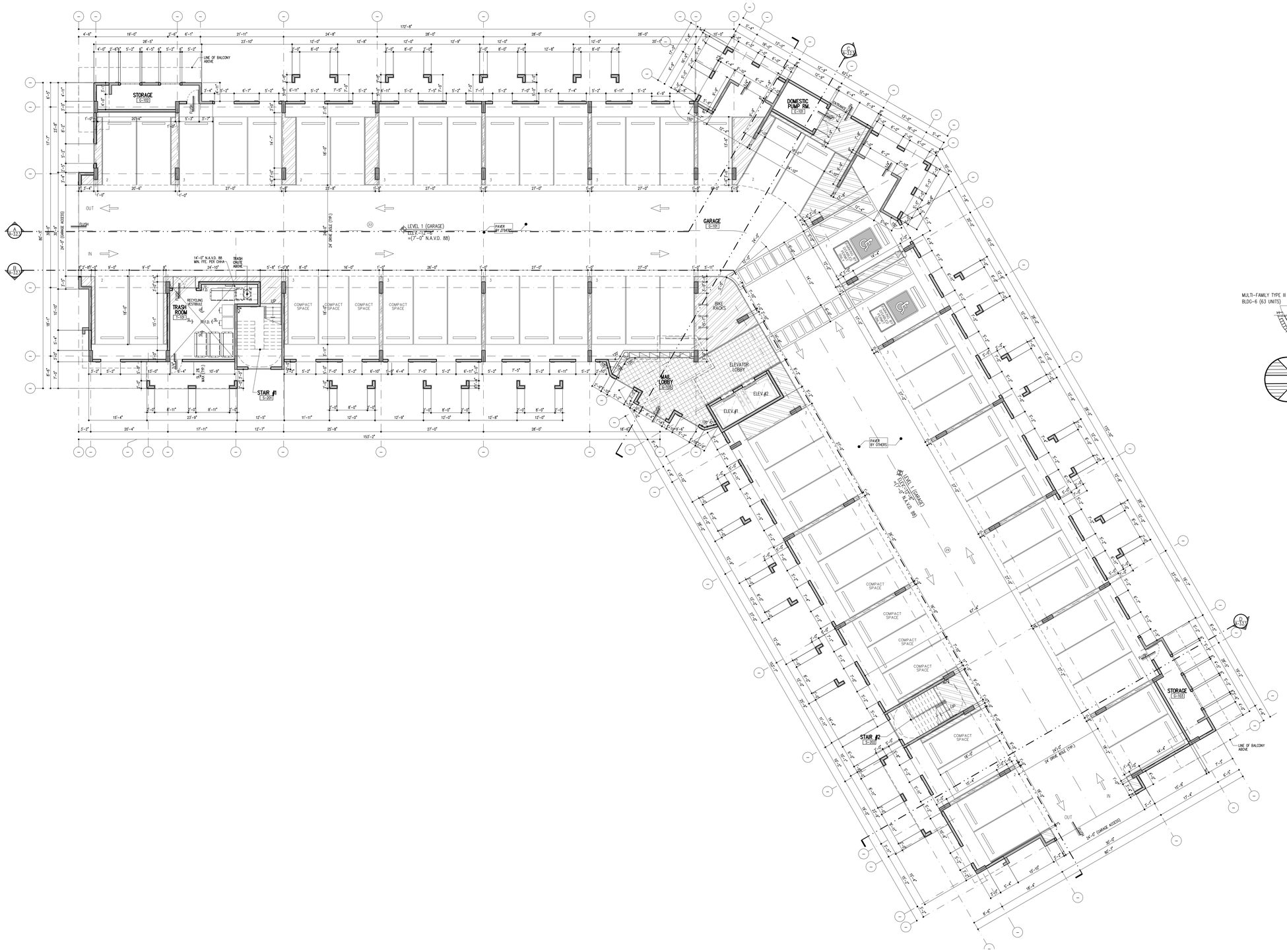
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

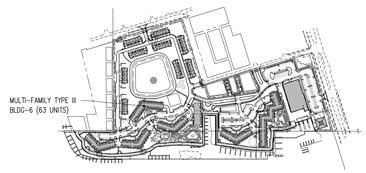
MSA ARCHITECTURE & PLANNING

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE II ELEVATIONS

SHEET NUMBER:
A-3.2.2





KEY PLAN

N.T.S.

BUILDING TYPE III
LEVEL 1 (GARAGE)

51 NORMAL SP
9 COMPACT SP
2 ADA SP
62 TOTAL SP

SCALE 3/32" = 1'-0"

BY

ARCHITECT'S BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

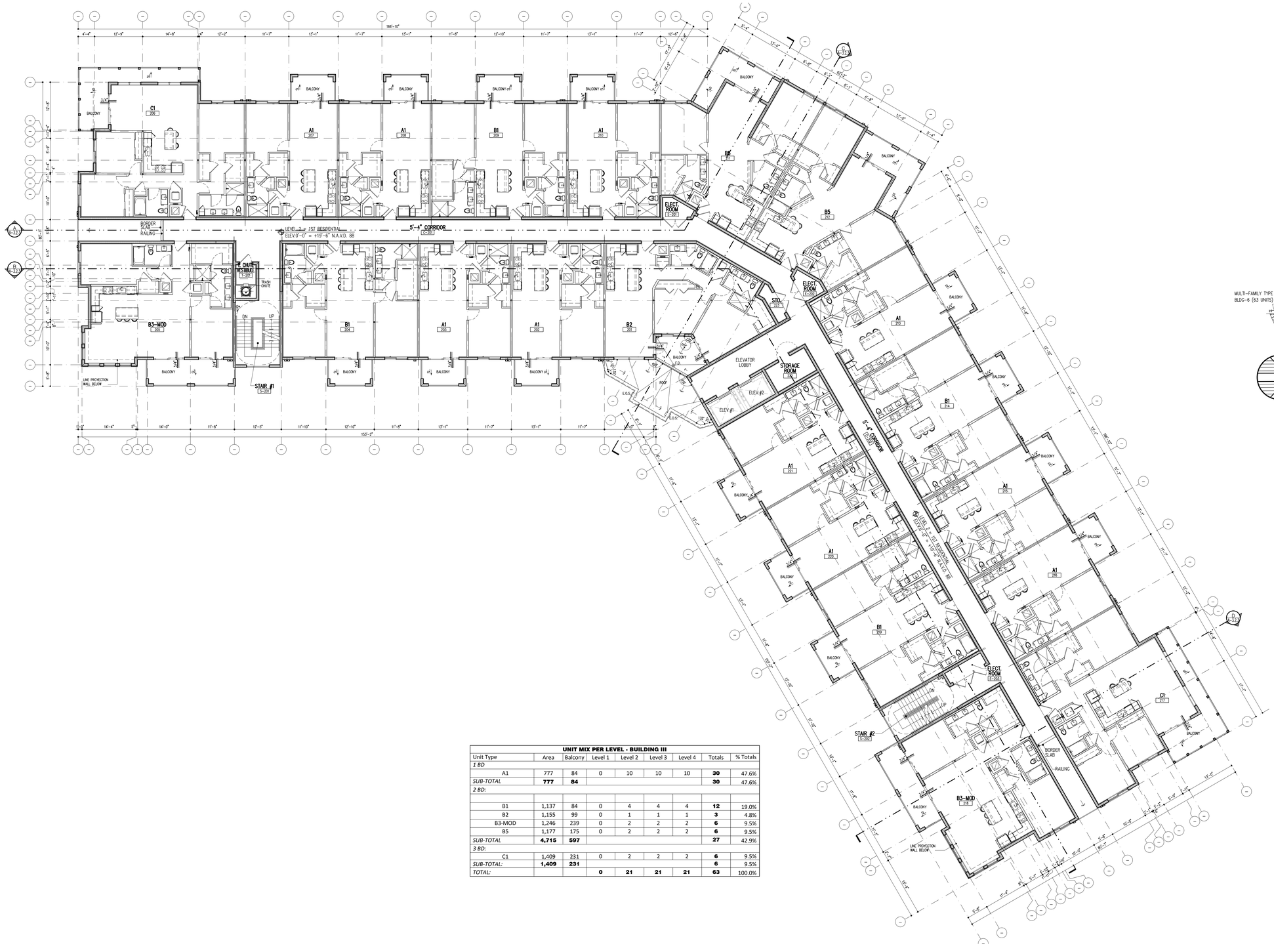
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

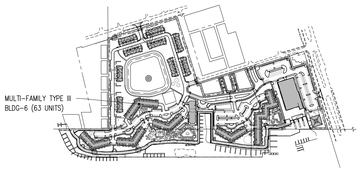
F:\DATA\DIR\1888.prj\PLOTSHEETS\BLDG-3\DRC\A-2.3.1.dwg, 8/26/2022 2:23:07 PM, staff1, GP

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE III
LEVEL 1 (GARAGE)

SHEET NUMBER:
A-2.3.1





KEY PLAN
N.T.S.

UNIT MIX PER LEVEL - BUILDING III

Unit Type	Area	Balcony	Level 1	Level 2	Level 3	Level 4	Totals	% Totals
1 BD								
A1	777	84	0	10	10	10	**30**	47.6%
SUB-TOTAL	**777**	**84**					**30**	47.6%
2 BD:								
B1	1,137	84	0	4	4	4	**12**	19.0%
B2	1,155	99	0	1	1	1	**3**	4.8%
B3-MOD	1,246	239	0	2	2	2	**6**	9.5%
B5	1,177	175	0	2	2	2	**6**	9.5%
SUB-TOTAL	**4,715**	**597**					**27**	42.9%
3 BD:								
C1	1,409	231	0	2	2	2	**6**	9.5%
SUB-TOTAL:	**1,409**	**231**					**6**	9.5%
TOTAL:			**0**	**21**	**21**	**21**	**63**	100.0%

BUILDING TYPE III
LEVEL 2
(1ST RESIDENTIAL)

3 STORIES
21 DU

SCALE 3/32" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

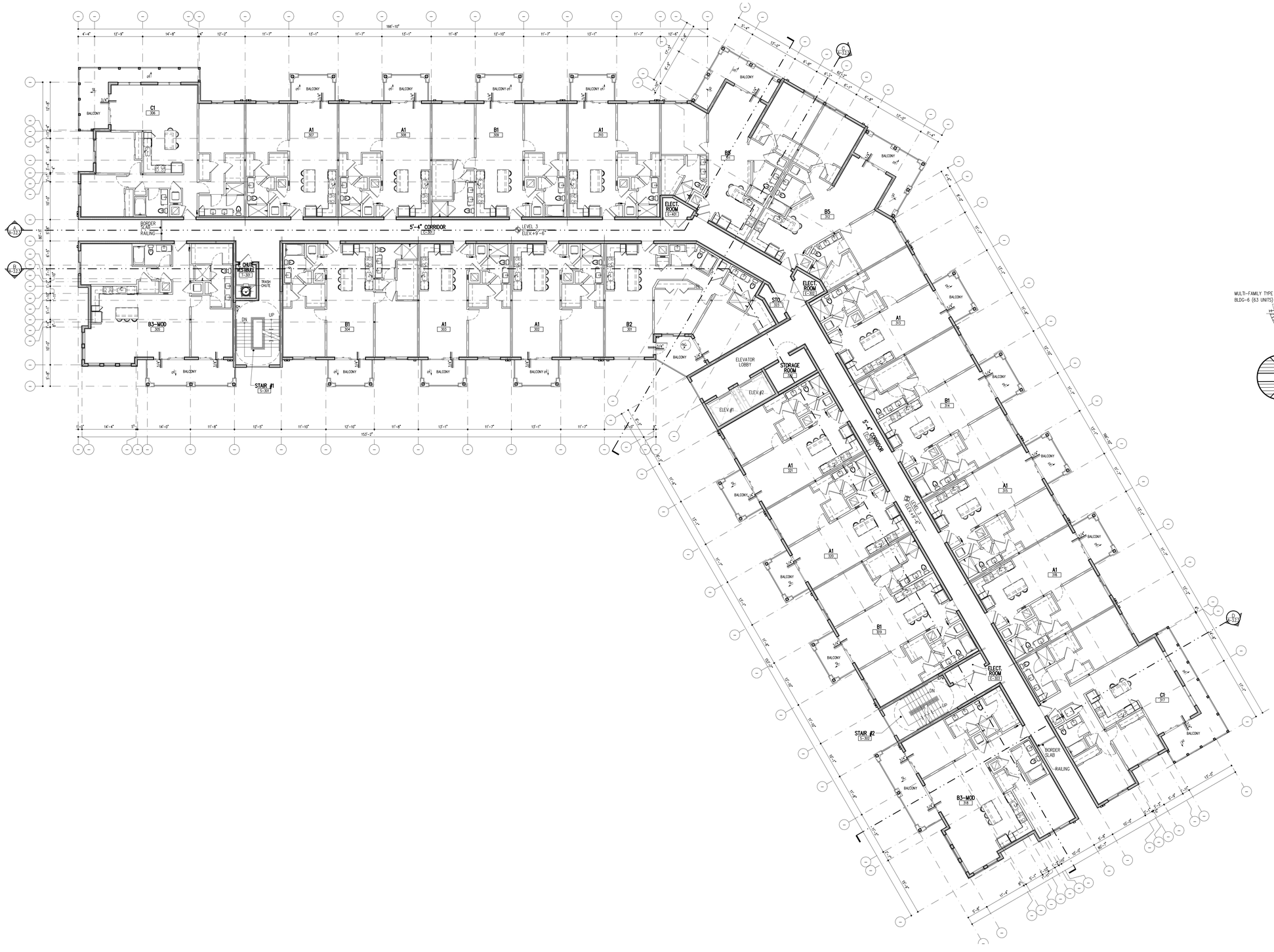
ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

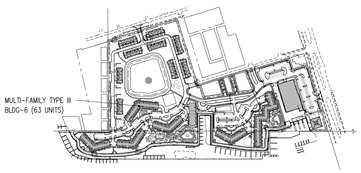
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9991

SNUG HARBOR
FOR:
KEY 1
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	BUILDING TYPE III LEVEL 2 (1ST RESIDENTIAL)
SHEET NUMBER:	A-2.3.2





KEY PLAN
N.T.S.

BUILDING TYPE III
LEVEL 3 & 4 (2ND & 3RD RESIDENTIAL)

3 STORIES
21 DU (x2=42 DU)

SCALE 3/32" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

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MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9991

SNUG HARBOR
FOR:
KEY 1
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
BUILDING TYPE III
LEVEL 3 & 4
(2ND & 3RD RESIDENTIAL)

SHEET NUMBER:
A-2.3.3

P:\DATA\DWG\1888.prj\PLOTSHEETS\A0XX-XXXX\A-2.3.3.dwg 12/6/2022 2:21:57 PM, user1, LP

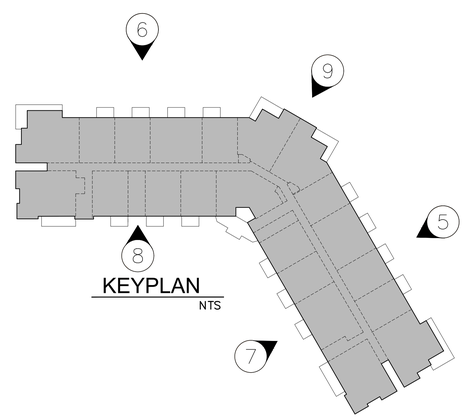
5 FRONT ELEVATION

6 FRONT ELEVATION

7 BACK ELEVATION

9 BACK ELEVATION

8 BACK ELEVATION



KEYPLAN
NTS

BUILDING TYPE III ELEVATIONS

SCALE 3/32" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTURE & PLANNING

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

DRAWN .
DATE 09/07/2021
SCALE AS SHOWN
JOB NO. 1888.prj

SHEET TITLE:
BUILDING TYPE III ELEVATIONS

SHEET NUMBER:
A-3.3.2

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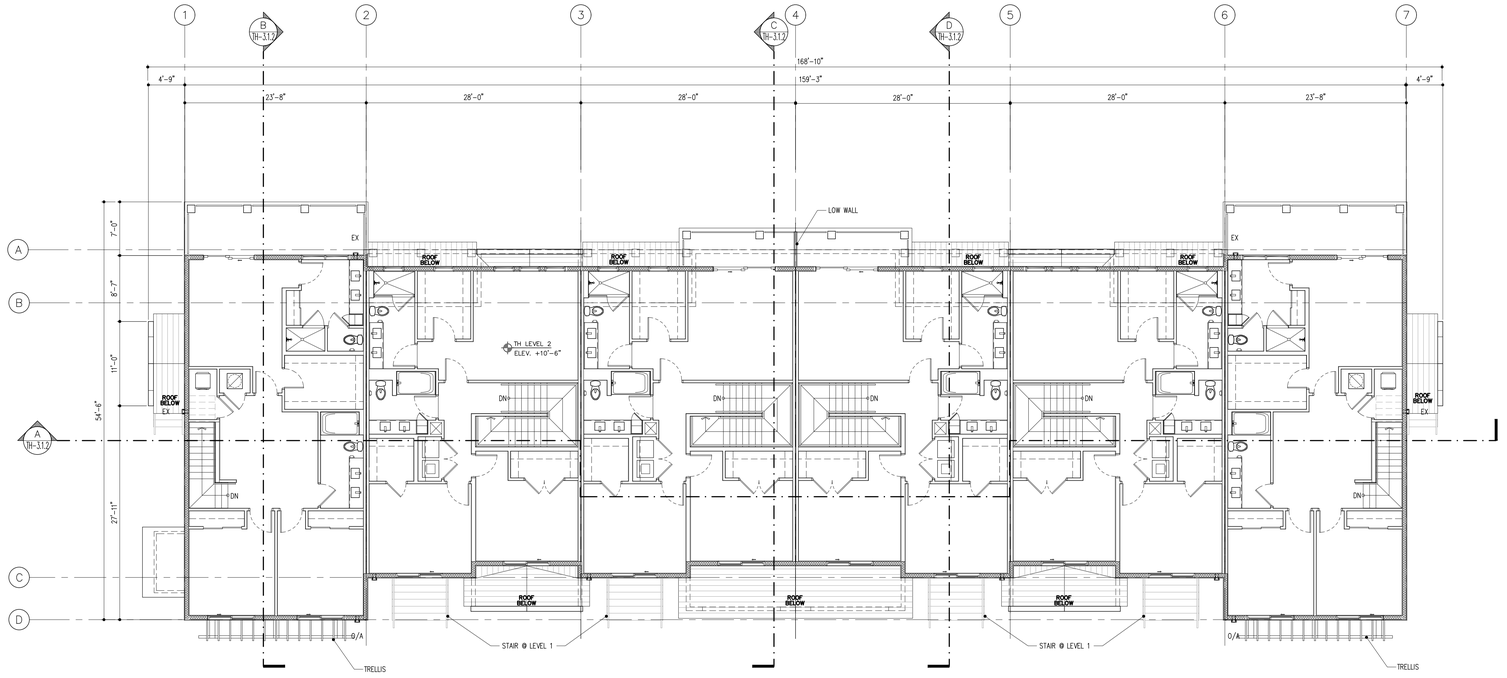
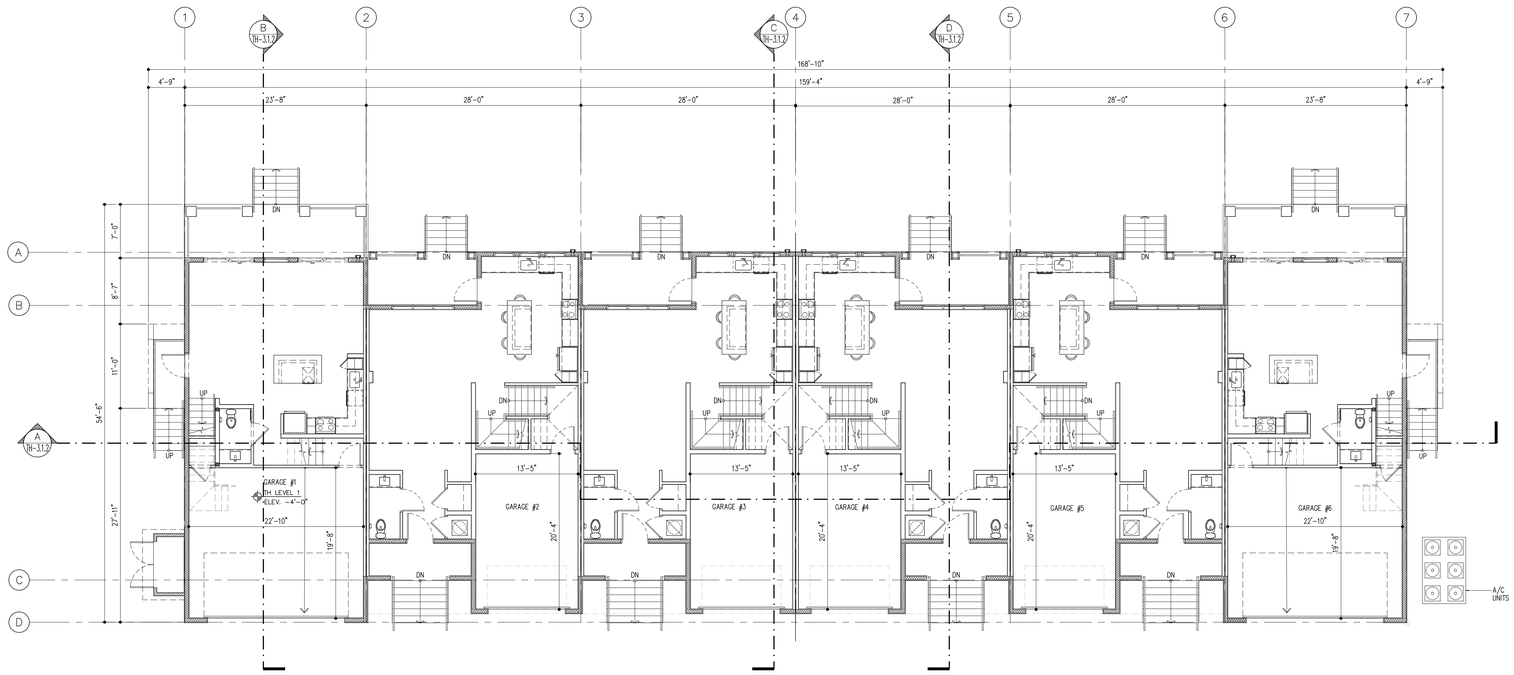
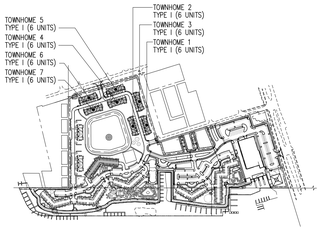


LEVEL 2
F.F. ELEV. + 10'-6"



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



KEY PLAN
N.T.S.

TOWNHOME TYPE I BUILDING PLANS

2 STORIES
6 UNITS PER BUILDING
6 GARAGES (8 PARKING SPACE)

SCALE: 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY 1
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

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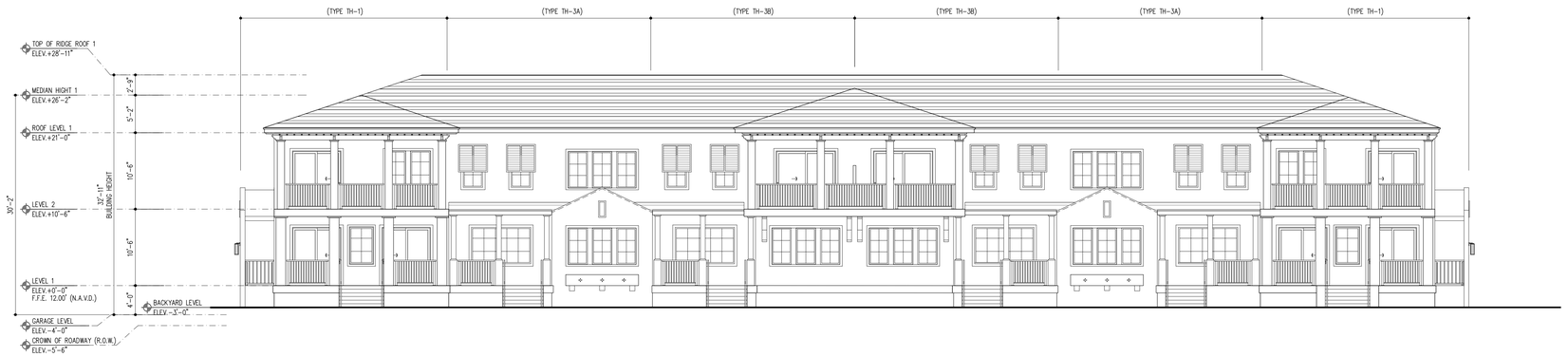
ARCHITECTURE & PLANNING

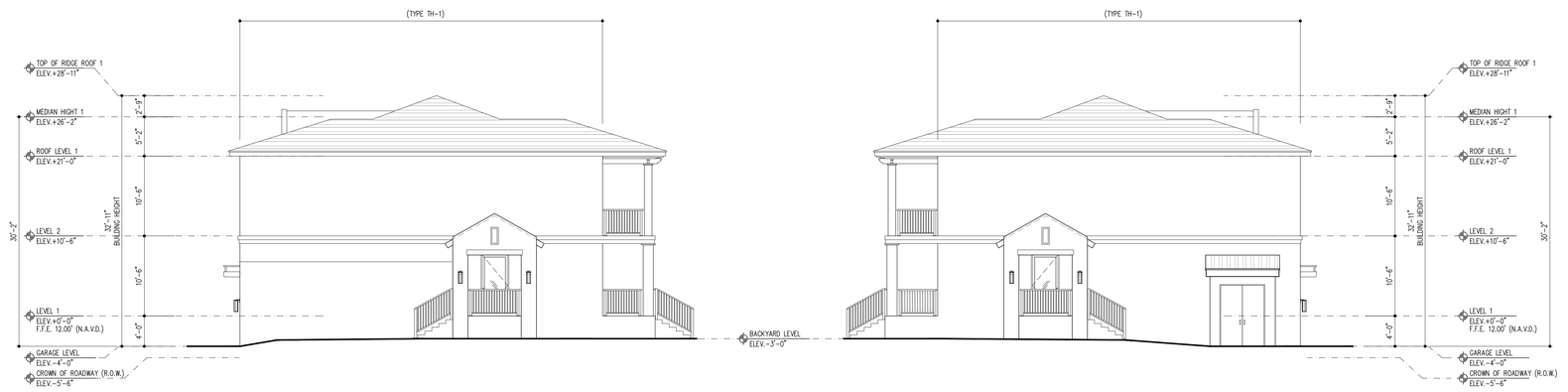
DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	TOWNHOME TYPE I BUILDING PLANS
SHEET NUMBER:	TH-2.1.1

BY

1 FRONT ELEVATION

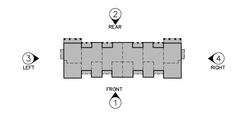


2 BACK ELEVATION



3 SIDE ELEVATION

4 SIDE ELEVATION



KEY PLAN

SCALE: N.T.S

TOWNHOME TYPE I BUILDING ELEVATIONS

2 STORIES
6 UNITS PER BUILDING
6 GARAGES (8 PARKING SPACE)

SCALE: 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY 1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

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8950 SW 74th COURT
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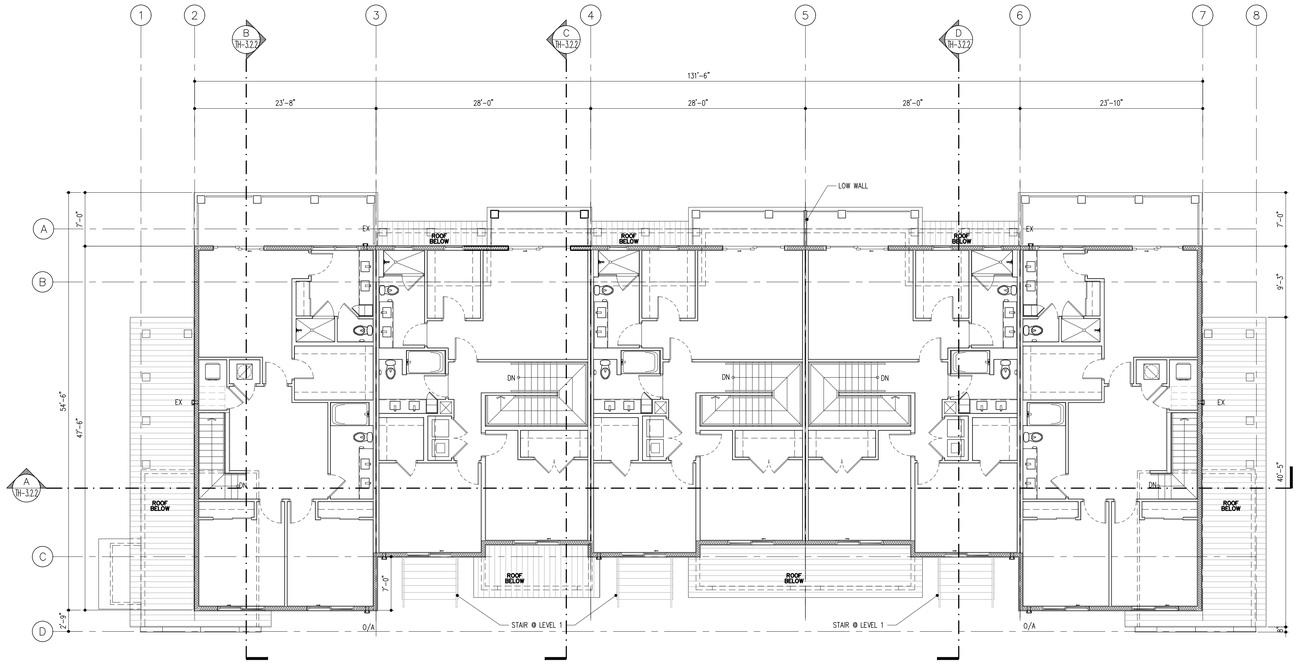
MIAMI, FLORIDA 33156
(305) 272-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

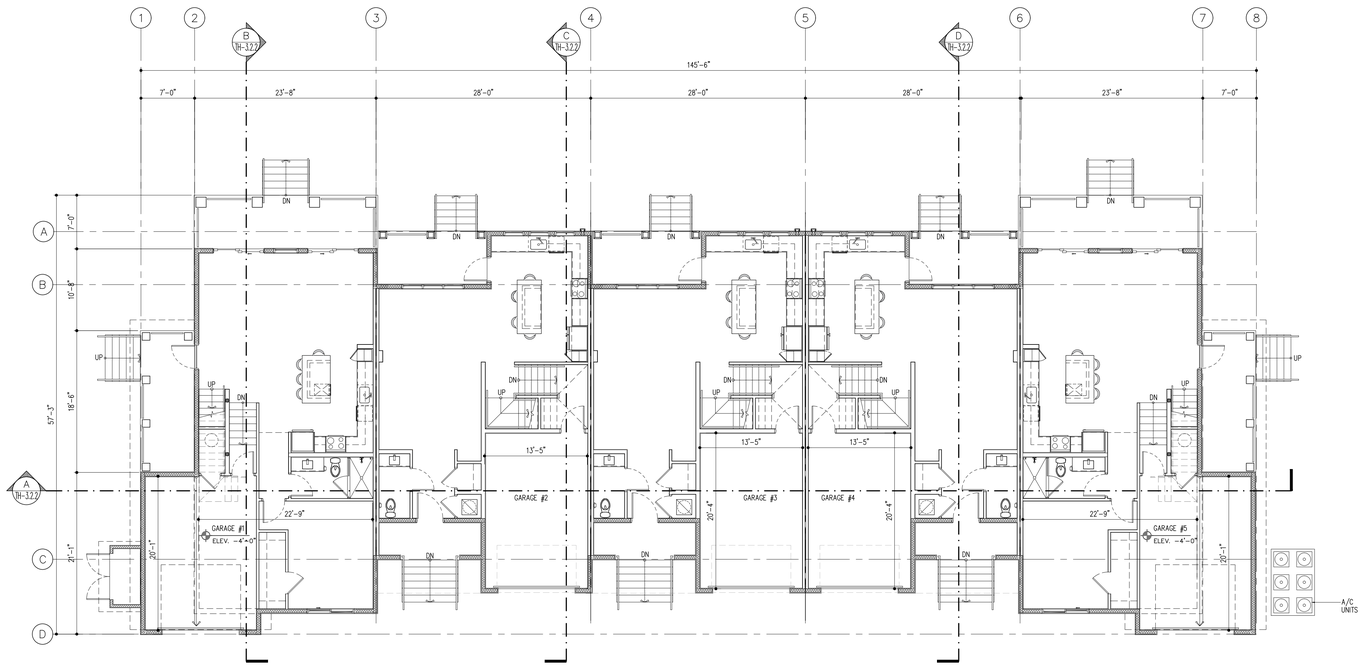
BY

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	TOWNHOME TYPE I ELEVATIONS
SHEET NUMBER:	TH-3.1.1



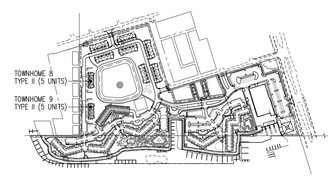
LEVEL 2

F.F. ELEV. + 10'-6"



LEVEL 1

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



KEY PLAN

N.T.S.

TOWNHOME TYPE II BUILDING PLAN

2 STORIES
5 UNITS PER BUILDING
5 GARAGES

SCALE: 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

SNUG HARBOR
FOR:
KEY 1
INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BY

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 272-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
TOWNHOME TYPE II BUILDING PLANS

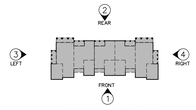
SHEET NUMBER:
TH-2.2.1

1 FRONT ELEVATION

2 BACK ELEVATION

3 SIDE ELEVATION

4 SIDE ELEVATION



KEY PLAN
SCALE: N.T.S

TOWNHOME TYPE II BUILDING ELEVATIONS

2 STORIES
5 UNITS PER BUILDING
5 GARAGES

SCALE: 1/8" = 1'-0"

DRC. SUBMITTAL – 09/12/2022

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SEVENTH EDITION (2020) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

MSA ARCHITECTS
ARCHITECTURE & PLANNING

MSA ARCHITECTS, INC.
AA0000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

SNUG HARBOR
FOR:
KEY 1 INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

DRAWN	.
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj
SHEET TITLE:	TOWNHOME TYPE II ELEVATIONS
SHEET NUMBER:	TH-3.2.1

BY

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1 SOUTH ELEVATION - RESTAURANT

2 EAST ELEVATION - RESTAURANT

RESTAURANT ELEVATION

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

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BEATRIZ M. HERNANDEZ
AR0094576

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 275-9911

MSA ARCHITECTURE & PLANNING

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
RESTAURANT ELEVATION

SHEET NUMBER:
A-3.3

1 WEST ELEVATION - RESTAURANT

2 NORTH ELEVATION - RESTAURANT

RESTAURANT ELEVATION

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

BY

SNUG HARBOR

FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BEATRIZ M. HERNANDEZ
AR0094576

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

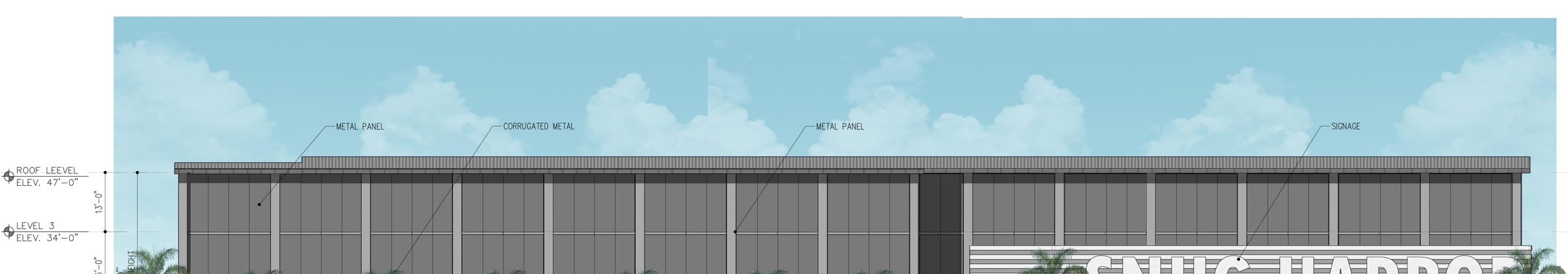
MSA ARCHITECTURE & PLANNING

ARCHITECTS BUILDING CODE STATEMENT/ TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

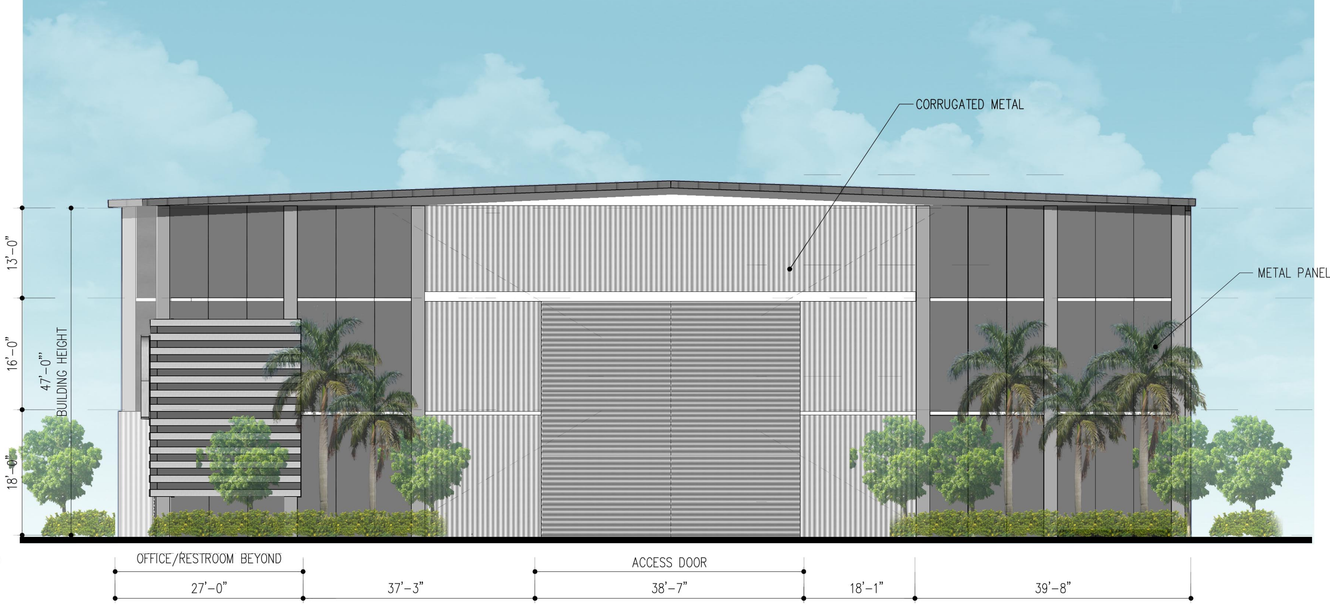
DRAWN	
DATE	09/07/2021
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
RESTAURANT ELEVATION

SHEET NUMBER:
A-3.2



1 NORTH ELEVATION - DRY STORAGE



2 WEST ELEVATION - DRY STORAGE

DRY STORAGE BUILDING ELEVATION

SCALE 1/8"=1'-0"

70% SCHEMATIC DESIGN 02-04-2022

BY

SNUG HARBOR
FOR:
KEY INTERNATIONAL
LOCATED AT:
ST. PETERSBURG, FLORIDA

BEATRIZ M. HERNANDEZ
AR0094576

MSA ARCHITECTS, INC.
AAC000895
8950 SW 74th COURT
SUITE 1513
MIAMI, FLORIDA 33156
(305) 273-9911

MSA ARCHITECTS
ARCHITECTURE & PLANNING

ARCHITECT'S BUILDING CODE STATEMENT: TO THE BEST OF THE ARCHITECT'S KNOWLEDGE THE PLANS AND SPECIFICATIONS COMPLY WITH THE FLORIDA BUILDING CODE SIXTH EDITION (2017) AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE LOCAL AUTHORITY AND CHAPTER 633 FLORIDA STATUTES.

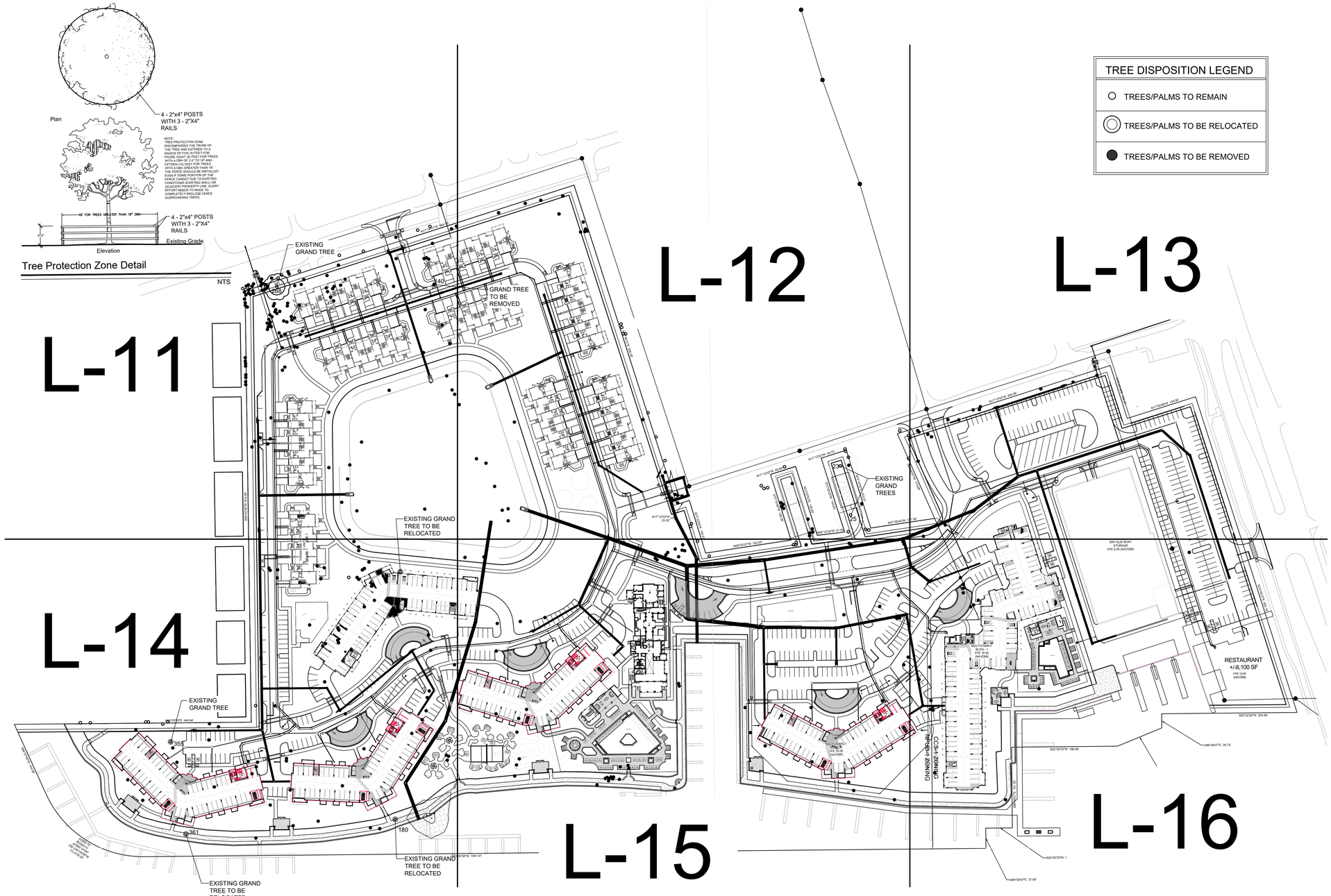
DRAWN	
DATE	09/07/202
SCALE	AS SHOWN
JOB NO.	1888.prj

SHEET TITLE:
DRY STORAGE BUILDING ELEVATION

SHEET NUMBER:
A-3.4

Tree Protection Zone Detail

NTS



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

811 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.
2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AAC000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

LANDSCAPE ARCHITECT
AAL 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
PHONE: (813) 258-8818

CIVIL ENGINEER
Kimley»Horn

201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE	AS SHOWN
DESIGNED BY	
DRAWN BY	
CHECKED BY	
DATE:	

SET DISTRIBUTIONS

DATE	DESCRIPTION
09/12/2022	COSP DRC SUBMITTAL

REVISIONS

△	DATE	DESCRIPTION

DATE 08/05/2022

PROJECT NO. 145248000

SHEET TITLE

OVERALL TREE SURVEY

SHEET NUMBER

L-10

TREE DISPOSITION LEGEND

○	TREES/PALMS TO REMAIN
◎	TREES/PALMS TO BE RELOCATED
●	TREES/PALMS TO BE REMOVED

NOTE:
TREE PROTECTION ZONE ENCOMPASSES THE TRUNK OF THE TREE AND EXTENDS TO A RADIUS OF FIVE (5) FEET FOR PALMS, EIGHT (8) FEET FOR TREES WITH A DBH OF 2.5" TO 18" AND FIFTEEN (15) FEET FOR TREES WITH A DBH GREATER THAN 18". THE FENCE SHOULD BE INSTALLED EVEN IF SOME PORTION OF THE FENCE CANNOT DUE TO EXISTING CONDITIONS (EXISTING WALL) OR ADJACENT PROPERTY LINE. EVERY EFFORT NEEDS TO MADE TO COMPLETELY ENCLOSE FENCE SURROUNDING TREES.

Tree Protection Zone Detail

NTS

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

KEY PLAN

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

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GANDY BLVD

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PHONE: (305) 377-1001

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PROJECT NO.
145248000

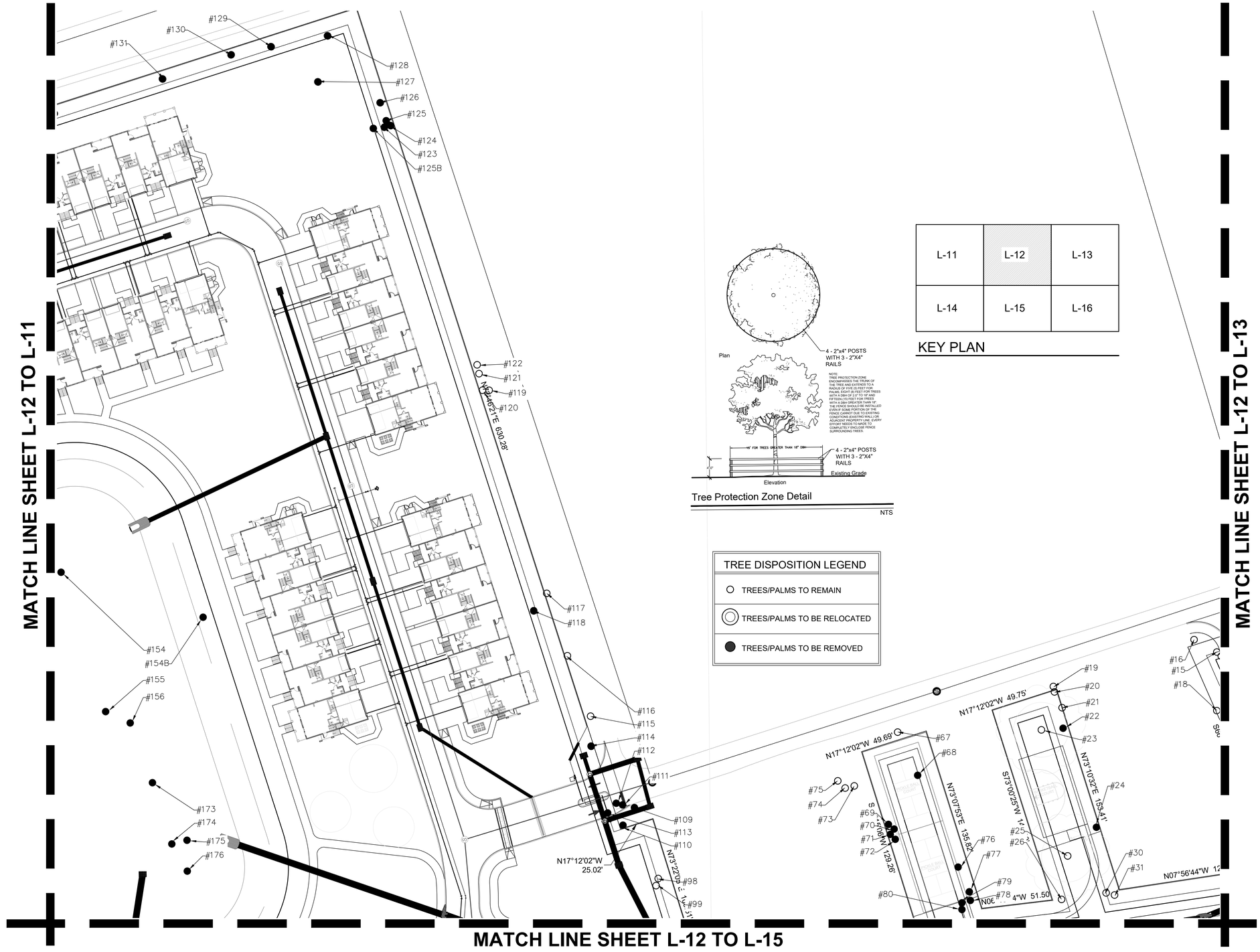
SHEET TITLE

TREE
SURVEY

SHEET NUMBER

L-11

SHEET 2 of 9



Tree Protection Zone Detail

NTS

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

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

KEY PLAN

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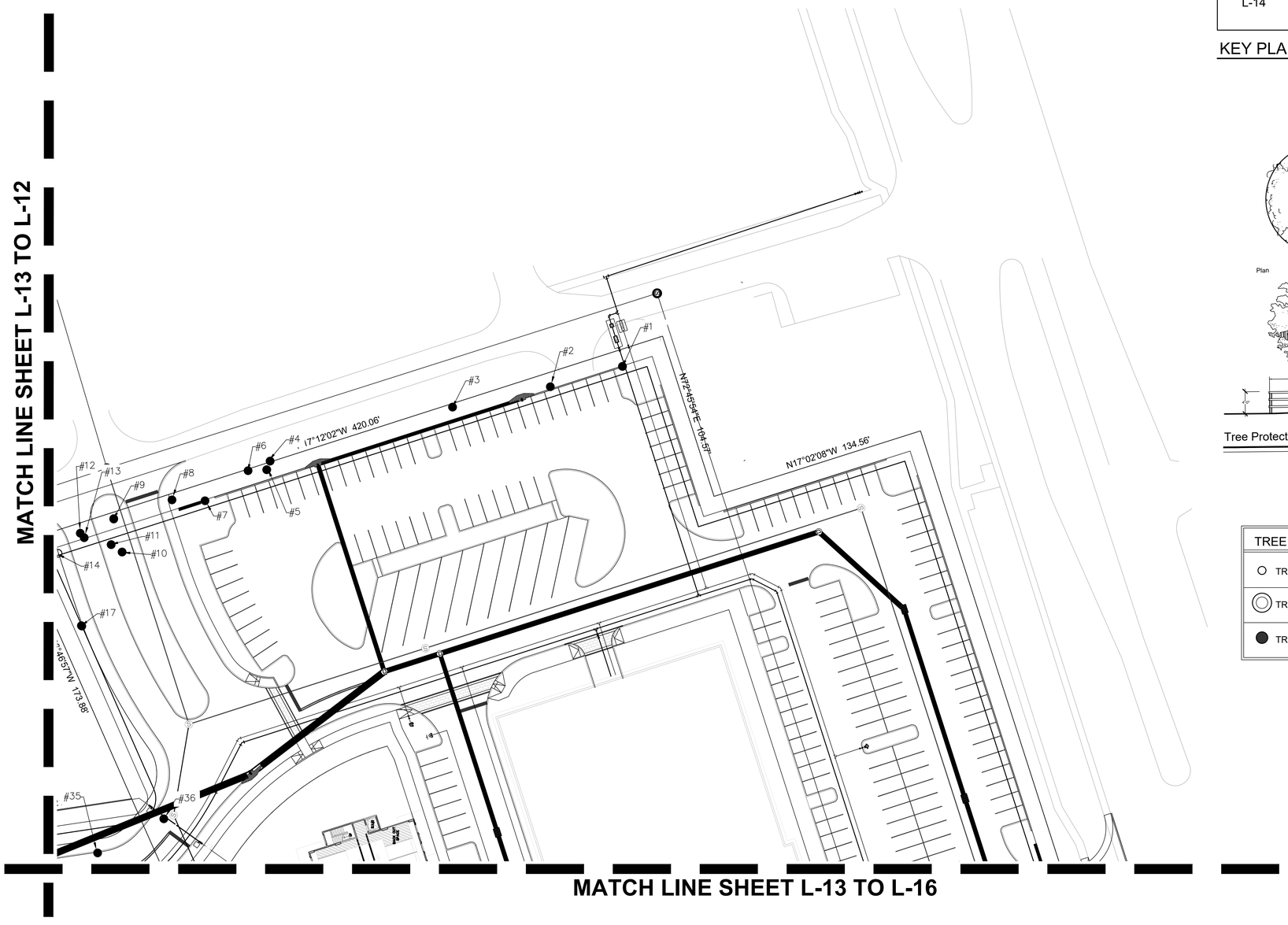
SHEET TITLE

TREE SURVEY

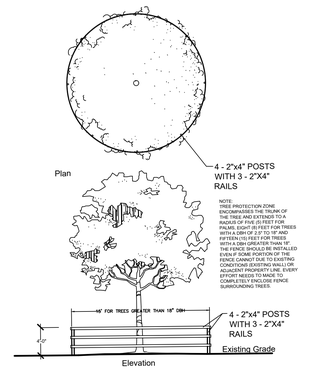
SHEET NUMBER

L-12



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

KEY PLAN



Tree Protection Zone Detail

NTS

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

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SHEET TITLE

TREE SURVEY

SHEET NUMBER

L-13

MATCH LINE SHEET L-14 TO L-11

MATCH LINE SHEET L-14 TO L-15

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

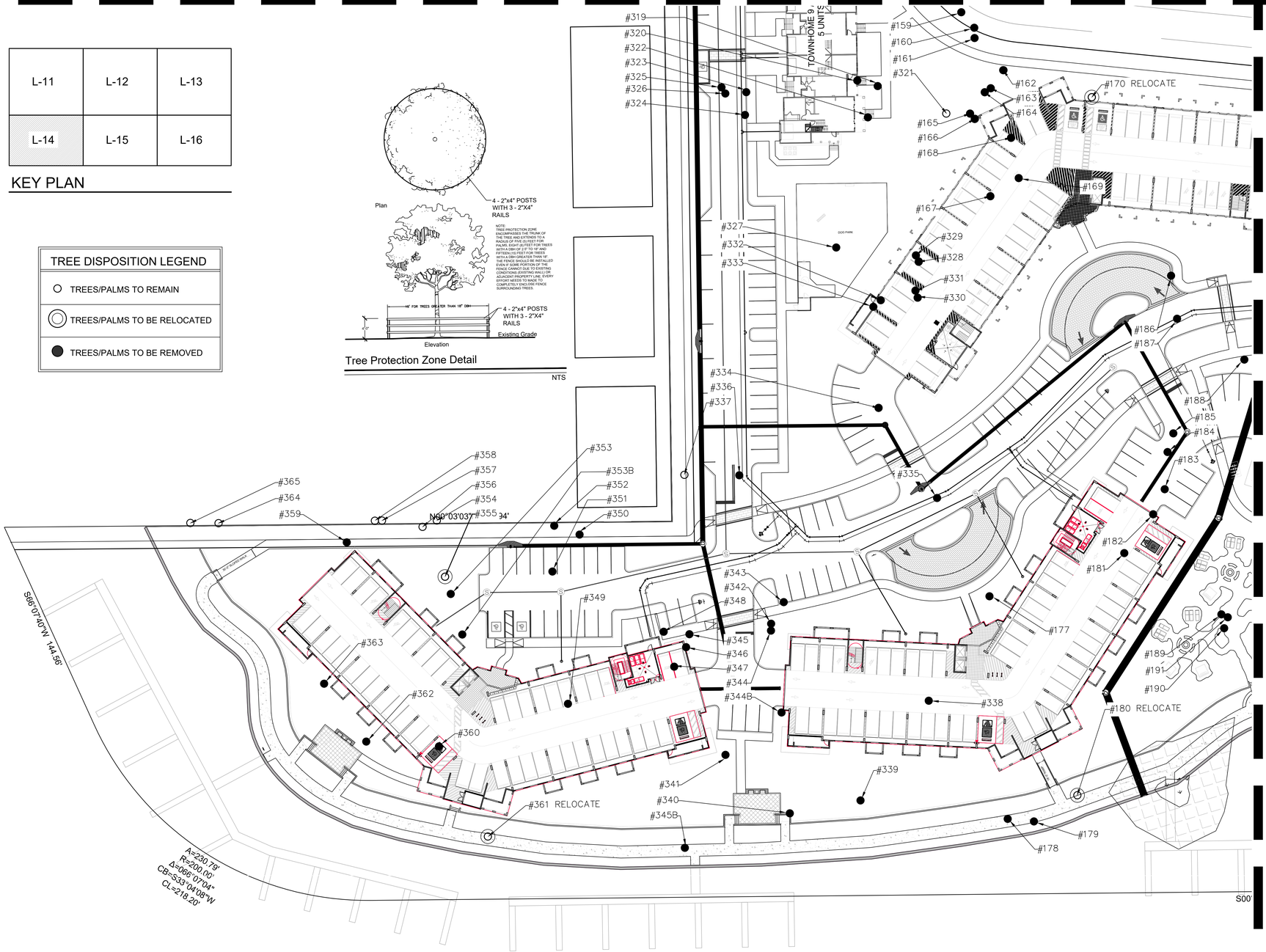
KEY PLAN

TREE DISPOSITION LEGEND

- TREES/PALMS TO REMAIN
- TREES/PALMS TO BE RELOCATED
- TREES/PALMS TO BE REMOVED

Tree Protection Zone Detail

NTS



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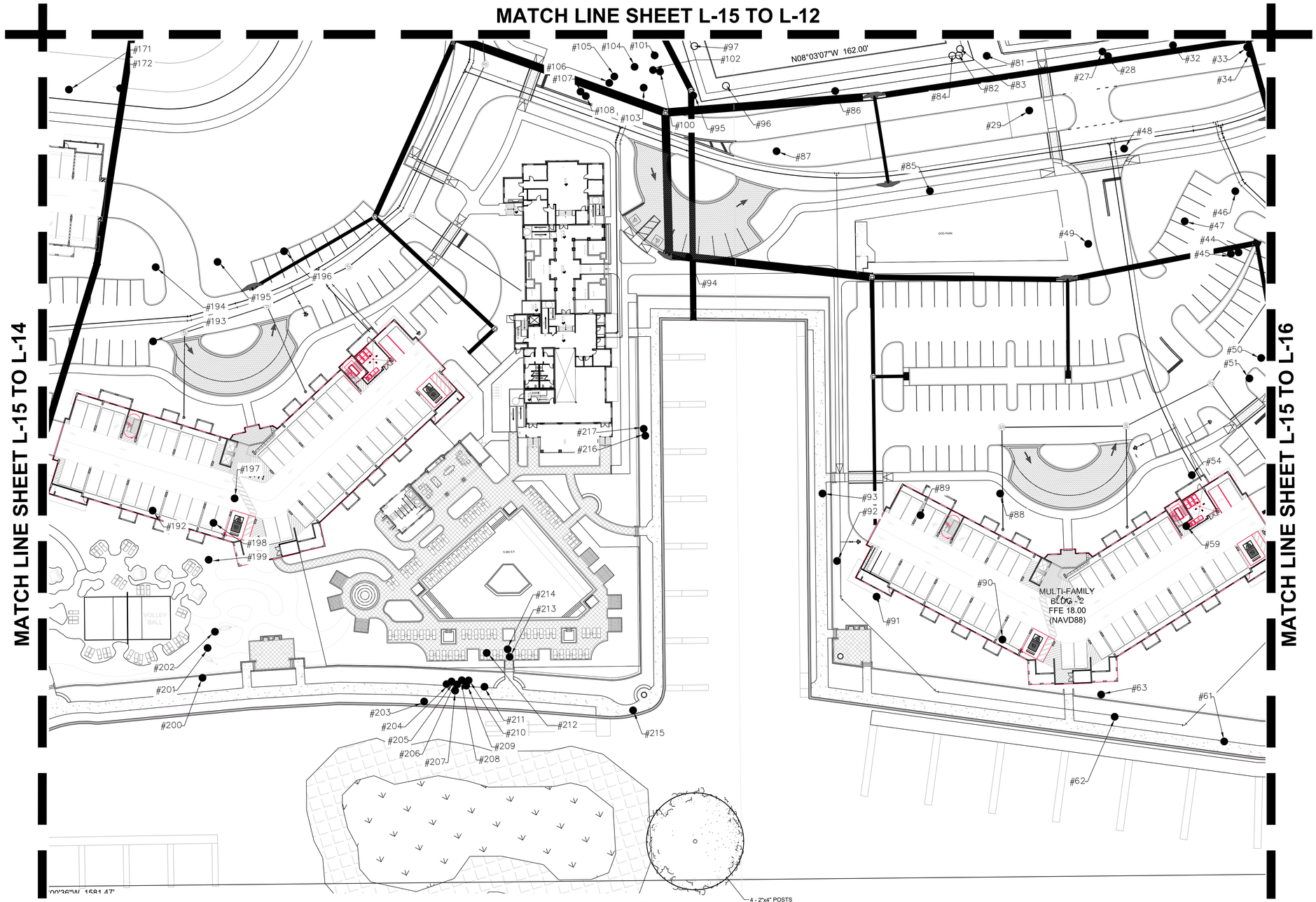
SHEET TITLE

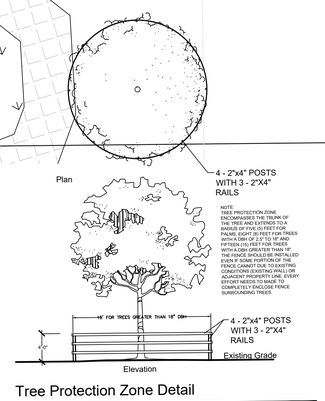
TREE SURVEY

SHEET NUMBER

L-14



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



Tree Protection Zone Detail

NTS

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

KEY PLAN

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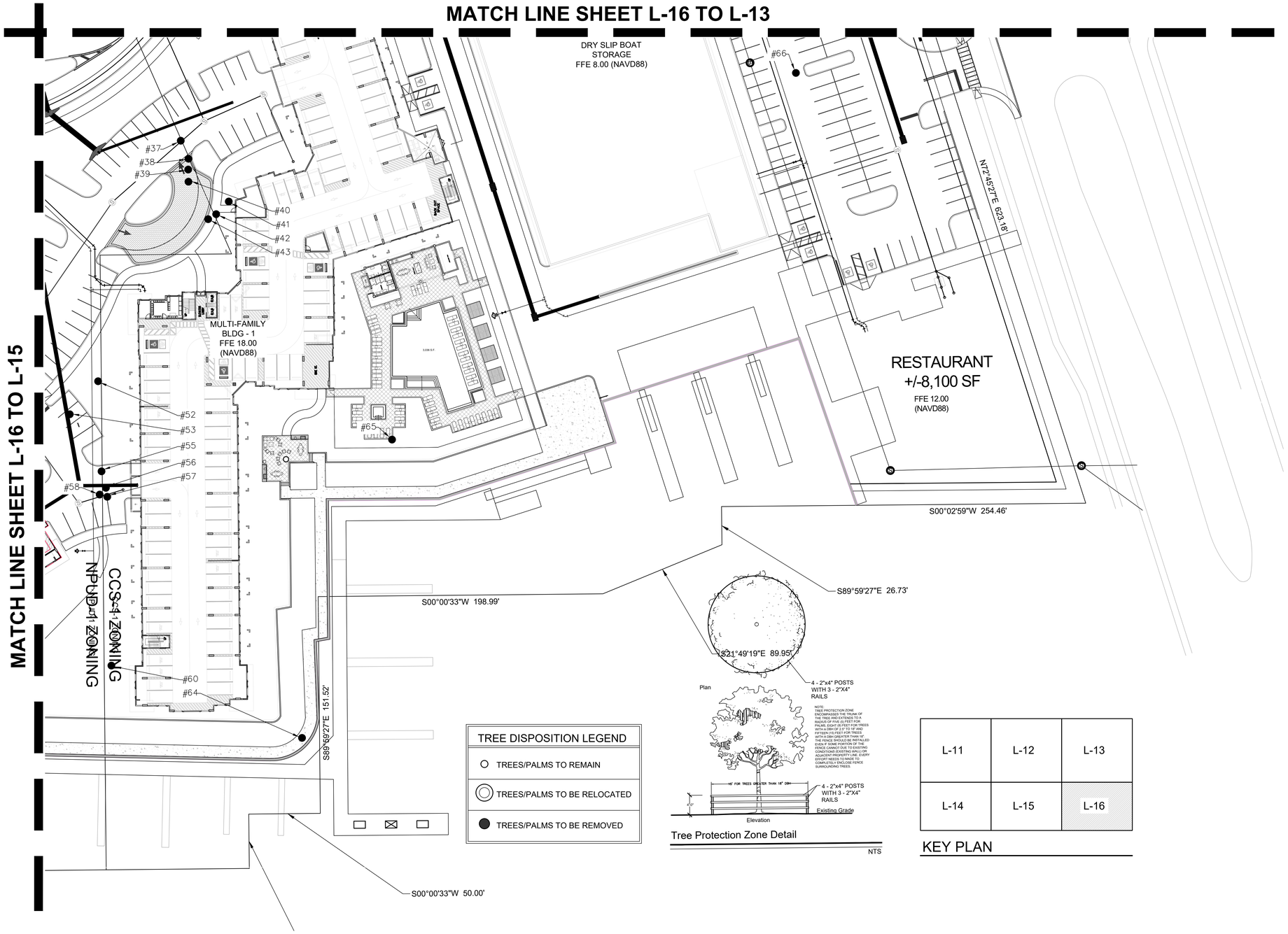
SHEET TITLE

TREE SURVEY

SHEET NUMBER

L-15



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TREES/PALMS TO REMAIN
TREES/PALMS TO BE RELOCATED
TREES/PALMS TO BE REMOVED

Tree Protection Zone Detail

NTS

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

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SHEET TITLE

TREE SURVEY

SHEET NUMBER

L-16

KEY INTERNATIONAL - SNUG HARBOR

11/3/2021

TREE NUMBER	COMMON NAME	BOTANICAL NAME	HEIGHT FEET	SPREAD FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCATE
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	*QUERCUS VIRGINIANA*			8"		Remove	
13	LIVE OAK	*QUERCUS VIRGINIANA*			10"		Remove	
14	LIVE OAK	*QUERCUS VIRGINIANA*			8"	Remains		
15	LAUREL OAK	*QUERCUS LAURIFOLIA*			4"	Remains		
16	CABBAGE PALM	*SABAL PALMETTO*			14"	Remains		
17	LAUREL OAK	*QUERCUS LAURIFOLIA*			7"		Remove	
18	CABBAGE PALM	*SABAL PALMETTO*			13"	Remains		
19	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
20	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
21	CABBAGE PALM	SABAL PALMETTO			14"	Remains		
22	QUEEN PALM	SYAGRUS ROMANZOFFIANA			13"		Remove	
23	LIVE OAK	QUERCUS VIRGINIANA			40"	Remains		
24	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			24"		Remove	
25	LIVE OAK	QUERCUS VIRGINIANA			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			11"	Remains		
31	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
32	LIVE OAK DBL.	QUERCUS VIRGINIANA			4", 6"		Remove	
33	LAUREL OAK	QUERCUS LAURIFOLIA			9"		Remove	
34	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
35	LIVE OAK	QUERCUS VIRGINIANA			9"		Remove	
36	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			13"		Remove	
37	LAUREL OAK	QUERCUS LAURIFOLIA			10"		Remove	
38	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
39	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
40	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
41	LIVE OAK	QUERCUS VIRGINIANA			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			4"		Remove	
50	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
51	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
52	LIVE OAK	QUERCUS VIRGINIANA			24"		Remove	
53	LAUREL OAK	QUERCUS LAURIFOLIA			5"		Remove	
54	LIVE OAK TPL.	QUERCUS VIRGINIANA			6",10",5"		Remove	
55	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
56	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
57	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
58	CABBAGE PALM	SABAL PALMETTO			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	
64	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			12"		Remove	
65	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			12"		Remove	
66	ARAUCARIA HETEROPHYLLA	NORFOLK ISLAND PINE			8"		Remove	
67	CABBAGE PALM	SABAL PALMETTO			14"	Remains		
68	LAUREL OAK	QUERCUS LAURIFOLIA			48"		Remove	
69	WILD TAMARIND	LYSILOMA LATISILIQUUM			24"		Remove	
70	WILD TAMARIND	LYSILOMA LATISILIQUUM			10"		Remove	
71	WILD TAMARIND	LYSILOMA LATISILIQUUM			10"		Remove	
72	WILD TAMARIND	LYSILOMA LATISILIQUUM			10"		Remove	
73	CABBAGE PALM	SABAL PALMETTO			14"	Remains		
74	QUEEN PALM	SYAGRUS ROMANZOFFIANA			6"	Remains		
75	LIVE OAK	QUERCUS VIRGINIANA			25"	Remains		
76	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
77	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
78	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
79	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
80	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
81	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
82	LAUREL OAK	QUERCUS LAURIFOLIA			4"	Remains		
83	LAUREL OAK	QUERCUS LAURIFOLIA			4"	Remains		
84	LAUREL OAK	QUERCUS LAURIFOLIA			9"	Remains		
85	LIVE OAK	QUERCUS VIRGINIANA			7"		Remove	
86	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
87	QUEEN PALM	SYAGRUS ROMANZOFFIANA			10"		Remove	
88	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
89	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			6",10",4"		Remove	
90	LIVE OAK	QUERCUS VIRGINIANA			10"		Remove	
91	QUEEN PALM	SYAGRUS ROMANZOFFIANA			9"		Remove	
92	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
93	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			13"		Remove	

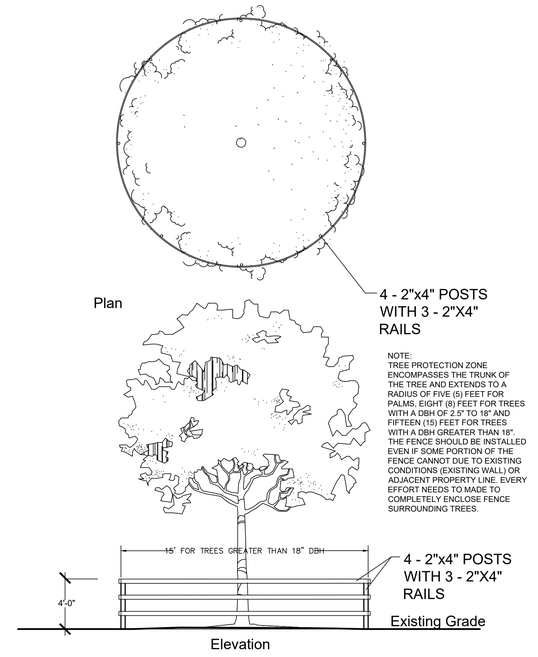
KEY INTERNATIONAL - SNUG HARBOR

10/14/2021

TREE NUMBER	COMMON NAME	BOTANICAL NAME	HEIGHT FEET	SPREAD FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCATE
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	LIVE OAK	QUERCUS VIRGINIANA			14"	Remains		
99	LIVE OAK	QUERCUS VIRGIANA			7"	Remains		
100	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
101	LAUREL OAK	QUERCUS LAURIFOLIA			10"		Remove	
102	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
103	LAUREL OAK	QUERCUS LAURIFOLIA			5"		Remove	
104	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
105	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
106	LIVE OAK TPL.	QUERCUS VIRGINIANA			4"		Remove	
107	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
108	LIVE OAK	QUERCUS VIRGINIANA			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	LAUREL OAK	QUERCUS LAURIFOLIA			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	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
124	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
125	LAUREL OAK	QUERCUS LAURIFOLIA			4"		Remove	
125B	LAUREL OAK	QUERCUS LAURIFOLIA			6",4"		Remove	
126	WILD TAMARIND	LYSILOMA LATISILIQUUM			6",10",14"		Remove	
127	LAUREL OAK	QUERCUS LAURIFOLIA			20"		Remove	
128	LIVE OAK	QUERCUS VIRGINIANA			5",4"		Remove	
129	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
130	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
131	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
132	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
133	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
134	LAUREL OAK	QUERCUS LAURIFOLIA			30"		Remove	
135	LIVE OAK	QUERCUS VIRGINIANA			11"	Remains		
136	CABBAGE PALM	SABAL PALMETTO			11"	Remains		
137	QUEEN PALM	SYAGRUS ROMANZOFFIANA			7"		Remove	
138	QUEEN PALM	SYAGRUS ROMANZOFFIANA			11"		Remove	
139	QUEEN PALM	SYAGRUS ROMANZOFFIANA			9"		Remove	
140	LIVE OAK	QUERCUS VIRGINIANA			56"		Remove	
141	LIVE OAK	QUERCUS VIRGINIANA			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	QUERCUS LAURIFOLIA			30"		Remove	
154	LAUREL OAK	QUERCUS LAURIFOLIA			36"		Remove	
154B	LAUREL OAK	QUERCUS LAURIFOLIA			11"		Remove	
155	SLASH PINE	PINUS ELLIOTTII			5"		Remove	
156	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
157	BOTTLEBRUSH	CALLISTEMON			14"		Remove	
158	LIVE OAK	QUERCUS VIRGINIANA			7",6"		Remove	
158B	LIVE OAK	QUERCUS VIRGINIANA			7",4"		Remove	
159	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
160	BOTTLEBRUSH	CALLISTEMON			12",12",13"		Remove	
161	BOTTLEBRUSH	CALLISTEMON			15",15"		Remove	
162	LAUREL OAK	QUERCUS LAURIFOLIA			4",5"		Remove	
163	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
164	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
165	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
166	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
167	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
168	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
169	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			15"		Remove	
170	LIVE OAK	QUERCUS VIRGINIANA			30"			Relocate
171	LAUREL OAK	QUERCUS LAURIFOLIA			30"		Remove	
172	LAUREL OAK	QUERCUS LAURIFOLIA			18"		Remove	
173	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
174	LAUREL OAK DBL.	QUERCUS LAURIFOLIA			4"		Remove	
175	LIVE OAK	QUERCUS VIRGIANA			8"		Remove	
176	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
177	LIVE OAK	QUERCUS VIRGINIANA			27"		Remove	
178	QUEEN PALM	SYAGRUS ROMANZOFFIANA			12"		Remove	
179	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			14"		Remove	
180	LIVE OAK	QUERCUS VIRGINIANA			35"			Relocate
181	LIVE OAK DBL.	QUERCUS VIRGINIANA			6"		Remove	
182	LIVE OAK	QUERCUS VIRGINIANA			14",12",10",12"		Remove	
183	LIVE OAK	QUERCUS VIRGINIANA			9"		Remove	

TREE DISPOSITION LEGEND

- ○ TREES/PALMS TO REMAIN
- ◎ TREES/PALMS TO BE RELOCATED
- ● TREES/PALMS TO BE REMOVED



NOTE:
TREE PROTECTION ZONE ENCOMPASSES THE TRUNK OF THE TREE AND EXTENDS TO A RADIUS OF FIVE (5) FEET FOR PALMS, EIGHT (8) FEET FOR TREES WITH A DBH OF 2.5" TO 18" AND FIFTEEN (15) FEET FOR TREES WITH A DBH GREATER THAN 18". THE FENCE SHOULD BE INSTALLED EVEN IF SOME PORTION OF THE FENCE CANNOT DUE TO EXISTING CONDITIONS (EXISTING WALL) OR ADJACENT PROPERTY LINE. EVERY EFFORT NEEDS TO MADE TO COMPLETELY ENCLOSE FENCE SURROUNDING TREES.

Tree Protection Zone Detail

NTS

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

ALERT TO CONTRACTOR:

1. THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTORS 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.
2. ALL GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS.

SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS, INC. AA0000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

LANDSCAPE ARCHITECT
ARCHITECTURAL ALLIANCE LANDSCAPE
612 SW 4th AVENUE, FT. LAUDERDALE, FLORIDA 33315
PHONE: (954) 764-8858

MEP

STRUCTURAL

COASTAL ENGINEER
MOFFATT & NICHOL
501 E. KENNEDY BLVD, SUITE 1910, TAMPA, FLORIDA 33602
PHONE: (813) 258-8818

CIVIL ENGINEER
Kimley»Horn

201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

SCALE AS SHOWN
DESIGNED BY
DRAWN BY
CHECKED BY
DATE:

SET DISTRIBUTIONS

DATE	DESCRIPTION
09/12/2022	COSP DRC SUBMITTAL

REVISIONS

△	DATE	DESCRIPTION

DATE 08/05/2022
PROJECT NO. 145248000

SHEET TITLE

TREE SURVEY LIST & NOTES

SHEET NUMBER

L-17

KEY INTERNATIONAL - SNUG HARBOR
10/14/2021

TREE NUMBER	COMMON NAME	BOTANICAL NAME	HEIGHT FEET	SPREAD FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCATE
184	LIVE OAK	QUERCUS VIRGINIANA			17"		Remove	
185	LIVE OAK	QUERCUS VIRGINIANA			17"		Remove	
186	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
187	LIVE OAK	QUERCUS VIRGINIANA			6"		Remove	
188	LAUREL OAK	QUERCUS LAURIFOLIA			7"		Remove	
189	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
190	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
191	LIVE OAK	QUERCUS VIRGINIANA			5"		Remove	
192	LIVE OAK	QUERCUS VIRGINIANA			16"		Remove	
193	SLASH PINE	PINUS ELLIOTTII			5"		Remove	
194	LIVE OAK	QUERCUS VIRGINIANA			19"		Remove	
195	LIVE OAK	QUERCUS VIRGINIANA			10"		Remove	
196	LAUREL OAK	QUERCUS LAURIFOLIA			12"		Remove	
197	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			12"		Remove	
198	LAUREL OAK	QUERCUS LAURIFOLIA			5" x 4		Remove	
199	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
200	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
201	LAUREL OAK	QUERCUS LAURIFOLIA			8"		Remove	
202	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
203	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
204	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
205	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
206	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
207	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
208	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
209	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
210	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
211	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			16"		Remove	
212	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
213	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
214	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
215	LIVE OAK	QUERCUS VIRGINIANA			7"		Remove	
216	WILD TAMARIND	LYSILOMA LATISILIQUUM			12"		Remove	
217	LIVE OAK	QUERCUS VIRGINIANA			7"		Remove	
218	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8",6"		Remove	
219	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
220	LIVE OAK	QUERCUS VIRGINIANA			11"	Remains		
221	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
222	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
223	LAUREL OAK	QUERCUS LAURIFOLIA			6"		Remove	
224	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			18"		Remove	
225	LIVE OAK	QUERCUS VIRGINIANA			4"		Remove	
226	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			12"		Remove	
227	PAPERBARK MELALEUCA	MELALEUCA QUINQUENERVIA			27"		Remove	
228	CABBAGE PALM	SABAL PALMETTO			12"		Remove	
229	CABBAGE PALM	SABAL PALMETTO			13"		Remove	
230	LAUREL OAK	QUERCUS LAURIFOLIA			9"	Remains		
231	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5",10"		Remove	
232	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
233	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6",9"		Remove	
234	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
235	NORFOLK PINE	ARAUCARIA HETEROPHYLLA			16"		Remove	
236	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
237	CABBAGE PALM	SABAL PALMETTO			11"	Remains		
238	CABBAGE PALM	SABAL PALMETTO			11"	Remains		
239	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
240	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
241	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			7"		Remove	
242	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			9"		Remove	
243	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
244	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			11"		Remove	
245	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
246	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
247	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
248	CABBAGE PALM	SABAL PALMETTO			9"	Remains		
249	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			7"		Remove	
250	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
251	WASHINGTONIA PALM	WASHINGTONIA ROBUSTA			12"	Remains		
252	CABBAGE PALM	SABAL PALMETTO			11"	Remains		
253	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			13"		Remove	
254	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			15"		Remove	
255	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			13"		Remove	
256	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			27"		Remove	
257	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	
258	AUSTRALIAN PINE DBL.	CASUARINA EQUISETIFOLIA			8"		Remove	
259	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
260	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
261	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
262	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			9"		Remove	
263	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			13"		Remove	
264	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6",7",9"		Remove	
265	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			9"		Remove	
266	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
267	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			17"		Remove	
268	LIVE OAK	QUERCUS VIRGINIANA			30"	Remains		
269	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
270	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
271	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
272	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			10"		Remove	
273	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
274	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
275	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			6"		Remove	
276	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			5"		Remove	
277	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			7"		Remove	
278	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			12"		Remove	
279	CABBAGE PALM	SABAL PALMETTO			14"		Remove	
280	AUSTRALIAN PINE	CASUARINA EQUISETIFOLIA			8"		Remove	

KEY INTERNATIONAL - SNUG HARBOR
10/14/2021

TREE NUMBER	COMMON NAME	BOTANICAL NAME	HEIGHT FEET	SPREAD FEET	D.B.H. INCHES	REMAINS	REMOVE	RELOCATE
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			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	LIVE OAK	QUERCUS VIRGINIANA			32"	Remains		
356	LIVE OAK	QUERCUS VIRGINIANA			21"	Remains		
357	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
358	CABBAGE PALM	SABAL PALMETTO			12"	Remains		
359	LAUREL OAK	QUERCUS LAURIFOLIA			15"		Remove	
360	LIVE OAK	QUERCUS VIRGINIANA			8"		Remove	
361	LIVE OAK	QUERCUS VIRGINIANA			32"			Relocate
362	WILD TAMARIND	LYSILOMA LATISILIQUUM			12"		Remove	
363	LIVE OAK	QUERCUS VIRGINIANA			28"		Remove	
364	LIVE OAK	QUERCUS VIRGINIANA			14"	Remains		
365	LIVE OAK	QUERCUS VIRGINIANA			18"	Remains		

TOTAL DBH INCHES REMOVED OF NON INVASIVE CANOPY TREES = 1,656"
TOTAL DBH INCHES REMOVED OF GRAND CANOPY TREES (Tree #140) = 56"
TOTAL NUMBER OF PALMS REMOVED 1:1 = 61

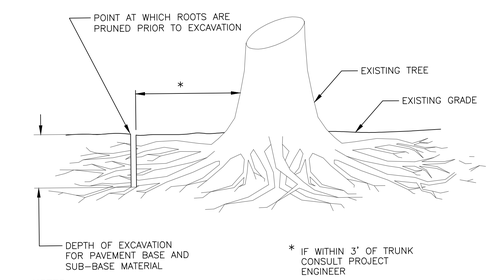
ROOT PRUNING FOR TREE RELOCATION

1) ROOT PREPARATION
A. 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 arborist.
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 fertilizer to promote root growth.
3. Mulch to reduce weeds, discourage foot traffic, conserve moisture, and minimize temperature fluctuation.
B. Root Ball Size Chart: Root ball sizes shall be according to minimum standards set forth in Grades and Standards for Nursery Plants Part II, Palms and Trees, Florida Department of Agriculture.
1. Trees-Minimum Ball Sizes:

	DBH Minimum Ball Diameter
Up tp 3":	32"
3" to 6":	60"
6" to 8":	80"
> 8":	12" inches per inch of trunk diameter

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.



NOTES:

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

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

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.

Root Pruning Detail

NTS

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.

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%

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SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001
CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AA0000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

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Architectural Alliance Landscape
ARCHITECTURAL ALLIANCE LANDSCAPE
612 SW 4th AVENUE, FT. LAUDERDALE, FLORIDA 33315
PHONE: (954) 764-8858

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COASTAL ENGINEER
moffatt & nichol
MOFFATT & NICHOL
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SHEET TITLE
TREE SURVEY LIST & NOTES

SHEET NUMBER
L-18

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GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

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PHONE: (954) 764-8858

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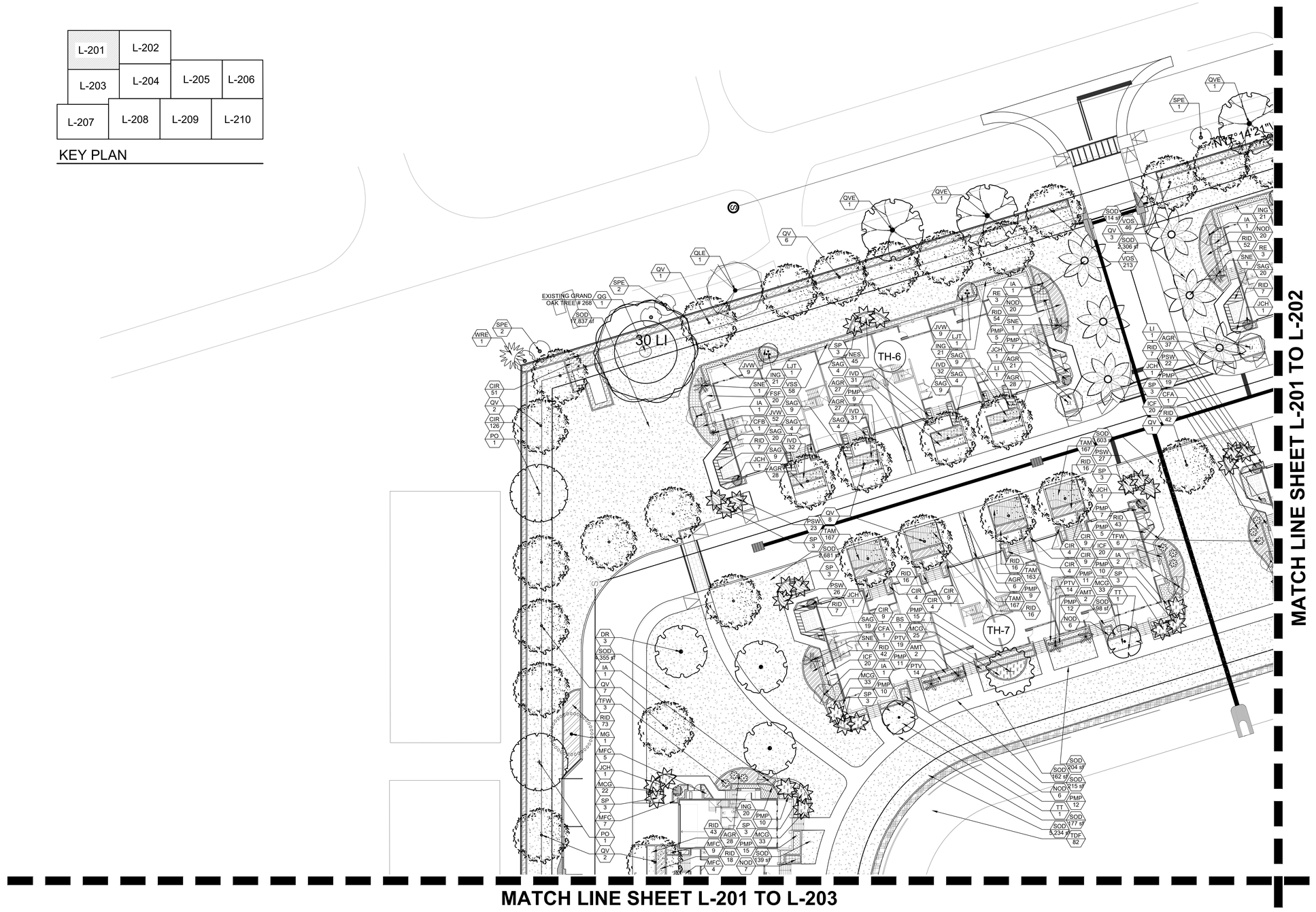
SHEET TITLE

OVERALL LANDSCAPE PLAN

SHEET NUMBER

L-200

KEY PLAN



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SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-201

SHEET 2 of 13

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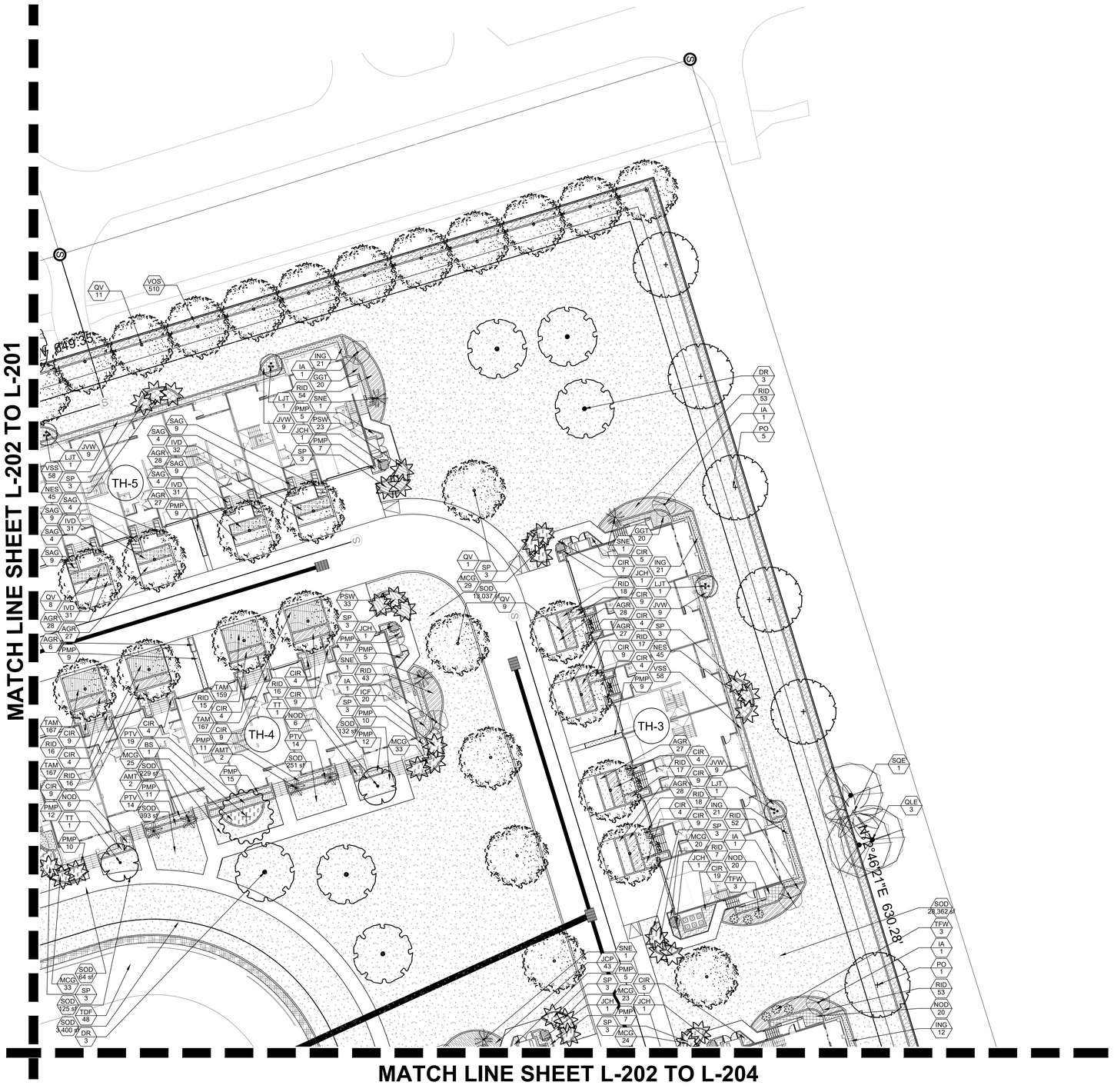

L-201	L-202		
L-203	L-204	L-205	L-206
L-207	L-208	L-209	L-210

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LANDSCAPE PLAN

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SHEET 3 of 13

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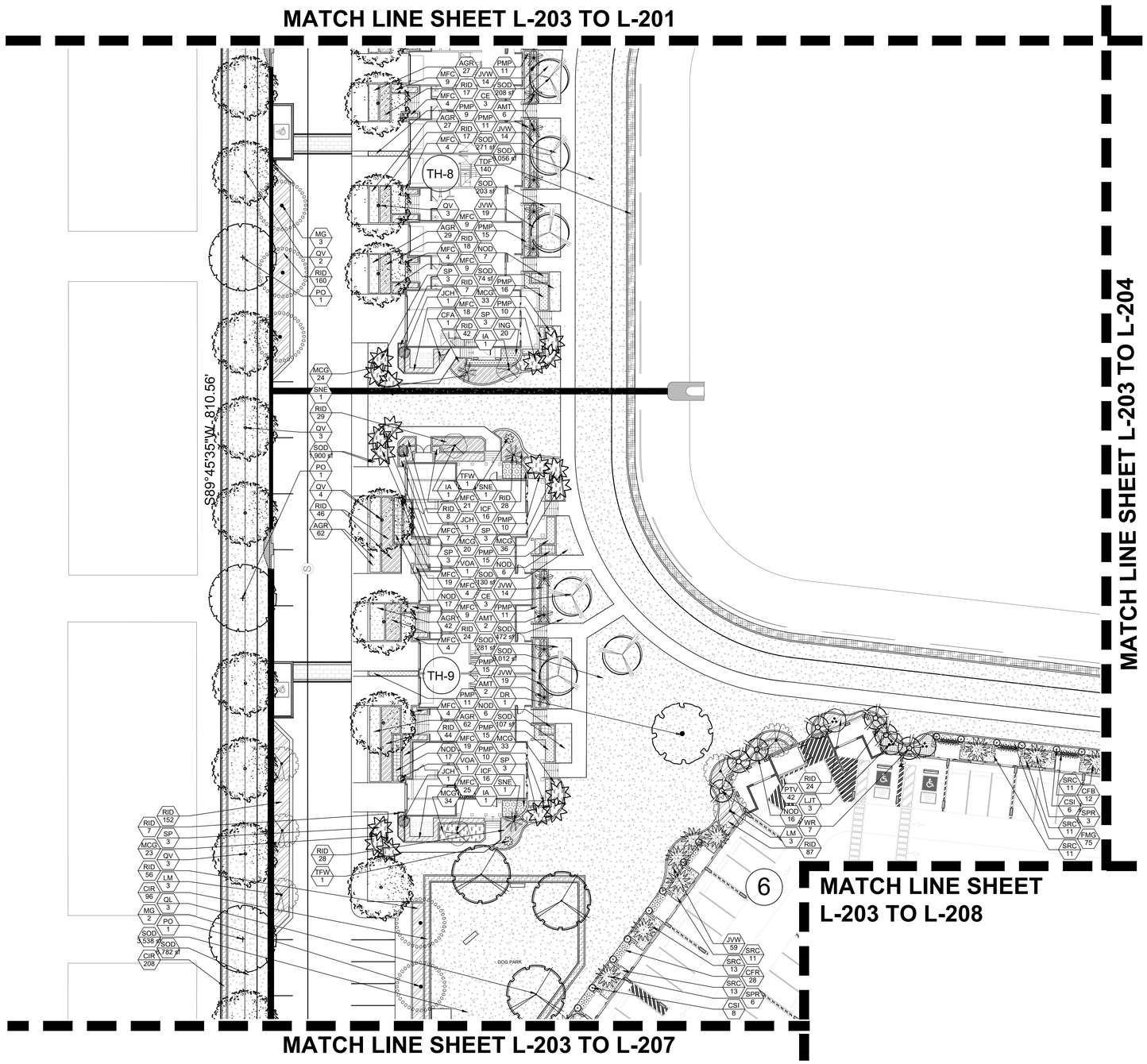

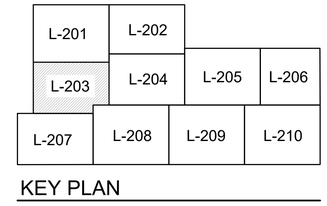

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SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L-203

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

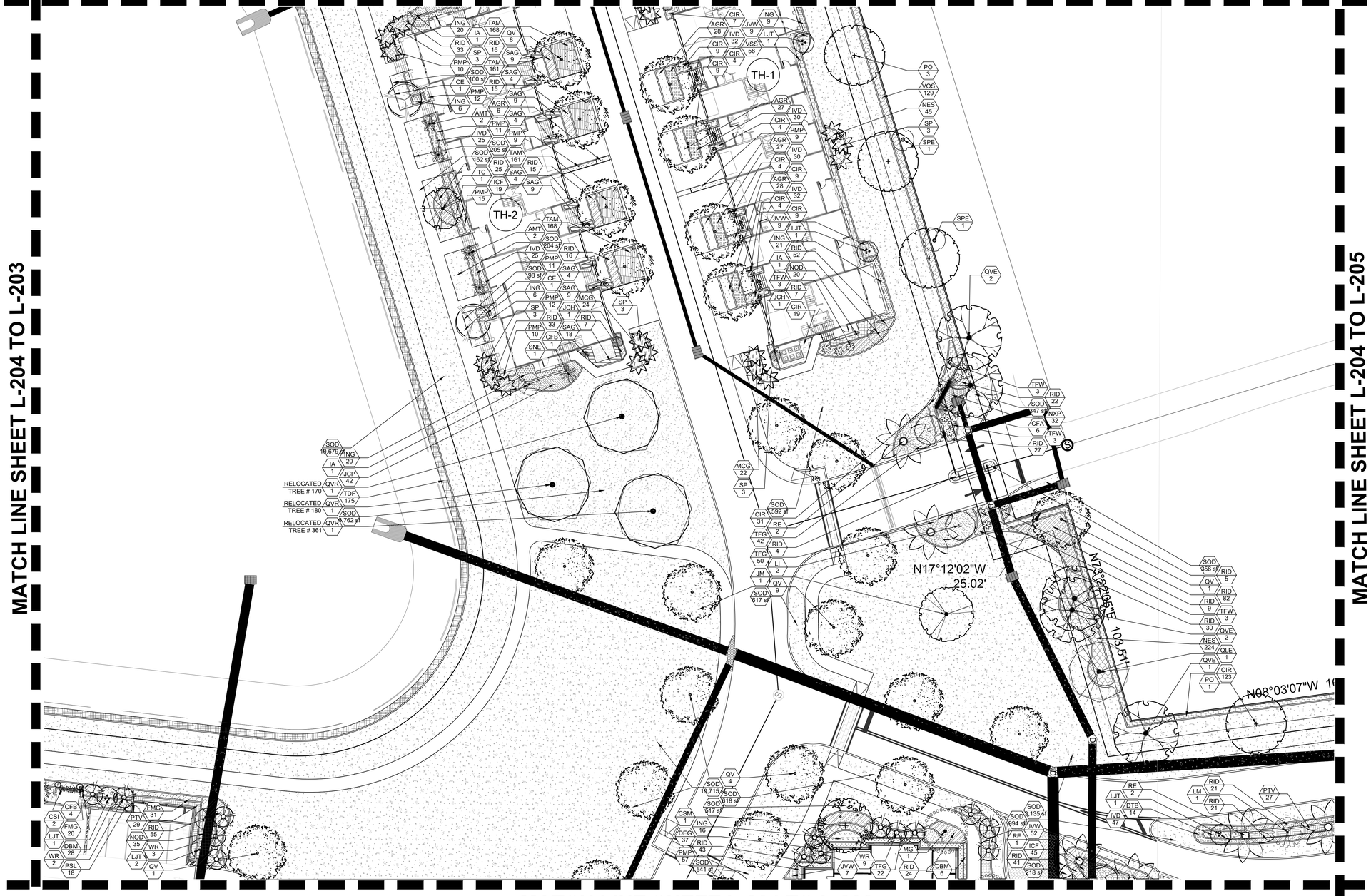
KEY PLAN

MATCH LINE SHEET L-204 TO L-202

MATCH LINE SHEET L-204 TO L-203

MATCH LINE SHEET L-204 TO L-205

MATCH LINE SHEET L-204 TO L-208



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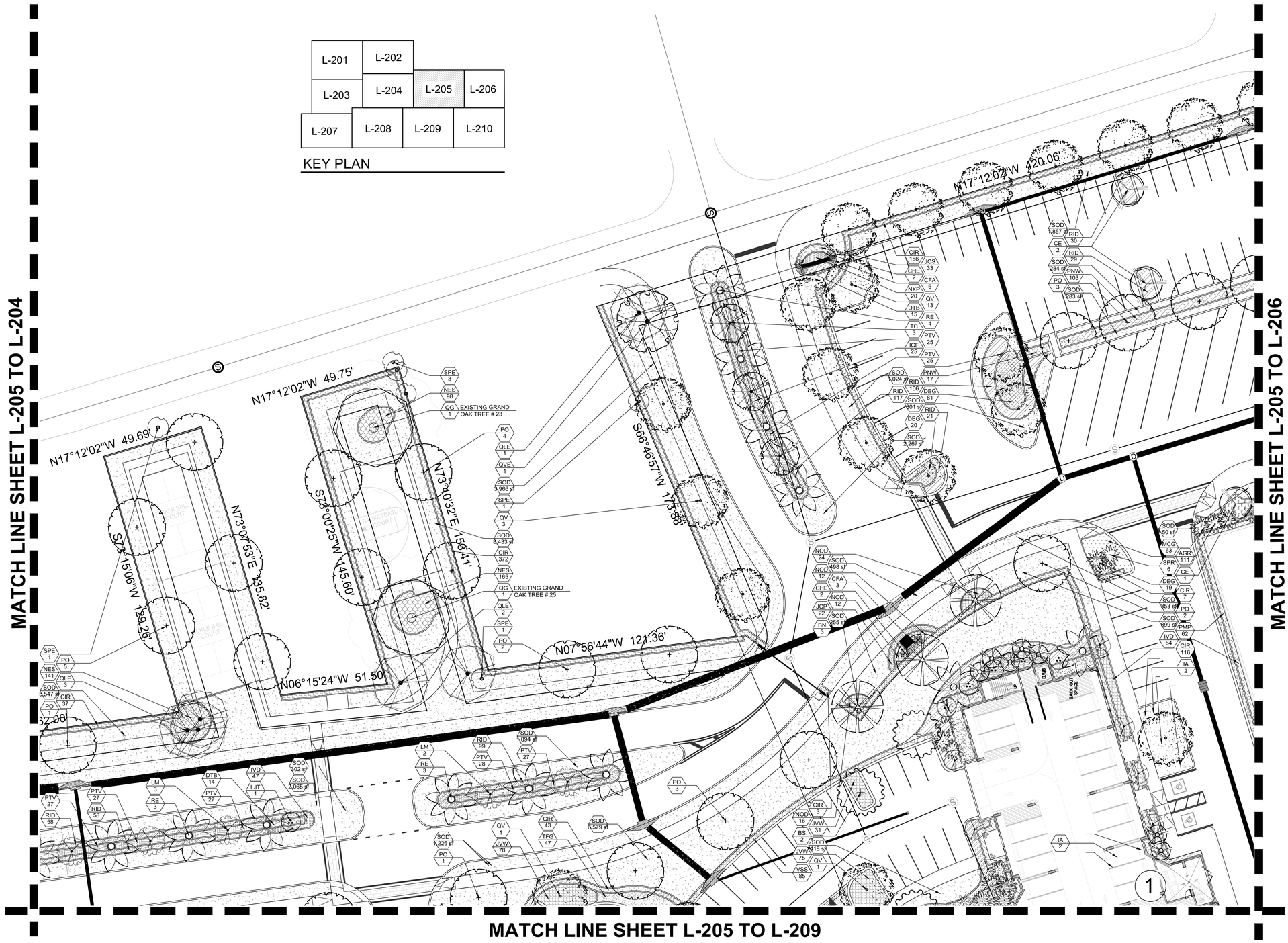

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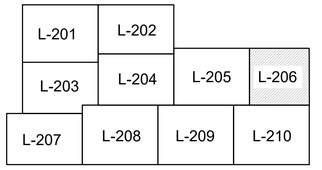

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L-206

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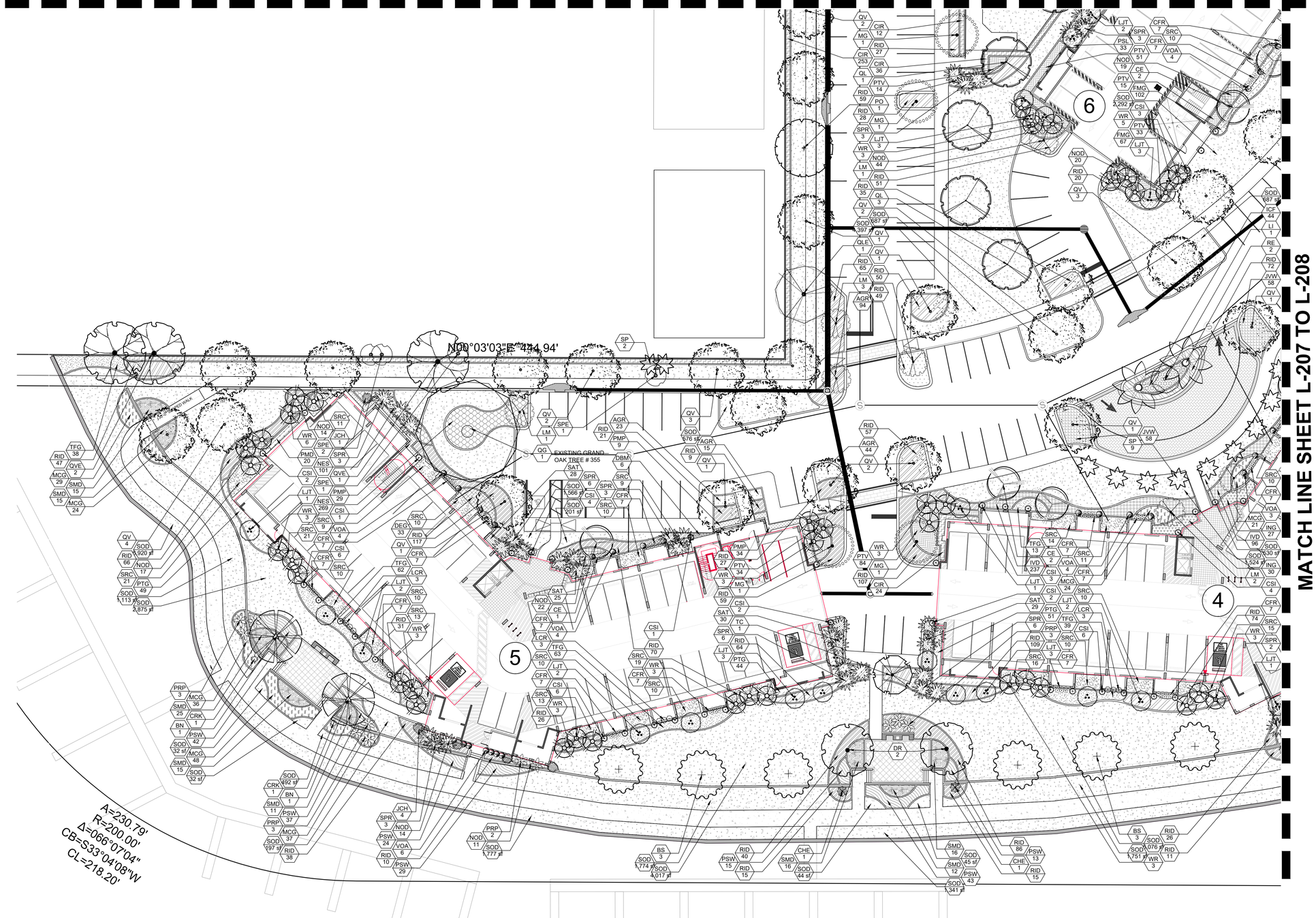
L-203	L-204	L-205	L-206
L-207	L-208	L-209	L-210

KEY PLAN

MATCH LINE SHEET L-207 TO L-203

MATCH LINE SHEET L-207 TO L-208



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SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AA0000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

LANDSCAPE ARCHITECT
AAL 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
PHONE: (813) 258-8818

CIVIL ENGINEER
Kimley»Horn

201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

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PROJECT NO.
145248000

SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-207

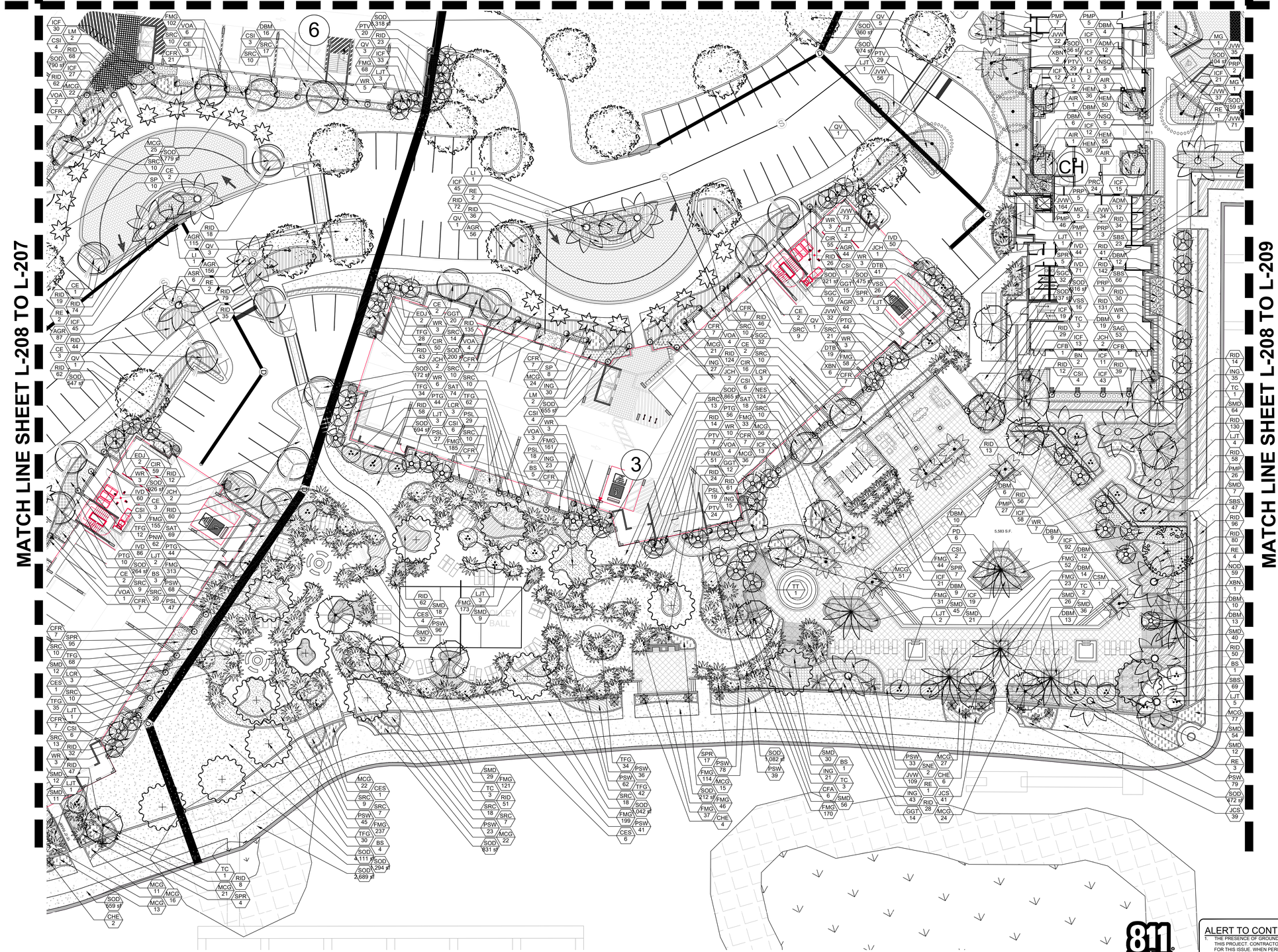
L-201 | L-202
L-203 | L-204 | L-205 | L-206
L-207 | L-208 | L-209 | L-210

KEY PLAN

MATCH LINE SHEET L-208 TO L-204

MATCH LINE SHEET L-208 TO L-207

MATCH LINE SHEET L-208 TO L-209



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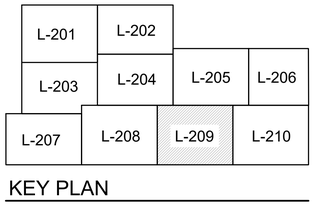
SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-208



KEY PLAN

MATCH LINE SHEET L-209 TO L-205

MATCH LINE SHEET L-209 TO L-208

MATCH LINE SHEET L-209 TO L-210

NPUD-1 ZONING

CCS-1 ZONING

DOG PARK

1

2

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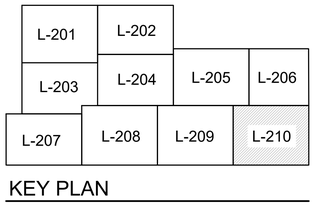
LANDSCAPE PLAN

SHEET NUMBER

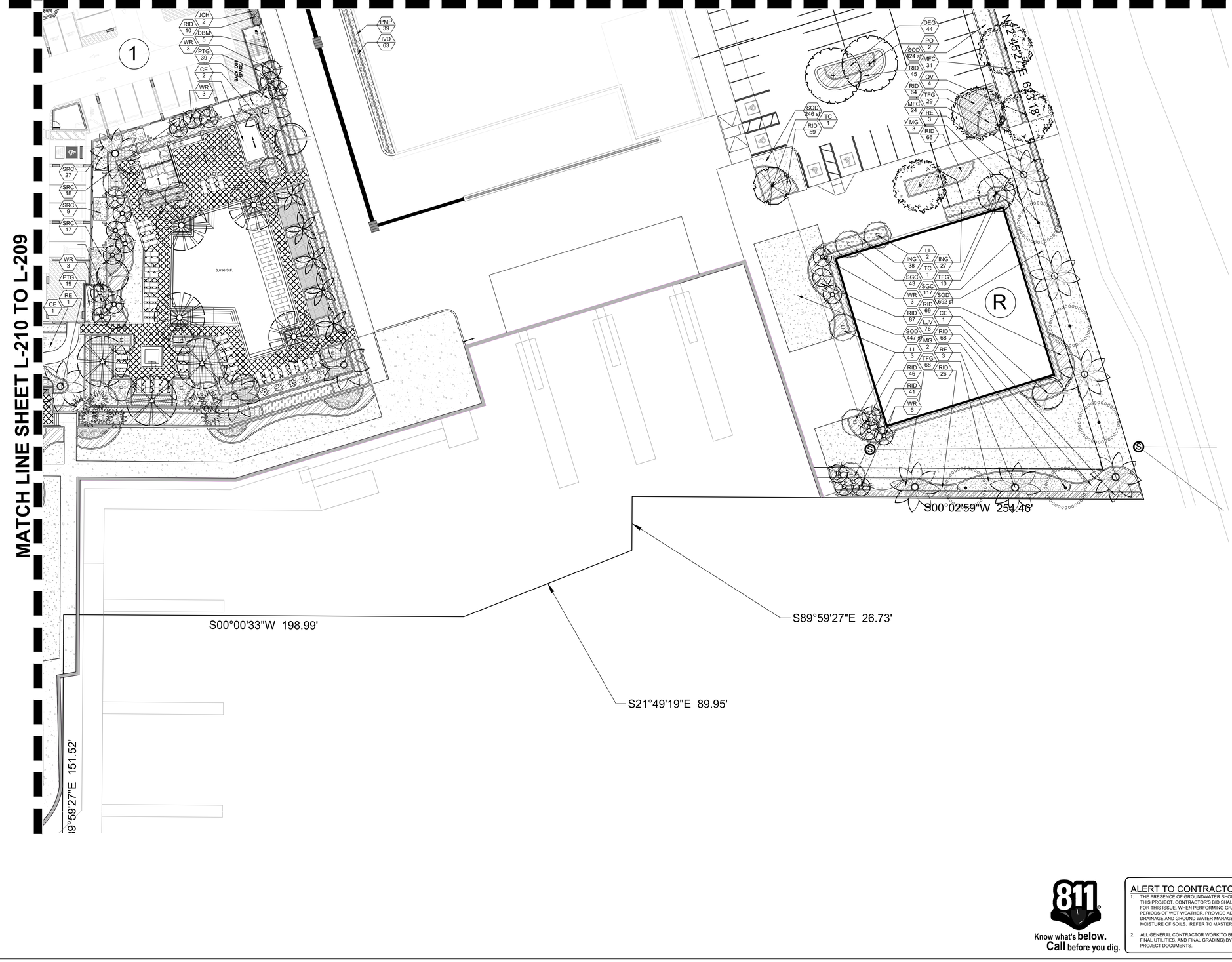
L-209



KEY PLAN

MATCH LINE SHEET L-210 TO L-206

MATCH LINE SHEET L-210 TO L-209



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SHEET TITLE

LANDSCAPE PLAN

SHEET NUMBER

L-210

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.

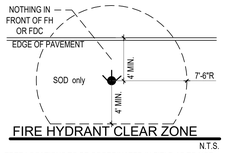
The plan takes precedence over the plant list.

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.

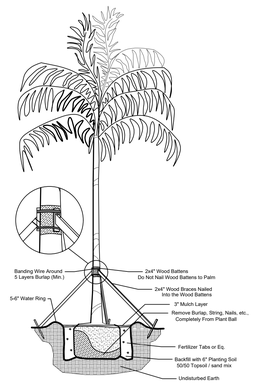
Notes:
1. All turf and landscape areas to receive 100% coverage from a fully automatic underground irrigation system using an approved water source.
2. Irrigation system shall be equipped with rain sensor located where it will receive direct rainfall.
3. System shall be designed to eliminate the application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



FIRE HYDRANT CLEAR ZONE

N.T.S.

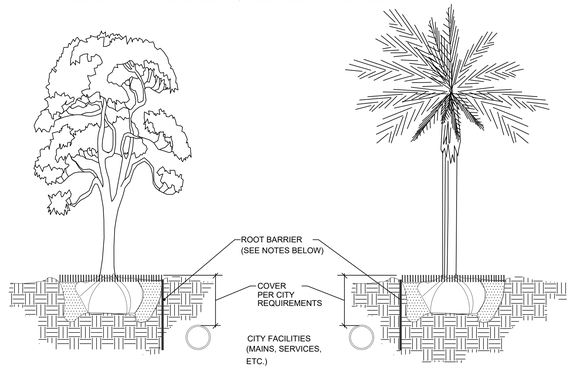
TREE LOCATIONS TO BE COORDINATED IN FIELD AS TO NOT FALL IN CONFLIAT WITH FH., FDC.'s, BFP's AND TRANSFORMERS



Palm Planting Detail

NTS

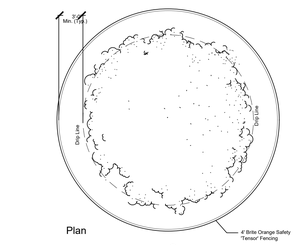
NOTE:
PROVIDE ROOT BARRIERS AS REQUIRED ON ALL TREES IN CONFLICT WITH MINIMUM CLEARANCE WITH UTILITIES. MINIMUM CLEARANCE OF 5' FT FOR PALMS AND SMALL TREES AND 10' FT FOR LARGE TREES WITH INTRUSIVE ROOT SYSTEMS PER CITY OF FORT LAUDERDALE REQUIREMENTS.SEE TYPICAL DETAIL BELOW.



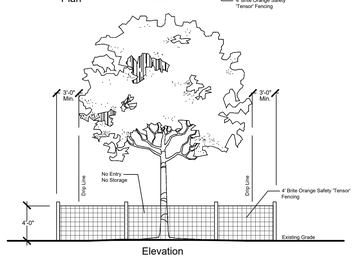
NOTES:

1. THE INSTALLATION OF ROOT BARRIERS SHALL BE COORDINATED WITH CITY AND INSPECTED BY CITY PRIOR TO BACKFILLING. ALL ROOT BARRIERS SHALL EXTEND UP TO FINISHED GRADE.
2. ROOT BARRIERS SHALL HAVE MINIMUM DEEP PER CITY REQUIREMENTS. APPROVED PRODUCTS INCLUDE "DEEP ROOT" AND "ROOT SOLUTIONS". FLEXIBLE BARRIERS SHALL BE 36" PANELS MANUFACTURED BY BIOBARRIER.
3. ALL ROOT BARRIERS SHALL BE INSTALLED IN ACCORDANCE WITH MANUFACTURERS WRITTEN INSTRUCTIONS.

Typical Root Barrier Detail



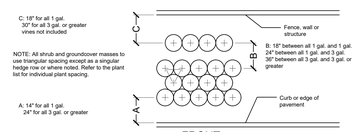
Plan



Elevation

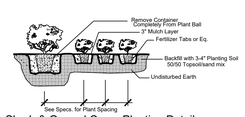
Existing Tree(s) Protection Detail

NTS



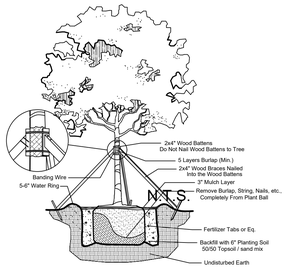
Typical Plant Spacing

NTS



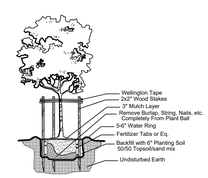
Shrub & Ground Cover Planting Detail

NTS



Large Tree Planting Detail

NTS



Small Tree Planting Detail

NTS

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LANDSCAPE DETAILS PLAN

SHEET NUMBER

L-211

SHEET 12 of 13

KEY INTERNATIONAL SNUG HARBOR
ZONING: NPUD-1 AND CCS-1
LANDSCAPE CALCULATIONS
SECTION 16.40.060.2.1.3.D — Dated 08-29-22

GREEN YARD - EXTERIOR	REQUIRED DEPTH	MIN. TREE REQUIREMENTS	PROVIDED
	ALL ABUTTING STREETS (10')	2 SHADE TREES PER 50 LF	
SNUG HARBOR ROAD	WEST PERIMETER - 624 LF	25	25
GANDY BOULEVARD	PORTION OF NORTH PERIMETER - 180 LF	7	7
GREEN YARD - INTERIOR	**REQUIRED DEPTH**	**MIN. TREE REQUIREMENTS**	**PROVIDED**
TOTAL LINEAR FEET OF ALL AREAS NOT ABUBTING ST OR PARKING	5 MIN.	1 SHADE TREE PER 50 LF OR UNDERSTORY TREES AT 1.5:1 RATIO	
4,277 LINEAR FEET	5'-0" MIN. PROVIDED	86	195
FOUNDATION PLANTINGS	**REQUIRED MEASUREMENT**	**PLANT MATERIAL REQUIREMENT**	**PROVIDED**
	MEASURED ALONG BUILDING PERIMETER, EXCLUDES OPENINGS	1 UNDERSTORY TREE PER 30 LF 1 PLANT PER 3 LF	
BUILDING 1	1,068 LF / 30 LF = 35.6 RQ. TREES	36	36
	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
BUILDING 4	648 LF / 30 LF = 21.6 RQ. TREES	22	22
	648 LF / 3 LF = 216 RQ. SHRUBS	216	250+ PLANTS
BUILDING 5	648 LF / 30 LF = 21.6 RQ. TREES	22	22
	648 LF / 3 LF = 216 RQ. SHRUBS	216	250+ PLANTS
BUILDING 'L' LEASEING	203 LF / 30 LF = 6.7 RQ. TREES	7	9
	203 LF / 3 LF = 68 RQ. SHRUBS	68	75+ PLANTS
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
BUILDING 'R' RESTAURANT	270 LF / 30 LF = 9 RQ. TREES	9	10
	270 LF / 3 LF = 90 RQ. SHRUBS	90	100+ PLANTS
TOWN HOUSE 1	382 LF / 30 LF = 13 RQ. TREES	13	13
	382 LF / 3 LF = 127 RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 2	382 LF / 30 LF = 13 RQ. TREES	13	13
	382 LF / 3 LF = 127 RQ. SHRUBS	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	382 LF / 30 LF = 13 RQ. TREES	13	13
	382 LF / 3 LF = 127 RQ. SHRUBS	127	140+ PLANTS
TOWN HOUSE 6	382 LF / 30 LF = 13 RQ. TREES	13	13
	382 LF / 3 LF = 127 RQ. SHRUBS	127	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	360 LF / 30 LF = 12 RQ. TREES	12	12
	360 LF / 3 LF = 120 RQ. SHRUBS	120	130+ PLANTS
VEHICULAR USE LANDSCAPING	**PERIMETER**	**MIN. TREE REQUIREMENTS**	**PROVIDED**
	CONTINUOUS HEDGE AND MIN. 5' DEPTH	1 SHADE TREE PER 35 LF	
PARKING PERIMETER	2,006 LF / 35 LF = 57	57 SHADE TREES	57
VEHICULAR USE LANDSCAPING	**INTERIOR**	**MIN. TREE REQUIREMENTS**	**PROVIDED**
CALCULATIO FOR ENTIRE SITE	10% OF VUA TO BE WITHIN LDSC TERMINAL ISLANDS - 8' x 18' MIN. INTERIOR ISLANDS - 8' x 18' MIN. DIVIDER MEDIANS - PER 30 LF	1 SHADE TREE PER 150 SF 1 SHADE TREE PER ISLAND 1 SHADE TREE OR 2 UNDERSTORY TREES	
TERMINAL ISLANDS	80	80	80
INTERIOR ISLANDS	15	15	14 SHADE AND 2 UNDERSTORY TREES
DIVIDER MEDIANS	307 LINEAR FEET TOTAL = 10.2	10	10
TOTAL SITE TREES		**REQUIRED**	**PROVIDED**
		566	611

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.

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PLANT SCHEDULE SNUG HARBOR

TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
BS	35	BURSERA SIMARUBA	GUMBO LIMBO	B & B FIELD GROWN	4" DBH	12-14` OA., 5`+ CT., 6` SPD., MATCHED	YES	HIGH
CE	65	CONOCARPUS ERECTUS	BUTTONWOOD	B & B FIELD GROWN	2" DBH	10`-12` HT., STANDARD	YES	HIGH
PO	48	PLATANUS OCCIDENTALIS	AMERICAN SYCAMORE	B & B FIELD GROWN	4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD	YES	HIGH
QL	7	QUERCUS LAURIFOLIA	LAUREL-LEAVED OAK	B & B FIELD GROWN	4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD	YES	HIGH
QV	204	QUERCUS VIRGINIANA	LIVE OAK	B & B FIELD GROWN	4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD	YES	HIGH

EXISTING PALMS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
SPE	17	SABAL PALMETTO	CABBAGE PALMETTO	EXISTING	VARIES	EXISTING TO REMAIN	YES	HIGH
SQE	1	SYAGRUS ROMANZOFFIANA	QUEEN PALM	EXISTING	VARIES	EXISTING TO REMAIN	NO	MEDIUM
WRE	1	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	EXISTING TO REMAIN	VARIES	EXISTING TO REMAIN	NO	HIGH

EXISTING TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
QLE	12	QUERCUS LAURIFOLIA	LAUREL-LEAVED OAK	EXISTING	VARIES	EXISTING TO REMAIN	YES	HIGH
QG	4	QUERCUS VIRGINIANA	GRAND LIVE OAK	EXISTING TO REMAIN	VARIES	VARIES	YES	HIGH
QVE	12	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	EXISTING	VARIES	EXISTING TO REMAIN	YES	HIGH

RELOCATED TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
QVR	3	QUERCUS VIRGINIANA	SOUTHERN LIVE OAK	RELOCATED	VARIES	VARIES	YES	HIGH

FLOWERING TREES	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
CSM	2	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	12	DELONIX REGIA	ROYAL POINCIANA	B & B FIELD GROWN	4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD	NO	HIGH
JM	1	JACARANDA MIMOSIFOLIA	JACARANDA	B & B FIELD GROWN	4" DBH	12`-14` HT. X 5` SPD., 5` CT, STD	NO	HIGH
MG	31	MAGNOLIA GRANDIFLORA	SOUTHERN MAGNOLIA	B & B FIELD GROWN	2" DBH	10-12` OA, SINGLE STRAIGHT LEADER	YES	HIGH
TC	21	TABEBUIA CARAIBA	SILVER TRUMPET	B & B FIELD GROWN	2" DBH	10`-12` HT X 5` SPR, STANDARD	NO	HIGH
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	BISMARCKIA NOBILIS	BISMARK PALM	B & B FIELD GROWN		8` CT, FL FANCY, 14` OA, MIN	NO	HIGH
PD	6	PHOENIX DACTYLIFERA `MEDJOOL`	MEDJOOL DATE PALM	B & B FIELD GROWN		10` CLEAR TRUNK, MATCHED HEIGHTS	NO	HIGH
PS	7	PHOENIX SYLVESTRIS	WILD DATE PALM	B & B FIELD GROWN		8` CT, FL FANCY, 14` OA, MIN	NO	HIGH
RE	71	ROYSTONEA ELATA	FLORIDA ROYAL PALM	B & B FIELD GROWN		8` GW, MATCHED OA HTS.	YES	MEDIUM
SP	143	SABAL PALMETTO	CABBAGE PALMETTO	B & B FIELD GROWN		10` CT HEAVY MATCHED	YES	HIGH
SPR	237	SABAL PALMETTO	CABBAGE PALMETTO	B & B FIELD GROWN		12`-14`-16` CT`S, SINGLES	YES	HIGH
WR	165	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	B & B FIELD GROWN		12`-16` CT SINGLE TRUNK- VARY	NO	HIGH
WB	5	WODYETIA BIFURCATA	FOXTAIL PALM	B & B FIELD GROWN		14-16` OA	NO	HIGH
XBN	9	X BUTIAGRUS NABONNANDII	MULE PALM	B & B FIELD GROWN		8`-10` O.A., SINGLE TRUNK	NO	HIGH

ACCENT PLANT	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
AIR	8	ALCANTAREA IMPERIALIS `RUBRA`	RUBRA IMPERIAL BROMELIAD	-		30-36" OA	NO	HIGH
ASR	6	ANDROPOLIS SKINERII `RED TIP BROMELIAD`	RED ANDROPOLIS	3 GAL		24-28" OA	NO	HIGH
CES	12	CONOCARPUS ERECTUS `SERICEUS`	SILVER BUTTON WOOD	-	3" DBH	7-8` OA., MULTI-STEMMED - TREED UP	YES	HIGH
CFB	20	CORDYLINE FRUTICOSA `BLACK MAGIC`	BLACK MAGIC TI	-	MULTI-STEM	30" HT. X 24" SPD	NO	HIGH
CFA	30	CORDYLINE FRUTICOSA `AUNTIE LOU`	AUNTIE LOU TI PLANT	-	MULTI-STEM	36" SPECIMEN	NO	MEDIUM
CFR	322	CORDYLINE FRUTICOSA `RED SISTER`	RED SISTER TI PLANT	-	MULTI-STEM	24" OA.	NO	MEDIUM
CSI	121	CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS	-		6' OA, FULL TO BASE	NO	HIGH
EDJ	16	ELAEOCARPUS DECIPIENS	JAPANESE BLUEBERRY TREE	-	1.5" DBH	8-10` OA., STANDARDS	NO	HIGH
EFS	9	EUGENIA FOETIDA	SPANISH STOPPER	45 GALLON	1" CAL.	8-10` OA., STANDARDS	YES	HIGH
IA	25	ILEX X ATTENUATA `EAST PALATKA`	EAST PALATKA HOLLY	-	2" DBH	8-10` OA., STANDARDS	YES	HIGH
JCH	39	JUNIPERUS CHINENSIS `HETZII COLUMNARIS`	HETZI COLUMN JUNIPER	45 GALLON		6`+ OA., SPECIMEN	NO	HIGH
LI	34	LAGERSTROEMIA INDICA `TUSCARORA`	TUSCARORA CRAPE MYRTLE `STANDARD`	-	2" DBH	7-8` OA., MULTI-STEMMED - TREED UP	NO	MEDIUM
LM	25	LAGERSTROEMIA INDICA X FAURIEI `MUSKOGEE`	MUSKOGEE LAVANDER CRAPE MYRTLE	-	2" DBH	8-10` OA., STANDARDS	NO	HIGH
LIW	2	LAGERSTROEMIA INDICA X FAURIEI `NATCHEZ`	NATCHEZ WHITE CRAPE MYRTLE	-	2" DBH	8-10` OA., STANDARDS	NO	HIGH
LCR	24	LEEA COCCINEA `RUBRA`	RED LEEA	-		30-36" OA	NO	MEDIUM
LJT	86	LIGUSTRUM JAPONICUM	TREE LIGUSTRUM	-	3" DBH	7-8` OA., MULTI-STEMMED - TREED UP	NO	MEDIUM
SNE	16	STRELITZIA NICOLAI	GIANT BIRD OF PARADISE	25 GAL	MULTI-STEM	5`-6` OA., FULL TO BASE. CONES	NO	HIGH
VOA	67	VIBURNUM ODORATISSIUM AWABUKI	AWABUKI VIBURNUM	-		42" OA., FULL TO BASE	NO	HIGH

PALMS & CYCADS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT
AMT	22	ADONIDIA MERRILLII	MANILA PALM	25 GAL		6-7` OA, TRIPLES	NO	HIGH
CM	18	CARYOTA MITIS	FISHTAIL PALM	-	MULTI-STEM	8`-10` FULL TO BASE. MATCHED	NO	MEDIUM
CHE	23	CHAMAEROPS HUMILIS CERIFERA `SILVER SELECT`	SILVER MEDITERRANEAN FAN PALM	-		4-5` TRIPLE TRUNK	NO	HIGH
CRK	2	CYCAS REVOLUTA	KING SAGO PALM	-		36" SPECIMEN	NO	HIGH
PRP	33	PHOENIX ROEBELENII	PYGMY DATE PALM	-		6`+ OA., SPECIMEN	NO	HIGH
TFW	34	TRACHYCARPUS FORTUNEI	WINDMILL PALM	25 GAL		4` OA	NO	HIGH

SHRUB AREAS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
CIR	2,599	CHRYSOBALANUS ICACO `REDTIP`	RED TIP COCOPLUM	-		24"HT X 24"SPR	YES	MEDIUM	24" o.c.
DEG	561	DURANTA ERECTA `GOLD MOUND`	GOLD MOUND DURANTA	-		20" HT X 20" SPR	YES	HIGH	24" o.c.
FSF	20	FORESTIERA SEGREGATA	FLORIDA PRIVET	3 GAL.,		20" HT X 20" SPR	YES	HIGH	24" o.c.
GGT	339	GALPHIMIA GLAUCA	THRYALIS	-		16" HT X 16" SPR	NO	MEDIUM	24" o.c.
HRS	92	HIBISCUS ROSA-SINENSIS `RED HOT`	RED HOT CHINESE HIBISCUS	-		20" HT X 20" SPR	NO	MEDIUM	24" o.c.
ING	863	IXORA COCCINEA `NORA GRANT`	RED IXORA	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
ICF	1,077	IXORA COCCINEA `FRANKIE HIPP`	FRANKIE HIPP WHITE IXORA	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
LJV	76	LIGUSTRUM JAPONICUM `VARIEGATUM`	VARIEGATED JAPANESE PRIVET	7 GAL.		30" HT. X 30" SPR.	NO	HIGH	30" o.c.
MFC	416	MYRCIANTHES FRAGRANS `COMPACTA`	COMPACT SIMPSON`S STOPPER	-		24" HT X 20" SPR	YES	HIGH	24" o.c.
NOD	630	NERIUM OLEANDER `PETITE SALMON`	OLEANDER	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
PSL	310	PHILODENDRON SELLOUM	LACY PHILODENDRON	3 GAL.,		20" HT X 20" SPR	NO	HIGH	30" o.c.
PRC	24	PHILODENDRON X `ROJO CONGO`	ROJO CONGO PHILODENDRON	18" HT X 18" SPR	NO	MEDIUM			24" o.c.
PTG	677	PITTOSPORUM TOBIRA	GREEN PITTOSPORUM	-		20" HT X 20" SPR	NO	HIGH	24" o.c.
PTV	772	PITTOSPORUM TOBIRA `VARIEGATA`	VARIEGATED PITTOSPORUM	-		20" HT X 20" SPR	NO	MEDIUM	24" o.c.
PMD	20	PODOCARPUS MACROPHYLLUS `DWARF PRINGLES`	DWARF PODOCARPUS	-		24"HT X 24"SPR	NO	HIGH	24" o.c.
PMP	1,535	PODOCARPUS MACROPHYLLUS .	PODOCARPUS	-		24" HT X 20" SPR	NO	MEDIUM	24" o.c.
PNW	348	PSYCHOTRIA NERVOSA	WILD COFFEE	-		24" HT X 20" SPR	YES	MEDIUM	24" o.c.
SAG	323	SCHEFFLERA ARBORICOLA `DWARF`	DWARF SCHEFFLERA	-		24"HT X 24"SPR	NO	HIGH	24" o.c.
SGC	374	SCHEFFLERA ARBORICOLA `GOLD CAPELLA`	GOLD CAPELLA ARBORICOLA	-		24"HT X 24"SPR	NO	HIGH	24" o.c.
SAT	435	SCHEFFLERA ARBORICOLA `TRINETTE`	SCHEFFLERA	3 GAL.,		24"HT X 24"SPR	NO	HIGH	24" o.c.
SRC	1,096	SERENOA REPENS `CINEREA`	SILVER SAW PALMETTO	-		24"HT X 24"SPR	YES	HIGH	36" o.c.
VOS	898	VIBURNUM ODORATISSIMUM	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	MEDIUM	24" o.c.

GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
ATC	51	ACALYPHA PENDULA	TRAILING CHENILLE	1 GAL.,		6"HT X 12"SPR @	NO	MEDIUM	12" o.c.
AGR	1,995	ARACHIS GLABRATA	PERENNIAL PEANUT	-		4"HT X 12"SPR @	NO	HIGH	18" o.c.
ADM	70	ASPARAGUS DENSIFLORUS `MYERS`	MYERS ASPARAGUS	3 GAL.,		18"HT X 18"SPR @	NO	MEDIUM	24" o.c.
BFD	34	BULBINE FRUTESCENS	STALKED BULBINE	1 GAL.,		12" HT FULL	NO	HIGH	18" o.c.
DTB	134	DIANELLA TASMANICA	BLUEBERRY FLAX LILY	3 GAL		16" HT X 16" SPR @	NO	MEDIUM	24" o.c.
DBM	298	DIETES BICOLOR `MORAEA`	FORTNIGHT LILY	-		15" HT X 15" SPD	NO	HIGH	24" o.c.
FMG	2,758	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" HT X 8" SPR	YES	HIGH	18" o.c.
HEM	177	HEMIGRAPHIS ALTERNATA `EXOTICA`	LARGE LEAF WAFFLE PLANT	-		4"HT X 12"SPR @	NO	MEDIUM	12" o.c.
IVD	2,306	ILEX VOMITORIA `STOKES DWARF`	DWARF YAUPON HOLLY	-		14" HT X 16" SPR	YES	HIGH	18" o.c.
JVW	2,677	JASMINUM VOLUBILE	WAX JASMINE	-		16" HT. X 16" SPR.	NO	MEDIUM	24" o.c.
JCP	131	JUNIPERUS CHINENSIS `PARSONII`	PARSONI JUNIPER	-		16" HT. X 16" SPR.	NO	HIGH	24" o.c.
JCS	375	JUNIPERUS CONFERTA	SHORE JUNIPER	3 GAL.,		4"HT X 12"SPR @	NO	HIGH	18" o.c.
NSQ	10	NEOREGELIA X `TEQUILA`	TEQUILA BROMELIAD	-		12" HT. X 12" SPR.	NO	HIGH	16" o.c.
NXP	52	NEOREGELIA X `PETRA`	PETRA BROMELIAD	-		8" HT., 8" SPRD.	NO	HIGH	18" o.c.
NES	1,381	NEPHROLEPIS EXALTATA	BOSTON FERN	-		12" HT FULL	YES	HIGH	18" o.c.
RIO	10,299	RAPHIOLEPIS INDICA `DWARF`	DWARF INDIA HAWTHORN	-		14" HT X 16" SPR	NO	HIGH	24" o.c.
TAM	1,982	TRACHELOSPERMUM ASIATICUM `MINIMA`	MINIMA JASMINE	-		4"HT X 12"SPR @	NO	MEDIUM	12" o.c.

SOD/SEED	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
SOD	357,909 SF	STENOTAPHRUM SECUNDATUM `FLORITAM`	`FLORITAM` ST. AUGUSTINE SOD	SOD		PALLET	NO	MEDIUM	

TALL GROUND COVERS	QTY	BOTANICAL NAME	COMMON NAME	CONT	CAL	SIZE	NATIVE	DROUGHT	SPACING
MCG	1,558	MUHLENBERGIA CAPILLARIS	PINK MUHLY GRASS	-		20" HT. X 20" SPR.	YES	HIGH	24" o.c.
PSW	990	PENNISETUM SETACEUM `WHITE`	WHITE FOUTAIN GRASS	-		18"X18"	NO	HIGH	24" o.c.
SMD	845	SABAL MINOR	DWARF PALMETTO	-		20"X20" FULL TO BASE	YES	HIGH	30" o.c.
SBS	312	SPARTINA BAKERI	SAND CORDGRASS	-		24"X24"	YES	HIGH	30" o.c.
TDF	445	TRIPSACUM DACTYLOIDES	FAKAHATCHEE GRASS	-		20"X20" FULL TO BASE	YES	MEDIUM	36" o.c.
TFG	1,431	TRIPSACUM FLORIDANA	FLORIDA GAMMA GRASS	-		20" HT. X 20" SPR.	YES	MEDIUM	30" o.c.

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

SNUG HARBOR
GANDY BLVD

KEY INTERNATIONAL
848 BRICKELL AVENUE, SUITE 1100, MIAMI, FLORIDA 33131
PHONE: (305) 377-1001

CITY OF ST. PETERSBURG FLORIDA

ARCHITECT
MSA ARCHITECTS
ARCHITECTURE & PLANNING
MSA ARCHITECTS, INC. AA0000895
8950 SW 74th COURT, SUITE 1513, MIAMI, FLORIDA 33156
PHONE: (305) 273-9911

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CIVIL ENGINEER
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REVISIONS

△	DATE	DESCRIPTION

DATE 08/05/2022
PROJECT NO. 145248000

SHEET TITLE
LANDSCAPE DETAILS PLAN

SHEET NUMBER
L-212

SHEET 13 of 13

TRANSPORTATION ANALYSIS

SNUG HARBOR

Prepared For

KEY INTERNATIONAL

Prepared By

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

TRANSPORTATION ANALYSIS

SNUG HARBOR

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Prepared By

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

Revised August, 2022
June, 2021

Project No. 19046

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

8/22/22
Date

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INTRODUCTION

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

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

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

The access to serve the project shall be as follows:

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

ESTIMATED DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021 as its data base. Based on these trip rates, it is estimated the proposed land uses would generate/attract approximately 3,816 daily trip ends, as shown in Table 1.

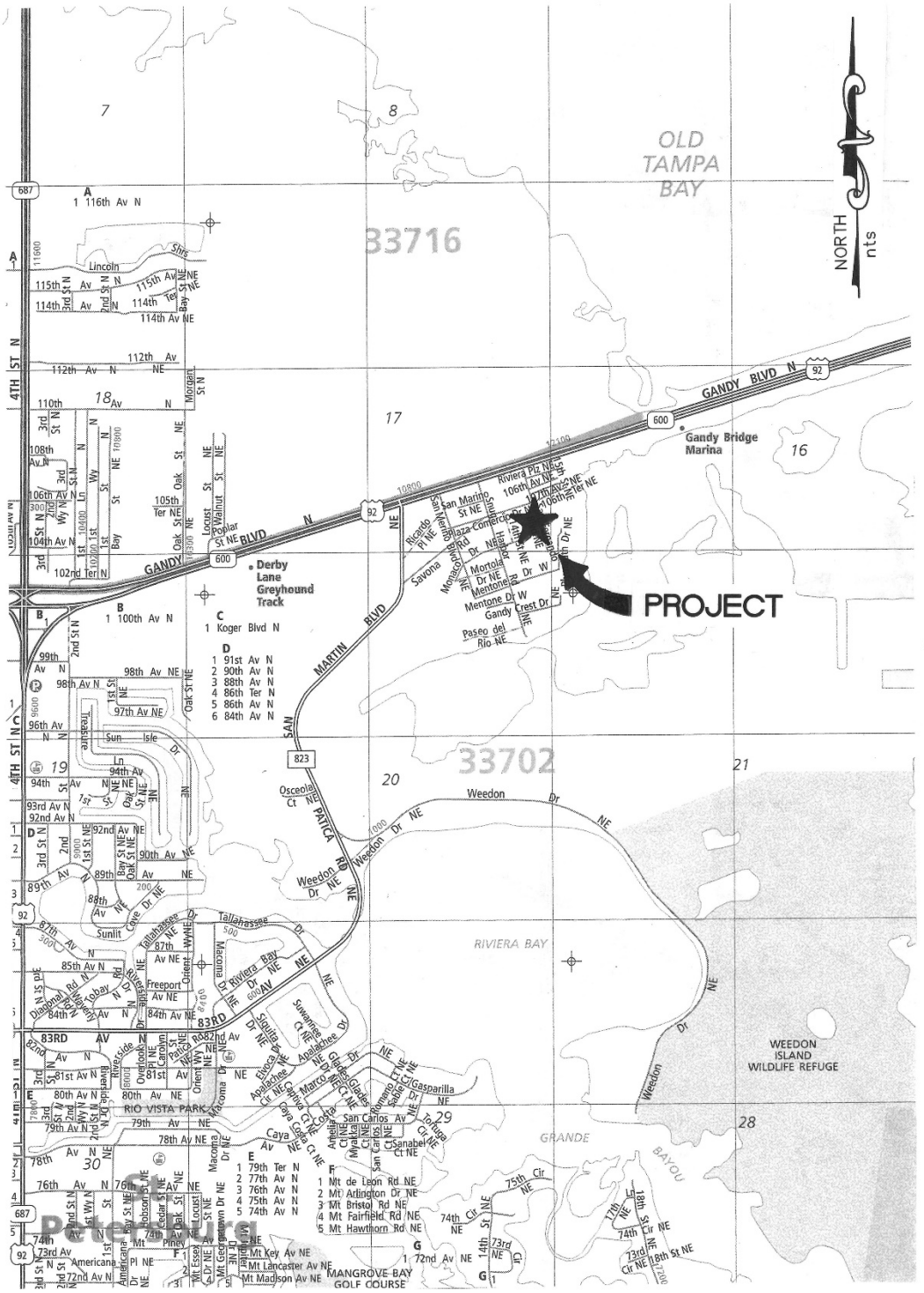


FIGURE 1
PROJECT LOCATION

TABLE 1

ESTIMATED DAILY TRIP ENDS (1)

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

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

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

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

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

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

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

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

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

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

TABLE 2

ESTIMATED AM PEAK HOUR TRIP ENDS (1)

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

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

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

TABLE 3

ESTIMATED PM PEAK HOUR TRIP ENDS (1)

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

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

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

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

PROJECT TRIP DISTRIBUTION

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

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

BUILDOUT YEAR

The project is anticipated to have a buildout of 2030.

BACKGROUND TRAFFIC

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

1) AM and PM peak hour turning movement counts were conducted at the following intersections:

    - Gandy Boulevard and Snug Harbor Road
    - Gandy Boulevard and San Fernando Boulevard
    - Gandy Boulevard and Existing CBS Driveway
    - Gandy Boulevard and Existing RaceTrac Driveway

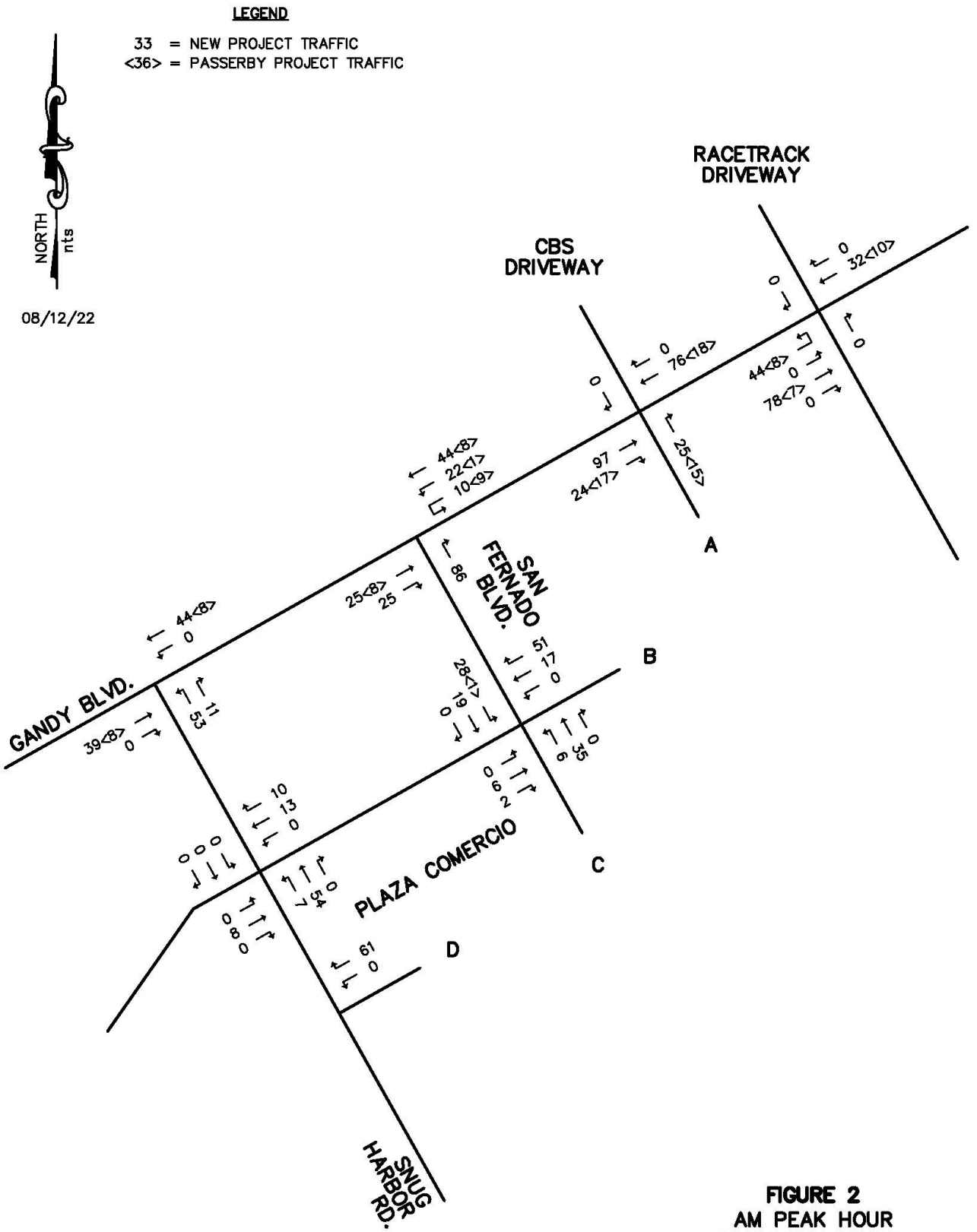


FIGURE 2
AM PEAK HOUR
PROJECT TRAFFIC

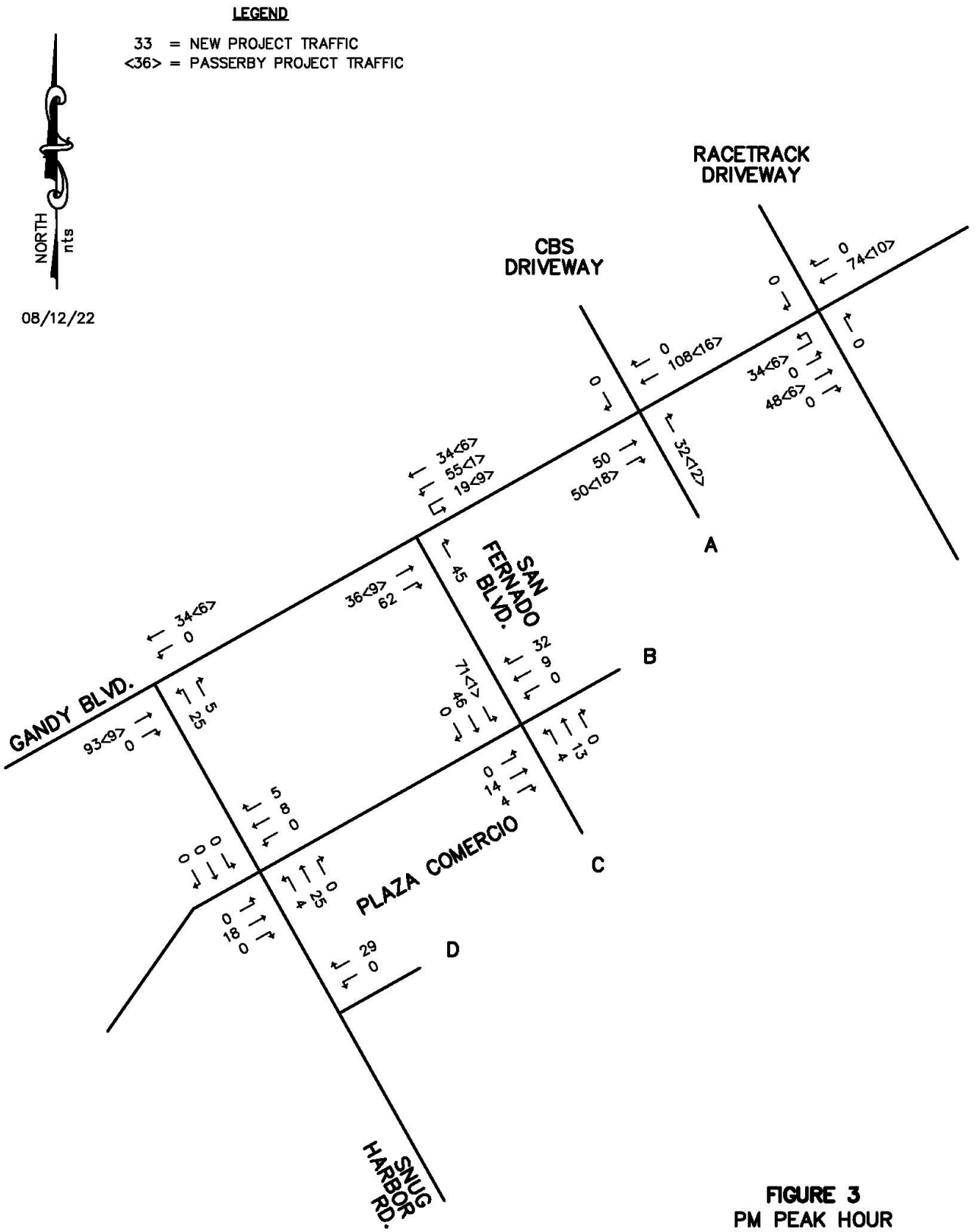


FIGURE 3
PM PEAK HOUR
PROJECT TRAFFIC

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

Figure 4 illustrates the peak season traffic.

3) The peak season traffic was redistributed based on the following proposed modifications to the median openings along Gandy Boulevard.

- The existing full median opening at San Fernando Boulevard was modified to a directional median opening (left-in/right-in/right-out).
- The existing full median opening at the CBS Driveway was closed.
- The existing full median opening at RaceTrac driveway was modified to a directional median opening (left-in/right-in/right-out).

Figure 5 illustrates the redistributed peak season traffic.

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

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

ADJACENT ROADWAYS

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

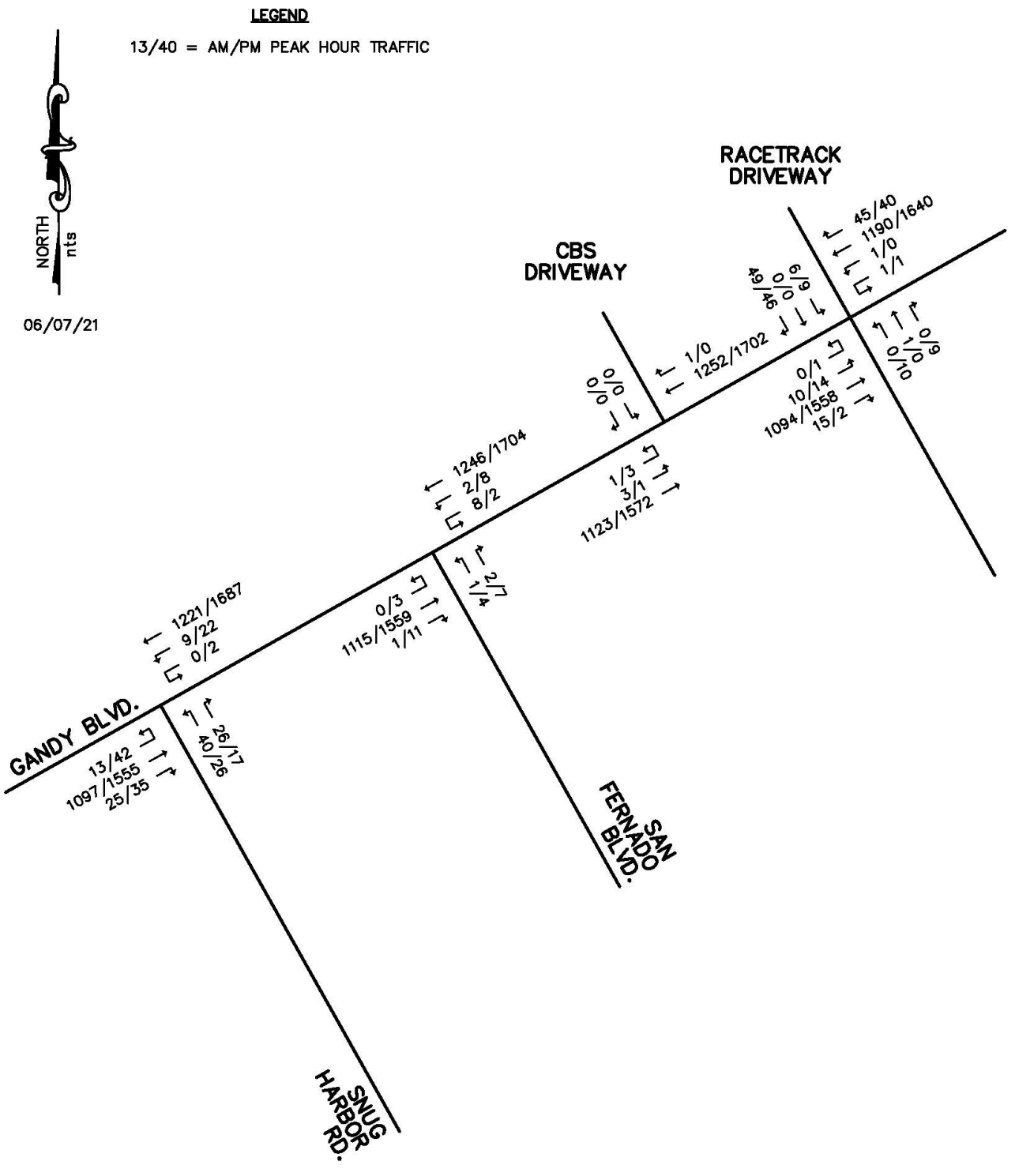


FIGURE 4
PEAK SEASON TRAFFIC

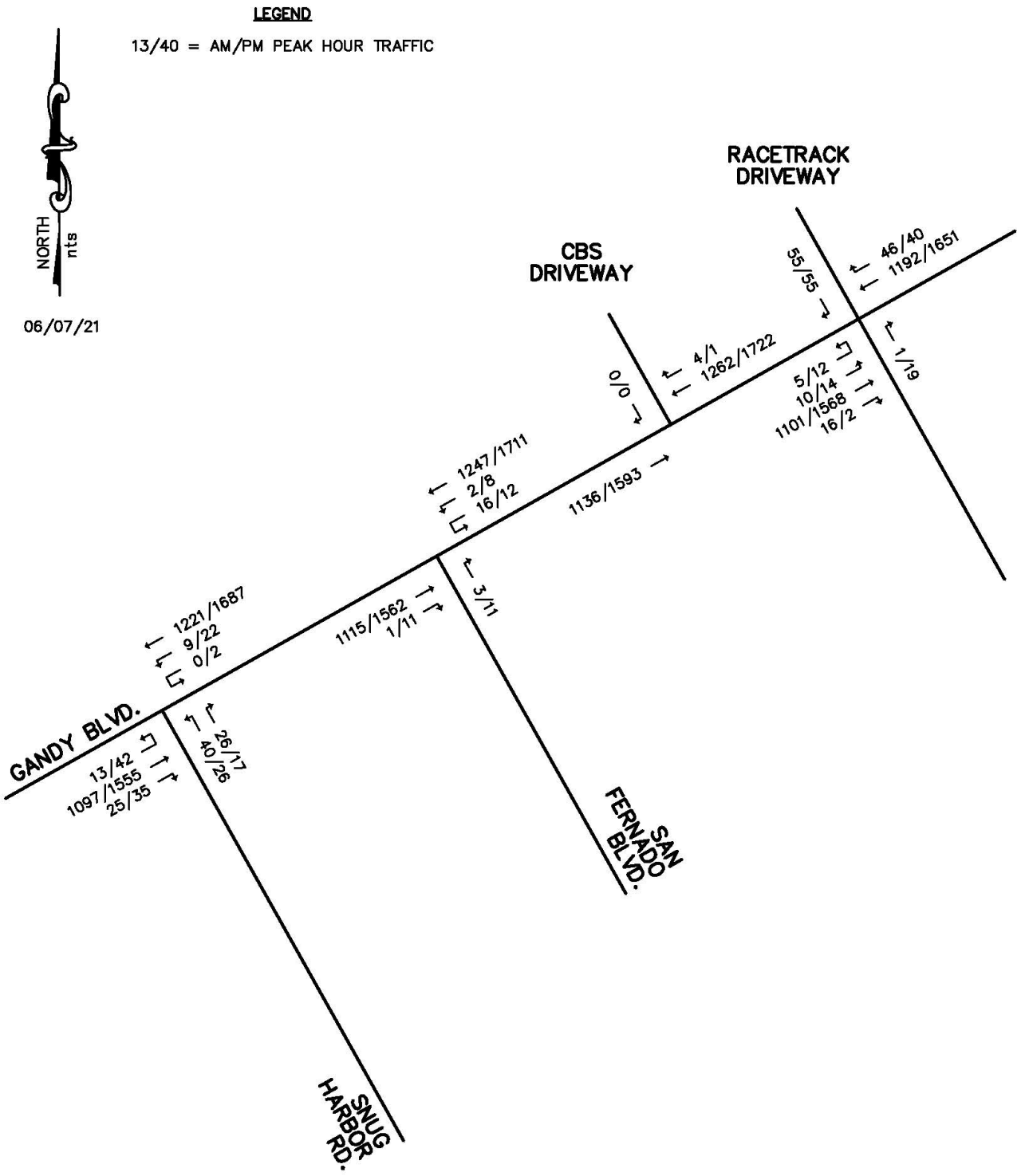


FIGURE 5
REDISTRIBUTED
PEAK SEASON TRAFFIC

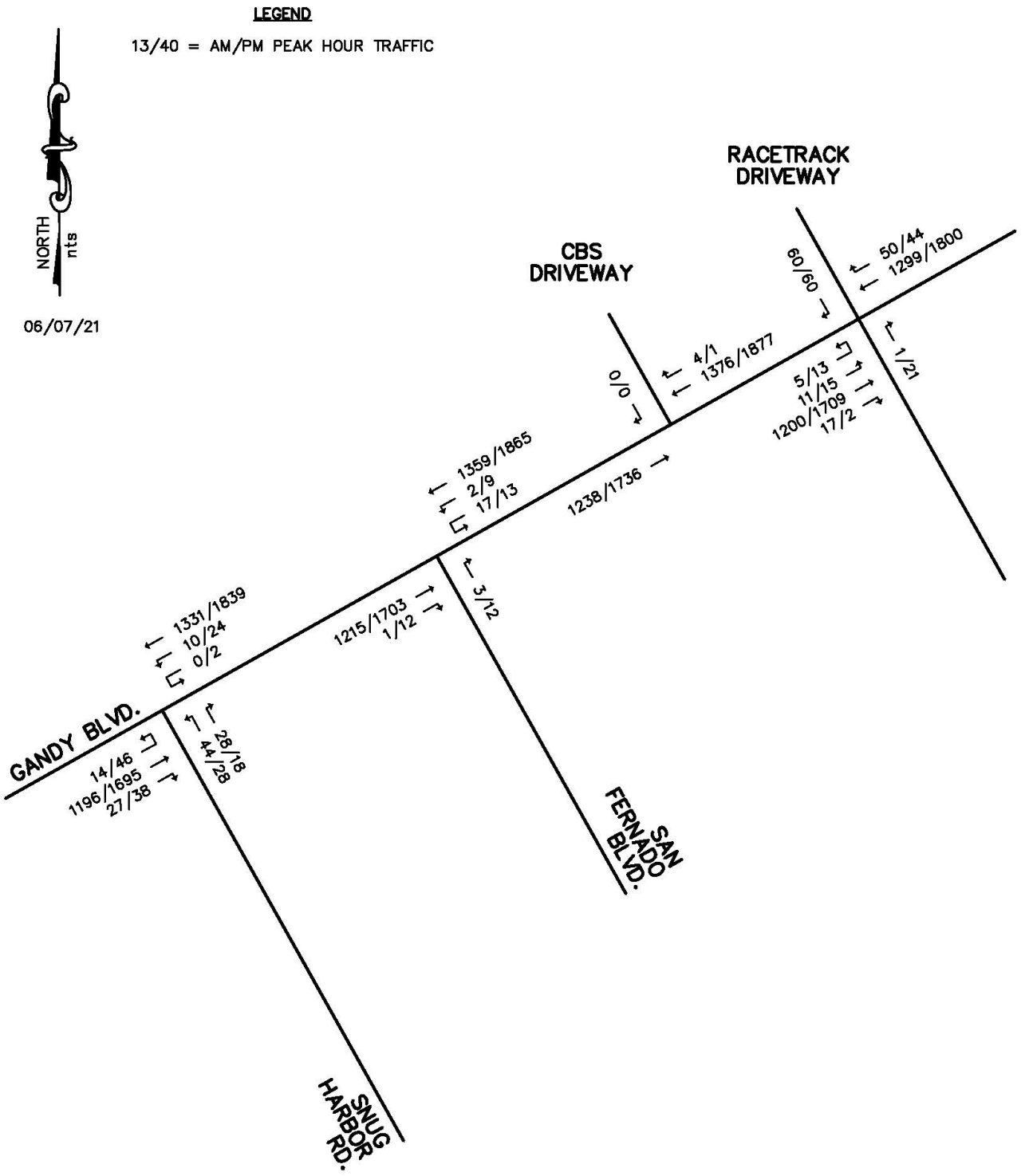


FIGURE 6
2030 BACKGROUND TRAFFIC

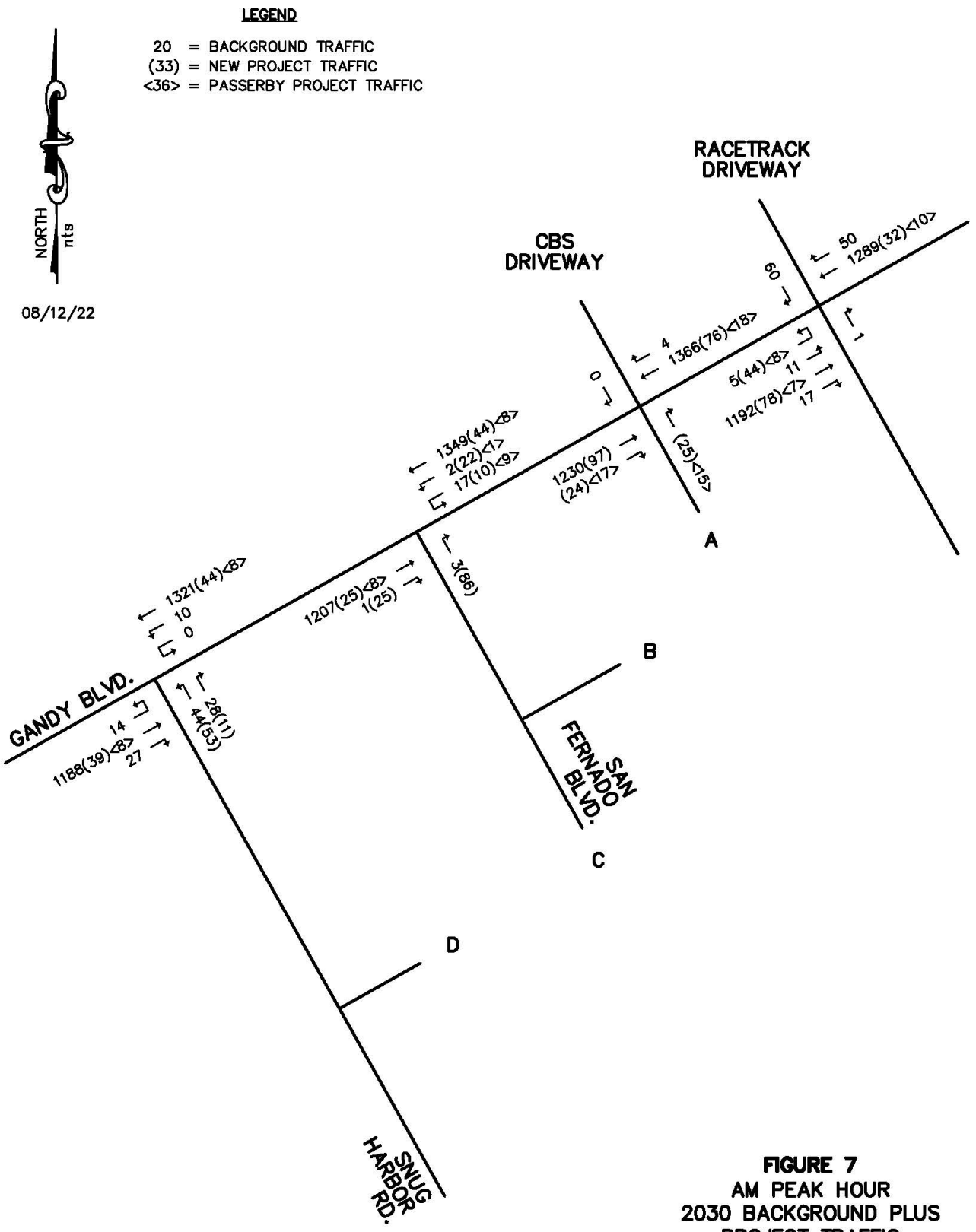


FIGURE 7
AM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

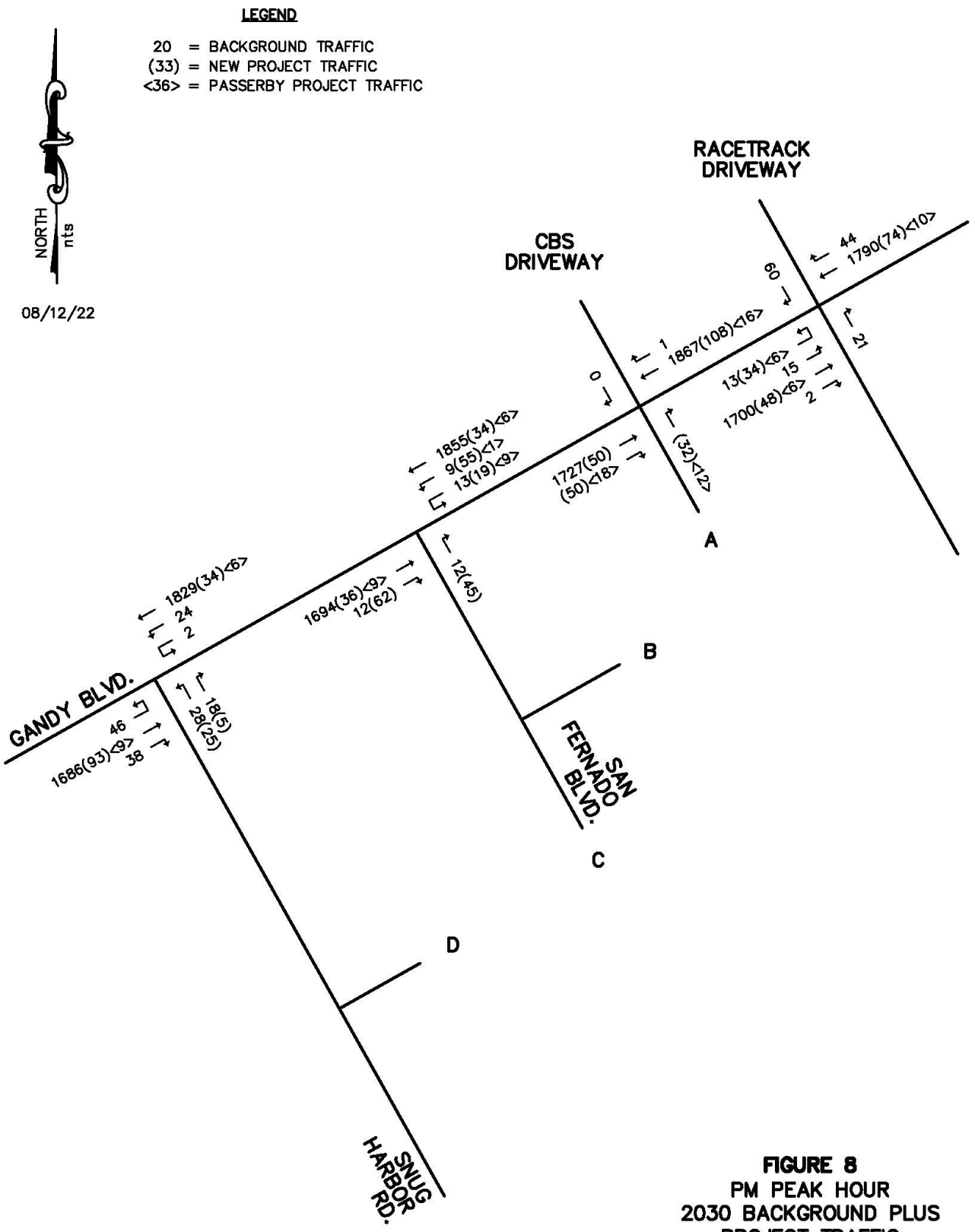


FIGURE 8
PM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

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

INTERSECTION ANALYSIS

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

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

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

Gandy Boulevard and Snug Harbor Road

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

Gandy Boulevard and San Fernando Boulevard

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

TABLE 4

ESTIMATED INTERSECTION LEVEL OF SERVICE
(V/C RATIO)

Intersection	Direction	AM Peak Hour 2030 Background Plus Project Traffic Left	Through	Right	PM Peak Hour 2030 Background Plus Project Traffic Left	Through	Right
Gandy Blvd and	EB	0.03	*	*	0.15	*	*
Snug Harbor Road	WB	0.02	*	-	0.10	*	-
	NB	0.69	-	0.69	0.97	-	0.97
Gandy Blvd and	WB	0.23	*	-	0.70	*	-
San Fernando Blvd	NB	-	-	0.13	-	-	0.16
Gandy Blvd and	NB	-	-	0.10	-	-	0.16
Access A	SB	-	-	0.0	-	-	0.0
Gandy Blvd and	EB	0.30	*	*	0.80	*	*
RaceTrac Drwy	NB	-	-	0.0	-	-	0.08
	SB	-	-	0.16	-	-	0.24

*Free Flow therefore no Level of Service reported.

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

Gandy Boulevard and Project Access A

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

Gandy Boulevard and RaceTrac Driveway

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

ACCESS RECOMMENDATIONS

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

Gandy Boulevard and San Fernando Boulevard

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

Gandy Boulevard and Project Access A

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

Gandy Boulevard and RaceTrac Driveway

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

TABLE 5

ACCESS RECOMMENDATIONS

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

(1) See Figures 7 and 8, Background Plus Project Traffic, of this report.
(2) Based on FDOT Driveway Information Guide.
(3) Estimated Queue Length:
Gandy Blvd and San Fernando Blvd
WBL: 100/30 x 25 = 83' Use 100'
Gandy Blvd and RaceTrac Drwy
EBL: 62/30 x 25 = 52' Use 100'
(4) Based on FDOT Exhibit 212-1 and design speed of 55 MPH on Gandy Blvd.

APPENDIX

SITE PLAN

SNUG HARBOR

For: Key International
ST. PETERSBURG, FLORIDA

TRIP GENERATION

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday	Best Fit (LIN) T = 6.41 (X)+75.31	205 50%	204 50%	409
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418(0)	Weekday	Average 4.54	949 50%	949 50%	1898
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday	Average 107.2	429 50%	429 50%	858
420 - Marina (General Urban/Suburban)	Berths	270	Weekday	Average 2.41	326(1) 50%	325(1) 50%	651(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

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

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

220 - Multifamily Housing (Low-Rise)

Exit	204	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	429	
Entry	205	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	429	

220 - Multifamily Housing (Low-Rise)

Exit	204	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	326	**420 - Marina**
Entry	205	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	325	

221 - Multifamily Housing (Mid-Rise)

Exit	949	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	429	**932 - High-Turnover (Sit-Down) Restaurant**
Entry	949	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	429	

221 - Multifamily Housing (Mid-Rise)

Exit	949	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	326	**420 - Marina**
Entry	949	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	325	

932 - High-Turnover (Sit-Down) Restaurant

Exit	429	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	326	**420 - Marina**
Entry	429	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	325	

220 - Multifamily Housing (Low-Rise)

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

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

932 - High-Turnover (Sit-Down) Restaurant

Total Trips	Internal Trips	External Trips

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

420 - Marina

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

Weekday

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

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

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

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

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

SUMMARY

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

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.31 (X)+22.85	9 23%	30 77%	39
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.44 (X)+-11.61	40 23%	132 77%	172
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 9.57	42 55%	35 45%	77
420 - Marina (General Urban/Suburban)	Berths	270(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.07	6(1) 32%	13(1) 68%	19(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

Exit	30	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry** 40
Entry	9	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 132

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

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

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) / **932 - High-Turnover (Sit-Down) Restaurant**

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

Exit	132	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry** 6
Entry	40	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit** 13

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

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)

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

221 - Multifamily Housing (Mid-Rise)

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

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

932 - High-Turnover (Sit-Down) Restaurant

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

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

External Trips

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

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

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

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

SUMMARY

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

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.43 (X)+20.55	27 63%	16 37%	43
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	99 61%	64 39%	163
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 9.05	44 61%	28 39%	72
420 - Marina (General Urban/Suburban)	Berths	270(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.21	34(1) 60%	23(1) 40%	57(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

Exit	16	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	99
Entry	27	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	64

220 - Multifamily Housing (Low-Rise)

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 - Multifamily Housing (Low-Rise)

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 - Multifamily Housing (Mid-Rise)

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 - Multifamily Housing (Mid-Rise)

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 - High-Turnover (Sit-Down) Restaurant

Exit	28	Demand Exit: 0 % (0)	Balanced: 0	Demand Entry: 0 % (0)	**Entry**	34
Entry	44	Demand Entry: 0 % (0)	Balanced: 0	Demand Exit: 0 % (0)	**Exit**	23

220 - Multifamily Housing (Low-Rise)

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

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

932 - High-Turnover (Sit-Down) Restaurant

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

420 - Marina

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

External Trips

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

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

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

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

SUMMARY

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

PASSERBY CAPTURE

Vehicle Pass-By Rates by Land Use

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

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

Pass-By Characteristics for Individual Sites

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

TRAFFIC COUNTS

National Data & Surveying Services

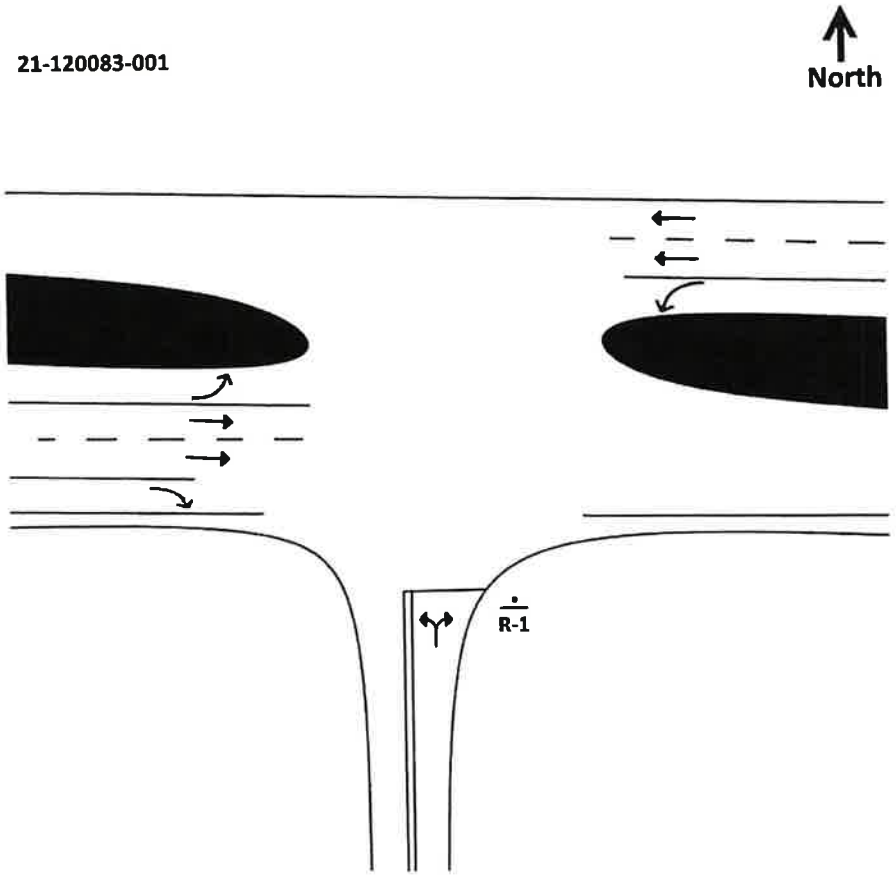
N/S Street: **Snug Harbor Rd**

Speed: **25 MPH**

E/W Street: **Gandy Blvd**

Speed: **50 MPH**

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

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

Day: Wednesday
Date: 03/03/2021

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

COUNT PERIODS
06:00 AM - 10:00 AM
10:00 AM - 02:00 PM
02:00 PM - 08:00 PM

Snug Harbor Rd — SOUTHBOUND

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

Gandy Blvd — EASTBOUND

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

Gandy Blvd — WESTBOUND

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

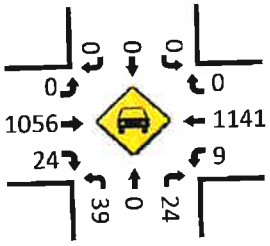
CONTROL
1-Way Stop(NB)

	AM	NOON	PM
TEV	2431	1899	3386
PHF	0.97	0.97	0.93

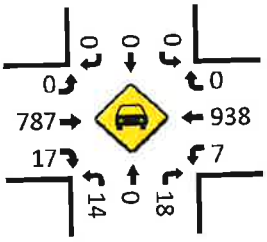
NORTHBOUND — Snug Harbor Rd

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

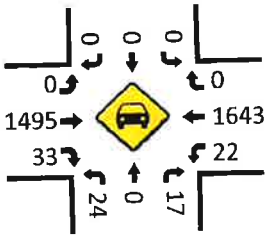
Cars (AM)



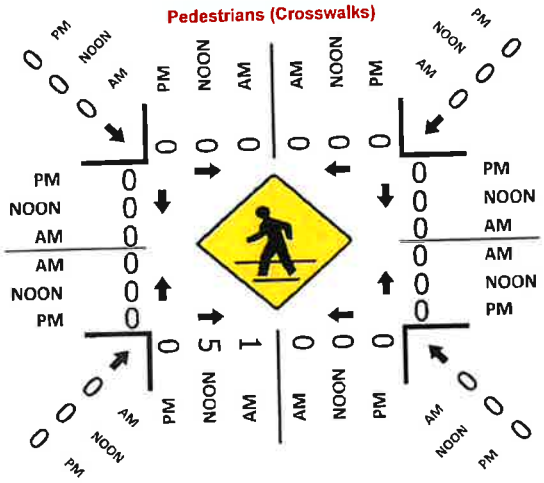
Cars (NOON)



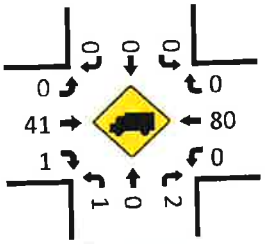
Cars (PM)



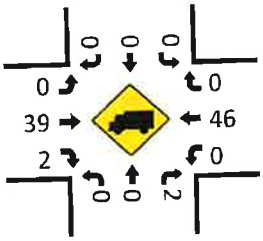
Pedestrians (Crosswalks)



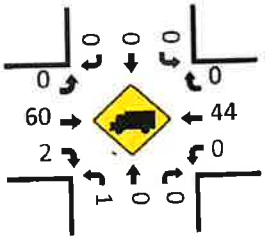
HT (AM)



HT (NOON)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

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

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	6	0	1	0	0	0	0	0	0	174	8	4	0	174	0	0	367
10:15 AM	9	0	5	0	0	0	0	0	0	156	4	4	0	163	0	0	341
10:30 AM	5	0	3	0	0	0	0	0	0	209	7	6	0	202	0	0	432
10:45 AM	4	0	1	0	0	0	0	0	0	156	5	6	0	190	0	0	362
11:00 AM	6	0	2	0	0	0	0	0	0	192	5	5	0	167	0	0	377
11:15 AM	3	0	2	0	0	0	0	0	0	194	4	4	1	175	0	0	383
11:30 AM	5	0	5	0	0	0	0	0	0	201	8	8	1	223	0	0	451
11:45 AM	9	0	0	0	0	0	0	0	0	165	5	9	2	224	0	0	414
12:00 PM	4	0	2	0	0	0	0	0	0	190	4	4	2	185	0	0	391
12:15 PM	6	0	3	0	0	0	0	0	0	192	8	4	3	267	0	0	483
12:30 PM	5	0	5	0	0	0	0	0	0	207	7	7	3	234	0	0	468
12:45 PM	5	0	8	1	0	0	0	0	0	192	4	9	2	247	0	0	468
1:00 PM	3	0	3	0	0	0	0	0	0	198	7	9	1	242	0	0	463
1:15 PM	4	0	4	0	0	0	0	0	0	235	6	4	2	235	0	0	490
1:30 PM	2	0	5	0	0	0	0	0	0	201	2	6	2	260	0	0	478
1:45 PM	3	0	1	0	0	0	0	0	0	212	5	8	2	218	0	0	449
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	79	0	50	1	0	0	0	0	0	3074	89	97	21	3406	0	0	6817
APPROACH %'s :	60.77%	0.00%	38.46%	0.77%					0.00%	94.29%	2.73%	2.98%	0.61%	99.39%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 1899
PEAK HR VOL :	14	0	20	1	0	0	0	0	0	826	19	28	7	984	0	0	
PEAK HR FACTOR :	0.700	0.000	0.625	0.250	0.000	0.000	0.000	0.000	0.000	0.879	0.679	0.778	0.875	0.946	0.000	0.000	0.969
	0.625								0.891				0.946				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
2:00 PM	9	0	5	0	0	0	0	0	0	213	9	5	1	217	0	1	460
2:15 PM	5	0	5	0	0	0	0	0	0	233	12	7	5	243	0	0	510
2:30 PM	4	0	5	0	0	0	0	0	0	190	5	5	2	287	0	0	498
2:45 PM	6	0	4	0	0	0	0	0	0	216	10	7	6	274	0	0	523
3:00 PM	4	0	3	0	0	0	0	0	0	259	7	4	2	278	0	0	557
3:15 PM	3	0	2	0	0	0	0	0	0	316	4	5	1	318	0	0	649
3:30 PM	2	0	3	0	0	0	0	0	0	411	8	10	3	349	0	0	786
3:45 PM	7	0	3	0	0	0	0	0	0	376	4	10	4	345	0	0	749
4:00 PM	7	0	2	0	0	0	0	0	0	373	13	5	5	358	0	0	763
4:15 PM	5	0	3	0	0	0	0	0	0	418	5	13	4	358	0	0	806
4:30 PM	7	0	2	1	0	0	0	0	0	383	11	6	4	448	0	1	853
4:45 PM	6	0	5	0	0	0	0	0	0	355	10	8	8	390	0	0	782
5:00 PM	4	0	5	0	0	0	0	0	0	393	7	14	6	404	0	1	834
5:15 PM	8	0	5	0	0	0	0	0	0	424	7	14	4	445	0	0	907
5:30 PM	6	0	5	0	0	0	0	0	0	386	13	9	10	351	0	0	780
5:45 PM	7	0	4	0	0	0	0	0	0	333	8	10	4	362	0	0	728
6:00 PM	4	0	6	0	0	0	0	0	0	290	12	6	5	284	0	0	607
6:15 PM	7	0	2	0	0	0	0	0	0	248	7	10	2	317	0	0	593
6:30 PM	3	0	4	0	0	0	0	0	0	231	7	6	3	231	0	0	485
6:45 PM	3	0	4	0	0	0	0	0	0	191	7	5	3	191	0	0	404
7:00 PM	3	0	3	0	0	0	0	0	0	142	7	8	2	170	0	0	335
7:15 PM	3	0	2	0	0	0	0	0	0	150	7	7	2	164	0	0	335
7:30 PM	1	0	1	0	0	0	0	0	0	138	3	3	3	158	0	0	307
7:45 PM	5	0	0	0	0	0	0	0	0	136	3	4	0	124	0	0	272
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	119	0	83	1	0	0	0	0	0	6805	186	181	89	7066	0	3	14533
APPROACH %'s :	58.62%	0.00%	40.89%	0.49%					0.00%	94.88%	2.59%	2.52%	1.24%	98.71%	0.00%	0.04%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 3386
PEAK HR VOL :	25	0	17	1	0	0	0	0	0	1555	35	42	22	1687	0	2	
PEAK HR FACTOR :	0.781	0.000	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.917	0.795	0.750	0.688	0.941	0.000	0.500	0.933
	0.827								0.917				0.944				

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	2	0	4	0	0	0	0	0	0	135	2	4	0	112	0	0	259
6:15 AM	3	0	4	0	0	0	0	0	0	199	3	5	0	135	0	0	349
6:30 AM	3	0	3	0	0	0	0	0	0	233	2	0	0	184	0	0	425
6:45 AM	5	0	3	0	0	0	0	0	0	235	3	3	0	194	0	0	443
7:00 AM	2	0	1	0	0	0	0	0	0	253	5	2	3	194	0	0	460
7:15 AM	10	0	5	0	0	0	0	0	0	295	3	3	2	269	0	0	587
7:30 AM	16	0	5	0	0	0	0	0	0	268	7	3	2	297	0	0	598
7:45 AM	3	0	7	0	0	0	0	0	0	252	7	3	3	306	0	0	581
8:00 AM	10	0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	540
8:15 AM	10	0	1	0	0	0	0	0	0	229	5	2	2	325	0	0	574
8:30 AM	6	0	2	0	0	0	0	0	0	231	4	9	2	272	0	0	526
8:45 AM	9	0	2	0	0	0	0	0	0	203	11	9	2	280	0	0	516
9:00 AM	6	0	4	0	0	0	0	0	0	216	6	4	2	207	0	0	445
9:15 AM	7	0	0	0	0	0	0	0	0	176	7	9	1	230	0	0	430
9:30 AM	4	0	3	0	0	0	0	0	0	193	9	1	0	216	0	0	426
9:45 AM	5	0	3	0	0	0	0	0	0	166	3	2	1	184	0	0	364
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	101	0	54	0	0	0	0	0	0	3525	84	63	22	3674	0	0	7523
APPROACH %'s :	65.16%	0.00%	34.84%	0.00%					0.00%	96.00%	2.29%	1.72%	0.60%	99.40%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	39	0	24	0	0	0	0	0	0	1056	24	13	9	1141	0	0	2306
PEAK HR FACTOR :	0.61	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0.000	0.895	0.857	0.813	0.750	0.932	0.000	0.000	0.964
	0.750								0.908				0.930				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	5	0	1	0	0	0	0	0	0	155	7	4	0	156	0	0	328
10:15 AM	8	0	5	0	0	0	0	0	0	146	3	4	0	150	0	0	316
10:30 AM	5	0	3	0	0	0	0	0	0	195	6	6	0	189	0	0	404
10:45 AM	4	0	1	0	0	0	0	0	0	143	5	6	0	178	0	0	337
11:00 AM	6	0	2	0	0	0	0	0	0	185	5	5	0	157	0	0	360
11:15 AM	3	0	2	0	0	0	0	0	0	183	3	4	1	161	0	0	357
11:30 AM	5	0	5	0	0	0	0	0	0	185	8	8	1	213	0	0	425
11:45 AM	9	0	0	0	0	0	0	0	0	158	5	9	2	212	0	0	395
12:00 PM	4	0	2	0	0	0	0	0	0	181	4	4	2	174	0	0	371
12:15 PM	6	0	3	0	0	0	0	0	0	180	8	4	3	251	0	0	455
12:30 PM	5	0	5	0	0	0	0	0	0	190	7	7	3	218	0	0	435
12:45 PM	5	0	8	1	0	0	0	0	0	185	3	8	2	238	0	0	450
1:00 PM	3	0	3	0	0	0	0	0	0	188	7	9	1	229	0	0	440
1:15 PM	4	0	3	0	0	0	0	0	0	222	6	4	2	226	0	0	467
1:30 PM	2	0	4	0	0	0	0	0	0	192	1	6	2	245	0	0	452
1:45 PM	3	0	1	0	0	0	0	0	0	198	5	8	2	207	0	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	0	48	1	0	0	0	0	0	2886	83	96	21	3204	0	0	6416
APPROACH %'s :	61.11%	0.00%	38.10%	0.79%					0.00%	94.16%	2.71%	3.13%	0.65%	99.35%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	14	0	18	1	0	0	0	0	0	787	17	27	7	938	0	0	1809
PEAK HR FACTOR :	0.70	0.000	0.563	0.250	0.000	0.000	0.000	0.000	0.000	0.886	0.607	0.750	0.875	0.957	0.000	0.000	0.968
	0.589								0.895				0.956				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
2:00 PM	8	0	5	0	0	0	0	0	0	204	8	5	1	207	0	0	438
2:15 PM	5	0	5	0	0	0	0	0	0	220	9	7	5	228	0	0	479
2:30 PM	4	0	4	0	0	0	0	0	0	180	5	5	2	276	0	0	476
2:45 PM	5	0	4	0	0	0	0	0	0	201	10	6	5	260	0	0	491
3:00 PM	4	0	3	0	0	0	0	0	0	252	7	4	2	266	0	0	538
3:15 PM	3	0	2	0	0	0	0	0	0	298	4	5	1	303	0	0	616
3:30 PM	2	0	3	0	0	0	0	0	0	389	8	10	3	342	0	0	757
3:45 PM	6	0	3	0	0	0	0	0	0	351	4	10	4	335	0	0	713
4:00 PM	7	0	2	0	0	0	0	0	0	350	13	5	5	345	0	0	727
4:15 PM	5	0	3	0	0	0	0	0	0	399	5	13	4	348	0	0	777
4:30 PM	7	0	2	1	0	0	0	0	0	369	9	6	4	433	0	1	832
4:45 PM	5	0	5	0	0	0	0	0	0	339	10	8	8	384	0	0	759
5:00 PM	4	0	5	0	0	0	0	0	0	374	7	14	6	391	0	1	802
5:15 PM	8	0	5	0	0	0	0	0	0	413	7	14	4	435	0	0	886
5:30 PM	5	0	5	0	0	0	0	0	0	371	13	9	10	343	0	0	756
5:45 PM	7	0	4	0	0	0	0	0	0	322	8	10	4	355	0	0	710
6:00 PM	4	0	6	0	0	0	0	0	0	282	12	6	5	277	0	0	592
6:15 PM	7	0	2	0	0	0	0	0	0	243	6	10	2	314	0	0	584
6:30 PM	3	0	4	0	0	0	0	0	0	224	7	6	3	228	0	0	475
6:45 PM	3	0	4	0	0	0	0	0	0	185	7	5	3	190	0	0	397
7:00 PM	3	0	3	0	0	0	0	0	0	141	7	8	2	166	0	0	330
7:15 PM	3	0	2	0	0	0	0	0	0	148	7	7	2	163	0	0	332
7:30 PM	1	0	1	0	0	0	0	0	0	137	3	3	3	153	0	0	301
7:45 PM	5	0	0	0	0	0	0	0	0	134	3	4	0	119	0	0	265
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	114	0	82	1	0	0	0	0	0	6526	179	180	88	6861	0	2	14033
APPROACH %'s :	57.87%	0.00%	41.62%	0.51%					0.00%	94.79%	2.60%	2.61%	1.27%	98.71%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	24	0	17	1	0	0	0	0	0	1495	33	42	22	1643	0	2	3279
PEAK HR FACTOR :	0.75	0.000	0.850	0.250	0.000	0.000	0.000	0.000	0.000	0.905	0.825	0.750	0.688	0.944	0.000	0.500	0.925
	0.808								0.904				0.949				

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	1	0	0	0	0	0	0	0	0	12	0	1	0	4	0	0	18
6:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	2	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	32
7:00 AM	1	0	0	0	0	0	0	0	0	3	0	0	1	22	0	0	27
7:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	23	0	0	36
7:30 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	17	0	0	28
7:45 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	28
8:00 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	22	0	0	33
8:15 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	28
8:30 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	16	0	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	0	32
9:00 AM	1	0	1	0	0	0	0	0	0	10	3	0	0	25	0	0	40
9:15 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	20	0	0	35
9:30 AM	1	0	0	0	0	0	0	0	0	15	1	0	0	11	0	0	28
9:45 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	17	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	0	5	0	0	0	0	0	0	166	8	1	1	268	0	0	457
APPROACH %'s :	61.54%	0.00%	38.46%	0.00%					0.00%	94.86%	4.57%	0.57%	0.37%	99.63%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	2	0	0	0	0	0	0	41	1	0	0	80	0	0	125
PEAK HR FACTOR :	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.788	0.250	0.000	0.000	0.870	0.000	0.000	0.868
		0.375								0.808				0.870			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	19	1	0	0	18	0	0	39
10:15 AM	1	0	0	0	0	0	0	0	0	10	1	0	0	13	0	0	25
10:30 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	13	0	0	28
10:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	0	25
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
11:15 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	14	0	0	26
11:30 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	10	0	0	26
11:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	19
12:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20
12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	7	1	1	0	9	0	0	18
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	1	0	0	0	0	0	0	13	0	0	0	9	0	0	23
1:30 PM	0	0	1	0	0	0	0	0	0	9	1	0	0	15	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	2	0	0	0	0	0	0	188	6	1	0	202	0	0	401
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	96.41%	3.08%	0.51%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	39	2	1	0	46	0	0	90
PEAK HR FACTOR :	0.00	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.250	0.000	0.767	0.000	0.000	0.865
		0.500								0.808				0.767			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
APPROACH %'s :									0.00%	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	6
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.750
											0.500			0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

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

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

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

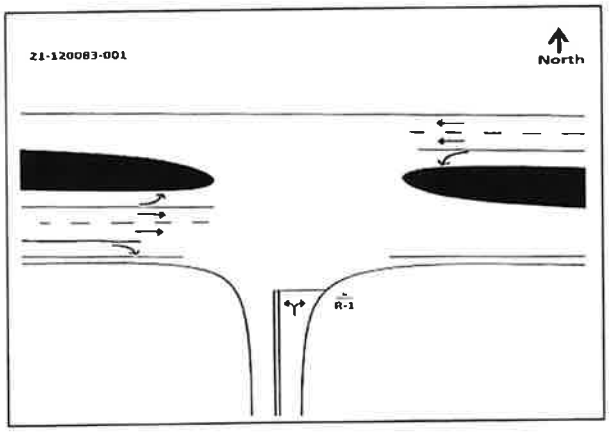
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor: **0.97**

National Data & Surveying Services



15-Min Count Period Beginning At	Snug Harbor Rd Northbound					Snug Harbor Rd Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	3	0	4	0		0	0	0	0		0	147	2	5		0	116	0	0		277	1560
06:15 AM	3	0	4	0		0	0	0	0		0	208	3	5		0	143	0	0		366	1770
06:30 AM	3	0	3	0		0	0	0	0		0	240	2	0		0	194	0	0		442	2027
06:45 AM	7	0	3	0		0	0	0	0		0	246	3	3		0	213	0	0		475	2211
07:00 AM	3	0	1	0		0	0	0	0		0	256	5	2		4	216	0	0		487	2345
07:15 AM	10	0	5	0		0	0	0	0		0	308	3	3		2	292	0	0		623	2431
07:30 AM	16	0	5	0		0	0	0	0		0	278	8	3		2	314	0	0		626	2410
07:45 AM	3	0	8	0		0	0	0	0		0	261	7	3		3	324	0	0		609	2339
08:00 AM	11	0	8	0		0	0	0	0		0	250	7	4		2	291	0	0		573	2278
08:15 AM	11	0	1	0		0	0	0	0		0	237	5	2		2	344	0	0		602	2190
08:30 AM	6	0	3	0		0	0	0	0		0	241	6	9		2	288	0	0		555	2053
08:45 AM	9	0	2	0		0	0	0	0		0	218	11	9		2	297	0	0		548	1952
09:00 AM	7	0	5	0		0	0	0	0		0	226	9	4		2	232	0	0		485	1797
09:15 AM	7	0	0	0		0	0	0	0		0	190	8	9		1	250	0	0		465	1312
09:30 AM	5	0	3	0		0	0	0	0		0	208	10	1		0	227	0	0		454	847
09:45 AM	5	0	4	0		0	0	0	0		0	177	3	2		1	201	0	0		393	393
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	64	0	32	0		0	0	0	0		0	1232	32	16		12	1296	0	0		2684	
Heavy Trucks	4	0	4			0	0	0			0	52	4			0	92	0			156	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	0			0	0	0			0	4	4			0	4	0			12	
Railroad Stopped Buses																						

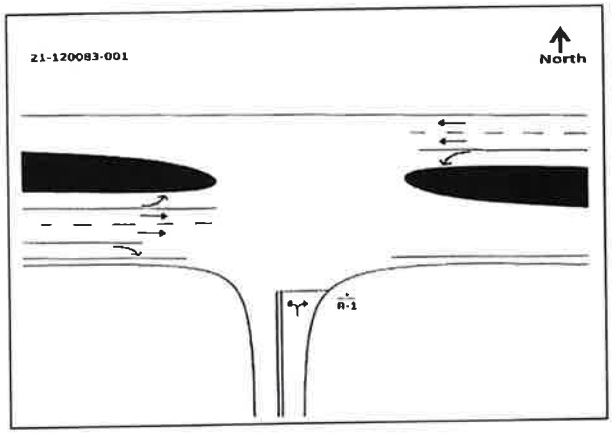
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor: **0.97**

National Data & Surveying Services



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

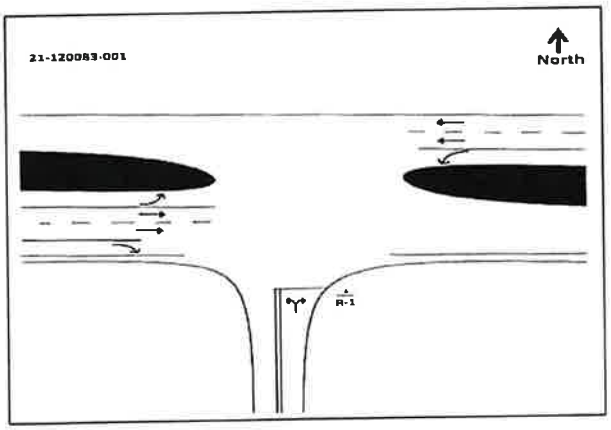
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.93

National Data & Surveying Services



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

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	32	0	20	4		0	0	0	0		0	1696	44	56		32	1792	0	4		3680
Heavy Trucks	4	0	0			0	0	0			0	76	8			0	60	0			148
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad Stopped Buses																					

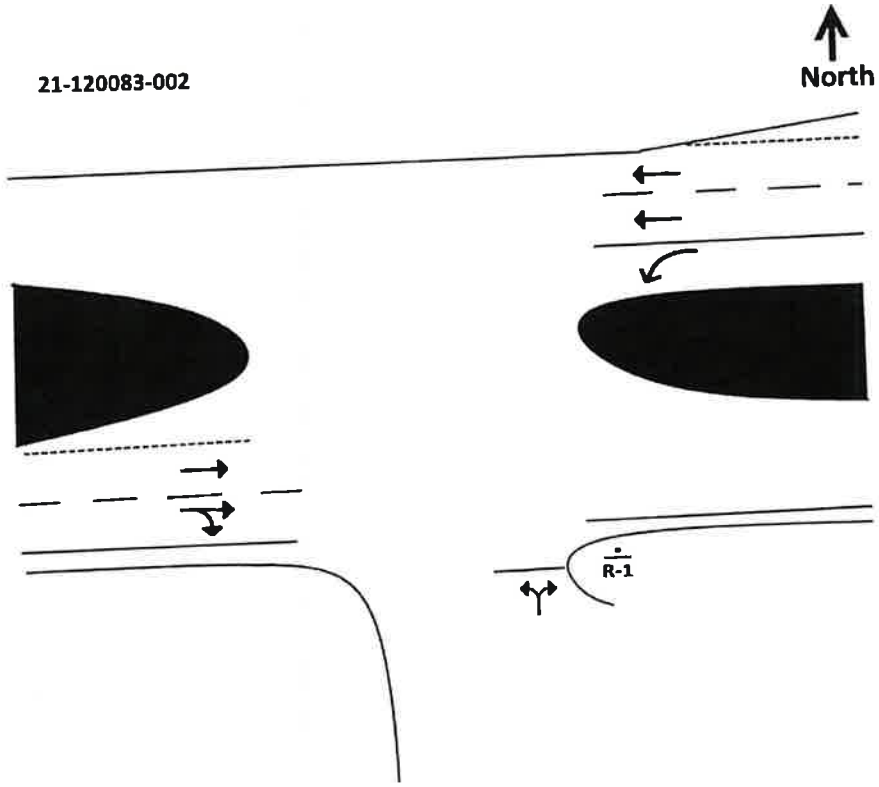
National Data & Surveying Services

Site Code:	**21-120083-002**
Date:	**03/03/2021**
Weather:	**Sunny**
City:	**St. Petersburg**
County:	**Pinellas**
Count Times:	**06:00 - 10:00**
	10:00 - 14:00
	14:00 - 20:00
Control:	**1-Way Stop(NB)**

N

N/S Street: **San Fernando Dr**

Speed: **N/A**



E/W Street: **Gandy Blvd**

Speed: **50 MPH**

Prepared by National Data & Surveying Services

San Fernando Dr & Gandy Blvd

Peak Hour Turning Movement Count

ID: 21-120083-002
City: St. Petersburg

Day: Wednesday
Date: 03/03/2021

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

COUNT PERIODS
06:00 AM - 10:00 AM
10:00 AM - 02:00 PM
02:00 PM - 08:00 PM

SOUTHBOUND (San Fernando Dr)

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

EASTBOUND (Gandy Blvd)

AM	NOON	PM	
1247	957	1711	⇦
0	0	3	↰ 0
0	0	0	↑ 0
1115	854	1559	→ 0
1	5	11	↱ 0
AM	NOON	PM	

WESTBOUND (Gandy Blvd)

PM	NOON	AM	
0	0	0	↰ 0
1704	950	1246	← 0
8	10	2	↰ 0
2	2	8	↰ 0
1568	860	1125	⇨
PM	NOON	AM	

CONTROL

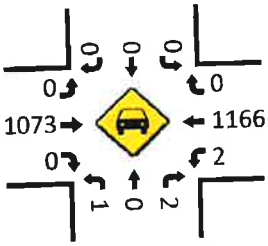
1-Way Stop(NB)

TEV	2375	1832	3298
	AM	NOON	PM
PHF	0.97	0.96	0.90

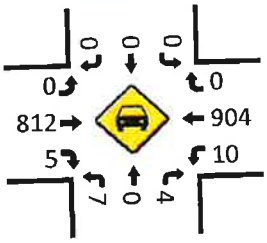
NORTHBOUND (San Fernando Dr)

PM	19	0	4	0	7	PM
NOON	15	0	7	0	4	NOON
AM	3	0	1	0	2	AM

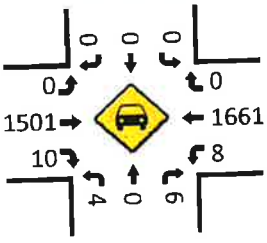
Cars (AM)



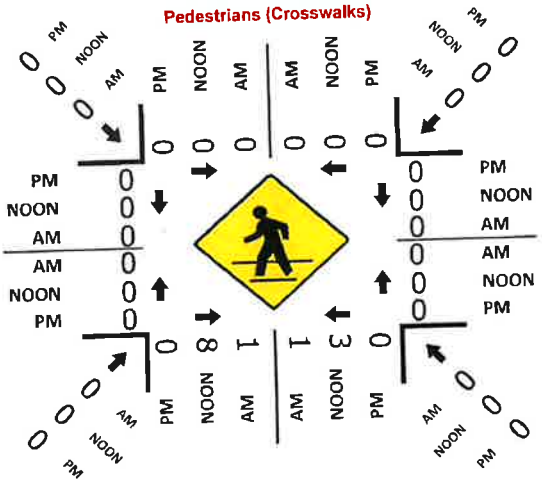
Cars (NOON)



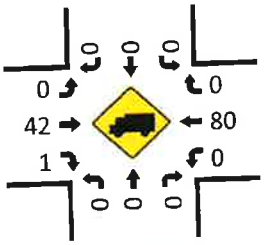
Cars (PM)



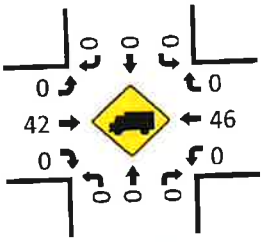
Pedestrians (Crosswalks)



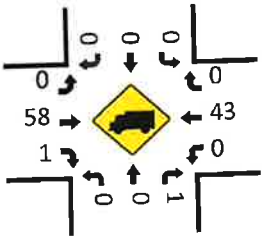
HT (AM)



HT (NOON)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

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

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	2	0	0	0	0	0	0	0	0	180	0	0	4	167	0	0	353
10:15 AM	0	0	1	0	0	0	0	0	0	169	1	0	0	159	0	0	330
10:30 AM	1	0	1	0	0	0	0	0	0	200	1	0	2	207	0	1	413
10:45 AM	0	0	1	0	0	0	0	0	0	160	1	0	3	187	0	1	353
11:00 AM	0	0	4	0	0	0	0	0	0	203	3	0	1	171	0	0	382
11:15 AM	0	0	0	0	0	0	0	0	0	182	1	0	2	171	0	2	358
11:30 AM	0	0	1	0	0	0	0	0	0	207	0	0	0	233	0	1	442
11:45 AM	3	0	1	0	0	0	0	0	0	176	3	0	5	219	0	1	408
12:00 PM	1	0	3	0	0	0	0	0	0	180	2	0	2	191	0	1	380
12:15 PM	0	0	1	0	0	0	0	0	0	199	2	0	3	263	0	0	468
12:30 PM	3	0	1	0	0	0	0	0	0	194	4	0	1	253	0	0	456
12:45 PM	1	0	2	0	0	0	0	0	0	210	2	0	1	234	0	1	451
1:00 PM	2	0	0	0	0	0	0	0	0	192	1	0	6	244	0	0	445
1:15 PM	1	0	2	0	0	0	0	0	0	242	1	0	0	228	0	1	475
1:30 PM	3	0	0	0	0	0	0	0	0	210	1	0	3	244	0	0	461
1:45 PM	2	0	2	0	0	0	0	0	0	203	2	0	2	223	0	1	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	0	20	0	0	0	0	0	0	3107	25	0	35	3394	0	10	6610
APPROACH %'s :	48.72%	0.00%	51.28%	0.00%					0.00%	99.20%	0.80%	0.00%	1.02%	98.69%	0.00%	0.29%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	7	0	4	0	0	0	0	0	0	854	5	0	10	950	0	2	1832
PEAK HR FACTOR :	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.625	0.000	0.417	0.973	0.000	0.500	0.964
			0.917							0.884				0.962			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets: San Fernando Dr | San Fernando Dr | Gandy Blvd | Gandy Blvd

AM

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

NOON

NOON	NORTHBOUND NL	NT	NR	NU	SOUTHBOUND SL	ST	SR	SU	EASTBOUND EL	ET	ER	EU	WESTBOUND WL	WT	WR	WU	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	163	0	0	3	150	0	0	317
10:15 AM	0	0	1	0	0	0	0	0	0	157	1	0	0	147	0	0	305
10:30 AM	1	0	1	0	0	0	0	0	0	187	1	0	2	193	0	1	386
10:45 AM	0	0	1	0	0	0	0	0	0	147	0	0	3	176	0	1	328
11:00 AM	0	0	3	0	0	0	0	0	0	196	3	0	1	161	0	0	364
11:15 AM	0	0	0	0	0	0	0	0	0	171	1	0	2	157	0	2	333
11:30 AM	0	0	1	0	0	0	0	0	0	192	0	0	0	223	0	1	417
11:45 AM	3	0	1	0	0	0	0	0	0	168	3	0	5	205	0	1	386
12:00 PM	1	0	3	0	0	0	0	0	0	172	1	0	2	182	0	1	362
12:15 PM	0	0	1	0	0	0	0	0	0	187	2	0	3	247	0	0	440
12:30 PM	2	0	1	0	0	0	0	0	0	178	4	0	1	237	0	0	423
12:45 PM	1	0	2	0	0	0	0	0	0	202	2	0	1	226	0	1	435
1:00 PM	2	0	0	0	0	0	0	0	0	182	1	0	6	231	0	0	422
1:15 PM	1	0	2	0	0	0	0	0	0	228	1	0	0	219	0	1	452
1:30 PM	3	0	0	0	0	0	0	0	0	200	1	0	3	228	0	0	435
1:45 PM	2	0	2	0	0	0	0	0	0	189	2	0	2	213	0	1	411
TOTAL VOLUMES :	NL 17	NT 0	NR 19	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2919	ER 23	EU 0	WL 34	WT 3195	WR 0	WU 10	TOTAL 6217
APPROACH %'s :	47.22%	0.00%	52.78%	0.00%					0.00%	99.22%	0.78%	0.00%	1.05%	98.64%	0.00%	0.31%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 1744
PEAK HR VOL :	7	0	4	0	0	0	0	0	0	812	5	0	10	904	0	2	
PEAK HR FACTOR :	0.58	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.890	0.625	0.000	0.417	0.978	0.000	0.500	0.965
			0.917							0.892				0.966			

PM

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	4	0	0	15
6:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	30
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	22	0	0	25
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	24	0	0	36
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	1	0	0	21	0	0	31
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	29
8:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	27
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	18	0	0	28
8:45 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	0	31
9:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	28	0	0	39
9:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	17	0	0	30
9:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0	0	26
9:45 AM	0	0	1	0	0	0	0	0	0	13	0	0	0	18	0	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	169	2	0	0	269	0	0	441
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	98.83%	1.17%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 123
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	42	1	0	0	80	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.250	0.000	0.000	0.833	0.000	0.000	0.854
										0.896				0.833			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	17	0	0	1	17	0	0	36
10:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
10:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	0	27
10:45 AM	0	0	0	0	0	0	0	0	0	13	1	0	0	11	0	0	25
11:00 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	18
11:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	14	0	0	25
11:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	10	0	0	25
11:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	14	0	0	22
12:00 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18
12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	9	0	0	23
1:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	16	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	188	2	0	1	199	0	0	393
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	98.95%	1.05%	0.00%	0.50%	99.50%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 88
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	42	0	0	0	46	0	0	
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.719	0.000	0.000	0.846
										0.750				0.719			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 3	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 1	ER 1	EU 0	WL 0	WT 1	WR 0	WU 0	TOTAL 6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 3
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0.250
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	
			0.250							0.250				0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 1	NT 0	NR 3	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 2	ER 0	EU 0	WL 2	WT 0	WR 0	WU 0	TOTAL 8
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL 2
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0.500
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			0.500														

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	NL 0	NT 0	NR 2	NU 1	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 3	WT 3	WR 0	WU 0	TOTAL 9
APPROACH %'s :	0.00%	0.00%	66.67%	33.33%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 1
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.250
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
			0.250														

National Data & Surveying Services

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

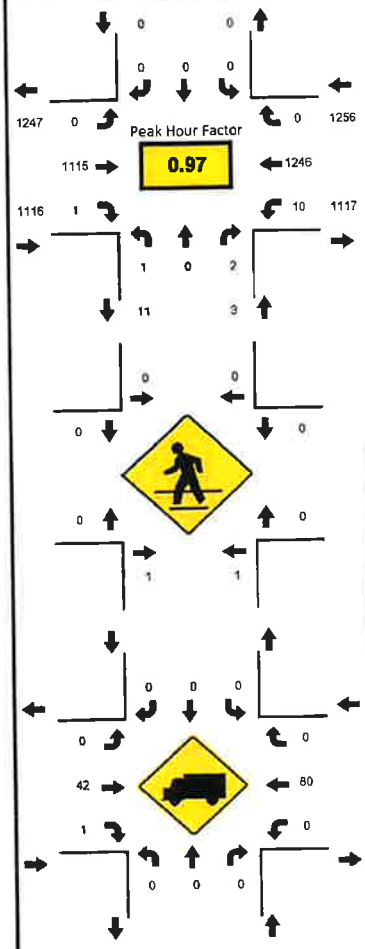
NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	2	0	0	2
10:15 AM	0	0	1	0	0	0	0	0	1
10:30 AM	0	0	1	1	0	0	0	0	2
10:45 AM	0	0	0	1	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00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

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

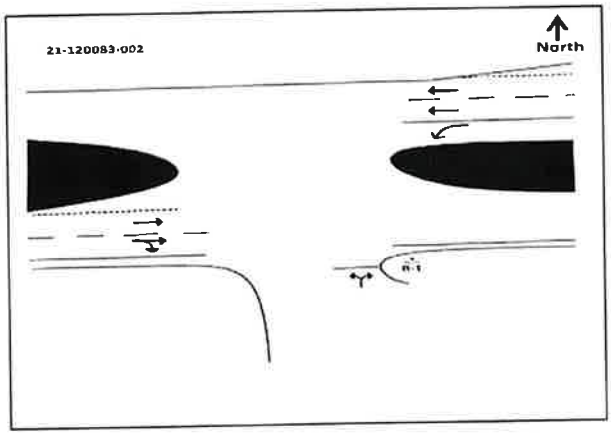
LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

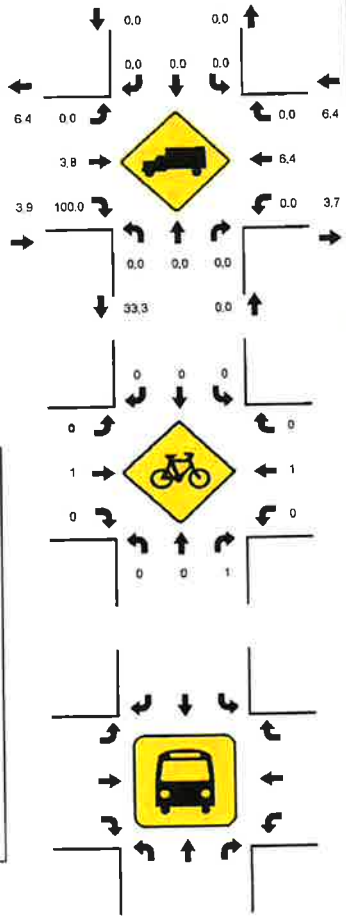
PROJECT ID: 21-120083-002
DATE: 03/03/2021

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



National Data & Surveying Services



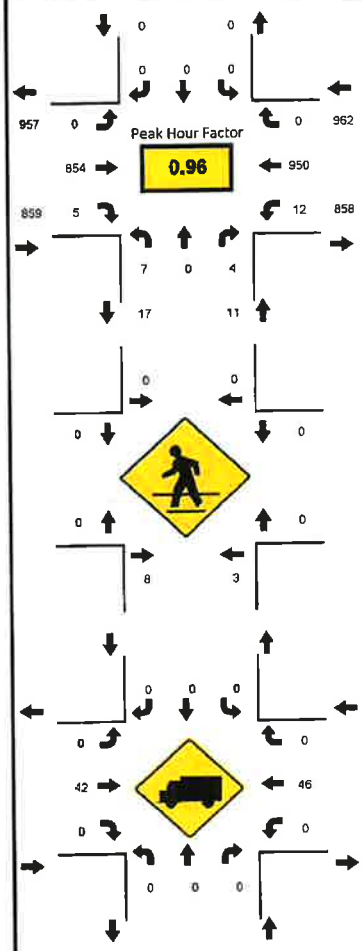


15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	0	0	0	0		0	0	0	0		0	144	1	0		0	114	0	0		259	1527
06:15 AM	0	0	0	0		0	0	0	0		0	222	0	0		0	151	0	0		373	1743
06:30 AM	0	0	0	0		0	0	0	0		0	240	0	0		0	187	0	0		427	1984
06:45 AM	0	0	0	0		0	0	0	0		0	250	0	0		0	218	0	0		468	2154
07:00 AM	0	0	0	0		0	0	0	0		0	260	0	2		0	213	0	0		475	2283
07:15 AM	0	0	0	0		0	0	0	0		0	304	0	0		1	307	0	2		614	2375
07:30 AM	0	0	0	0		0	0	0	0		0	292	0	0		0	304	0	1		597	2335
07:45 AM	0	0	0	0		0	0	0	0		0	264	1	0		0	330	0	2		597	2281
08:00 AM	1	0	2	0		0	0	0	0		0	255	0	0		1	305	0	3		567	2198
08:15 AM	1	0	0	0		0	0	0	0		0	243	0	0		0	330	0	0		574	2102
08:30 AM	0	0	1	0		0	0	0	0		0	229	0	0		0	311	0	2		543	1976
08:45 AM	0	0	1	0		0	0	0	0		0	234	2	1		1	275	0	0		514	1867
09:00 AM	1	0	3	0		0	0	0	0		0	220	0	0		0	247	0	0		471	1740
09:15 AM	1	0	1	0		0	0	0	0		0	207	0	0		1	237	0	1		446	1269
09:30 AM	1	0	2	0		0	0	0	0		0	205	0	0		1	225	0	0		434	821
09:45 AM	0	0	3	0		0	0	0	0		0	173	0	0		0	211	0	0		387	387
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	4	0	8	0		0	0	0	0		0	1216	4	0		4	1320	0	12		2588	
Heavy Trucks	0	0	0			0	0	0			0	48	4			0	96	0			148	
Pedestrians		4					0					0					0				4	
Bicycles	0	0	4			0	0	0			0	4	0			0	4	0			12	
Railroad																						
Stopped Buses																						

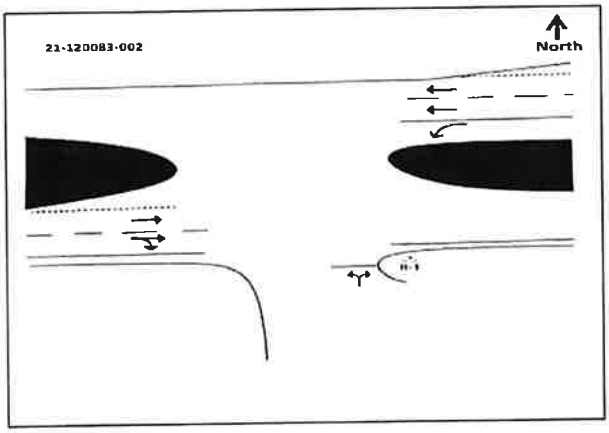
LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

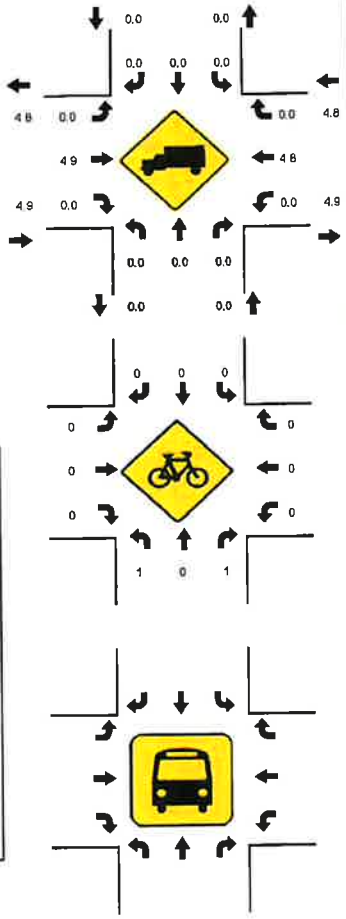
PROJECT ID: 21-120083-002
DATE: 03/03/2021

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



National Data & Surveying Services





15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	2	0	0	0		0	0	0	0		0	180	0	0		4	167	0	0		353	1447
10:15 AM	0	0	1	0		0	0	0	0		0	169	1	0		0	159	0	0		330	1476
10:30 AM	1	0	1	0		0	0	0	0		0	200	1	0		2	207	0	1		412	1502
10:45 AM	0	0	1	0		0	0	0	0		0	160	1	0		3	187	0	1		352	1531
11:00 AM	0	0	4	0		0	0	0	0		0	203	3	0		1	171	0	0		382	1586
11:15 AM	0	0	0	0		0	0	0	0		0	182	1	0		2	171	0	2		356	1583
11:30 AM	0	0	1	0		0	0	0	0		0	207	0	0		0	233	0	1		441	1695
11:45 AM	3	0	1	0		0	0	0	0		0	176	3	0		5	219	0	1		407	1710
12:00 PM	1	0	3	0		0	0	0	0		0	180	2	0		2	191	0	1		379	1753
12:15 PM	0	0	1	0		0	0	0	0		0	199	2	0		3	263	0	0		468	1819
12:30 PM	3	0	1	0		0	0	0	0		0	194	4	0		1	253	0	0		456	1825
12:45 PM	1	0	2	0		0	0	0	0		0	210	2	0		1	234	0	1		450	1830
01:00 PM	2	0	0	0		0	0	0	0		0	192	1	0		6	244	0	0		445	1814
01:15 PM	1	0	2	0		0	0	0	0		0	242	1	0		0	228	0	1		474	1389
01:30 PM	3	0	0	0		0	0	0	0		0	210	1	0		3	244	0	0		461	895
01:45 PM	2	0	2	0		0	0	0	0		0	203	2	0		2	223	0	1		434	434
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	12	0	8	0		0	0	0	0		0	968	8	0		24	976	0	4		2000	
Heavy Trucks	0	0	0			0	0	0			0	56	0			0	64	0			120	
Pedestrians		44					0					0					0				44	
Bicycles	4	0	4			0	0	0			0	0	0			0	0	0			8	
Railroad																						
Stopped Buses																						

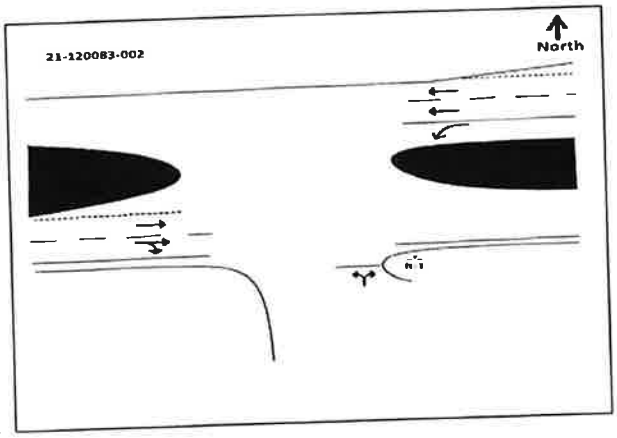
LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor: **0.90**

National Data & Surveying Services



15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
02:00 PM	0	0	2	0		0	0	0	0		0	210	4	0		3	220	0	1		440	1909
02:15 PM	4	0	3	0		0	0	0	0		0	235	3	0		2	253	0	1		501	2018
02:30 PM	4	0	1	0		0	0	0	0		0	197	1	0		1	276	0	0		480	2164
02:45 PM	2	0	0	0		0	0	0	0		0	213	3	0		0	269	0	1		488	2452
03:00 PM	2	0	2	0		0	0	0	0		0	248	2	0		2	291	0	2		549	2711
03:15 PM	1	0	2	0		0	0	0	0		0	329	1	0		3	311	0	0		647	2861
03:30 PM	0	0	2	0		0	0	0	0		0	403	2	0		2	359	0	0		768	3053
03:45 PM	3	0	5	0		0	0	0	0		0	389	2	0		3	344	0	1		747	3094
04:00 PM	3	0	2	0		0	0	0	0		0	358	1	1		2	352	0	0		719	3140
04:15 PM	1	0	1	0		0	0	0	0		0	440	3	3		1	370	0	0		819	3199
04:30 PM	0	0	0	0		0	0	0	0		0	371	2	1		1	433	0	1		809	3298
04:45 PM	1	0	2	0		0	0	0	0		0	369	2	1		2	415	0	1		793	3221
05:00 PM	2	0	2	0		0	0	0	0		0	380	4	1		0	389	0	0		778	3160
05:15 PM	1	0	3	0		0	0	0	0		0	439	3	0		5	467	0	0		918	2973
05:30 PM	0	0	5	0		0	0	0	0		0	369	3	0		5	350	0	0		732	2611
05:45 PM	0	0	1	0		0	0	0	0		0	345	3	0		3	378	0	2		732	2366
06:00 PM	1	0	1	0		0	0	0	0		0	291	5	0		4	289	0	0		591	2004
06:15 PM	1	0	0	0		0	0	0	0		0	238	1	0		0	314	0	2		556	1749
06:30 PM	1	0	0	0		0	0	0	0		0	248	1	0		1	236	0	0		487	1508
06:45 PM	3	0	0	0		0	0	0	0		0	179	0	0		0	188	0	0		370	1336
07:00 PM	0	0	2	0		0	0	0	0		0	155	1	0		3	175	0	0		336	1221
07:15 PM	2	0	1	0		0	0	0	0		0	148	2	0		2	159	0	1		315	885
07:30 PM	4	0	4	0		0	0	0	0		0	143	1	0		0	162	0	1		315	570
07:45 PM	0	0	0	0		0	0	0	0		0	130	0	0		0	124	0	1		255	255

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

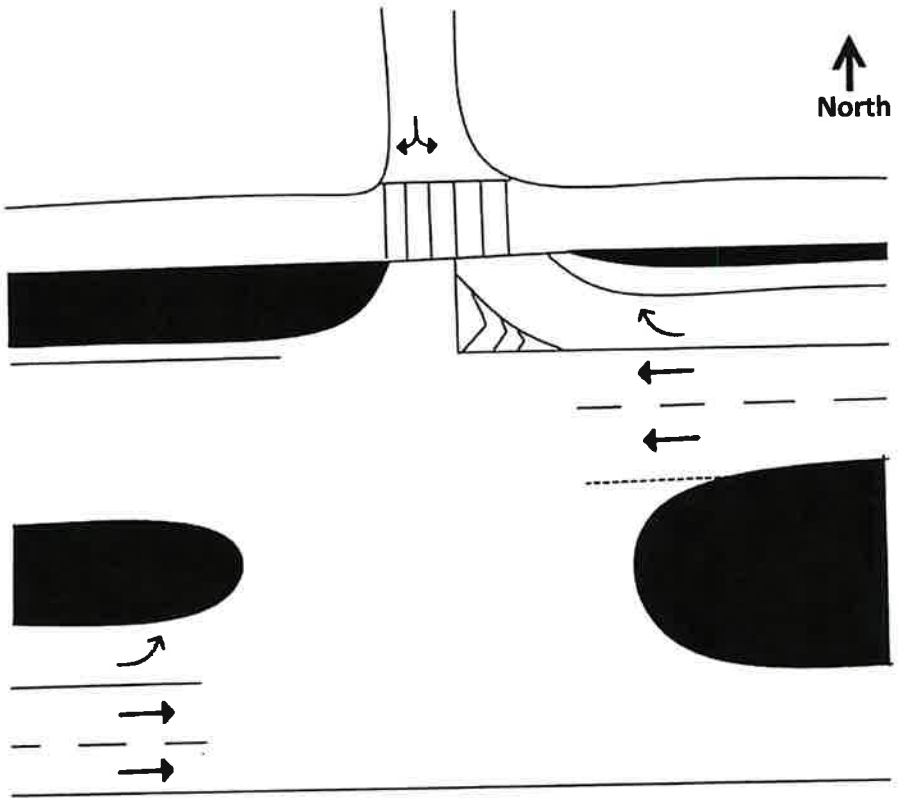
National Data & Surveying Services

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

N

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

Speed: **N/A**



E/W Street: **Gandy Blvd**

Speed: **50 MPH**

Prepared by National Data & Surveying Services

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

Peak Hour Turning Movement Count

ID: 21-120083-003
City: St. Petersburg

Day: Wednesday
Date: 03/03/2021

PEAK HOURS
07:15 AM - 08:15 AM
NONE
04:30 PM - 05:30 PM

COUNT PERIODS
07:00 AM - 09:00 AM
NONE
04:00 PM - 06:00 PM

WTSP Dwy/E/O San Fernando Dr — SOUTHBOUND

AM	0	0	0	0	4	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	1	PM

Gandy Blvd — EASTBOUND

AM	NOON	PM	
1253	0	1705	⇦
1	0	3	↶ 0
3	0	1	↱ 0
1123	0	1572	→ 0
0	0	0	↷ 0
AM	NOON	PM	

WESTBOUND — Gandy Blvd

PM	NOON	AM	
0	0	1	↰ 0
1702	0	1252	← 0
0	0	0	↶ 0
0	0	0	↷ 0
1572	0	1123	⇨
PM	NOON	AM	

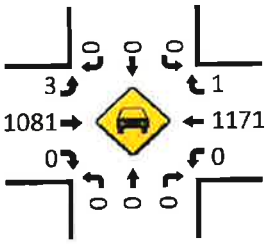
CONTROL: No Control

TEV	2380 AM	0 NOON	3278 PM
PHF	0.97		0.91

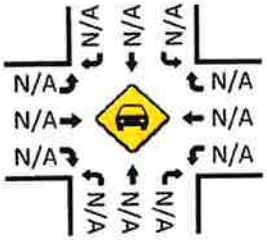
NORTHBOUND — WTSP Dwy/E/O San Fernando Dr

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

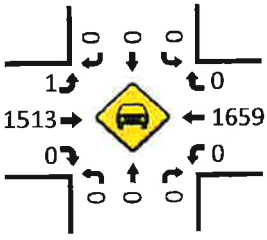
Cars (AM)



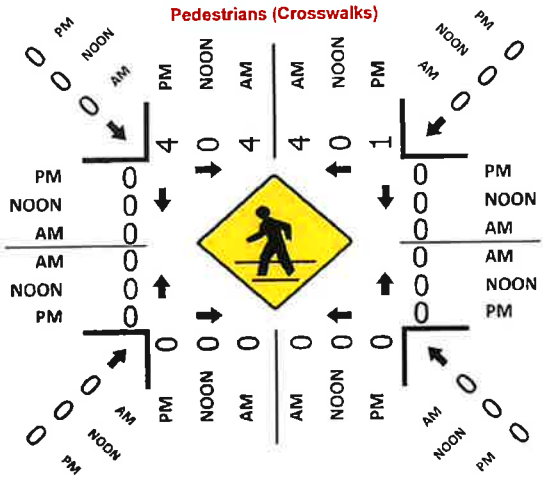
Cars (NOON)



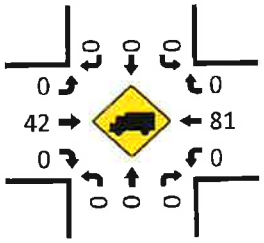
Cars (PM)



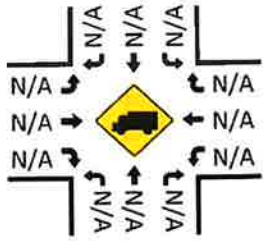
Pedestrians (Crosswalks)



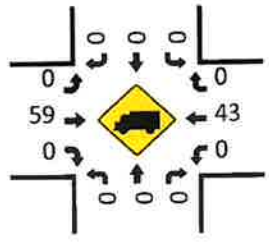
HT (AM)



HT (NOON)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	257	0	0	0	221	0	0	478
7:15 AM	0	0	0	0	0	0	0	0	0	310	0	0	0	303	0	0	613
7:30 AM	0	0	0	0	0	0	0	0	2	285	0	1	0	319	1	0	608
7:45 AM	0	0	0	0	0	0	0	0	0	274	0	0	0	317	0	0	591
8:00 AM	0	0	0	0	0	0	0	0	1	254	0	0	0	313	0	0	568
8:15 AM	0	0	0	0	0	0	0	0	1	245	0	0	0	322	1	1	570
8:30 AM	0	0	0	0	0	0	0	0	1	225	0	0	0	317	1	0	544
8:45 AM	0	0	0	0	0	0	0	0	1	238	0	0	0	274	0	0	513
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2088	0	1	0	2386	3	1	4485
APPROACH %'s :									0.29%	99.67%	0.00%	0.05%	0.00%	99.83%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 2380
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1123	0	1	0	1252	1	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.906	0.000	0.250	0.000	0.981	0.250	0.000	0.971
										0.909				0.979			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	363	0	1	0	350	0	0	715
4:15 PM	0	0	0	0	0	0	0	0	0	434	0	1	0	378	0	0	813
4:30 PM	0	0	0	0	0	0	0	0	0	377	0	1	0	426	0	0	804
4:45 PM	0	0	0	0	0	0	0	0	0	359	0	1	0	431	0	0	791
5:00 PM	0	0	0	0	0	0	0	0	1	397	0	0	0	383	0	0	781
5:15 PM	0	0	0	0	0	0	0	0	0	439	0	1	0	462	0	0	902
5:30 PM	0	0	0	0	0	0	0	0	1	362	0	1	0	368	0	0	732
5:45 PM	0	0	0	0	0	0	0	0	1	355	0	0	0	368	0	1	725
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	3086	0	6	0	3166	0	1	6263
APPROACH %'s :									0.13%	99.68%	0.00%	0.19%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 3278
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1572	0	3	0	1702	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.895	0.000	0.750	0.000	0.921	0.000	0.000	0.909
										0.895				0.921			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	254	0	0	0	198	0	0	452
7:15 AM	0	0	0	0	0	0	0	0	0	298	0	0	0	280	0	0	578
7:30 AM	0	0	0	0	0	0	0	0	2	274	0	1	0	303	1	0	581
7:45 AM	0	0	0	0	0	0	0	0	0	265	0	0	0	296	0	0	561
8:00 AM	0	0	0	0	0	0	0	0	1	244	0	0	0	292	0	0	537
8:15 AM	0	0	0	0	0	0	0	0	1	238	0	0	0	305	1	1	546
8:30 AM	0	0	0	0	0	0	0	0	1	216	0	0	0	299	1	0	517
8:45 AM	0	0	0	0	0	0	0	0	1	220	0	0	0	259	0	0	480
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2009	0	1	0	2232	3	1	4252
APPROACH %'s :									0.30%	99.65%	0.00%	0.05%	0.00%	99.82%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 2257
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1081	0	1	0	1171	1	0	
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.907	0.000	0.250	0.000	0.966	0.250	0.000	0.971
										0.910				0.964			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	342	0	1	0	336	0	0	680
4:15 PM	0	0	0	0	0	0	0	0	0	413	0	1	0	368	0	0	782
4:30 PM	0	0	0	0	0	0	0	0	0	363	0	1	0	412	0	0	776
4:45 PM	0	0	0	0	0	0	0	0	0	343	0	1	0	425	0	0	769
5:00 PM	0	0	0	0	0	0	0	0	1	379	0	0	0	369	0	0	749
5:15 PM	0	0	0	0	0	0	0	0	0	428	0	1	0	453	0	0	882
5:30 PM	0	0	0	0	0	0	0	0	1	347	0	0	0	361	0	0	709
5:45 PM	0	0	0	0	0	0	0	0	1	345	0	0	0	360	0	1	707
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	2960	0	5	0	3084	0	1	6054
APPROACH %'s :									0.13%	99.70%	0.00%	0.17%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 3176
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1513	0	3	0	1659	0	0	
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.884	0.000	0.750	0.000	0.916	0.000	0.000	0.900
										0.884				0.916			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	23	0	0	26
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	23	0	0	35
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	21	0	0	30
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	21	0	0	31
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	17	0	0	24
8:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	18	0	0	27
8:45 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	15	0	0	33
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	79	0	0	0	154	0	0	233
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL 123
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	42	0	0	0	81	0	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.880	0.000	0.000	0.879
									0.875				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	14	0	0	35
4:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	10	0	0	31
4:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	6	0	0	22
5:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	14	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0	0	20
5:30 PM	0	0	0	0	0	0	0	0	0	15	0	1	0	7	0	0	23
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	126	0	1	0	82	0	0	209
APPROACH %'s :									0.00%	99.21%	0.00%	0.79%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL 102
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	59	0	0	0	43	0	0	
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.819	0.000	0.000	0.000	0.768	0.000	0.000	0.797
									0.819				0.768				

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

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

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
										0.250							

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

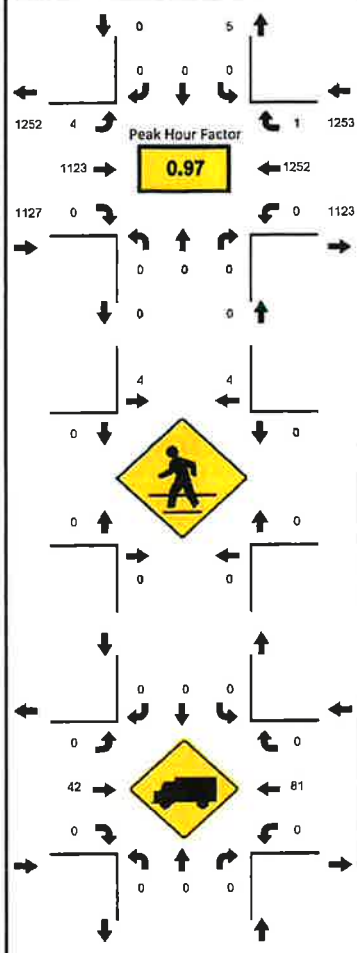
NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr		WTSP Dwy/E/O San Fernando Dr		Gandy Blvd		Gandy Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	1	2	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	6	0	0	0	0	0	0	10
APPROACH %'s :	40.00%	60.00%							
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	4	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.500	0.500							0.667
	0.667								

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

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

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

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



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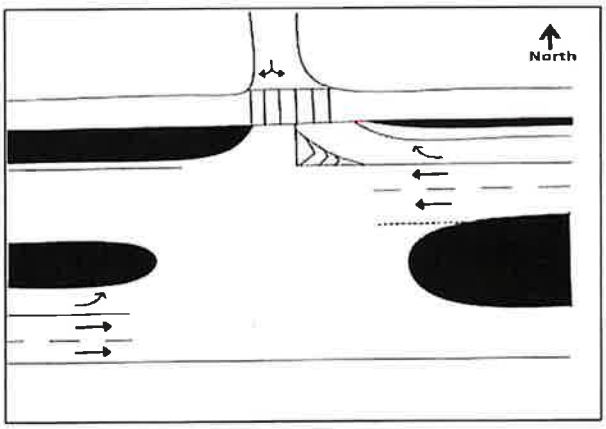
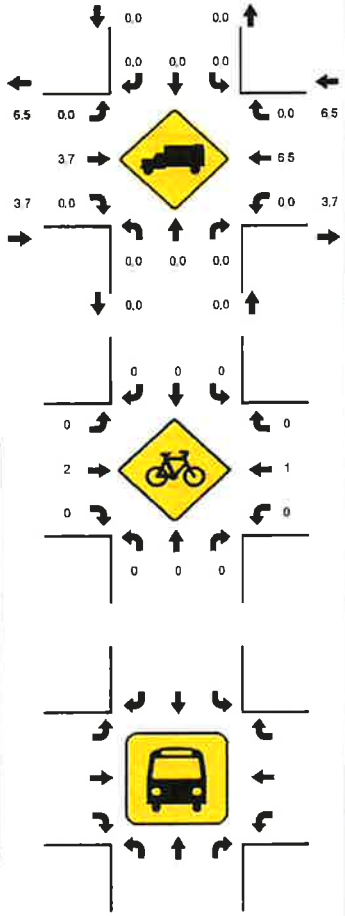




15-Min Count Period Beginning At	WTSP Dwy/E/O San Fernando D Northbound					WTSP Dwy/E/O San Fernando D Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		0	0	0	0		0	257	0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

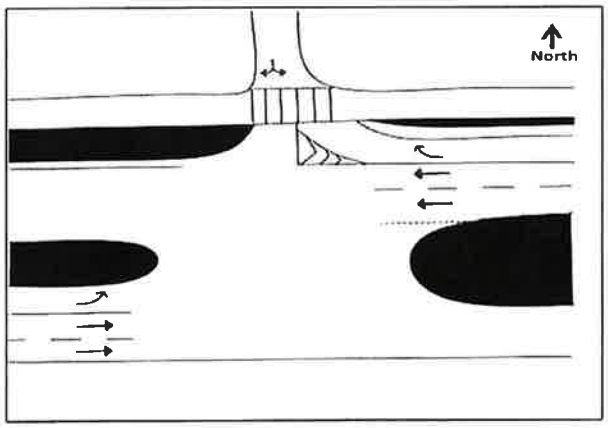
LOCATION: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor: **0.91**

National Data & Surveying Services



15-Min Count Period Beginning At	WTSP Dwy/E/O San Fernando D Northbound					WTSP Dwy/E/O San Fernando D Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	0	0		0	0	0	0		1	363	0	1		0	350	0	0		715	3123
04:15 PM	0	0	0	0		0	0	0	0		0	434	0	1		0	378	0	0		813	3189
04:30 PM	0	0	0	0		0	0	0	0		0	377	0	1		0	426	0	0		804	3278
04:45 PM	0	0	0	0		0	0	0	0		0	359	0	1		0	431	0	0		791	3206
05:00 PM	0	0	0	0		0	0	0	0		1	397	0	0		0	383	0	0		781	3140
05:15 PM	0	0	0	0		0	0	0	0		0	439	0	1		0	462	0	0		902	2359
05:30 PM	0	0	0	0		0	0	0	0		1	362	0	1		0	368	0	0		732	1457
05:45 PM	0	0	0	0		0	0	0	0		1	355	0	0		0	368	0	1		725	725

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	0	0	0		0	0	0	0		4	1756	0	4		0	1848	0	0		3612
Heavy Trucks	0	0	0			0	0	0			0	72	0			0	56	0			128
Pedestrians		0					12					0					0				12
Bicycles	0	0	0			0	0	0			0	4	0			0	0	0			4
Railroad																					
Stopped Buses																					

National Data & Surveying Services

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

N

N/S Street: **RaceTrac Dwy**

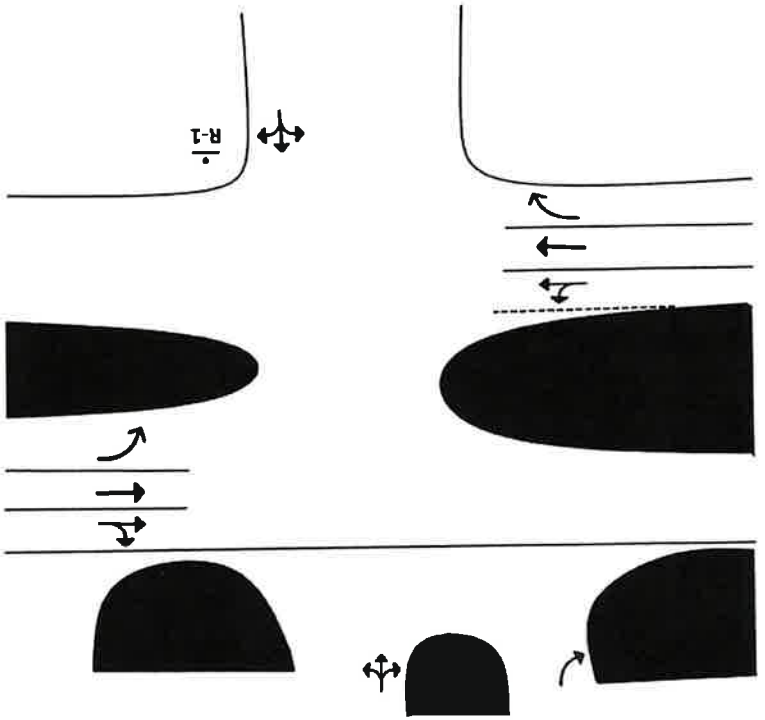
Speed: **N/A**

E/W Street: **Gandy Blvd**

Speed: **50 MPH**

21-120083-004

North



Prepared by National Data & Surveying Services

RaceTrac Dwy & Gandy Blvd

Peak Hour Turning Movement Count

ID: 21-120083-004
City: St. Petersburg

Day: Saturday
Date: 03/03/2021

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

RaceTrac Dwy — SOUTHBOUND

AM	49	0	6	0	56	AM
NOON	0	0	0	0	0	NOON
PM	46	0	9	0	54	PM

Gandy Blvd — EASTBOUND

AM	NOON	PM	
1239	0	1697	
0	0	1	0
10	0	14	0
1094	0	1558	0
15	0	2	0
AM	NOON	PM	

CONTROL

1-Way Stop(SB)

	AM	NOON	PM
TEV	2412	0	3330
PHF	0.97		0.95

Gandy Blvd — WESTBOUND

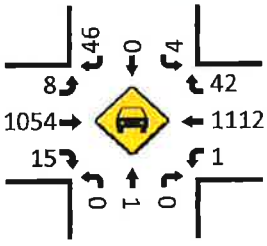
PM	NOON	AM	
40	0	45	0
1640	0	1190	0
0	0	1	0
1	0	1	0
1577	0	1101	
PM	NOON	AM	

RaceTrac Dwy — NORTHBOUND

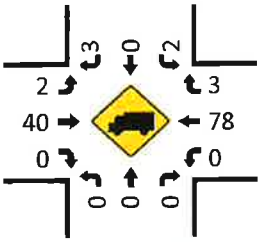
PM	2	0	10	0	9	PM
NOON	0	0	0	0	0	NOON
AM	16	0	0	1	0	AM

RaceTrac Dwy

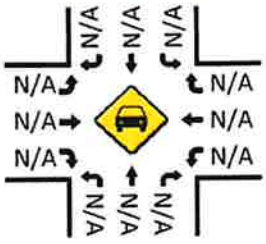
Cars (AM)



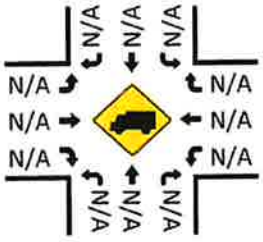
HT (AM)



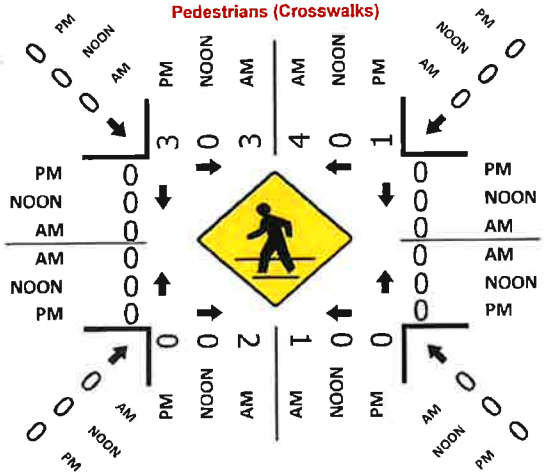
Cars (NOON)



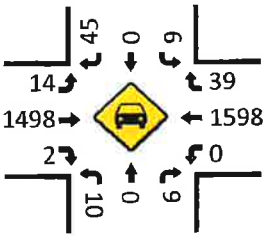
HT (NOON)



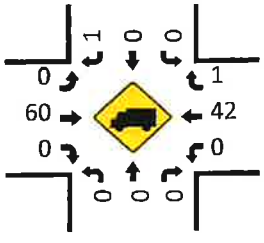
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

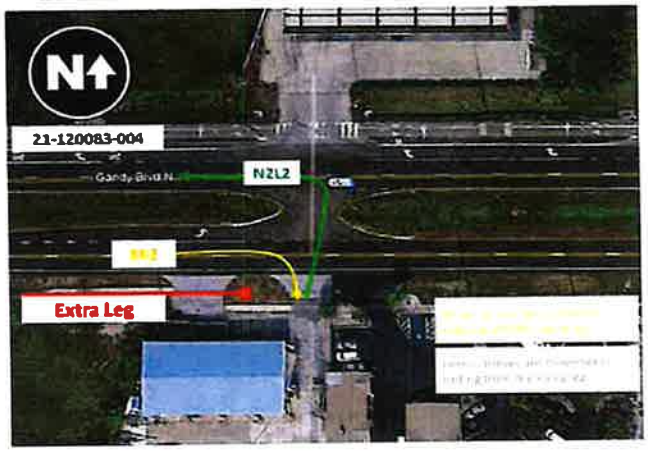
NS/EW Streets:	RaceTrac Dwy				RaceTrac Dwy				Gandy Blvd					Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND			NORTHBOUND2	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ER2	0 WL	0 WT	0 WR	0 WU	0 N2L2	TOTAL
7:00 AM	0	0	0	0	1	0	8	0	3	261	2	0	0	1	223	10	0	0	509
7:15 AM	0	0	0	0	2	0	12	0	4	297	5	0	0	1	275	11	0	0	607
7:30 AM	0	1	0	0	1	0	15	0	2	275	4	0	0	0	308	18	1	0	625
7:45 AM	0	0	0	0	2	0	13	0	3	272	5	0	0	0	318	9	0	0	622
8:00 AM	0	0	0	0	1	0	9	0	1	250	1	0	2	0	289	7	0	1	561
8:15 AM	1	0	0	0	0	0	15	0	1	230	2	0	0	1	322	15	0	0	587
8:30 AM	0	0	0	0	2	0	9	0	3	236	0	1	0	0	293	9	0	0	553
8:45 AM	1	0	0	0	0	0	12	0	3	224	1	0	0	1	275	12	0	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	2	1	0	0	9	0	93	0	20	2045	20	1	2	4	2303	91	1	1	4593
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	8.82%	0.00%	91.18%	0.00%	0.96%	97.94%	0.96%	0.05%	0.10%	0.17%	96.00%	3.79%	0.04%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM																		TOTAL 2415
PEAK HR VOL :	0	1	0	0	6	0	49	0	10	1094	15	0	2	1	1190	45	1	1	
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.750	0.000	0.817	0.000	0.625	0.921	0.750	0.000	0.250	0.250	0.936	0.625	0.250	0.250	0.966
		0.250				0.859					0.916				0.946			0.250	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND					WESTBOUND			NORTHBOUND2	
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 ER2	0 WL	0 WT	0 WR	0 WU	0 N2L2	TOTAL
4:00 PM	1	0	2	0	3	0	15	0	2	371	1	0	0	0	351	15	0	0	761
4:15 PM	0	0	1	0	1	0	9	0	2	405	0	0	0	0	352	7	0	0	777
4:30 PM	1	0	1	0	3	0	9	0	5	395	1	1	0	0	430	9	1	0	856
4:45 PM	0	0	2	0	2	0	8	0	1	343	0	0	0	0	402	9	0	0	757
5:00 PM	7	0	5	0	2	0	11	0	3	405	1	0	0	0	386	10	0	0	830
5:15 PM	2	0	1	0	2	0	18	0	5	415	0	0	0	0	422	12	0	0	877
5:30 PM	0	0	0	0	4	0	7	0	3	375	0	1	0	0	370	12	0	0	773
5:45 PM	1	0	0	0	6	0	12	0	7	353	0	0	0	0	346	11	0	0	736
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	ER2	WL	WT	WR	WU	N2L2	TOTAL
TOTAL VOLUMES :	12	0	12	0	23	0	89	0	28	3063	3	2	0	0	3059	85	1	0	6377
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	20.54%	0.00%	79.46%	0.00%	0.90%	98.93%	0.10%	0.06%	0.00%	0.00%	97.27%	2.70%	0.03%		
PEAK HR :	04:30 PM - 05:30 PM																		TOTAL 3330
PEAK HR VOL :	10	0	9	0	9	0	46	0	14	1558	2	1	0	0	1640	40	1	0	
PEAK HR FACTOR :	0.357	0.000	0.450	0.000	0.750	0.000	0.639	0.000	0.700	0.939	0.500	0.250	0.000	0.000	0.953	0.833	0.250	0.000	0.949
		0.396				0.688					0.938				0.955				

Explanation for extra leg movements

Movements entering the extra leg
ER2 Movements coming from EB on Gandy Blvd entering into the Extra Leg (AMIkids Boatyard Dwy)

Movements exiting the extra leg
N2L2 Movements exiting from Extra Leg (AMIkids Boatyard Dwy) entering into Gandy Blvd heading WB



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

NS/EW Streets:	RaceTrac Dwy		RaceTrac Dwy		Gandy Blvd		Gandy Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	1	0	0	0	0	0	1	1	6
7:30 AM	1	1	1	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	2	0	1	0	1	1	0	0	1	0	6
8:30 AM	0	0	0	1	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	5	5	3	2	1	1	0	0	2	2	21
APPROACH %'s :	50.00%	50.00%	60.00%	40.00%	50.00%	50.00%			50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM										TOTAL
PEAK HR VOL :	3	4	2	1	0	0	0	0	1	1	12
PEAK HR FACTOR :	0.750	0.500	0.500	0.250					0.250	0.250	0.500
	0.583		0.375						0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		TOTAL
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	2	0	0	0	0	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	4	2	2	0	0	0	0	0	2	0	10
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%					100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	3	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.750	0.250									1.000
	1.000										

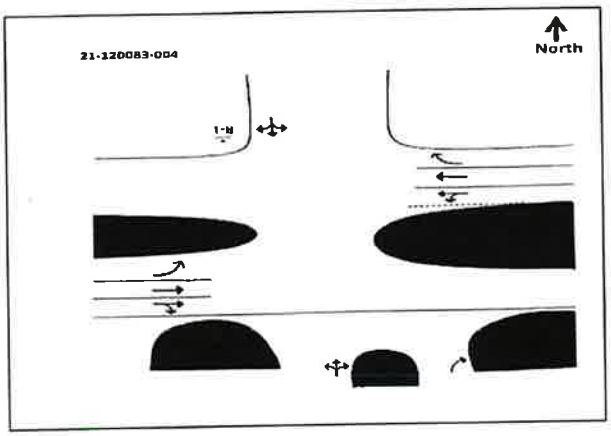
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.97

National Data & Surveying Services



15-Min Count Period Beginning At	RaceTrac Dwy Northbound					RaceTrac Dwy Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		1	0	8	0		3	261	2	0		1	223	10	0		509	2363
07:15 AM	0	0	0	0		2	0	12	0		4	297	5	0		1	275	11	0		607	2412
07:30 AM	0	1	0	0		1	0	15	0		2	275	4	0		0	308	18	1		625	2382
07:45 AM	0	0	0	0		2	0	13	0		3	272	5	0		0	318	9	0		622	2320
08:00 AM	0	0	0	0		1	0	9	0		1	250	1	0		0	289	7	0		558	2227
08:15 AM	1	0	0	0		0	0	15	0		1	230	2	0		1	322	15	0		587	1669
08:30 AM	0	0	0	0		2	0	9	0		3	236	0	1		0	293	9	0		553	1082
08:45 AM	1	0	0	0		0	0	12	0		3	224	1	0		1	275	12	0		529	529
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	4	0	0		8	0	60	0		16	1188	20	0		4	1272	72	4		2648	
Heavy Trucks	0	0	0			4	0	4			4	48	0			0	92	8			160	
Pedestrians		8					12					0					0				20	
Bicycles	0	0	0			0	0	0			4	4	0			0	4	0			12	
Railroad																						
Stopped Buses																						

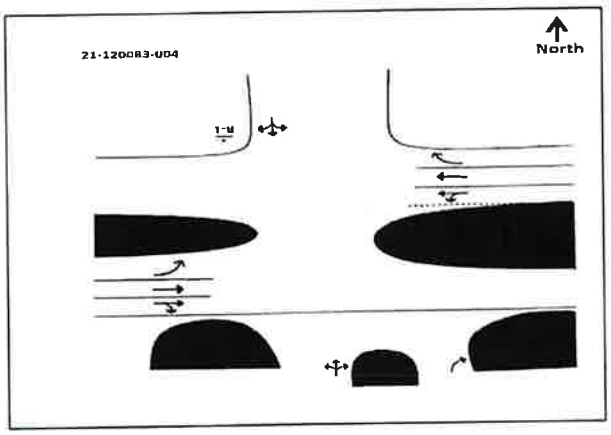
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor **0.95**

National Data & Surveying Services



15-Min Count Period Beginning At	RaceTrac Dwy Northbound					RaceTrac Dwy Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	1	0	2	0		3	0	15	0		2	371	1	0		0	351	15	0		761	3161
04:15 PM	0	0	1	0		1	0	9	0		2	405	0	0		0	352	7	0		777	3230
04:30 PM	1	0	1	0		3	0	9	0		5	395	1	1		0	430	9	1		856	3330
04:45 PM	0	0	2	0		2	0	8	0		1	343	0	0		0	402	9	0		767	3247
05:00 PM	7	0	5	0		2	0	11	0		3	405	1	0		0	386	10	0		830	3216
05:15 PM	2	0	1	0		2	0	18	0		5	415	0	0		0	422	12	0		877	2386
05:30 PM	0	0	0	0		4	0	7	0		3	376	0	1		0	370	12	0		773	1509
05:45 PM	1	0	0	0		6	0	12	0		7	353	0	0		0	346	11	0		736	736
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	28	0	20	0		12	0	72	0		20	1660	4	4		0	1720	48	4		3592	
Heavy Trucks	0	0	0			0	0	4			0	76	0			0	52	4			136	
Pedestrians		0					4					0					0				4	
Bicycles	0	0	0			0	0	0			4	0	0			0	0	0			4	
Railroad																						
Stopped Buses																						

FDOT PEAK SEASON ADJUSTMENT FACTORS

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

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.04	1.12
2	01/06/2019 - 01/12/2019	1.03	1.11
3	01/13/2019 - 01/19/2019	1.02	1.10
4	01/20/2019 - 01/26/2019	1.00	1.08
5	01/27/2019 - 02/02/2019	0.98	1.05
* 6	02/03/2019 - 02/09/2019	0.96	1.03
* 7	02/10/2019 - 02/16/2019	0.93	1.00
* 8	02/17/2019 - 02/23/2019	0.93	1.00
* 9	02/24/2019 - 03/02/2019	0.92	0.99
*10	03/03/2019 - 03/09/2019	0.91	0.98
*11	03/10/2019 - 03/16/2019	0.91	0.98
*12	03/17/2019 - 03/23/2019	0.91	0.98
*13	03/24/2019 - 03/30/2019	0.92	0.99
*14	03/31/2019 - 04/06/2019	0.93	1.00
*15	04/07/2019 - 04/13/2019	0.94	1.01
*16	04/14/2019 - 04/20/2019	0.95	1.02
*17	04/21/2019 - 04/27/2019	0.96	1.03
*18	04/28/2019 - 05/04/2019	0.97	1.04
19	05/05/2019 - 05/11/2019	0.98	1.05
20	05/12/2019 - 05/18/2019	0.99	1.06
21	05/19/2019 - 05/25/2019	0.99	1.06
22	05/26/2019 - 06/01/2019	1.00	1.08
23	06/02/2019 - 06/08/2019	1.00	1.08
24	06/09/2019 - 06/15/2019	1.00	1.08
25	06/16/2019 - 06/22/2019	1.01	1.09
26	06/23/2019 - 06/29/2019	1.01	1.09
27	06/30/2019 - 07/06/2019	1.02	1.10
28	07/07/2019 - 07/13/2019	1.02	1.10
29	07/14/2019 - 07/20/2019	1.03	1.11
30	07/21/2019 - 07/27/2019	1.03	1.11
31	07/28/2019 - 08/03/2019	1.04	1.12
32	08/04/2019 - 08/10/2019	1.05	1.13
33	08/11/2019 - 08/17/2019	1.05	1.13
34	08/18/2019 - 08/24/2019	1.06	1.14
35	08/25/2019 - 08/31/2019	1.06	1.14
36	09/01/2019 - 09/07/2019	1.06	1.14
37	09/08/2019 - 09/14/2019	1.07	1.15
38	09/15/2019 - 09/21/2019	1.07	1.15
39	09/22/2019 - 09/28/2019	1.06	1.14
40	09/29/2019 - 10/05/2019	1.05	1.13
41	10/06/2019 - 10/12/2019	1.04	1.12
42	10/13/2019 - 10/19/2019	1.03	1.11
43	10/20/2019 - 10/26/2019	1.04	1.12
44	10/27/2019 - 11/02/2019	1.04	1.12
45	11/03/2019 - 11/09/2019	1.04	1.12
46	11/10/2019 - 11/16/2019	1.05	1.13
47	11/17/2019 - 11/23/2019	1.05	1.13
48	11/24/2019 - 11/30/2019	1.04	1.12
49	12/01/2019 - 12/07/2019	1.04	1.12
50	12/08/2019 - 12/14/2019	1.04	1.12
51	12/15/2019 - 12/21/2019	1.04	1.12
52	12/22/2019 - 12/28/2019	1.03	1.11
53	12/29/2019 - 12/31/2019	1.02	1.10

* PEAK SEASON

FDOT HISTORICAL COUNTS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

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

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

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

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

INTERSECTION ANALYSIS

HCS7 Two-Way Stop-Control Report

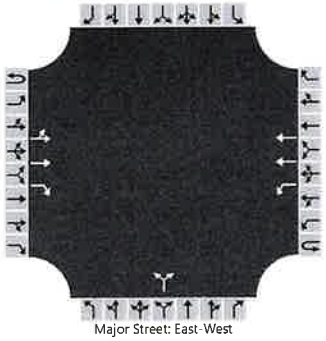
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

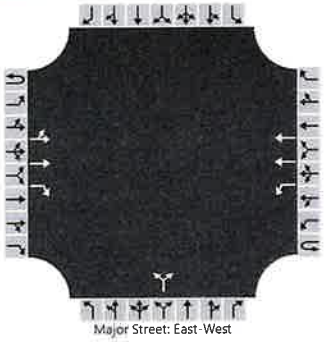
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

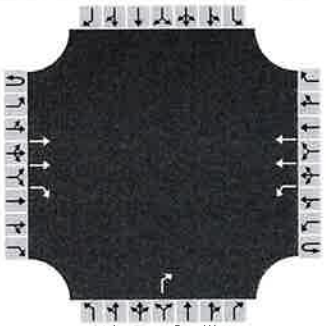
Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information		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 Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

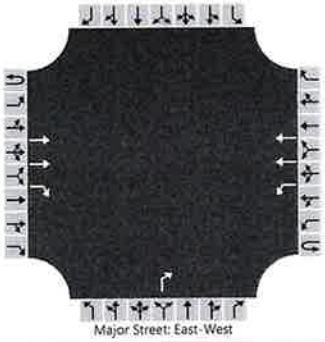
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

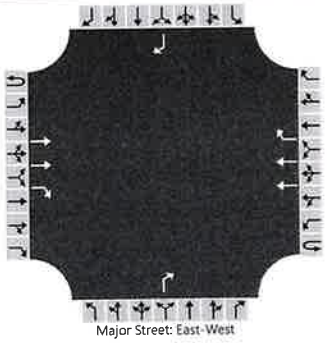
General Information

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

Site Information

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

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R			T	R				R				R
Volume (veh/h)			1327	41			1460	4				40				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

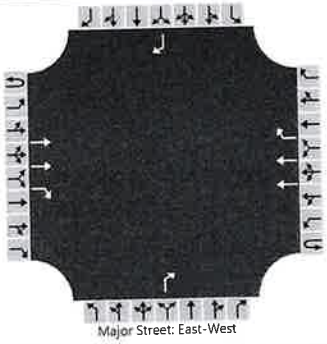
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R			T	R				R				R
Volume (veh/h)			1777	68			1991	1				44				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No				No				No				No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

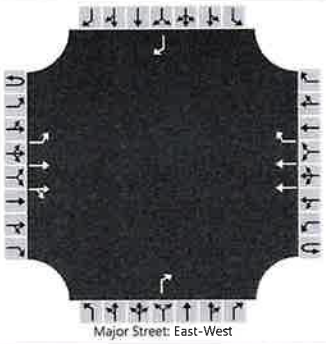
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	1
Configuration		L	T	TR			T	R				R				R
Volume (veh/h)	57	11	1277	17			1331	50				1				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

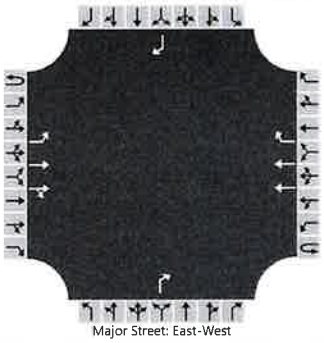
General Information

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

Site Information

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

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	1
Configuration		L	T	TR			T	R				R				R
Volume (veh/h)	53	15	1754	2			1874	44				21				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

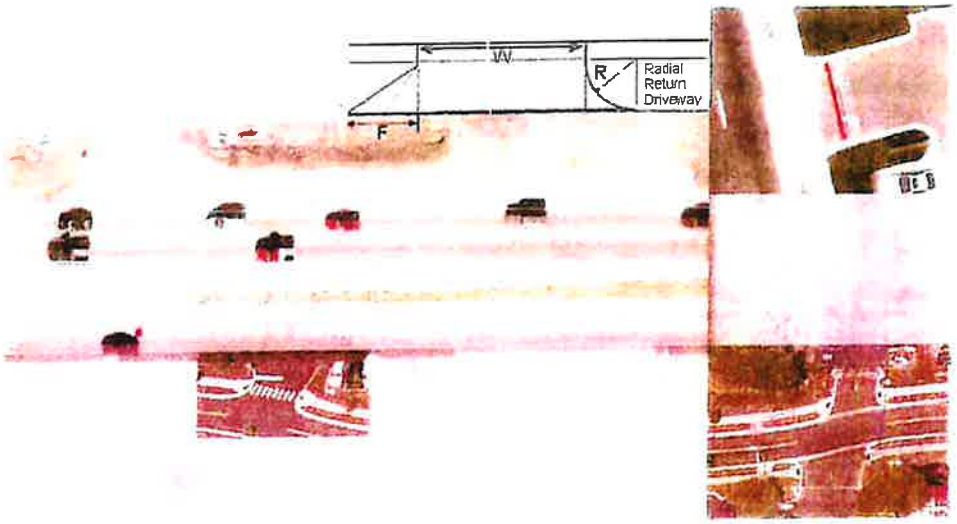
Flow Rate, v (veh/h)		69										21				61
Capacity, c (veh/h)		77										281				256
v/c Ratio		0.90										0.08				0.24
95% Queue Length, Q_{95} (veh)		4.7										0.2				0.9
Control Delay (s/veh)		169.2										18.8				23.4
Level of Service (LOS)		F										C				C
Approach Delay (s/veh)		6.3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

FDOT DRIVEWAY INFORMATION GUIDE

Driveway Information Guide

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

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



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

www.dot.state.fl.us/planning

WHEN SHOULD WE BUILD RIGHT TURN LANES?

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

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

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

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

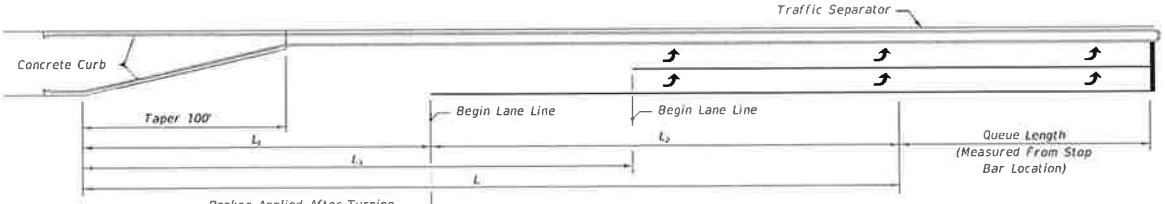
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

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

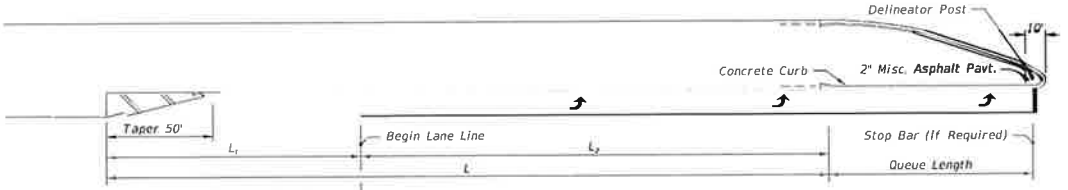
Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

FDOT DESIGN MANUAL EXHIBIT 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

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

NOT TO SCALE

EXHIBIT 212-1
01/01/2018

ST. PETERSBURG CITY COUNCIL

Meeting of December 15, 2022

TO: 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.

Community Planning and Preservation Commission: 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.

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

Attachments: Ordinance, Development Agreement, CPPC Staff Report with current Development Agreement

ORDINANCE NO. 537-H

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 FERNANDO BOULEVARD NORTHEAST, RELATED TO THE USE OF THE PROPERTY FOR MULTI-FAMILY RESIDENTIAL UNITS, A COMMERCIAL MARINA, AND A 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^{th}) 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/ Elizabeth 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 "**Second Amendment**") is made and entered into as of the Effective Date between **KEY GANDY, LLC**, a Florida limited liability company (the "**Developer**"), and **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation (the "**City**").

RECITALS

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

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

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

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

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

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

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

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

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

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

Maximum Density and Intensity of Proposed Uses.

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

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

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

B. Riviera Property. The proposed project includes (i) a maximum of 256 residential dwelling units and (ii) up to 64 additional graywater incentive residential units pursuant to compliance with the Graywater Statute, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property.. According to the Conceptual Plan and Transportation Study provided by the applicant, the Riviera property will be redeveloped with a maximum of 320 residential units and a maximum of 225 wet slips.

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

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

7. **Obligations of the Developer**. Section 7 of the First Amendment is hereby amended to (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-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/right-in/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. **Land Development Approvals/Permits Required**. Section 8 of the First Amendment is hereby deleted in its entirety and replaced with the following:

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

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

B. City site and construction approvals;

C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 320 residential dwelling units; and

D. Plat or subdivision approvals, including infrastructure construction plan approval.

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

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

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

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

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

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

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

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

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

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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

Signed, sealed and delivered in the presence of:

DEVELOPER:

WITNESSES:

KEY GANDY, LLC, a Florida limited liability company

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

Print Name: Ana Castillo

Print Name: Michael Lewis

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 11th day of November, 2022, by Inigo Ardid, as Manager 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

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

ATTEST:

_____
City Clerk

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

_____
City Attorney (Designee)

CITY:

CITY OF ST. PETERSBURG, a Florida municipal corporation

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

☐ is/are personally known to me, or

☐ who has/have produced _____ as identification.

(Notary Seal)

_____
Notary Public - (Signature

EXHIBIT B

Snug Harbor Conceptual Site Plan

[attached]

EXHIBIT C

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

[attached]

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, 17-30-17-28602-005-0360, 17-30-17-28602-005-0420 ("**Property**"), which total approximately +/- 34 acres upland. The Property is zoned CCS-1 and NPUD-1, with a future land use of Residential Urban and Planned Redevelopment Mixed Use.

Aerial Map

(credit to City staff for this great map)

Background:

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

CCS-1 portion (outlined in blue on the Conceptual Plan):

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

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

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

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

Conceptual Plan

(please note north is oriented toward the left)

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

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

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

Request:

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

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

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

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

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

Elise

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: ebatsel@stearnsweaver.com
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:
Corey Malyszka, Zoning Official
Development Review Services Division
One 4th Street North
St. Petersburg, Florida 33711
Corey.malyszka@stpete.org
(727) 892-5453

SITE DESCRIPTION

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

Background

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

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

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

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

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

REQUEST

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

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

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

Comprehensive Plan Consistency

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

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

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

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

PUBLIC NOTICE and COMMENTS

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

PUBLIC HEARING PROCESS

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

SUMMARY

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

REPORT PREPARED BY:

/s/ Corey Malyszka 10/28/2022

Corey Malyszka, AICP Zoning Official DATE
Development Review Services Division
Planning & Development Services Department

REPORT APPROVED BY:

/s/ Elizabeth Abernethy 10/28/2022

Elizabeth Abernethy, AICP Director DATE
Planning & Development Services Department

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

ATTACHMENT NO. 1
Aerial Map

SECOND AMENDMENT TO DEVELOPMENT AGREEMENT

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

RECITALS

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

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

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

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

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

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

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

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

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

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

Maximum Density and Intensity of Proposed Uses.

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

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

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

B. Riviera Property. The proposed project includes (i) a maximum of 256 residential dwelling units, and (ii) up to 64 additional graywater incentive residential units pursuant to compliance with the Graywater Statute, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property. According to the Conceptual Plan and Transportation Study provided by the applicant, the Riviera property will be redeveloped with a maximum of 320 residential units and a maximum of 225 wet slips.

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

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

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

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

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

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

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

B. City site and construction approvals;

C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 320 residential dwelling units; and

D. Plat or subdivision approvals, including infrastructure construction plan approval.

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

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

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

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

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

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

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

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

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

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

Signed, sealed and delivered in the presence of:

DEVELOPER:

WITNESSES:

KEY GANDY, LLC, a Florida limited liability company

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

_____
Print Name:_____

_____
Print Name:_____

By:_____
Print Name:_____
Title:_____

STATE OF FLORIDA
COUNTY OF PINELLAS

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

☐ is/are personally known to me, or

☐ who has/have produced _____ as identification.

(Notary Seal)

_____
Notary Public - (Signature

ATTEST:

_____
City Clerk

CITY:

CITY OF ST. PETERSBURG, a Florida municipal corporation

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

By:_____
Print Name:_____
Title:_____

_____
City Attorney (Designee)
00651182.docx

(City Clerk Seal)

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [ ] online notarization, this ___ day of _____, 2022, by _____, as _____ for the City of St. Petersburg, a Florida municipal corporation, on behalf of said corporation, who (check one):

☐ is/are personally known to me, or

☐ who has/have produced _____ as identification.

(Notary Seal)

_____
Notary Public - (Signature

EXHIBIT B

Snug Harbor Conceptual Site Plan

[attached]

EXHIBIT C

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

[attached]

[CLOSING TO OCCUR 09/08/2022]

EXHIBIT D

Traffic Analysis

[attached]

TRANSPORTATION ANALYSIS

SNUG HARBOR

Prepared For

KEY INTERNATIONAL

Prepared By

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

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

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Project No. 19046

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

10/20/22
Date

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INTRODUCTION

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

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

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

The access to serve the project shall be as follows:

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

ESTIMATED DAILY TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of "OTISS" which utilizes the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 11th Edition, 2021 as its data base. Based on these trip rates, it is estimated the proposed land uses would generate/attract approximately 3,816 daily trip ends, as shown in Table 1.

FIGURE 1
PROJECT LOCATION

TABLE 1

ESTIMATED DAILY TRIP ENDS (1)

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

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

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

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

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

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

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

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

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

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

TABLE 2

ESTIMATED AM PEAK HOUR TRIP ENDS (1)

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

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

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

TABLE 3

ESTIMATED PM PEAK HOUR TRIP ENDS (1)

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

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

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

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

PROJECT TRIP DISTRIBUTION

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

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

BUILDOUT YEAR

The project is anticipated to have a buildout of 2030.

BACKGROUND TRAFFIC

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

1) AM and PM peak hour turning movement counts were conducted at the following intersections:

    - Gandy Boulevard and Snug Harbor Road
    - Gandy Boulevard and San Fernando Boulevard
    - Gandy Boulevard and Existing CBS Driveway
    - Gandy Boulevard and Existing RaceTrac Driveway

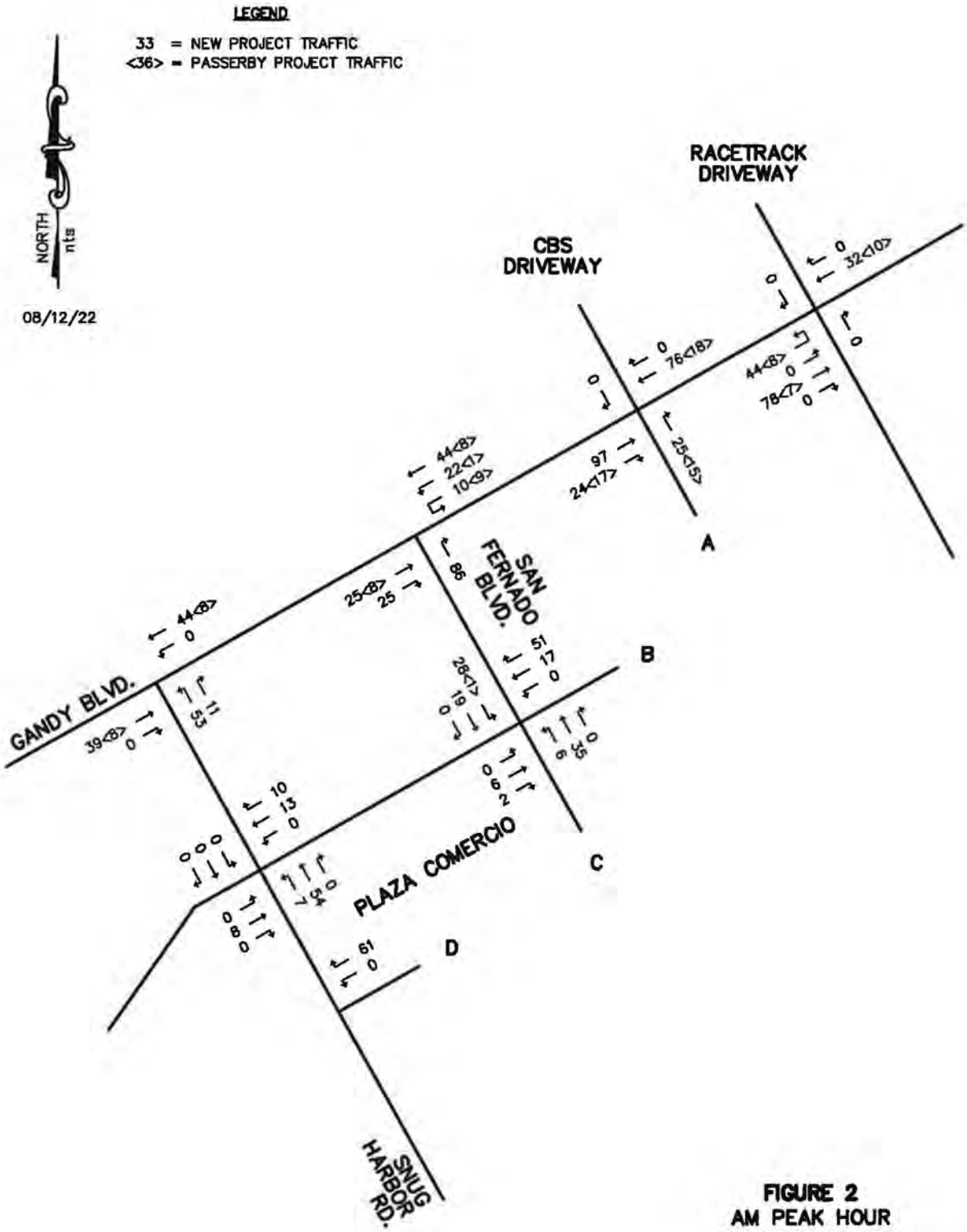


FIGURE 2
AM PEAK HOUR
PROJECT TRAFFIC

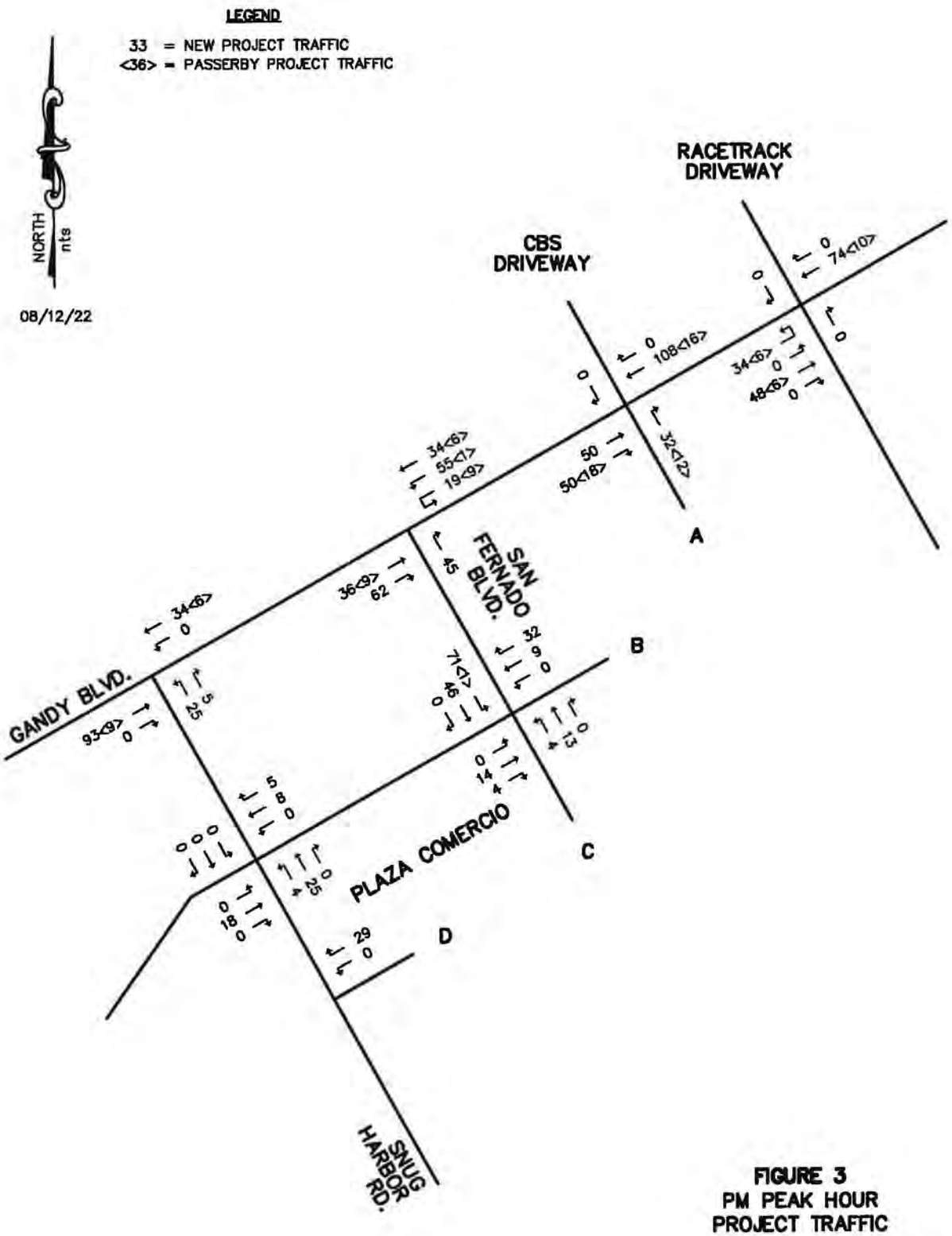


FIGURE 3
PM PEAK HOUR
PROJECT TRAFFIC

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

Figure 4 illustrates the peak season traffic.

3) The peak season traffic was redistributed based on the following proposed modifications to the median openings along Gandy Boulevard.

   - The existing full median opening at San Fernando Boulevard was modified to a directional median opening (left-in/right-in/right-out).
   - The existing full median opening at the CBS Driveway was closed.
   - The existing full median opening at RaceTrac driveway was modified to a directional median opening (left-in/right-in/right-out).

Figure 5 illustrates the redistributed peak season traffic.

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

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

ADJACENT ROADWAYS

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

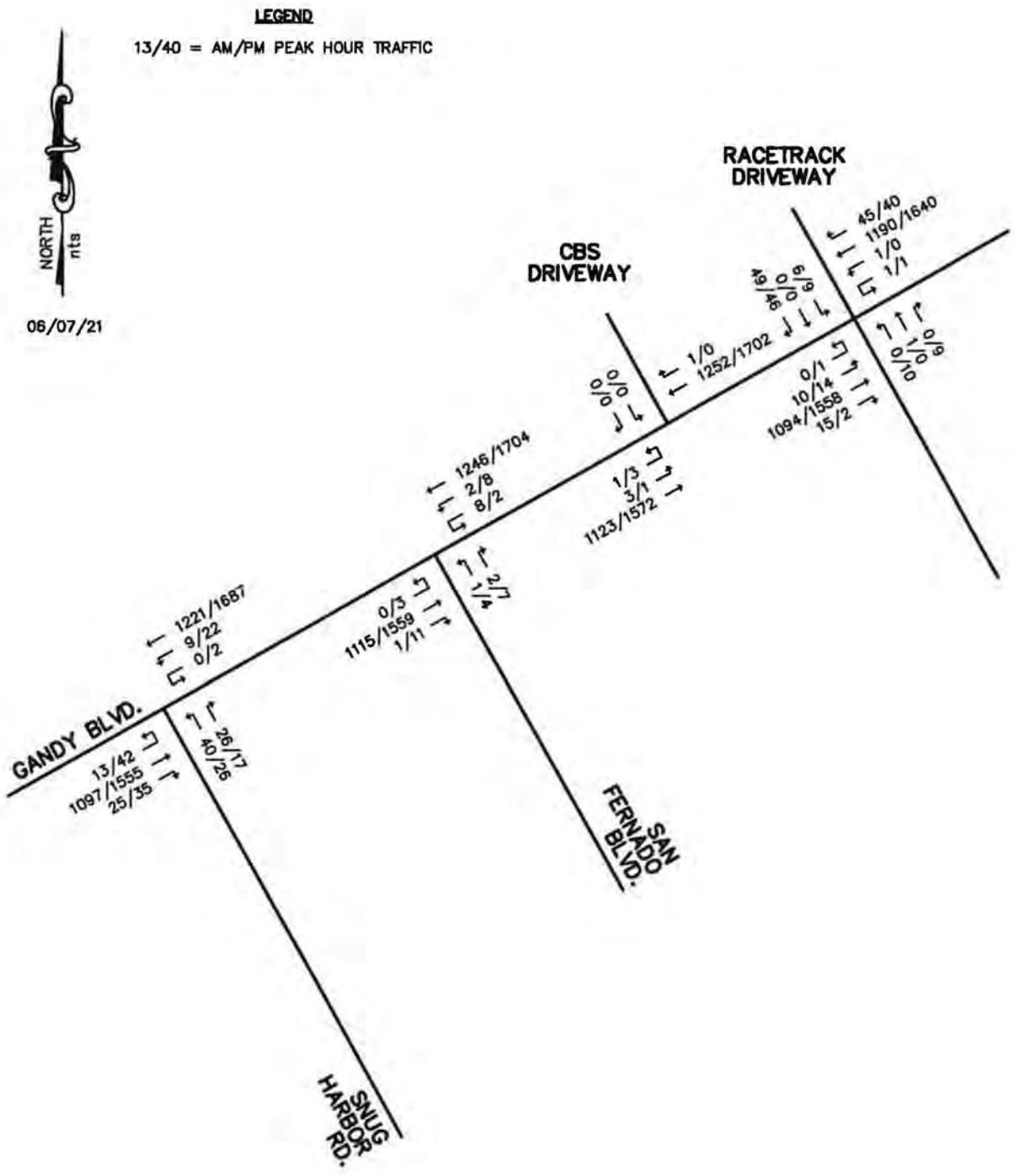


FIGURE 4
PEAK SEASON TRAFFIC

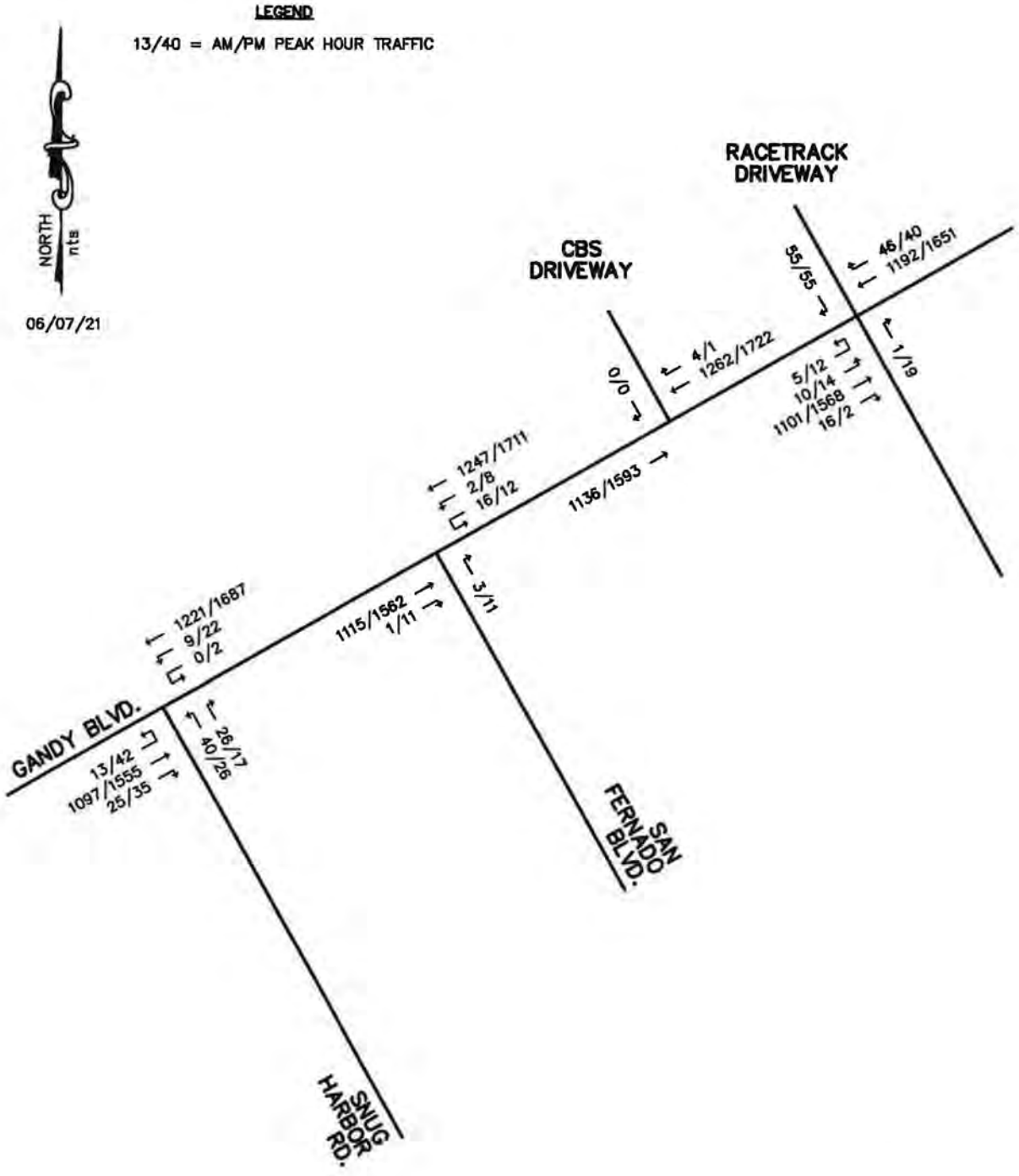


FIGURE 5
REDISTRIBUTED
PEAK SEASON TRAFFIC

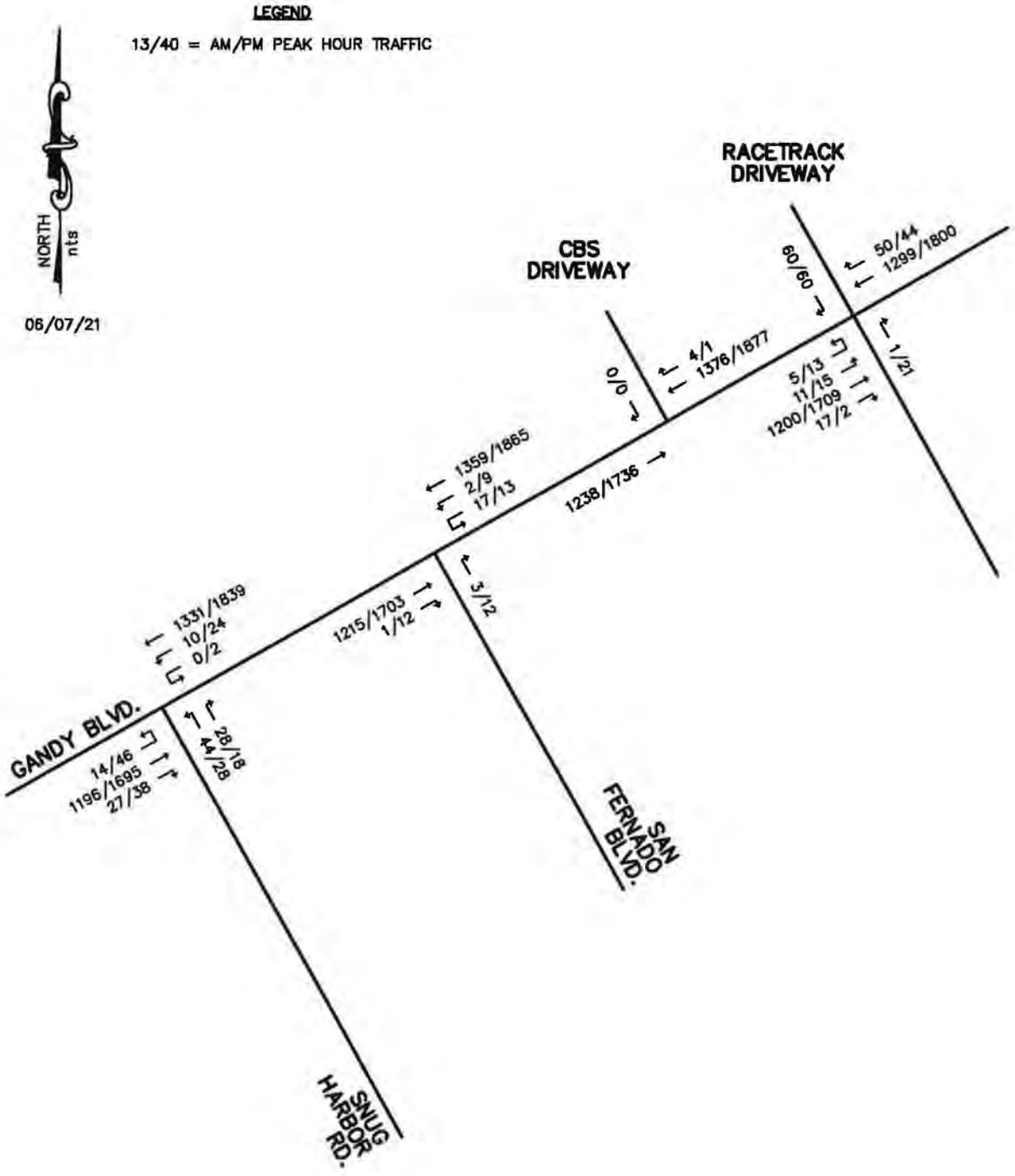


FIGURE 6
2030 BACKGROUND TRAFFIC

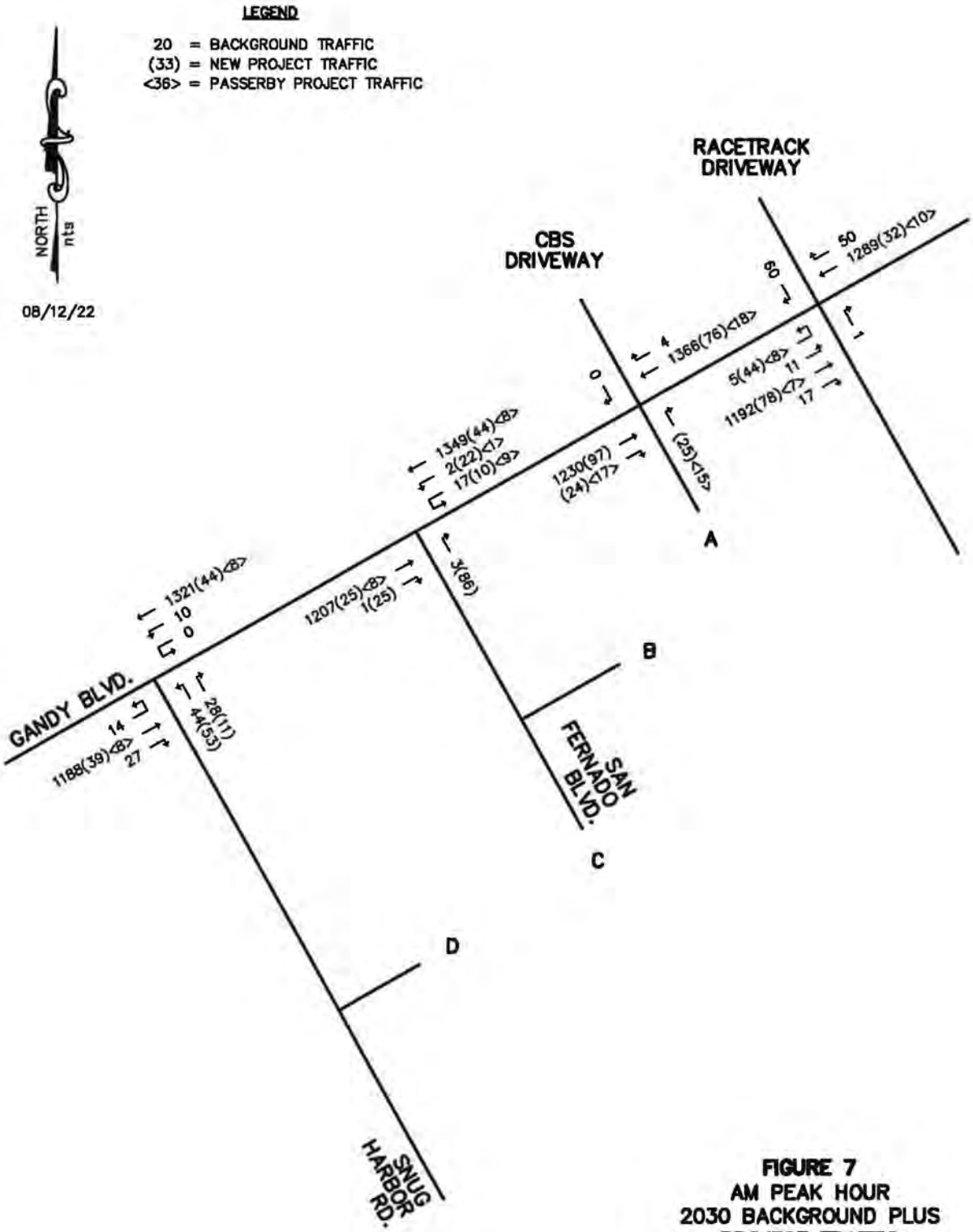


FIGURE 7
AM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

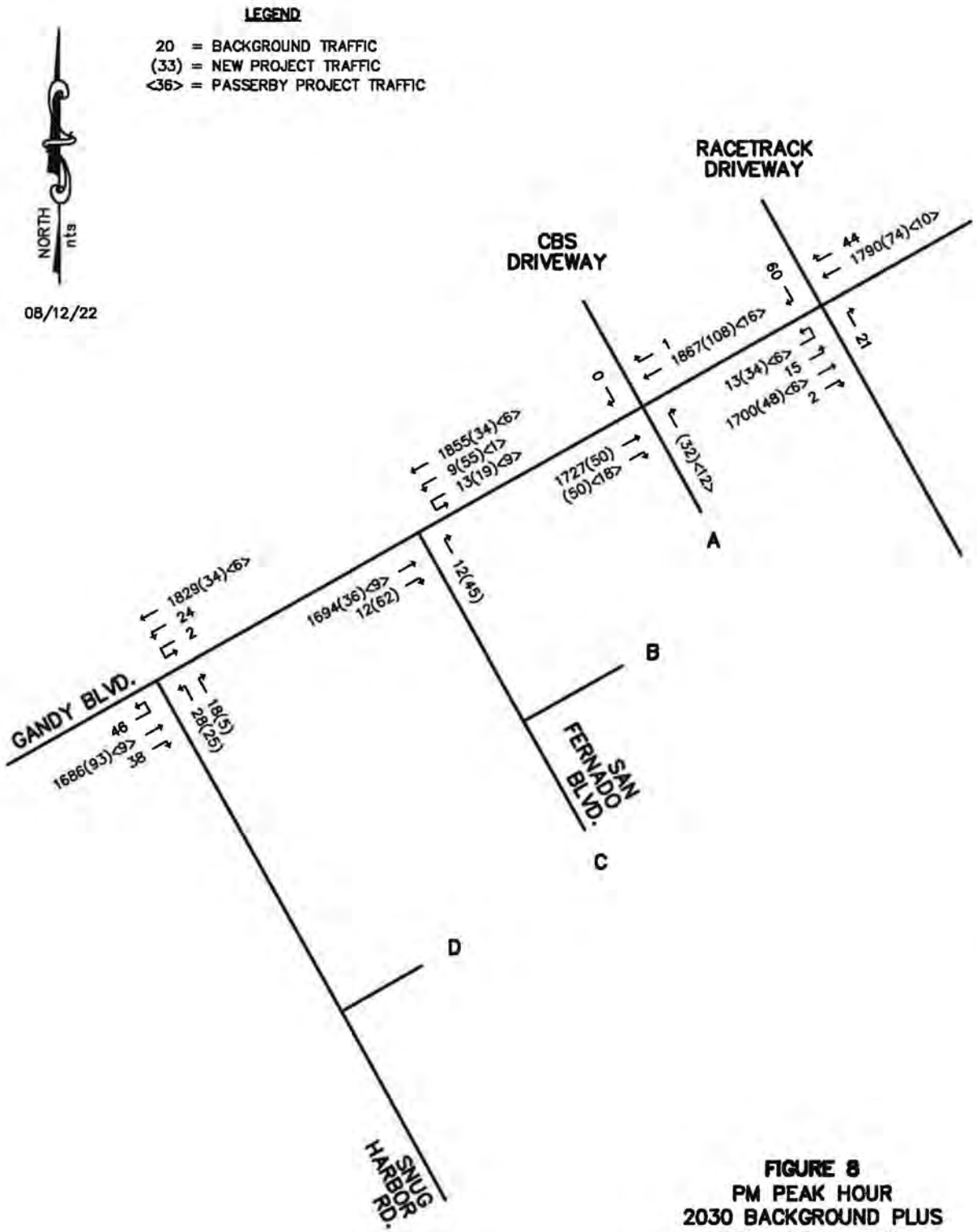


FIGURE 8
PM PEAK HOUR
2030 BACKGROUND PLUS
PROJECT TRAFFIC

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

INTERSECTION ANALYSIS

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

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

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

Gandy Boulevard and Snug Harbor Road

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

Gandy Boulevard and San Fernando Boulevard

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

TABLE 4

ESTIMATED INTERSECTION LEVEL OF SERVICE
(V/C RATIO)

Intersection	Direction	AM Peak Hour 2030 Background Plus Project Traffic			PM Peak Hour 2030 Background Plus Project Traffic		
		Left	Through	Right	Left	Through	Right
Gandy Blvd and	EB	0.03	*	*	0.15	*	*
Snug Harbor Road	WB	0.02	*	-	0.10	*	-
	NB	0.69	-	0.69	0.97	-	0.97
Gandy Blvd and	WB	0.23	*	-	0.70	*	-
San Fernando Blvd	NB	-	-	0.13	-	-	0.16
Gandy Blvd and	NB	-	-	0.10	-	-	0.16
Access A	SB	-	-	0.0	-	-	0.0
Gandy Blvd and	EB	0.30	*	*	0.80	*	*
RaceTrac Drwy	NB	-	-	0.0	-	-	0.08
	SB	-	-	0.16	-	-	0.24

*Free Flow therefore no Level of Service reported.

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

Gandy Boulevard and Project Access A

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

Gandy Boulevard and RaceTrac Driveway

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

ACCESS RECOMMENDATIONS

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

Gandy Boulevard and San Fernando Boulevard

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

Gandy Boulevard and Project Access A

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

Gandy Boulevard and RaceTrac Driveway

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

TABLE 5

ACCESS RECOMMENDATIONS

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

(1) See Figures 7 and 8, Background Plus Project Traffic, of this report.
(2) Based on FDOT Driveway Information Guide.
(3) Estimated Queue Length:
Gandy Blvd and San Fernando Blvd
WBL: 100/30 x 25 = 83' Use 100'
Gandy Blvd and RaceTrac Drwy
EBL: 62/30 x 25 = 52' Use 100'
(4) Based on FDOT Exhibit 212-1 and design speed of 55 MPH on Gandy Blvd.

APPENDIX

SITE PLAN

SNUG HARBOR

For: Key International
ST. PETERSBURG, FLORIDA

TRIP GENERATION

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday	Best Fit (LIN) T = 6.41 (X)+75.31	205 50%	204 50%	409
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418(0)	Weekday	Average 4.54	949 50%	949 50%	1898
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday	Average 107.2	429 50%	429 50%	858
420 - Marina (General Urban/Suburban)	Berths	270	Weekday	Average 2.41	326(1) 50%	325(1) 50%	651(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

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

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

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

Exit	204	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 429
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 429

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

Exit	204	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 326
Entry	205	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 325

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

Exit	949	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 429
Entry	949	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 429

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

Exit	949	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 326
Entry	949	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 325

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

Exit	429	Demand Exit:	0 %	(0)	Balanced: 0	Demand Entry:	0 % (0)	**Entry** 326
Entry	429	Demand Entry:	0 %	(0)	Balanced: 0	Demand Exit:	0 % (0)	**Exit** 325

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

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

932 - High-Turnover (Sit-Down) Restaurant

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

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

420 - Marina

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

Weekday

Landuse — No deviations from ITE.

Methods — No deviations from ITE.

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

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

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

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

SUMMARY

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

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.31 (X)+22.85	9 23%	30 77%	39
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.44 (X)+-11.61	40 23%	132 77%	172
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 9.57	42 55%	35 45%	77
420 - Marina (General Urban/Suburban)	Berths	270(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.07	6(1) 32%	13(1) 68%	19(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

Entry	40
Exit	132

220 - Multifamily Housing (Low-Rise)

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

932 - High-Turnover (Sit-Down) Restaurant

Entry	42
Exit	35

220 - Multifamily Housing (Low-Rise)

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

420 - Marina

Entry	6
Exit	13

221 - Multifamily Housing (Mid-Rise)

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

932 - High-Turnover (Sit-Down) Restaurant

Entry	42
Exit	35

221 - Multifamily Housing (Mid-Rise)

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

420 - Marina

Entry	6
Exit	13

932 - High-Turnover (Sit-Down) Restaurant

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

420 - Marina

Entry	6
Exit	13

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

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

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

932 - High-Turnover (Sit-Down) Restaurant

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

420 - Marina

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

External Trips

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

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

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

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

SUMMARY

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

PERIOD SETTING

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

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	52	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.43 (X)+20.55	27 63%	16 37%	43
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	418	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.39 (X)+0.34	99 61%	64 39%	163
932 - High-Turnover (Sit-Down) Restaurant (General Urban/Suburban)	1000 Sq. Ft. GFA	8	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 9.05	44 61%	28 39%	72
420 - Marina (General Urban/Suburban)	Berths	270(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.21	34(1) 60%	23(1) 40%	57(1)

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

TRAFFIC REDUCTIONS

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

INTERNAL TRIPS

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

Entry	99
Exit	64

220 - Multifamily Housing (Low-Rise)

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

932 - High-Turnover (Sit-Down) Restaurant

Entry	44
Exit	28

220 - Multifamily Housing (Low-Rise)

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

420 - Marina

Entry	34
Exit	23

221 - Multifamily Housing (Mid-Rise)

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

932 - High-Turnover (Sit-Down) Restaurant

Entry	44
Exit	28

221 - Multifamily Housing (Mid-Rise)

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

420 - Marina

Entry	34
Exit	23

932 - High-Turnover (Sit-Down) Restaurant

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

420 - Marina

Entry	34
Exit	23

220 - Multifamily Housing (Low-Rise)

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

221 - Multifamily Housing (Mid-Rise)

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

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

932 - High-Turnover (Sit-Down) Restaurant

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

420 - Marina

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

EXTERNAL TRIPS

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

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods No deviations from ITE.

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

External Trips

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

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

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

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

SUMMARY

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

PASSERBY CAPTURE

Vehicle Pass-By Rates by Land Use

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

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

Pass-By Characteristics for Individual Sites

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

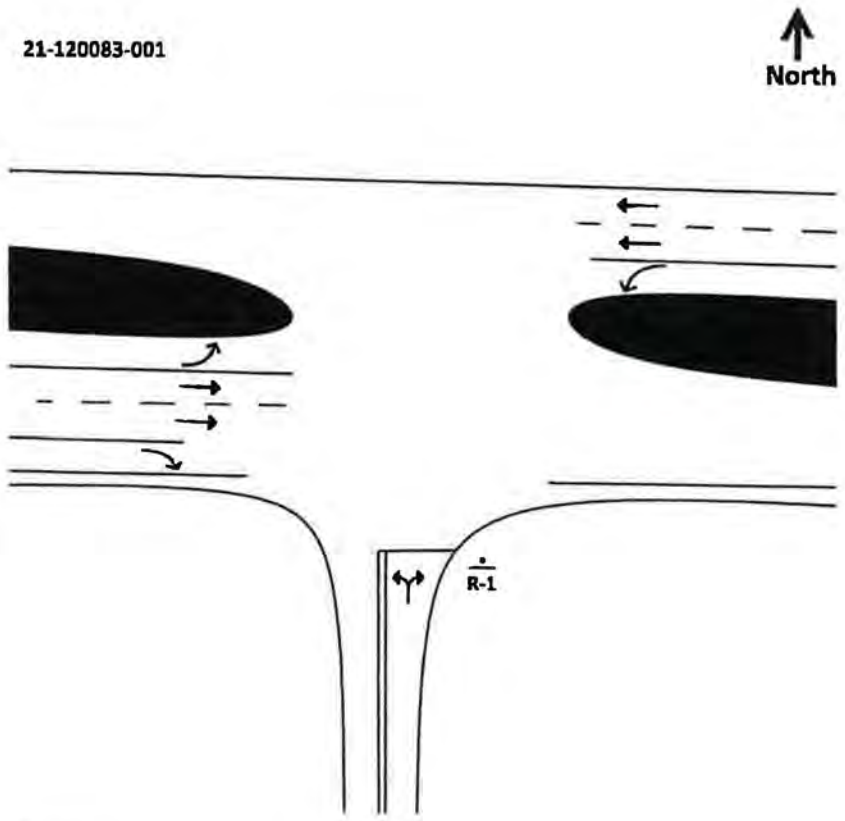
TRAFFIC COUNTS

National Data & Surveying Services

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

N↑

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



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

Prepared by National Data & Surveying Services

Snug Harbor Rd & Gandy Blvd

Peak Hour Turning Movement Count

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

Day: Wednesday
Date: 03/03/2021

PEAK HOURS

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

COUNT PERIODS

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

Snug Harbor Rd — SOUTHBOUND

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

Gandy Blvd — EASTBOUND

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

CONTROL

1-Way Stop(NB)

	AM	NOON	PM
TEV	2431	1899	3386
PHF	0.97	0.97	0.93

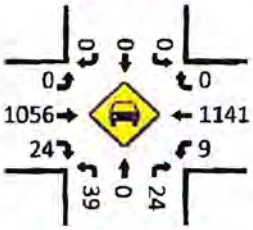
Gandy Blvd — WESTBOUND

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

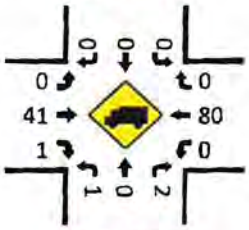
Snug Harbor Rd — NORTHBOUND

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

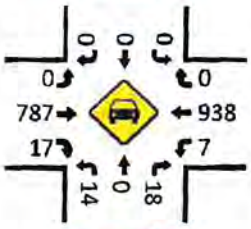
Cars (AM)



HT (AM)

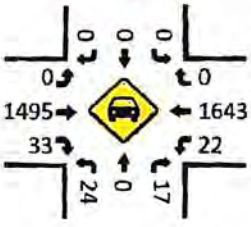


Cars (NOON)

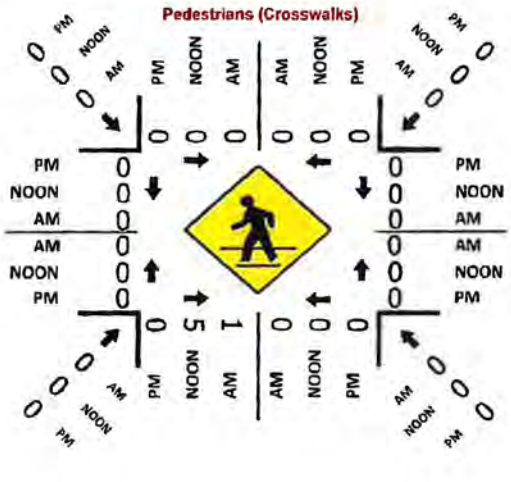


HT (NOON)

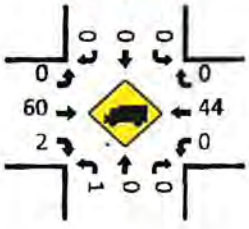
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

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

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	2	0	4	0	0	0	0	0	0	135	2	4	0	112	0	0	259
6:15 AM	3	0	4	0	0	0	0	0	0	199	3	5	0	135	0	0	349
6:30 AM	3	0	3	0	0	0	0	0	0	233	2	0	0	184	0	0	425
6:45 AM	5	0	3	0	0	0	0	0	0	235	3	3	0	194	0	0	443
7:00 AM	2	0	1	0	0	0	0	0	0	253	5	2	3	194	0	0	460
7:15 AM	10	0	5	0	0	0	0	0	0	295	3	3	2	269	0	0	587
7:30 AM	16	0	5	0	0	0	0	0	0	268	7	3	2	297	0	0	598
7:45 AM	3	0	7	0	0	0	0	0	0	252	7	3	3	306	0	0	581
8:00 AM	10	0	7	0	0	0	0	0	0	241	7	4	2	269	0	0	540
8:15 AM	10	0	1	0	0	0	0	0	0	229	5	2	2	325	0	0	574
8:30 AM	6	0	2	0	0	0	0	0	0	231	4	9	2	272	0	0	526
8:45 AM	9	0	2	0	0	0	0	0	0	203	11	9	2	280	0	0	516
9:00 AM	6	0	4	0	0	0	0	0	0	216	6	4	2	207	0	0	445
9:15 AM	7	0	0	0	0	0	0	0	0	176	7	9	1	230	0	0	430
9:30 AM	4	0	3	0	0	0	0	0	0	193	9	1	0	216	0	0	426
9:45 AM	5	0	3	0	0	0	0	0	0	166	3	2	1	184	0	0	364
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	101	0	54	0	0	0	0	0	0	3525	84	63	22	3674	0	0	7523
APPROACH %'s:	65.16%	0.00%	34.84%	0.00%					0.00%	96.00%	2.29%	1.72%	0.60%	99.40%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	39	0	24	0	0	0	0	0	0	1056	24	13	9	1141	0	0	2306
PEAK HR FACTOR:	0.61	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0.000	0.895	0.857	0.813	0.750	0.932	0.000	0.000	0.964
	0.750								0.908				0.930				

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	0	0	0	0	0	0	0	0	12	0	1	0	4	0	0	18
6:15 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	2	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	32
7:00 AM	1	0	0	0	0	0	0	0	0	3	0	0	1	22	0	0	27
7:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	23	0	0	36
7:30 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	17	0	0	28
7:45 AM	0	0	1	0	0	0	0	0	0	9	0	0	0	18	0	0	28
8:00 AM	1	0	1	0	0	0	0	0	0	9	0	0	0	22	0	0	33
8:15 AM	1	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	28
8:30 AM	0	0	1	0	0	0	0	0	0	10	2	0	0	16	0	0	29
8:45 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	0	32
9:00 AM	1	0	1	0	0	0	0	0	0	10	3	0	0	25	0	0	40
9:15 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	20	0	0	35
9:30 AM	1	0	0	0	0	0	0	0	0	15	1	0	0	11	0	0	28
9:45 AM	0	0	1	0	0	0	0	0	0	11	0	0	0	17	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	8	0	5	0	0	0	0	0	0	166	8	1	1	268	0	0	457
APPROACH %'s:	61.54%	0.00%	38.46%	0.00%					0.00%	94.86%	4.57%	0.57%	0.37%	99.63%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	1	0	2	0	0	0	0	0	0	41	1	0	0	80	0	0	125
PEAK HR FACTOR:	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.788	0.250	0.000	0.000	0.870	0.000	0.000	0.868
			0.375							0.808				0.870			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	19	1	0	0	18	0	0	39
10:15 AM	1	0	0	0	0	0	0	0	0	10	1	0	0	13	0	0	25
10:30 AM	0	0	0	0	0	0	0	0	0	14	1	0	0	13	0	0	28
10:45 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	12	0	0	25
11:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
11:15 AM	0	0	0	0	0	0	0	0	0	11	1	0	0	14	0	0	26
11:30 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	10	0	0	26
11:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	12	0	0	19
12:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	11	0	0	20
12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	7	1	1	0	9	0	0	18
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	1	0	0	0	0	0	0	13	0	0	0	9	0	0	23
1:30 PM	0	0	1	0	0	0	0	0	0	9	1	0	0	15	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	11	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	2	0	0	0	0	0	0	188	6	1	0	202	0	0	401
APPROACH %'s:	50.00%	0.00%	50.00%	0.00%					0.00%	96.41%	3.08%	0.51%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	0	0	2	0	0	0	0	0	0	39	2	1	0	46	0	0	90
PEAK HR FACTOR:	0.00	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.250	0.000	0.767	0.000	0.000	0.865
			0.500							0.808				0.767			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

NS/EW Streets:	Snug Harbor Rd				Snug Harbor Rd				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
APPROACH %'s :									0.00%	33.33%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	6
APPROACH %'s :	33.33%	0.00%	66.67%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	3
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.750
											0.500			0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

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

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

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

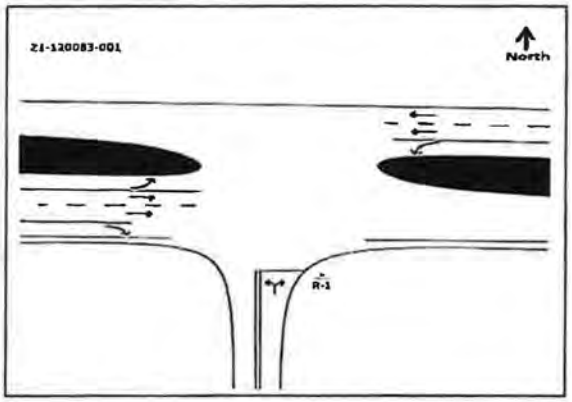
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.97

National Data & Surveying Services



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

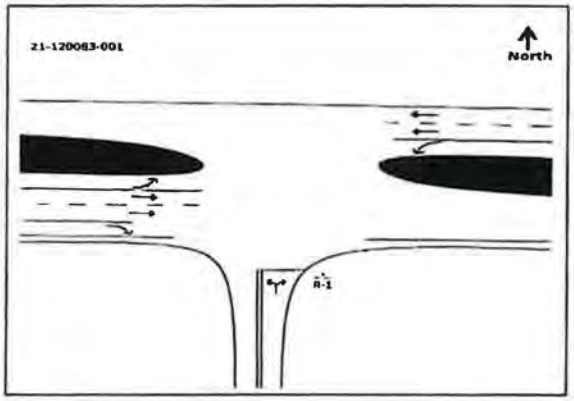
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.97

National Data & Surveying Services

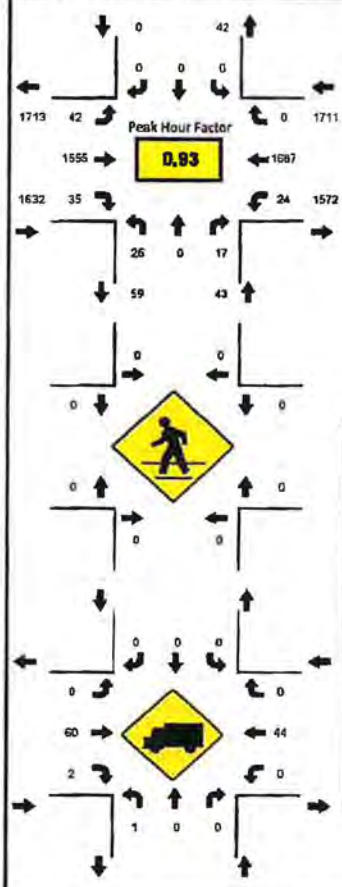


15-Min Count Period Beginning At	Snug Harbor Rd Northbound					Snug Harbor Rd Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	6	0	1	0		0	0	0	0		0	174	5	4		0	174	0	0		363	1482
10:15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

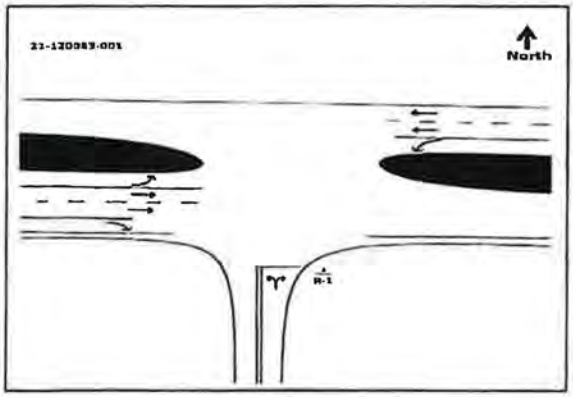
LOCATION: Snug Harbor Rd & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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



National Data & Surveying Services



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

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

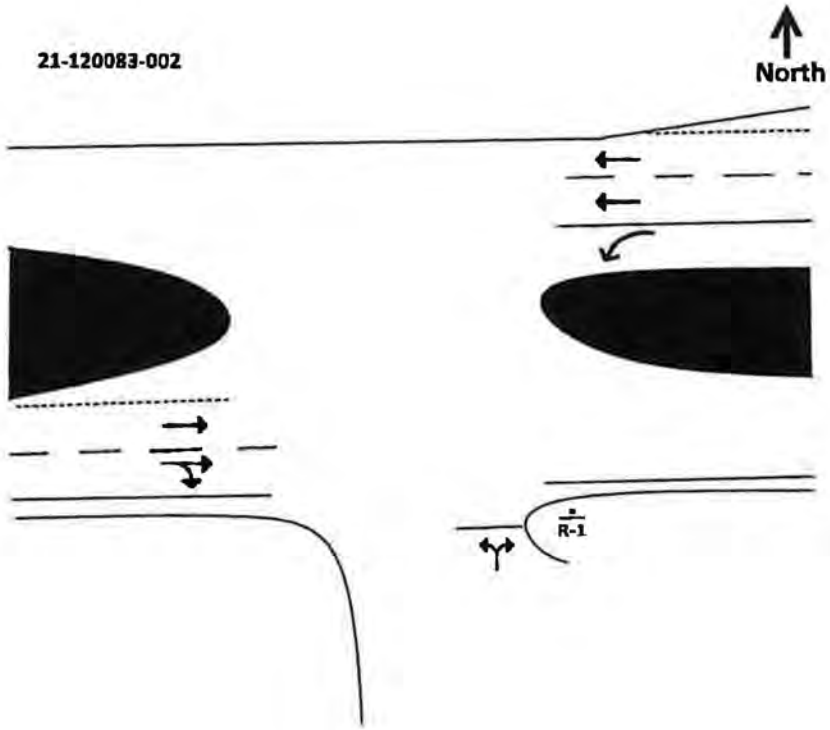
National Data & Surveying Services

Site Code:	**21-120083-002**
Date:	**03/03/2021**
Weather:	**Sunny**
City:	**St. Petersburg**
County:	**Pinellas**
Count Times:	**06:00 - 10:00**
	10:00 - 14:00
	14:00 - 20:00
Control:	**1-Way Stop(NB)**

N↑

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

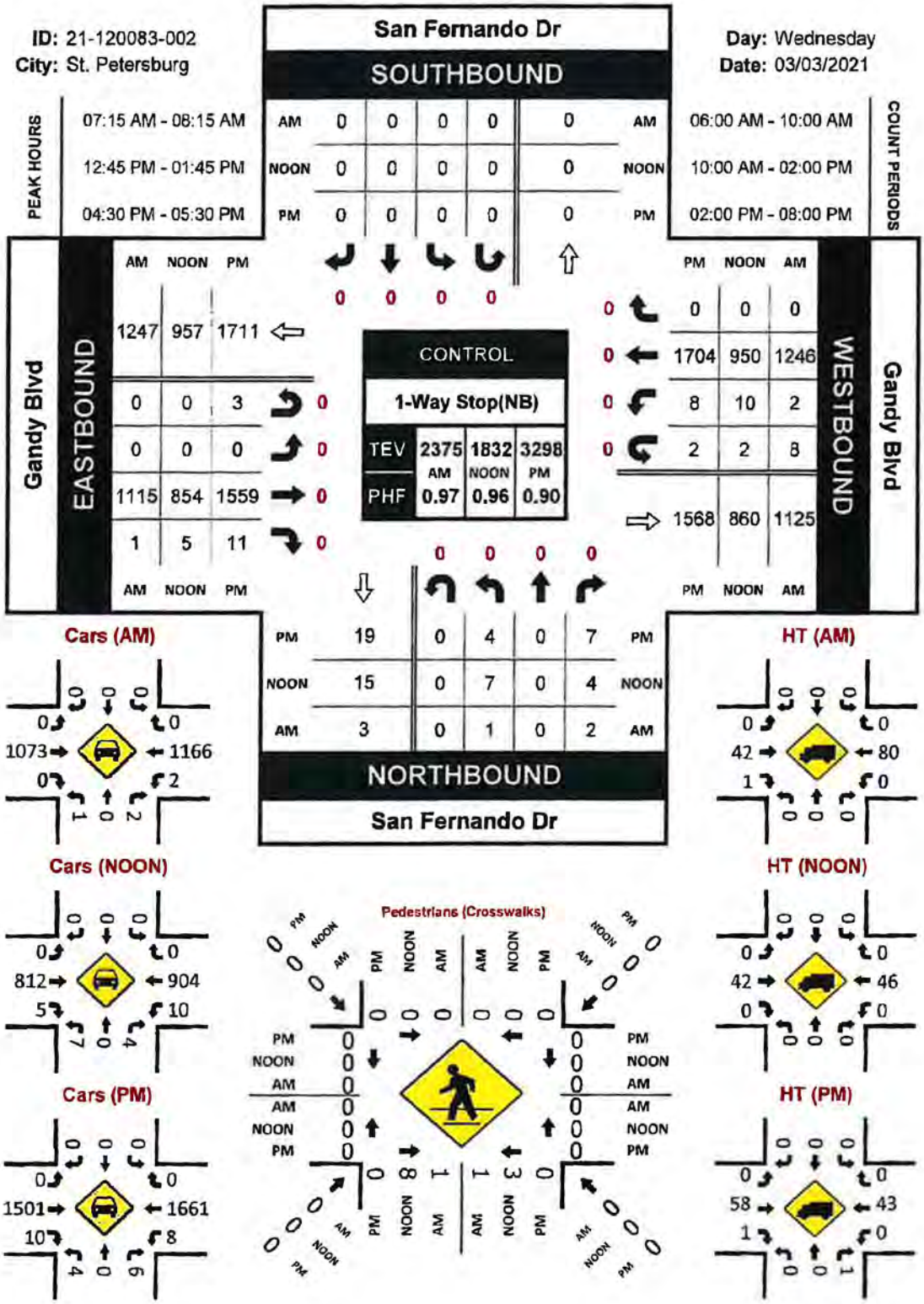
E/W Street: **Gandy Blvd** | Speed: **50 MPH**



Prepared by National Data & Surveying Services

San Fernando Dr & Gandy Blvd

Peak Hour Turning Movement Count



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

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

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	2	0	0	0	0	0	0	0	0	180	0	0	4	167	0	0	353
10:15 AM	0	0	1	0	0	0	0	0	0	169	1	0	0	159	0	0	330
10:30 AM	1	0	1	0	0	0	0	0	0	200	1	0	2	207	0	1	413
10:45 AM	0	0	1	0	0	0	0	0	0	160	1	0	3	187	0	1	353
11:00 AM	0	0	4	0	0	0	0	0	0	203	3	0	1	171	0	0	382
11:15 AM	0	0	0	0	0	0	0	0	0	182	1	0	2	171	0	2	358
11:30 AM	0	0	1	0	0	0	0	0	0	207	0	0	0	233	0	1	442
11:45 AM	3	0	1	0	0	0	0	0	0	176	3	0	5	219	0	1	408
12:00 PM	1	0	3	0	0	0	0	0	0	180	2	0	2	191	0	1	380
12:15 PM	0	0	1	0	0	0	0	0	0	199	2	0	3	263	0	0	468
12:30 PM	3	0	1	0	0	0	0	0	0	194	4	0	1	253	0	0	456
12:45 PM	1	0	2	0	0	0	0	0	0	210	2	0	1	234	0	1	451
1:00 PM	2	0	0	0	0	0	0	0	0	192	1	0	6	244	0	0	445
1:15 PM	1	0	2	0	0	0	0	0	0	242	1	0	0	228	0	1	475
1:30 PM	3	0	0	0	0	0	0	0	0	210	1	0	3	244	0	0	461
1:45 PM	2	0	2	0	0	0	0	0	0	203	2	0	2	223	0	1	435
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	0	20	0	0	0	0	0	0	3107	25	0	35	3394	0	10	6610
APPROACH %'s :	48.72%	0.00%	51.28%	0.00%					0.00%	99.20%	0.80%	0.00%	1.02%	98.69%	0.00%	0.29%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	7	0	4	0	0	0	0	0	0	854	5	0	10	950	0	2	1832
PEAK HR FACTOR :	0.583	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.882	0.625	0.000	0.417	0.973	0.000	0.500	0.964
			0.917							0.884				0.962			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

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

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	10	1	0	0	4	0	0	15
6:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
6:30 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	0	17
6:45 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	19	0	0	30
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	22	0	0	25
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	24	0	0	36
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	1	0	0	21	0	0	31
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	19	0	0	29
8:15 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	19	0	0	27
8:30 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	18	0	0	28
8:45 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	15	0	0	31
9:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	28	0	0	39
9:15 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	17	0	0	30
9:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0	0	26
9:45 AM	0	0	1	0	0	0	0	0	0	13	0	0	0	18	0	0	32
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	169	2	0	0	269	0	0	441
APPROACH %'s:	0.00%	0.00%	100.00%	0.00%					0.00%	98.83%	1.17%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR:	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	42	1	0	0	80	0	0	123
PEAK HR FACTOR:	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.250	0.000	0.000	0.833	0.000	0.000	0.854
										0.896				0.833			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	0	0	0	0	0	0	0	0	17	0	0	1	17	0	0	36
10:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0	0	24
10:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	14	0	0	27
10:45 AM	0	0	0	0	0	0	0	0	0	13	1	0	0	11	0	0	25
11:00 AM	0	0	1	0	0	0	0	0	0	7	0	0	0	10	0	0	18
11:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	14	0	0	25
11:30 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	10	0	0	25
11:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	14	0	0	22
12:00 PM	0	0	0	0	0	0	0	0	0	8	1	0	0	9	0	0	18
12:15 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	16	0	0	28
12:30 PM	1	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	33
12:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16
1:00 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23
1:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	9	0	0	23
1:30 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	16	0	0	26
1:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES:	2	0	1	0	0	0	0	0	0	188	2	0	1	190	0	0	393
APPROACH %'s:	66.67%	0.00%	33.33%	0.00%					0.00%	98.95%	1.05%	0.00%	0.50%	99.50%	0.00%	0.00%	
PEAK HR:	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL:	0	0	0	0	0	0	0	0	0	42	0	0	0	46	0	0	88
PEAK HR FACTOR:	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.719	0.000	0.000	0.846
										0.750				0.719			

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

AM

NS/EW Streets:	San Fernando Dr				San Fernando Dr				Gandy Blvd				Gandy Blvd				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	0	0	0	1	1	0	0	1	0	0	6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
			0.250							0.250				0.250			

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
12:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	8
APPROACH %'s :	25.00%	0.00%	75.00%	0.00%					0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.25	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
			0.500														

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	2	1	0	0	0	0	0	0	0	0	3	3	0	0	9
APPROACH %'s :	0.00%	0.00%	66.67%	33.33%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

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

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

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

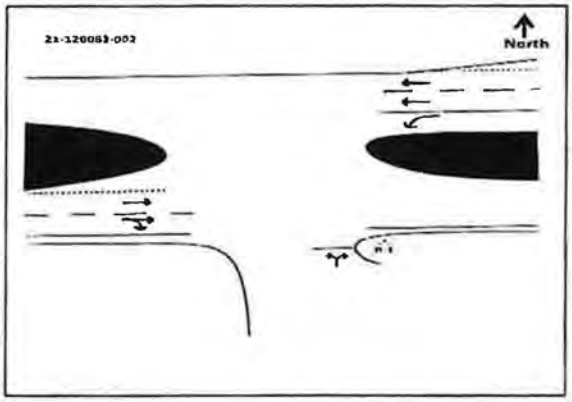
LOCATION: San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor: 0.97

National Data & Surveying Services



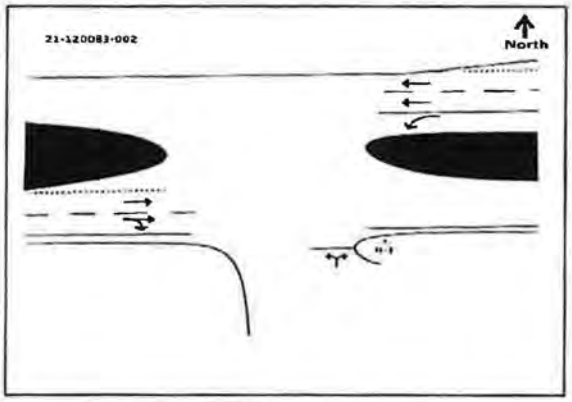
15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
06:00 AM	0	0	0	0		0	0	0	0		0	144	1	0		0	114	0	0		259	1527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

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

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

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

National Data & Surveying Services



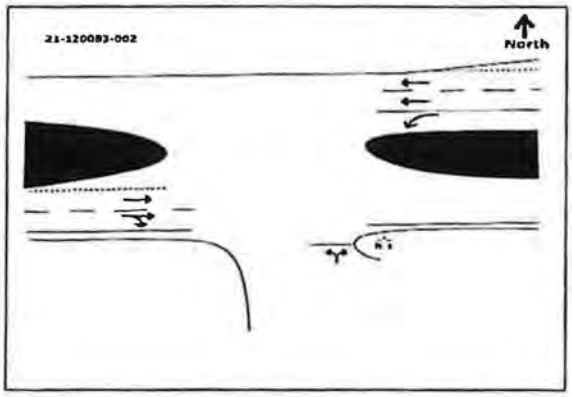
15-Min Count Period Beginning At	San Fernando Dr Northbound					San Fernando Dr Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
10:00 AM	2	0	0	0		0	0	0	0		0	180	0	0		4	167	0	0		353	1447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

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

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

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

NDS
National Data & Surveying Services



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

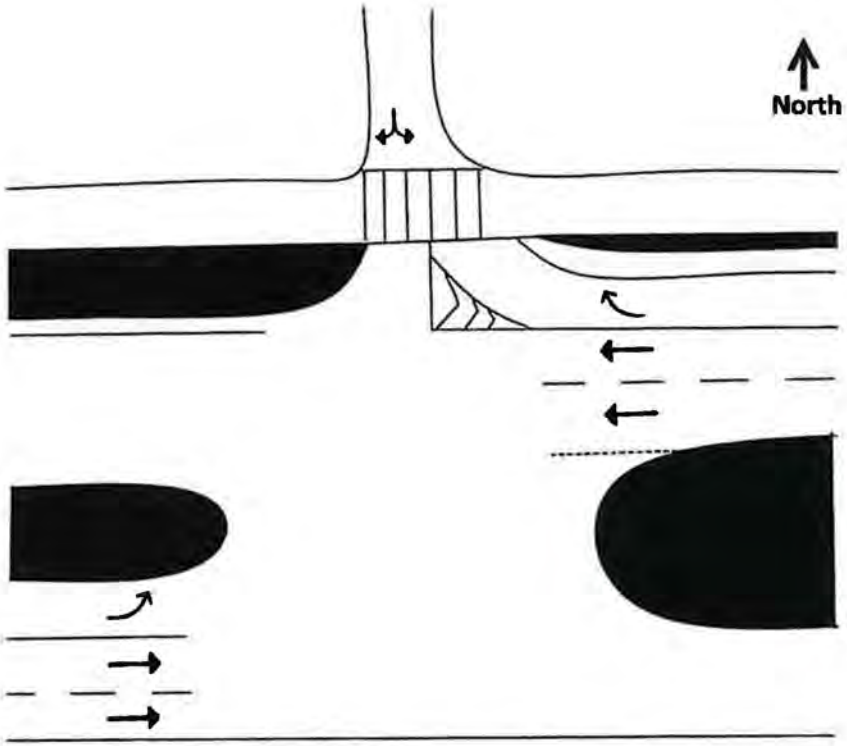
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	8	0	12	0		0	0	0	0		0	1756	16	4		20	1868	0	4		3688
Heavy Trucks	0	0	4			0	0	0			0	72	4			0	56	0			136
Pedestrians		0						0	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

National Data & Surveying Services

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

N

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

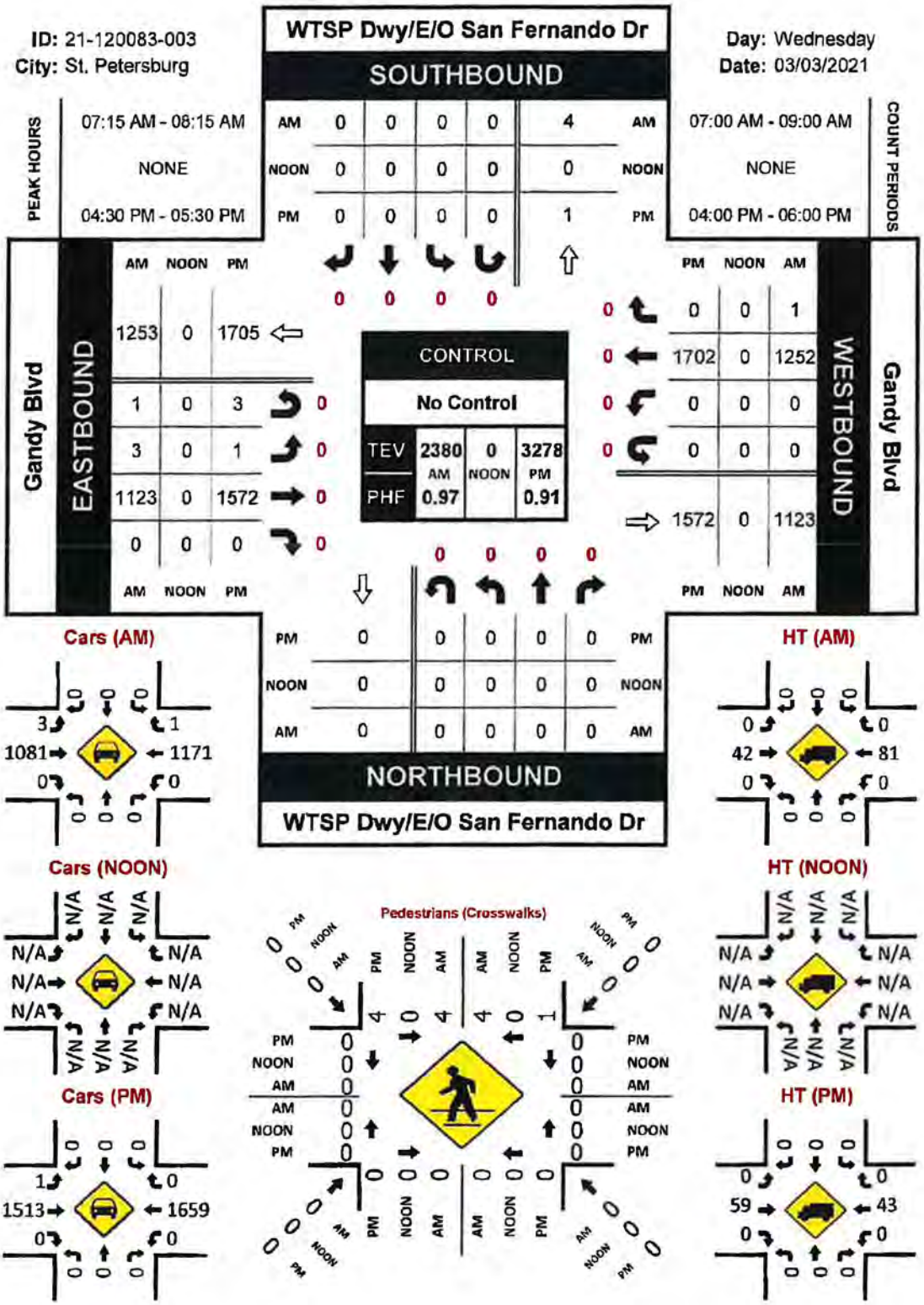


E/W Street: **Gandy Blvd** | Speed: **50 MPH**

Prepared by National Data & Surveying Services

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

Peak Hour Turning Movement Count



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	257	0	0	0	221	0	0	478
7:15 AM	0	0	0	0	0	0	0	0	0	310	0	0	0	303	0	0	613
7:30 AM	0	0	0	0	0	0	0	0	2	285	0	1	0	319	1	0	608
7:45 AM	0	0	0	0	0	0	0	0	0	274	0	0	0	317	0	0	591
8:00 AM	0	0	0	0	0	0	0	0	1	254	0	0	0	313	0	0	568
8:15 AM	0	0	0	0	0	0	0	0	1	245	0	0	0	322	1	1	570
8:30 AM	0	0	0	0	0	0	0	0	1	225	0	0	0	317	1	0	544
8:45 AM	0	0	0	0	0	0	0	0	1	238	0	0	0	274	0	0	513
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2088	0	1	0	2386	3	1	4485
APPROACH %'s :									0.29%	99.67%	0.00%	0.05%	0.00%	99.83%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1123	0	1	0	1252	1	0	2380
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.906	0.000	0.250	0.000	0.981	0.250	0.000	0.971
										0.909				0.979			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	363	0	1	0	350	0	0	715
4:15 PM	0	0	0	0	0	0	0	0	0	434	0	1	0	378	0	0	813
4:30 PM	0	0	0	0	0	0	0	0	0	377	0	1	0	426	0	0	804
4:45 PM	0	0	0	0	0	0	0	0	0	359	0	1	0	431	0	0	791
5:00 PM	0	0	0	0	0	0	0	0	1	397	0	0	0	383	0	0	781
5:15 PM	0	0	0	0	0	0	0	0	0	439	0	1	0	462	0	0	902
5:30 PM	0	0	0	0	0	0	0	0	1	362	0	1	0	368	0	0	732
5:45 PM	0	0	0	0	0	0	0	0	1	355	0	0	0	368	0	1	725
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	3086	0	6	0	3166	0	1	6263
APPROACH %'s :									0.13%	99.68%	0.00%	0.19%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1572	0	3	0	1702	0	0	3278
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.895	0.000	0.750	0.000	0.921	0.000	0.000	0.909
										0.895				0.921			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	254	0	0	0	198	0	0	452
7:15 AM	0	0	0	0	0	0	0	0	0	298	0	0	0	280	0	0	578
7:30 AM	0	0	0	0	0	0	0	0	2	274	0	1	0	303	1	0	581
7:45 AM	0	0	0	0	0	0	0	0	0	265	0	0	0	296	0	0	561
8:00 AM	0	0	0	0	0	0	0	0	1	244	0	0	0	292	0	0	537
8:15 AM	0	0	0	0	0	0	0	0	1	238	0	0	0	305	1	1	546
8:30 AM	0	0	0	0	0	0	0	0	1	216	0	0	0	299	1	0	517
8:45 AM	0	0	0	0	0	0	0	0	1	220	0	0	0	259	0	0	480
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	6	2009	0	1	0	2232	3	1	4252
APPROACH %'s :									0.30%	99.65%	0.00%	0.05%	0.00%	99.82%	0.13%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	3	1081	0	1	0	1171	1	0	2257
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.907	0.000	0.250	0.000	0.966	0.250	0.000	0.971
										0.910				0.964			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0 NL	0 NT	0 NR	0 NU	0 SL	0 ST	0 SR	0 SU	0 EL	0 ET	0 ER	0 EU	0 WL	0 WT	0 WR	0 WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	342	0	1	0	336	0	0	680
4:15 PM	0	0	0	0	0	0	0	0	0	413	0	1	0	368	0	0	782
4:30 PM	0	0	0	0	0	0	0	0	0	363	0	1	0	412	0	0	776
4:45 PM	0	0	0	0	0	0	0	0	0	343	0	1	0	425	0	0	769
5:00 PM	0	0	0	0	0	0	0	0	1	379	0	0	0	369	0	0	749
5:15 PM	0	0	0	0	0	0	0	0	0	428	0	1	0	453	0	0	882
5:30 PM	0	0	0	0	0	0	0	0	1	347	0	0	0	361	0	0	709
5:45 PM	0	0	0	0	0	0	0	0	1	345	0	0	0	360	0	1	707
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	4	2960	0	5	0	3084	0	1	6054
APPROACH %'s :									0.13%	99.70%	0.00%	0.17%	0.00%	99.97%	0.00%	0.03%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1513	0	3	0	1659	0	0	3176
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.884	0.000	0.750	0.000	0.916	0.000	0.000	0.900
										0.884				0.916			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr				WTSP Dwy/E/O San Fernando Dr				Gandy Blvd				Gandy Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	23	0	0	26
7:15 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	23	0	0	35
7:30 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	16	0	0	27
7:45 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	21	0	0	30
8:00 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	21	0	0	31
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	17	0	0	24
8:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	18	0	0	27
8:45 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	15	0	0	33
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	79	0	0	0	154	0	0	233
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	42	0	0	0	81	0	0	123
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.000	0.000	0.000	0.880	0.000	0.000	0.879
										0.875				0.880			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	14	0	0	35
4:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	10	0	0	31
4:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	14	0	0	28
4:45 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	6	0	0	22
5:00 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	14	0	0	32
5:15 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	9	0	0	20
5:30 PM	0	0	0	0	0	0	0	0	0	15	0	1	0	7	0	0	23
5:45 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	126	0	1	0	82	0	0	209
APPROACH %'s :									0.00%	99.21%	0.00%	0.79%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	59	0	0	0	43	0	0	102
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.819	0.000	0.000	0.000	0.768	0.000	0.000	0.797
										0.819				0.768			

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

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

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

NS/EW Streets:	WTSP Dwy/E/O San Fernando Dr		WTSP Dwy/E/O San Fernando Dr		Gandy Blvd		Gandy Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	1
7:15 AM	1	1	0	0	0	0	0	0	2
7:30 AM	1	2	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	2	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	6	0	0	0	0	0	0	10
APPROACH %'s :	40.00%	60.00%							
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	4	4	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.500	0.500							0.667
	0.667								

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

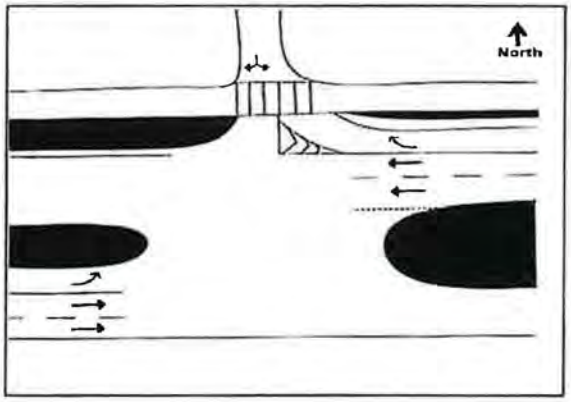
LOCATION: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.97

National Data & Surveying Services



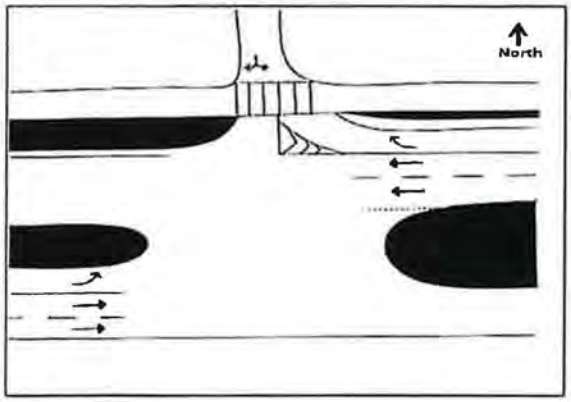
15-Min Count Period Beginning At	WTSP Dwy/E/O San Fernando D Northbound					WTSP Dwy/E/O San Fernando D Southbound					Gandy Blvd Eastbound					Gandy Blvd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
07:00 AM	0	0	0	0		0	0	0	0		0	257	0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

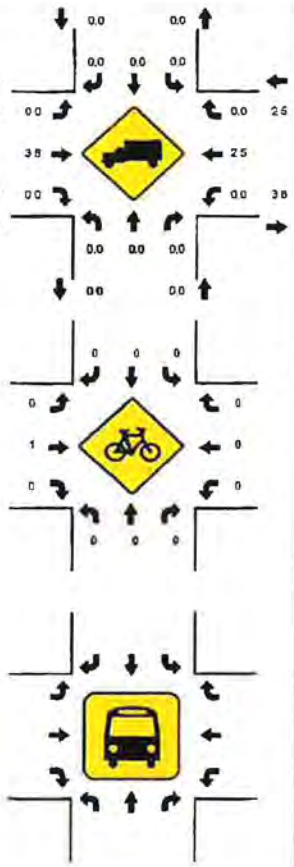
LOCATION: WTSP Dwy/E/O San Fernando Dr & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

National Data & Surveying Services





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

National Data & Surveying Services

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

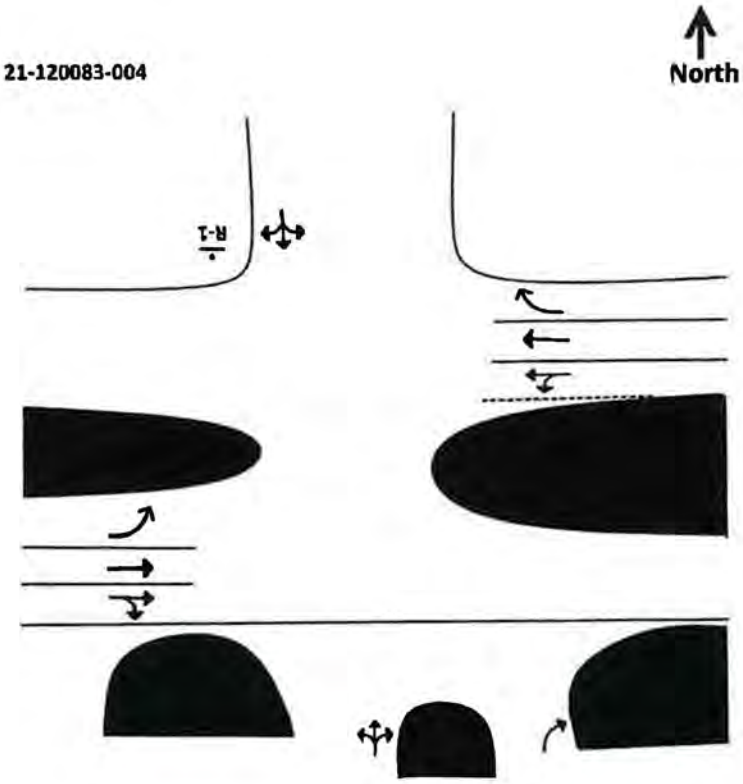
N

N/S Street: **RaceTrac Dwy**

Speed: **N/A**

E/W Street: **Gandy Blvd**

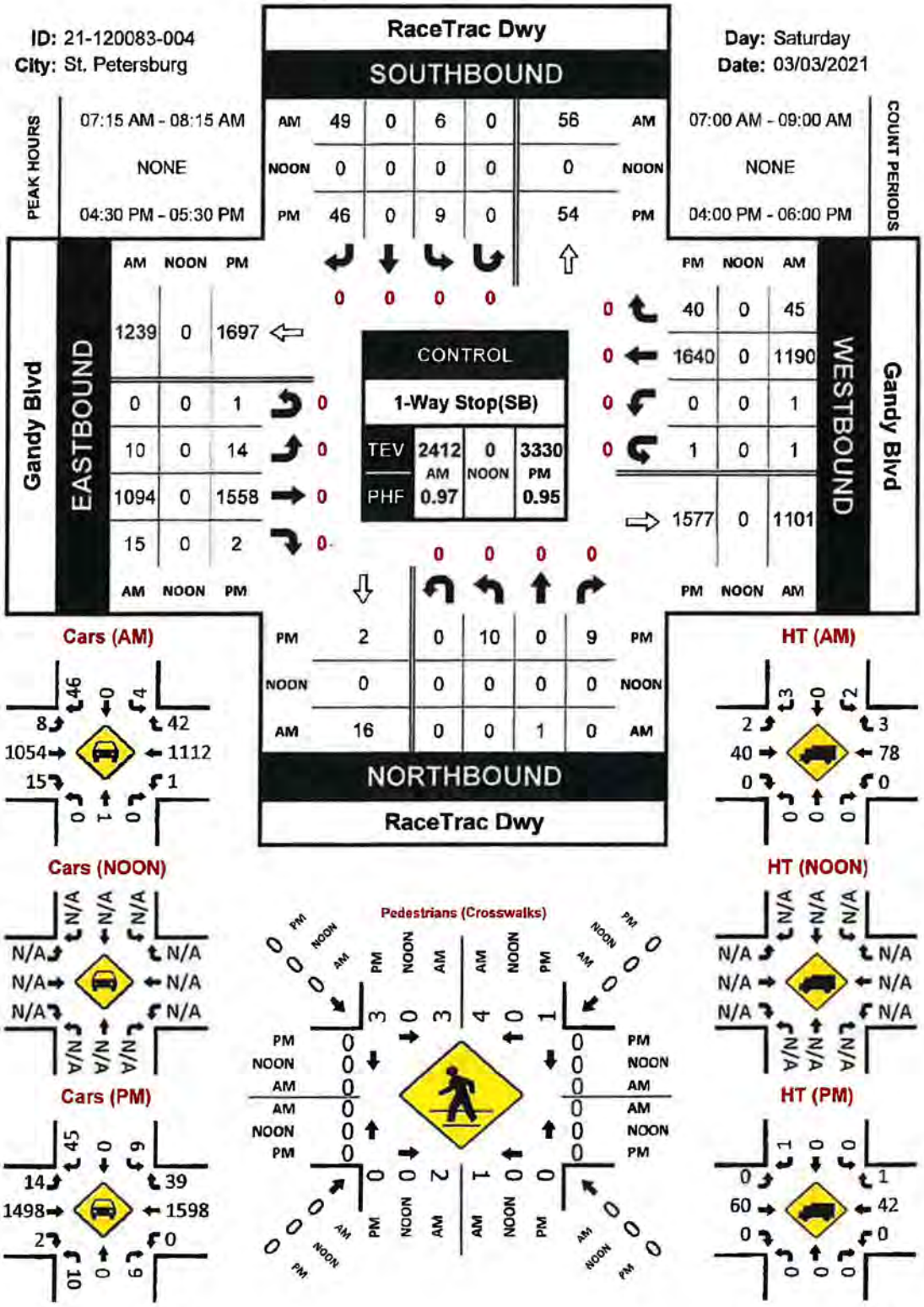
Speed: **50 MPH**



Prepared by National Data & Surveying Services

RaceTrac Dwy & Gandy Blvd

Peak Hour Turning Movement Count



National Data & Surveying Services

Intersection Turning Movement Count

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

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

Total

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

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Cars

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

HT

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Bikes

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

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

National Data & Surveying Services

Intersection Turning Movement Count

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

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

Pedestrians (Crosswalks)

NS/EW Streets:	RaceTrac Dwy		RaceTrac Dwy		Gandy Blvd		Gandy Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	2	1	0	0	0	0	0	1	1	6
7:30 AM	1	1	1	1	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	1	0	0	0	0	0	0	0	0	2
8:15 AM	2	0	1	0	1	1	0	0	1	0	6
8:30 AM	0	0	0	1	0	0	0	0	0	1	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	5	5	3	2	1	1	0	0	2	2	21
APPROACH %'s :	50.00%	50.00%	60.00%	40.00%	50.00%	50.00%			50.00%	50.00%	
PEAK HR :	07:15 AM - 08:15 AM										TOTAL
PEAK HR VOL :	3	4	2	1	0	0	0	0	1	1	12
PEAK HR FACTOR :	0.750	0.500	0.500	0.250					0.250	0.250	0.500
	0.583		0.375						0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		SOUTH LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	1
5:45 PM	1	0	2	0	0	0	0	0	2	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	TOTAL
TOTAL VOLUMES :	4	2	2	0	0	0	0	0	2	0	10
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%					100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	3	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.750	0.250									1.000
	1.000										

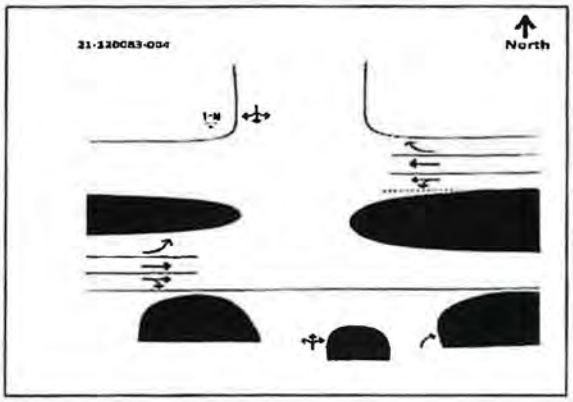
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.97

National Data & Surveying Services



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

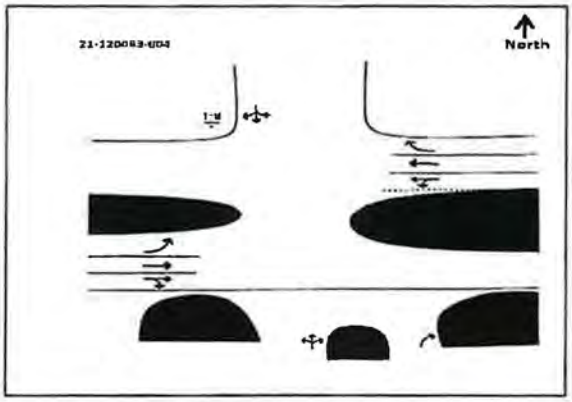
LOCATION: RaceTrac Dwy & Gandy Blvd
CITY/STATE: St. Petersburg, FL

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

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

Peak Hour Factor
0.95

National Data & Surveying Services



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

FDOT PEAK SEASON ADJUSTMENT FACTORS

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

MOCF: 0.93

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.04	1.12
2	01/06/2019 - 01/12/2019	1.03	1.11
3	01/13/2019 - 01/19/2019	1.02	1.10
4	01/20/2019 - 01/26/2019	1.00	1.08
5	01/27/2019 - 02/02/2019	0.98	1.05
* 6	02/03/2019 - 02/09/2019	0.96	1.03
* 7	02/10/2019 - 02/16/2019	0.93	1.00
* 8	02/17/2019 - 02/23/2019	0.93	1.00
* 9	02/24/2019 - 03/02/2019	0.92	0.99
*10	03/03/2019 - 03/09/2019	0.91	0.98
*11	03/10/2019 - 03/16/2019	0.91	0.98
*12	03/17/2019 - 03/23/2019	0.91	0.98
*13	03/24/2019 - 03/30/2019	0.92	0.99
*14	03/31/2019 - 04/06/2019	0.93	1.00
*15	04/07/2019 - 04/13/2019	0.94	1.01
*16	04/14/2019 - 04/20/2019	0.95	1.02
*17	04/21/2019 - 04/27/2019	0.96	1.03
*18	04/28/2019 - 05/04/2019	0.97	1.04
19	05/05/2019 - 05/11/2019	0.98	1.05
20	05/12/2019 - 05/18/2019	0.99	1.06
21	05/19/2019 - 05/25/2019	0.99	1.06
22	05/26/2019 - 06/01/2019	1.00	1.08
23	06/02/2019 - 06/08/2019	1.00	1.08
24	06/09/2019 - 06/15/2019	1.00	1.08
25	06/16/2019 - 06/22/2019	1.01	1.09
26	06/23/2019 - 06/29/2019	1.01	1.09
27	06/30/2019 - 07/06/2019	1.02	1.10
28	07/07/2019 - 07/13/2019	1.02	1.10
29	07/14/2019 - 07/20/2019	1.03	1.11
30	07/21/2019 - 07/27/2019	1.03	1.11
31	07/28/2019 - 08/03/2019	1.04	1.12
32	08/04/2019 - 08/10/2019	1.05	1.13
33	08/11/2019 - 08/17/2019	1.05	1.13
34	08/18/2019 - 08/24/2019	1.06	1.14
35	08/25/2019 - 08/31/2019	1.06	1.14
36	09/01/2019 - 09/07/2019	1.06	1.14
37	09/08/2019 - 09/14/2019	1.07	1.15
38	09/15/2019 - 09/21/2019	1.07	1.15
39	09/22/2019 - 09/28/2019	1.06	1.14
40	09/29/2019 - 10/05/2019	1.05	1.13
41	10/06/2019 - 10/12/2019	1.04	1.12
42	10/13/2019 - 10/19/2019	1.03	1.11
43	10/20/2019 - 10/26/2019	1.04	1.12
44	10/27/2019 - 11/02/2019	1.04	1.12
45	11/03/2019 - 11/09/2019	1.04	1.12
46	11/10/2019 - 11/16/2019	1.05	1.13
47	11/17/2019 - 11/23/2019	1.05	1.13
48	11/24/2019 - 11/30/2019	1.04	1.12
49	12/01/2019 - 12/07/2019	1.04	1.12
50	12/08/2019 - 12/14/2019	1.04	1.12
51	12/15/2019 - 12/21/2019	1.04	1.12
52	12/22/2019 - 12/28/2019	1.03	1.11
53	12/29/2019 - 12/31/2019	1.02	1.10

* PEAK SEASON

FDOT HISTORICAL COUNTS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

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

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

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

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

INTERSECTION ANALYSIS

HCS7 Two-Way Stop-Control Report

General Information

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

Site Information

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

Lanes

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

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

Lanes

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

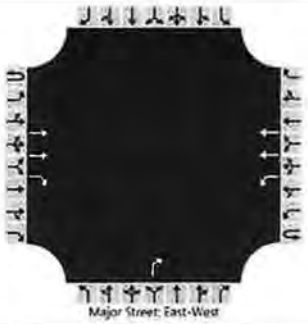
General Information

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

Site Information

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

Lanes



Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

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

Lanes

Vehicle Volumes and Adjustments

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

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

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

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R			T	R				R				R
Volume (veh/h)			1327	41			1460	4				40				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

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

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	0	2	1		0	0	1		0	0	1
Configuration			T	R			T	R				R				R
Volume (veh/h)			1777	68			1991	1				44				0
Percent Heavy Vehicles (%)												3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No				No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information

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

Site Information

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

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	1
Configuration		L	T	TR			T	R				R				R
Volume (veh/h)	57	11	1277	17			1331	50				1				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage			Undivided													

Critical and Follow-up Headways

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

Delay, Queue Length, and Level of Service

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

HCS7 Two-Way Stop-Control Report

General Information

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

Site Information

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

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	0	2	1		0	0	1		0	0	1
Configuration		L	T	TR			T	R				R				R
Volume (veh/h)	53	15	1754	2			1874	44				21				60
Percent Heavy Vehicles (%)	3	3										3				3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized						No				No				No		
Median Type | Storage	Undivided															

Critical and Follow-up Headways

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

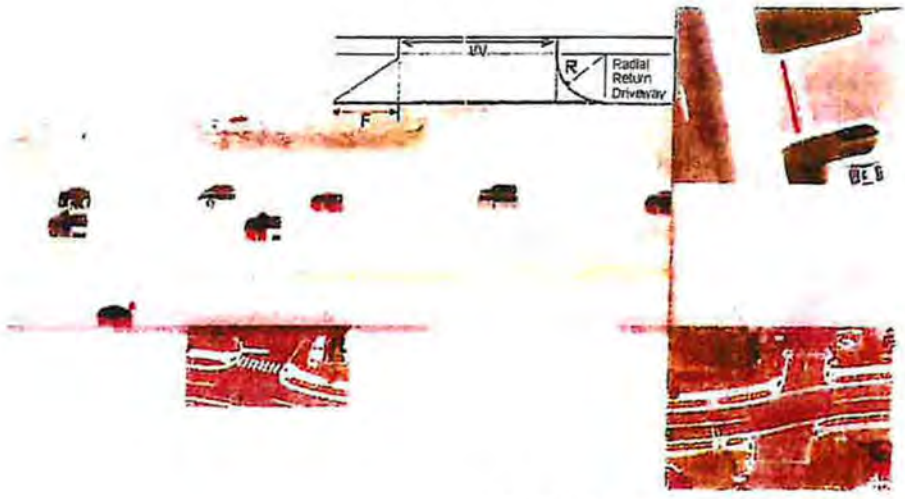
Delay, Queue Length, and Level of Service

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

FDOT DRIVEWAY INFORMATION GUIDE

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

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



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

www.dot.state.fl.us/planning

WHEN SHOULD WE BUILD RIGHT TURN LANES?

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

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

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

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

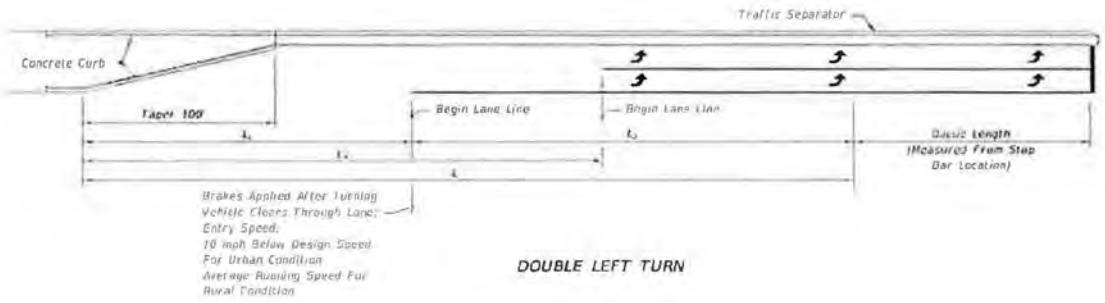
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

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

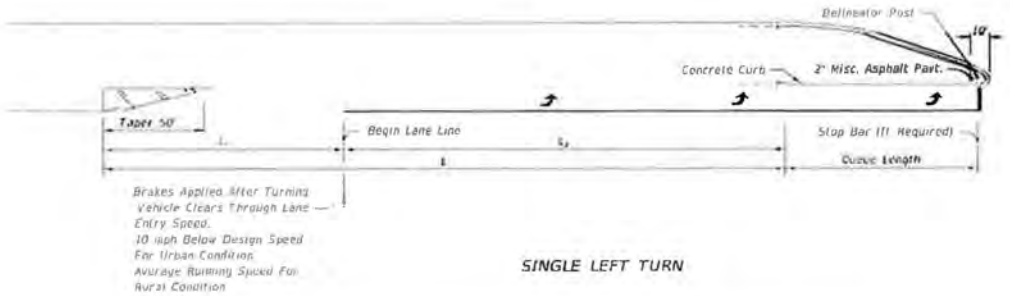
Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

FDOT DESIGN MANUAL EXHIBIT 212-1

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

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

NOT TO SCALE

EXHIBIT 212-1
01/01/2018

An act relating to reclaimed water; amending s. 403.064, F.S.; requiring certain domestic wastewater utilities to submit to the Department of Environmental Protection by a specified date a plan for eliminating nonbeneficial surface water discharge within a specified timeframe; providing requirements for the plan; requiring the department to approve plans that meet certain requirements; requiring the department to make a determination regarding a plan within a specified timeframe; requiring the utilities to implement approved plans by specified dates; providing for administrative and civil penalties; requiring certain utilities to submit updated annual plans until certain conditions are met; requiring domestic wastewater utilities applying for permits for new or expanded surface water discharges to prepare a specified plan for eliminating nonbeneficial discharges as part of its permit application; requiring the department to submit an annual report to the Legislature by a specified date; providing applicability; providing construction; authorizing the department to convene and lead one or more technical advisory groups; providing that potable reuse is an alternative water supply and that projects relating to such reuse are eligible for alternative water supply funding; requiring the department and the water management districts to develop and execute, by a specified date, a memorandum of agreement for the

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

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

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

403.064 Reuse of reclaimed water.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. A domestic wastewater treatment facility that is

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

403.892 Incentives for the use of graywater technologies.—

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

373.4134 Water quality enhancement areas.-

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

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

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

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

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

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

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

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

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

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

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

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

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

(3) WATER QUALITY ENHANCEMENT AREAS.-

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

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

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

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

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

market enhancement credits to third parties.

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

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

(4) WATER QUALITY ENHANCEMENT AREA PERMIT.-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(6) MONITORING AND VERIFICATION.—

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

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

(7) ENHANCEMENT CREDITS.-

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

403.892 Incentives for the use of graywater technologies.—

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

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

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

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

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

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

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

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

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

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

KEN BURKE, CLERK OF COURT
AND COMPTROLLER PINELLAS COUNTY, FL
INST# 2022006362 01/06/2022 04:11 PM
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DocType:GOV RECORDING: $1268.00

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

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

RECITALS

WHEREAS, Developer and Developer's predecessor in interest entered into that certain Development Agreement dated as of April 27, 2009, and recorded on May 4, 2009 in Official Records Book 16573, Page 980, of the Public Records of Pinellas County, Florida; and

WHEREAS, the Pirates Cove Comp Plan Amendment and Rezoning contemplated in the Development Agreement were approved, but the Project has not been developed; and

WHEREAS, Developer and the City have agreed to amend and modify certain terms and provisions contained in the Development Agreement, as more particularly set forth below. Capitalized terms not defined herein shall have the meaning ascribed thereto in the Development Agreement.

NOW, THEREFORE, in consideration of the foregoing, the mutual covenants contained herein and other good and valuable consideration, the receipt, adequacy and sufficiency of which are hereby mutually acknowledged, the parties agree as follows:

1. **Recitals**. The above recitals are true and correct and are incorporated herein by this reference.

2. **Effective Date and Duration**. Section 3 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

> **Effective Date and Duration**. This Development Agreement became effective upon its execution by Developer and the City and final approval of the Pirates Cove Comp Plan Amendment and Rezoning. The term of this Development Agreement shall be for fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement. The term of this Development Agreement may be extended as provided by law.

Maximum Density and Intensity of Proposed Uses.

3. **Project Site Plan**. **Exhibit B** of the Development Agreement is hereby deleted in its entirety and replaced with the **Exhibit B** titled Snug Harbor Concept Plan attached hereto and incorporated herein by reference.

4. **Permitted Development Uses and Building Intensities**. Section 4.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

A. Gandy Center Property/Pirates Cove Property. Allowed density and intensity for upland property includes 15 units per acre residential, 0.55 FAR non-residential uses, and if compliant with the Workforce Housing Plan, 0.2 FAR Intensity Bonus for workforce housing. The proposed project is a mixed use of commercial-restaurant-residential, restaurants and specialty retail, an apartment complex with a maximum of 120 units, and a commercial marina (including a maximum of 45 wet slips and 200 dry slips), which would provide slips for public access and rental. According to the Concept Plan and the Transportation Study provided by the applicants, the Gandy Center and Pirates Cove properties will be redeveloped with 8,000 sq. ft. of restaurant space; a maximum of 120 apartment units; and a 37,800 sq. ft. marina/boat storage with a maximum of 45 wet slips and 200 dry slips. A Certificate of Completion (CC) for the shell of the restaurant shall be obtained prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building on the Gandy Center Property/Pirates Cove Property. Nothing contained herein shall prevent the City from issuing no more than one Temporary Certificate of Occupancy (TCO) for not more than six (6) months for the first multi-family building.

B. Riviera Property. Allowed density and intensity for upland property includes 7.5 units per acre residential, 0.30 FAR non-residential uses and six units per acre density bonus for workforce housing if compliant with the Workforce Housing Plan, or a maximum of 256 residential dwelling units, subject to approval of a Redevelopment Plan, together with a maximum of 225 wet slips which will be accessory to the residential uses on the Property. According to the Conceptual Plan and Transportation Study provided by the applicants, the Riviera property will be redeveloped with a maximum of 256 residential units and a maximum of 225 wet slips.

Height of Proposed Uses. Section 4.C. of the Development Agreement is hereby deleted and replaced with the following: For the purposes of this Development Agreement, height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. In accordance with the CCS-1 and the NPUD-1 zoning designations building height is limited to 48 feet.

5. **Deeds**. **Exhibit C** in Section 4.D. of the Development Agreement is hereby deleted in its entirety and replaced with the **Composite Exhibit C** attached hereto and incorporated herein by reference.

6. **Transportation Analysis**. **Exhibit D** of Section 5 of the Development Agreement is hereby deleted in its entirety and replaced with **Exhibit D** attached hereto and incorporated herein by reference.

7. **Obligations of the Developer**. Section 6 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

> **Obligations of the Developer**. In order to secure approval of the Development Agreement and subject to receiving all necessary governmental approvals and permits, Developer agrees to the following: design, construct or maintain as applicable and as set forth below:
>
> A. Construct a PSTA Bus Stop pad and Shelter on Gandy Boulevard in a location approved by the Pinellas Suncoast Transit Authority and that meets the design requirements of the review and permitting agencies (PSTA/FDOT), prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
>
> B. Construct and maintain internal pedestrian walkway connections to connect the residential dwelling units to the commercial component of the Project consistent with Site Plan requirements;
>
> C. Construct and maintain a public pedestrian connection to the public marina facility and kayak launch, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
>
> D. Construct and maintain a public waterfront boardwalk, which shall be a minimum of six (6) feet wide, installed along the eastern boundary of the Gandy Center Property and the Pirates Cove Property, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
>
> E. Construct and maintain a kayak/canoe launch as generally depicted on the Snug Harbor Concept Plan, prior to issuance of first C.O. for any building in the Gandy Center Property/Pirates Cove Property;
>
> F. Construct those certain transportation improvements as may be required by FDOT, prior to the issuance of the first C.O. for any building which may include:
>
> a. Modify the Gandy Blvd and San Fernando Blvd median opening to a left-in/right-in/right-out and provide an eastbound right turn lane
> b. Close the Gandy Blvd at Project Access A (CBS) median opening and provide an eastbound right turn lane
> c. Modify the Gandy Blvd and RaceTrac median opening to a left-in/right-in/right-out and extend the eastbound left turn lane; and

G. Maintain canal to provide clear access for wet slips for areas in which Developer owns the submerged land.

8. **Land Development Approvals/Permits Required**. Section 8 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Land Development, Building and ROW Permits Required. The local development permits required provide no guarantee that they will be approved by the governing body. The approvals required for the development of the Project on the Project Site include but may not be limited to:

A. Special exception for the CCS-1 (Corridor Commercial Suburban) zoned portion of the Project Site to allow the residential component of such portion to exceed 40% of the total FAR for such portion;

B. City site and construction approvals;

C. Redevelopment plan for the NPUD-1 (Neighborhood Planned Unit Development) zoned portion of the Project Site to allow for construction of 256 residential dwelling units; and

D. Plat or subdivision approvals, including infrastructure construction plan approval.

The Developer shall be entitled to construct the Project in phases, in accordance with a phasing plan. Open space shall be maintained for the Project as required by the City's Land Development Code; however, Developer shall be able to locate such open space areas throughout the Project Site and at locations to be determined and or amended by Developer during the site plan review process.

9. **Applicable City Ordinances and Codes**. Section 9 of the Development Agreement is hereby deleted in its entirety and replaced with the following:

Applicable City Ordinances and Codes. In accordance with §163.3233, Florida Statutes and with Section 16.05 of the City's Land Development Code, all codes, policies and ordinances of the City governing the development of the Project upon the date of execution of this First Amendment shall continue to govern the development of the Project for the duration of this First Amendment, including relevant provisions of the City's Comprehensive Plan.

10. **Notices**. Section 20.A. of the Development Agreement is hereby amended as it relates to notice addresses for the parties:

To the Developer(s): Gandy Harbor I, LLC
Gandy Harbor II, LLC
Gandy Harbor III, LLC
Attention: Deborah Roseman
2840 West Bay Drive
Belleair Bluffs, Florida 33770

and	Key International Management LLC 848 Brickell Avenue, #1100 Miami, Florida 33131
With a copy to:	Trenam Law Attention: C. Graham Carothers, Jr., Esq. 200 Central Avenue, Suite 1600 St. Petersburg, Florida 33701
With a copy to:	Stearns Weaver Miller Weissler Alhadeff & Sitterson, P.A. Attention: S. Elise Batsel, Esq. 401 East Jackson Street, Suite 2100 Tampa, Florida 33602
To the City:	City of St. Petersburg Planning and Development Services Division One 4th Street North St. Petersburg, FL 33701 Attention: Jennifer Bryla, Manager
With a copy to:	City of St. Petersburg City Attorney's Office One 4th Street North St. Petersburg, FL 33701 Attention: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental Matters

11. **Termination**. Paragraph 31.B. of the Development Agreement is hereby deleted in its entirety and replaced with the following:

> The expiration of fifteen (15) years from the Effective Date of the First Amendment to this Development Agreement.

12. **Cancellation**. Section 37 of the Development Agreement is hereby deleted in its entirety.

13. **Recording and Effective Date**. Upon full execution by the parties and no later than fourteen (14) days after final approval of this First Amendment by City Council, the City shall record this First Amendment in the Public Records of Pinellas County, Florida, at the Developer's expense, and shall forward a copy of the recorded First Amendment to the Florida Department of Economic Opportunity. This First Amendment shall become effective upon recordation (the "**Effective Date**").

14. **Deadline for Execution**. The Developer shall execute this First Amendment prior to the date on which the City Council considers this First Amendment for final approval. The City

shall execute this First Amendment no later than fourteen (14) days after final approval by City Council.

15. **Counterparts, Facsimile**. Facsimile or pdf copies of this First Amendment and signatures shall be binding as originals. This First Amendment may be executed in any number of counterparts, each of which shall be effective only upon delivery and thereafter shall be deemed an original, and all of which shall be taken to be one and the same instrument, with the same effect as if all parties hereto had signed the same signature page. Any signature page of this First Amendment may be detached from any counterpart of this First Amendment without impairing the legal effect of any signatures thereon and may be attached to another counterpart of this First Amendment identical in form hereto but having attached to it one or more additional signature pages.

16. **Conflict.** In the event of any direct conflict between the terms and provisions of this First Amendment and the terms and provisions of the Development Agreement, the terms and provisions of this First Amendment shall control. To the extent that there shall be no such direct conflict, the Development Agreement shall remain in full force and effect and the parties hereto hereby ratify same. Developer and City have jointly negotiated and drafted this First Amendment and it shall not be interpreted against either party as the drafter thereof. All rules of contract interpretation included in the Development Agreement are applicable to this First Amendment.

17. **Capitalized Terms.** All capitalized terms not defined herein shall have the meanings given to them in the Development Agreement.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

This First Amendment has been executed by the Developer and the City as of the Effective Date.

Signed, sealed and delivered in the presence of:

WITNESSES:

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

DEVELOPER:

GANDY HARBOR I, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

GANDY HARBOR II, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

Tracy Beller
Print Name: Tracy Beller

Frank Falcone
Print Name: Frank Falcone

GANDY HARBOR III, LLC, a Florida limited liability company

By: Deborah Rosenay Member
Print Name:
Title: Member

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means of (check one) [X] physical presence or [ ] online notarization, this 16 day of Nov, 2021, by Deborah Roseman, as Managing Member of GANDY HARBOR I, LLC, GANDY HARBOR II, LLC, and GANDY HARBOR III, LLC, each a Florida limited liability company, on behalf of said companies, who (check one):

☐ is/are personally known to me, or

☒ who has/have produced FL DL as identification.

(Notary Seal)

Notary Public - (Signature

CRYSTAL STEELE
MY COMMISSION # HH 115719
EXPIRES: July 6, 2025
Bonded Thru Notary Public Underwriters

CITY OF ST. PETERSBURG, FLORIDA

By: _____

Print: Elizabeth Abernethy

Title: Director, Planning & Development Services

ATTEST

_____, Acting Clerk
City Clerk

(for)

(SEAL)

Approved as to Form and Content:

_____
City Attorney (Designee)

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CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Corey Malyszka, Zoning Official

FROM: Tom Whalen, Planner III, Transportation and Parking Management Department

DATE: November 2, 2022

SUBJECT: Transportation Analysis for Second Amendment to Development Agreement relating to the Snug Harbor Development Agreement

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The Transportation and Parking Management ("Transportation") Department has reviewed the Transportation Analysis, dated August 2022, for the revised site plan for the proposed mixed-use development located at 1200 Gandy Boulevard. The applicant submitted a Transportation Analysis, dated June 2021, for the approved site plan. The revised site plan is anticipated to generate more a.m. and p.m. peak hour trips than the approved site plan. The Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The intersection of Gandy Boulevard and Snug Harbor Road will need to be further evaluated during the permitting process if the revised site plan is approved.

The applicant is proposing a decrease in the number of townhomes, from 80 to 52, and an increase in the number of multi-family units, from 296 to 418. The size of the high-turnover restaurant and number of slips in the marina will remain the same. The applicant utilized the 10th Edition of the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" in the June 2021 report and the 11th Edition of this manual in the August 2022 report. The Transportation Department reevaluated the a.m. peak hour and p.m. peak hour trip generation projections for the adopted development scenario by utilizing the 11th Edition of the Trip Generation Manual. The projected a.m. peak hour trips increased for the adopted site plan but are less than the projected a.m. peak hour trips for the revised site plan. The projected p.m. peak hour trips decreased for the adopted site plan. Since the revised site plan is anticipated to generate more a.m. peak hour trips than the adopted site plan would under the same edition of the Trip Generation Manual, a full evaluation of the updated Transportation Analysis is needed.

The following analyses for the a.m. and p.m. peak hours are a comparison of the June 2021 traffic study for the approved site plan (not adjusted for new ITE data) to the August 2022 traffic study for the revised site plan. For the a.m. peak hour, the increase in trips is more significant (72 more total trips, including 13 more trips entering the site and 59 more trips exiting the site). These additional

trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The most significant impact on the road network is the increase in outbound vehicles (19) traveling north on Snug Harbor Road to make a left turn or right turn at Gandy Boulevard, which is an unsignalized intersection. Left turn movements are projected to increase from 37 to 53 (16) and new left-turning vehicles from the development will exceed background left-turning vehicles (i.e., vehicles that are already on the road network and not associated with the development). Volume-to-capacity ratios for the northbound left-turn and right-turn movements will remain acceptable (0.69), but delays per vehicle will increase since there is one northbound lane at this intersection. In our previous review, the Transportation Department stated that the applicant shall coordinate with Pinellas County staff to further evaluate the Snug Harbor Road/Gandy Boulevard intersection during the permitting process. This requirement will not change. Coordination with FDOT may also be needed since Gandy Boulevard is a state road.

The revised site plan is projected to generate 29 more p.m. peak trips (17 more trips entering the site and 12 more trips exiting the site) than the approved site plan (not adjusted for new ITE data as previously noted). These additional trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The outbound trips traveling north on Snug Harbor Road at Gandy Boulevard will remain the same. The volume-to-capacity ratios for the northbound left-turn and right-turn movements on Snug Harbor Road at Gandy Boulevard are near capacity (0.97), so this is another reason to further evaluate this intersection during the permitting process if the revised site plan is approved.

As noted in the first paragraph, the Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The proposed modifications on Gandy Boulevard for the approved site plan include the following:

- provide a 350-foot eastbound right-turn lane and extend the existing westbound left-turn lane to 450 feet at San Fernando Boulevard;
- provide a 300-foot eastbound right-turn lane at Access A; and
- provide a 610-foot eastbound left-turn lane at the RaceTrac driveway.

The lengths of the turn lanes do not need to be increased based on the additional a.m. and p.m. peak hour trips.

In conclusion, the Transportation Department has determined that the revised site plan is acceptable from a traffic impact perspective, but we believe there is a greater need to further evaluate the Gandy Boulevard/Snug Harbor Road intersection during the permitting process if the revised site plan is approved. Please let me know if you have any questions about the Transportation Department's review of the Transportation Analysis for the revised site plan.

CITY OF ST. PETERSBURG
COMMUNITY PLANNING & PRESERVATION COMMISSION
PUBLIC HEARING

Council Chambers, City Hall **November 8, 2022**
175 – 5th Street North **Tuesday**
St. Petersburg, Florida 33701 **2:00 P.M.**

MINUTES

Present:	Sharon Winters, Chair Lisa Wannemacher, Vice Chair Valarie Nussbaum-Harris E. Alan Brock, Alternate Will Michaels, Alternate
Commissioners Absent:	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

Request: Second Amendment to the Development Agreement

City Staff Presentation:

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

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 south-southwest. 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,

12/20/22

Efrem Sanchez

St. Petersburg Resident and Homeowner

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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.

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CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Corey Malyszka, Zoning Official

FROM: Tom Whalen, Planner III, Transportation and Parking Management Department

DATE: November 2, 2022

SUBJECT: Transportation Analysis for Second Amendment to Development Agreement relating to the Snug Harbor Development Agreement

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The Transportation and Parking Management ("Transportation") Department has reviewed the Transportation Analysis, dated August 2022, for the revised site plan for the proposed mixed-use development located at 1200 Gandy Boulevard. The applicant submitted a Transportation Analysis, dated June 2021, for the approved site plan. The revised site plan is anticipated to generate more a.m. and p.m. peak hour trips than the approved site plan. The Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The intersection of Gandy Boulevard and Snug Harbor Road will need to be further evaluated during the permitting process if the revised site plan is approved.

The applicant is proposing a decrease in the number of townhomes, from 80 to 52, and an increase in the number of multi-family units, from 296 to 418. The size of the high-turnover restaurant and number of slips in the marina will remain the same. The applicant utilized the 10th Edition of the Institute of Transportation Engineers' (ITE') "Trip Generation Manual" in the June 2021 report and the 11th Edition of this manual in the August 2022 report. The Transportation Department reevaluated the a.m. peak hour and p.m. peak hour trip generation projections for the adopted development scenario by utilizing the 11th Edition of the Trip Generation Manual. The projected a.m. peak hour trips increased for the adopted site plan but are less than the projected a.m. peak hour trips for the revised site plan. The projected p.m. peak hour trips decreased for the adopted site plan. Since the revised site plan is anticipated to generate more a.m. peak hour trips than the adopted site plan would under the same edition of the Trip Generation Manual, a full evaluation of the updated Transportation Analysis is needed.

The following analyses for the a.m. and p.m. peak hours are a comparison of the June 2021 traffic study for the approved site plan (not adjusted for new ITE data) to the August 2022 traffic study for the revised site plan. For the a.m. peak hour, the increase in trips is more significant (72 more total trips, including 13 more trips entering the site and 59 more trips exiting the site). These additional

trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The most significant impact on the road network is the increase in outbound vehicles (19) traveling north on Snug Harbor Road to make a left turn or right turn at Gandy Boulevard, which is an unsignalized intersection. Left turn movements are projected to increase from 37 to 53 (16) and new left-turning vehicles from the development will exceed background left-turning vehicles (i.e., vehicles that are already on the road network and not associated with the development). Volume-to-capacity ratios for the northbound left-turn and right-turn movements will remain acceptable (0.69), but delays per vehicle will increase since there is one northbound lane at this intersection. In our previous review, the Transportation Department stated that the applicant shall coordinate with Pinellas County staff to further evaluate the Snug Harbor Road/Gandy Boulevard intersection during the permitting process. This requirement will not change. Coordination with FDOT may also be needed since Gandy Boulevard is a state road.

The revised site plan is projected to generate 29 more p.m. peak trips (17 more trips entering the site and 12 more trips exiting the site) than the approved site plan (not adjusted for new ITE data as previously noted). These additional trips will be distributed amongst the project driveways and roadway intersections. The modified road network is anticipated to be able to accommodate these additional trips. The outbound trips traveling north on Snug Harbor Road at Gandy Boulevard will remain the same. The volume-to-capacity ratios for the northbound left-turn and right-turn movements on Snug Harbor Road at Gandy Boulevard are near capacity (0.97), so this is another reason to further evaluate this intersection during the permitting process if the revised site plan is approved.

As noted in the first paragraph, the Transportation Department concurs with the traffic consultant that the access modifications on Gandy Boulevard developed for the approved site plan will adequately serve the revised site plan. The proposed modifications on Gandy Boulevard for the approved site plan include the following:

- provide a 350-foot eastbound right-turn lane and extend the existing westbound left-turn lane to 450 feet at San Fernando Boulevard;
- provide a 300-foot eastbound right-turn lane at Access A; and
- provide a 610-foot eastbound left-turn lane at the RaceTrac driveway.

The lengths of the turn lanes do not need to be increased based on the additional a.m. and p.m. peak hour trips.

In conclusion, the Transportation Department has determined that the revised site plan is acceptable from a traffic impact perspective, but we believe there is a greater need to further evaluate the Gandy Boulevard/Snug Harbor Road intersection during the permitting process if the revised site plan is approved. Please let me know if you have any questions about the Transportation Department's review of the Transportation Analysis for the revised site plan.

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 (Nancy.Davis@stpete.org) 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'.

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 dedication of 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 Ljudmila.Knezevic@stpete.org or Martha.Hegenbarth@stpete.org .

City infrastructure maps are available via email request to ECID@stpete.org. 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 newconstruction@duke-energy.com .

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 "Uniform Traffic Control Devices for Streets and Highways" and "Roadways and Traffic Design Standards" 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 is located be less than an elevation of 103 feet according to City datum. *It is noted that meeting required 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 –