

BOARD OF COUNTY COMMISSIONERS

DATE: May 7, 2013

AGENDA ITEM NO. 2

Consent Agenda ☐

Regular Agenda ☐

Public Hearing ☒

County Administrator's Signature

Subject:

Proposed Regular Amendment to the Countywide Future Land Use Plan (FLUP)

Department:

Strategic Planning and Initiatives

Staff Member Responsible:

Larry Arrington, Director

Recommended Action:

IT IS RECOMMENDED THE BOARD OF COUNTY COMMISSIONERS (BOARD), SITTING AS THE COUNTYWIDE PLANNING AUTHORITY (CPA), APPROVE CASE CW 13-2 OF THE CITY OF SAFETY HARBOR WITH CONDITIONS, AND INCLUSIVE OF SEPARATE AND ADDITIONAL RECOMMENDATIONS.

Summary Explanation/Background:

The Board has received a proposed regular amendment to the FLUP that has been reviewed by the Pinellas Planning Council (PPC). Case CW 13-2 is a submittal by the City of Safety Harbor for 34.6 acres located at 1585 10th Street South (S.R. 590) and generally to the northeast of the intersection of 10th Street South (S.R. 590) and McMullen-Booth Road from Industrial Limited, Residential/Office Limited, Residential Low (up to 5 units an acre), Residential Urban (up to 7 1/2 units an acre), Preservation, and Water/Drainage Feature Overlay to Residential Medium (up to 15 units an acre), Residential/Office Limited, Preservation, and Water/Drainage Feature Overlay. The southern portion of the site that fronts S.R. 590 is designated Industrial Limited and is currently developed with the Firmenich citrus processing plant; the company decided to relocate their operations to Polk County. The remainder of the site is unimproved and contains woods and some wetlands. The proposal is to redevelop the property with a 246-unit apartment complex that will front S.R. 590 and an office building that will front McMullen-Booth Road. A development agreement has been submitted in conjunction with the amendment that would limit the development density and intensity on the site and outlines additional key provisions of the site redevelopment. The development agreement includes a concept plan detailing the project layout and design.

The proposed amendment, if approved, would result in a 15.8-acre reduction in land designated as Industrial Limited on the Countywide Plan Map. That portion of the subject area that is designated as Industrial Limited has been used historically as a citrus processing plant. Thirty years ago, the site was part of a concentration of land planned for industrial use near the intersection of McMullen-Booth Road and SR 590. The industrial land near this intersection has since been reduced to approximately 38 acres through several amendments to the Countywide Plan Map over the years, and today, in addition to the subject area, the only other properties in the area designated for industrial use are situated immediately south and west of the subject area in Safety Harbor, and to the southwest on the west side of McMullen-Booth Road in Clearwater. Pinellas by Design, a countywide planning study that was completed in 2005, discussed the need for Industrial Limited lands in Pinellas County, and identified existing and potential employment districts with suitable or potentially suitable characteristics for target employment activity. The 15.8 acres of Industrial Limited property proposed for amendment is not located within either an existing or a potential employment district in Pinellas by Design.

The Countywide Plan recognizes the importance of ensuring that Pinellas County has adequate industrially-designated land to support industries targeted for growth in Pinellas County that are vital to the local economy. In addition to the Countywide Plan, the PPC adopted Resolution No. 06-3 to provide guidance when making a recommendation to the CPA on a proposed amendment from Industrial Limited. It is the position of County staff that the portion of the subject area designated Industrial Limited would be an appropriate location for a target employment industrial use (with appropriate site planning) given the site's size, access to adequate public services and facilities, and its relationship to surrounding uses. While certain target employment industries would be compatible with nearby land uses, the site's current land use and zoning designations, however, permit a range of industrial uses that include activities that could have negative impacts on adjacent residential uses. The proposed amendment would replace the Industrial Limited designation with Residential Medium (RM) and Preservation land use designations. The proposed RM category would serve as a transition from the nonresidential designations along McMullen-Booth Road to the single-family neighborhoods to the east and north. The Preservation designation would provide a wide vegetative buffer between any future multi-family development on the site and the adjacent single-family homes to the east and north. Furthermore, the proposed amendment also includes an accompanying development agreement that provides additional limitations on any multi-family development, such as limiting the number of units to 246 and establishing maximum building heights.

The PPC reviewed this amendment at their April 10, 2013 meeting and, after considerable discussion, recommended approval of the proposed amendment by a vote of 8 to 5, subject to enumerated conditions, along with separate and additional recommendations. The criteria in Resolution No. 06-3 and the Countywide Plan position statement and strategies to limit the conversion of parcels designated as Industrial Limited to another designation were considered by the PPC in discussing this case. While County staff feels that if the site retained its Industrial Limited designation it would be a suitable location for certain target employment industries, it is also acknowledged, as discussed above, that the area has changed over the past 30 years and that there are current conditions that lend support for amending the industrial portion of the subject area to Residential Medium and Preservation. One of the conditions of approval recommended by the PPC is that special consideration be given to attracting a target industry business to the majority of the office development site on McMullen-Booth Road. Pinellas County Economic Development has indicated its willingness to work with the City and the property owner to make this condition a reality, which will partially offset the loss of industrial acreage should the amendment be approved. After weighing the relevant planning considerations, County staff concurs with the PPC recommendation to approve the proposed amendment, subject to the following conditions: 1) the amendment be considered an exception to the Scenic/Non-Commercial Corridor "Residential" Subclassification; 2) the accompanying development agreement; and 3) the majority of the office development site be given special consideration with respect to attracting a compatible business meeting one of the PPC's target industry clusters as identified in "The Target Employment and Industrial Lands Study." Separately and in addition, the PPC has recommended: 1) that the City of Safety Harbor give special consideration to the improvement of the office development site with respect to the buffering and landscaping guidelines of the Scenic/Non-Commercial Corridor Master Plan, and 2) the City of Safety Harbor give special consideration to maintaining the Industrial land use designation for the area south of 10th Street South (S.R. 590).

Fiscal Impact/Cost/Revenue Summary:

None

Exhibits/Attachments Attached:

Ordinance
PPC Documentation

TO: The Honorable Chairman and Members of the Board of County Commissioners, in Your Capacity as the Countywide Planning Authority

THROUGH: Robert S. LaSala, County Administrator

FROM: Michael C. Crawford, Interim Executive Director
Pinellas Planning Council

SUBJECT: May 7, 2013 Countywide Planning Authority Agenda
Part I – Public Hearing Agenda Re: Regular Plan Map Amendment

DATE: May 7, 2013

RECOMMENDATION: THE PINELLAS PLANNING COUNCIL RECOMMENDS THE BOARD, IN YOUR CAPACITY AS THE COUNTYWIDE PLANNING AUTHORITY, APPROVE CASE CW 13-2 SUBJECT TO THE FOLLOWING ENUMERATED CONDITIONS, AND INCLUSIVE OF THE SEPARATE AND ADDITIONAL RECOMMENDATIONS:

- 1) The amendment be considered an exception to the Scenic/Noncommercial Corridor “Residential” subclassification;
- 2) The accompanying Development Agreement; and
- 3) The majority of the office development site shall be given special consideration with respect to attracting a compatible business meeting one of Pinellas Planning Council’s Target Industry Clusters as identified in the *Target Employment and Industrial Lands Study*.

Separately and in addition; 1) It is recommended that the City of Safety Harbor give special consideration to the improvement of the office development site with respect to the buffering and landscaping guidelines of the Scenic/Noncommercial Corridor Master Plan; and 2) that the City of Safety Harbor give special consideration to maintaining the Industrial Land Use designation for the area south of 10th St. S. (SR 590).

DISCUSSION: The Countywide Planning Authority has received one case concerning regular amendment of the Countywide Plan Map as described below:

Case CW 13-2 – City of Safety Harbor:

34.6 acres m.o.l., located at 1585 – 10th Street S. (S.R. 590) and generally to the northeast of the intersection of 10th St. S. (SR 590) and McMullen Booth Rd., proposed to change from Industrial Limited, Residential/Office Limited, Residential Low, Residential Urban, Preservation, and Water/Drainage Feature Overlay to Residential Medium, Residential/Office Limited, Preservation, and Water/Drainage Feature Overlay.

This proposed amendment is submitted by the City of Safety Harbor and seeks to reclassify nine parcels totaling 34.6 acres of land from Industrial Limited (15.8 acres), Residential/Office Limited (5.1 acres), Residential Low (5.0 acres), Residential Urban (6.0 acres), Preservation (2.7 acres), and Water/Drainage/Feature Overlay to Residential Medium (21.5 acres), Residential/Office Limited (2.8 acres), Preservation (10.3 acres), and Water/Drainage Feature Overlay.

A development agreement has been submitted in conjunction with the requested amendment. This agreement limits the development density and intensity on the site and outlines additional key provisions of the site redevelopment. (See Attachment 2). The development agreement is accompanied by a concept plan detailing the project design.

Additionally, the proposed amendment has been reviewed against PPC Resolution 06-3, adopted by the PPC at their May 17, 2006 meeting.

Resolution 06-3 recognizes the importance of land designated Industrial Limited and/or Industrial General for providing employment for essential and targeted industries vital to the economy of Pinellas County. The Resolution further provides that Countywide Plan Map amendments that propose to convert land designated Industrial Limited and/or Industrial General to another category be evaluated consistent with the position statements and strategies of the Countywide Plan and the *Economic Development and Redevelopment Plan for the Pinellas Community (Pinellas by Design)*. See Attachment 1 for analysis of this site relevant to Resolution 06-3.

The Pinellas Planning Council, by a vote of 8-5, voted approval of Case CW 13-2, subject to:

- 1) The amendment be considered an exception to the Scenic/Non-Commercial Corridor “Residential” subclassification;**
- 2) The accompanying Development Agreement; and**
- 3) The majority of the office development site shall be given special consideration with respect to attracting a compatible business meeting one of Pinellas Planning Council’s Target Industry Clusters as identified in the *Target Employment and Industrial Lands Study*.**

Additionally, the Council approved the separate and additional recommendations:

- 1) It is recommended that the City of Safety Harbor give special consideration to the improvement of the office development site with respect to the buffering and landscaping guidelines of the Scenic/Noncommercial Corridor Master Plan; and**
- 2) that the City of Safety Harbor give special consideration to maintaining the Industrial Land Use designation for the area south of 10th St. S. (SR 590).**

With this transmittal, the complete record of the public hearing held by the Pinellas Planning Council on this case is on file with the Clerk and is available for review by the Board or any interested party.

ORDINANCE NO. 13-_____

AN ORDINANCE AMENDING THE COUNTYWIDE FUTURE LAND USE PLAN OF PINELLAS COUNTY, FLORIDA, BY ACTION ON CASE NUMBER CW 13-2 INITIATED BY THE CITY OF SAFETY HARBOR AND TRANSMITTED TO THE BOARD IN ACCORDANCE WITH THE SPECIAL ACT; PROVIDING FOR AMENDMENT TO THE PLAN; PROVIDING FOR SEVERABILITY; PROVIDING FOR FILING OF THE ORDINANCE; PROVIDING FOR OTHER MODIFICATIONS THAT MAY ARISE FROM REVIEW OF THE ORDINANCE AT THE PUBLIC HEARINGS AND WITH RESPONSIBLE AUTHORITIES; AND PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, a proposed amendment to the Countywide Future Land Use Plan, which is an element of the Countywide Comprehensive Plan of Pinellas County, Florida, has been presented at a public hearing to the Board of County Commissioners in their capacity as the Countywide Planning Authority; and

WHEREAS, notices of public hearings have been accomplished as required by Chapter 73-594, Laws of Florida, as amended; and

WHEREAS, procedures of the Special Act and County Charter have been followed concerning the Pinellas Planning Council and the Countywide Planning Authority for a proposed amendment to the Countywide Future Land Use Plan and for a proposed amendment to an adopted Special Area Plan; and

WHEREAS, the City of Safety Harbor initiated a proposed amendment which was considered at a public hearing by the Pinellas Planning Council on April 10, 2013, with recommendations made by the Council that are documented in the Council reports referred to as Exhibit A; and

WHEREAS, the Board has conducted a public hearing and taken action that is documented by ordinance for approvals or partial approvals and partial denials and by resolution for denials, with both documents including the relevant Council reports as attached; and

NOW, THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pinellas County, Florida, acting as the Countywide Planning Authority in regular meeting duly assembled on May 7, 2013, as follows:

Section 1 - Amending the Countywide Future Land Use Plan

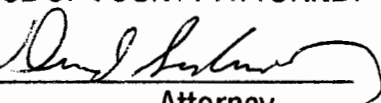
The Countywide Future Land Use Plan for Pinellas County adopted in Section 3(a) of Ordinance 89-4 is amended to reflect the change adopted as follows:

#CW 13-2 34.6 acres located at 1585 10th Street South (S.R. 590) and generally to the northeast of the intersection of 10th Street South (S.R. 590) and McMullen-Booth Road, from Industrial Limited, Residential/Office Limited, Residential Low, Residential Urban, Preservation, and Water/Drainage Feature Overlay to Residential Medium, Residential/Office Limited, Preservation, and Water/Drainage Feature Overlay, subject to the following conditions: 1) the amendment be considered an exception to the Scenic/Non-Commercial Corridor "Residential" Subclassification; 2) the accompanying development agreement; and 3) the majority of the office development site shall be given special consideration with respect to attracting a compatible business meeting one of Pinellas Planning Council's target industry clusters as identified in "The Target Employment and Industrial Lands Study".

Section 2. Severability If any Section, Subsection, sentence, clause, phrase, or provision of this Ordinance is for any reason held invalid or unconstitutional by a Court of Competent Jurisdiction, such holding shall not be construed to render the remaining provisions of this Ordinance invalid or unconstitutional.

Section 3. Filing of Ordinance; Effective Date A certified copy of this ordinance shall be filed with the Secretary of State with the Ordinance and Exhibit A to be filed with the Clerk of the Circuit Court. This Ordinance shall take effect upon filing with the Department of State.

APPROVED AS TO FORM
OFFICE OF COUNTY ATTORNEY

By 
Attorney

Case CW 13-2
City of Safety Harbor

CORRESPONDENCE RECEIVED PRIOR TO PPC MEETING

Shoemaker, Carolyn

From: Shoemaker, Carolyn
Sent: Friday, April 05, 2013 8:33 AM
To: Commissioner Harriet K. Crozier; 'Commissioner John Morroni'; 'Commissioner Marvin Shavlan'; 'Councilman Jim Kennedy'; Councilmember Doreen Hock-DiPolito; 'Interim Executive Director Michael C. Crawford'; 'Mayor Dave Eggers'; 'Mayor David O. Archie'; 'Mayor Doug Bevis'; 'Mayor Joe Ayoub'; 'Mayor Sam Henderson'; School Board Member Peggy O'Shea; 'Vice Mayor Cookie Kennedy'; 'Vice Mayor Jerry A. Mullins'
Subject: FW: [BULK] Pinellas County Planning Council and the County wide Planning Authority
Attachments: PinellasCountyLetter.docx

Importance: Low

This is being forwarded to you re: Case CW 13-2 from the City of Safety Harbor scheduled for public hearing on April 10, 2013.

CAROLYN SHOEMAKER
ADMINISTRATIVE SECRETARY
PINELLAS PLANNING COUNCIL
310 COURT STREET
CLEARWATER, FL 33756-5137
PH: 727.464.8250 FAX: 727.464.8212
WWW.PINELLASPLANNINGCOUNCIL.ORG

Please note: All government correspondence is subject to the public records law.

From: Debra Chmara [<mailto:deb@chmara.net>]
Sent: Friday, April 05, 2013 8:33 AM
To: Shoemaker, Carolyn
Subject: [BULK] Pinellas County Planning Council and the County wide Planning Authority
Importance: Low

Hi Carolyn,

The attached letter is to the Pinellas County Planning Council and the county wide Planning Authority, could you please forward the letter to the council for me, before the council meeting scheduled for April 10th.

Thank you
Debbie Chmara
871 Harbor Hill Dr.
Safety Harbor, FL 34695
727-724-5719

Debra Chmara
871 Harbor Hill Dr.
Safety Harbor, FL 34695
727-724-5719

April 5, 2013

To the Pinellas County Planning Council,

On April 10th you will be presented with a request to approve a rezoning of the Ferminich Property on County Rd. 590 and McMullen booth road in Safety Harbor. As I will not be able to attend this meeting, I wanted to make my opinion known to the council.

I am against the proposed rezoning of this property for the project that the Richmond Group is presenting as I believe the project will over populate the Ferminich property. The property in question borders my property and while I am not opposed to building on the property I believe the total unit count of the project should be reduced to fewer than 200 units. I would ask the council to disapprove the requested rezoning for this project.

While reading land use documentation published by the county, four points should be considered when approving a rezoning of the property.

- 1) Compatibility with adjacent properties
- 2) The Impact on the transportation system
- 3) Environmental Concerns
- 4) Values of the adjacent properties

The property is currently zoned light industrial, there are not many light industrial properties in the area and rezoning the property would leave one less property available for light industrial use. Light industrial use would increase local area jobs by employing more people than the Richmond Group property management team. The light industrial site is compatible with properties across the street on 590. Apartment complexes are not compatible with the single family housing that borders the exiting property on 2 sides.

Traffic is a concern with the rezoning of this property. A 249 unit apartment complex with market rate rental cost will probably be rented to working couples or individuals. This could potentially add 300 – 400 additional cars during rush hour traffic to the intersection of 590 and McMullen Booth. The intersection of McMullen Booth and 590 has failed a recent traffic study.

The proposed project by the Richmond Group is an apartment complex of 249 units on 34 acres; buildings would be placed on 21 acres of the property. This property has a large area of wetlands that

will not be able to be built on, and is home to wildlife that could be misplaced. Before this rezoning is approved, an environmental study should be done to ensure there is not an adverse impact on the environment.

There are many apartment complexes within 3 miles of the Ferminich property. The apartment complexes are built on open areas that do not border single home residential properties. As a property owner that just finished my process of looking for and buying a new home, I am not sure how having an apartment complex in your back yard will not impact the values of your home. I am not a real estate agent but know that if an apartment complex bordered a property I was looking at it would have deterred me from purchasing that home. This could impact the rebound of the housing market in Safety Harbor.

Thank you for your time.

Debra Chmara

Shoemaker, Carolyn

From: Shoemaker, Carolyn
Sent: Monday, April 08, 2013 11:41 AM
To: Commissioner Harriet K. Crozier; 'Commissioner John Morroni'; 'Commissioner Marvin Shavlan'; 'Councilman Jim Kennedy'; Councilmember Doreen Hock-DiPolito; 'Interim Executive Director Michael C. Crawford'; 'Mayor Dave Eggers'; 'Mayor David O. Archie'; 'Mayor Doug Bevis'; 'Mayor Joe Ayoub'; 'Mayor Sam Henderson'; School Board Member Peggy O'Shea; 'Vice Mayor Cookie Kennedy'; 'Vice Mayor Jerry A. Mullins'
Subject: FW: Richman Group Development Plan/Firmenich Property/Safety Harbor
Attachments: Letter to P&Z Board re Richman Group Proposal.pdf; Concerns & Solutions with Consents.docx; Petition Letter.docx; Petition Signatures.pdf; Petition Comments PDF.pdf

This is being forwarded to you at Ms. Blood's request, regarding Case CW 13-2, City of Safety Harbor, on the PPC agenda for April 10.

CAROLYN SHOEMAKER
ADMINISTRATIVE SECRETARY
PINELLAS PLANNING COUNCIL
310 COURT STREET
CLEARWATER, FL 33756-5137
PH: 727.464.8250 FAX: 727.464.8212
WWW.PINELLASPLANNINGCOUNCIL.ORG

Please note: All government correspondence is subject to the public records law.

From: Sandy Blood [<mailto:seblood@hotmail.com>]
Sent: Monday, April 08, 2013 10:52 AM
To: Shoemaker, Carolyn
Subject: Richman Group Development Plan/Firmenich Property/Safety Harbor

Good Morning Members of the Pinellas County Planning Council and Pinellas County Board of County Commissioners,

As a representative of the Work Group who are opposed to the Richman Group of Florida's Development Plan as submitted, I have been asked to forward documentation for your review for the upcoming Pinellas County meetings. Attached, please find the following:

1. Letter to City of Safety Harbor Planning & Zoning Board presented during the October 10, 2012 meeting. This letter challenges the conclusions published in the "Consolidated Staff Evaluation and Report."
2. Letter to Safety Harbor Community Development Director and City Commissioners outlining our concerns and solutions regarding the Richman Group of Florida proposed Development Agreement. We received consents from 109 individual residents endorsing the recommendations. The workgroup planned on reviewing these suggestions with Council and Richman Group representatives during a workshop that was held on November 19, 2012; however, it was determined at the beginning of the workshop that the meeting would be closed and conversation was only between Council and Richman Group representatives. Thus, residents were not able to discuss concerns and suggestions with Safety Harbor Council or Richman Group of Florida.
3. Petition that was developed electronically.

4. Petition Signatures, 298.

5. Petition Comments.

Thank you in advance for your review and consideration.

Sincerely,

Sandy Blood
879 Harbor Hill Drive
Safety Harbor, FL 34695
727/483-1068

October 10, 2012

City of Safety Harbor Planning and Zoning Board
750 Main St.
Safety Harbor, FL 34695

Re: The Richman Group of Florida, Inc. Requests

Mr. McLachlan and members of the Planning and Zoning Board:

We, the residents of the Wilder Oaks Community named below herein challenge the conclusions published in the "Consolidated Staff Evaluation and Report" by the staff of the City of Safety Harbor's Planning and Zoning Board in its review of:

1. Approval of a Development Agreement for a 296-unit apartment complex with buildings not to exceed four stories or 55 ft. in height and 37,900 sq. ft. of retail/office/service use(s) not to exceed two stories or 35 feet in height on the 34.6 acres of property;
2. Amendment of the City's Future Land Use Map from Industrial Limited (IL), Residential/Office Limited (ROL), Residential Low (RL), and Residential Urban (RU) to Residential Medium (RM), Residential/Office/Retail (ROR) and adjustment of the Preservation (P) boundary; and
3. Amendment of the City's Zoning Atlas from Light Industrial (M-1), General Office (GO), Planned Development District (PDD), and Conditional Mix Residential (R-3) to Residential Medium (RM); Restricted Commercial (C1-A); and Public and Conservation (P). Location: 1585 10th Street South & Adjacent Vacant Land Site Area: 34.6 acres

The Planning and Zoning Board's approval of the proposed Land Use Zoning and Development Agreement would be inappropriate due to non-conformance with the Board's published Standards for Review. Specifically:

1. Reference Consolidated Staff Evaluation and Report Section 2: The proposed future land use pattern on the subject property is incompatible with the locational characteristics defined in the City's Comprehensive Plan. The Residential Medium Classification is defined in part as an area "*in close proximity and accessed by arterial and thoroughfare roadways*". The development agreement proposes to access the subject property via State Road 590, which is classified as a *collector street* at this address.
2. The Planning and Zoning Board lacks critical information necessary to re-zone the subject property:
 - a. In its Consolidated Staff Evaluation and Report Section 3:
 - i. Future Land Use Element:
 1. The staff comments that, "a comparison of traffic impacts under the existing and proposed future land uses on the site shows that the potential number of trips that could be generated on the property would be reduced by 23 percent". The traffic impact of potential future Light Industrial development to which this comparison is drawn is the subject of speculation; it is inappropriate to grant the Developer's request on the basis of, "it could be

worse”. Further, “Section 5.4.11 of the Development Agreement requires the Developer to pay the cost of a Traffic Impact Study...” A rational determination of compliance with the City’s Comprehensive Plan cannot be made absent the results of that study.

2. The Staff comments that “extensive” landscape buffers will be provided, which are quantified as seventy-five feet along the eastern property boundary in the subject proposal; the extent of the visual buffer remaining between single-family residences and 55ft apartment structures is a matter of speculation pending completion of the tree survey. It is inappropriate to grant the Developer’s request absent the information necessary to judge sufficiency of the buffer between otherwise incompatible uses.
3. Reference Standards for Review, 5. The proposed zoning classification will create an isolated district unrelated to the Scale and Character of adjoining properties. By the Developer’s admission, “The relative difference in scale and character between the apartment buildings provided for by the Development Agreement and neighboring single-family homes *is a compatibility issue that will need to be weighed against the environmental benefits of maximizing open space and natural features on the site.*” We understand this statement to mean that the developer judges the project to be in conflict with the standards of the zoning and planning board and that he attempts to obfuscate that fact by diverting the Board’s attention away from its obligation to consider *the creation of an isolated district unrelated to the scale and character of adjoining uses.* This is equivalent to the famous movie quote, “never mind the man behind the curtain.” Fifty-five foot structures adjoining fifteen to twenty-five-foot single-family homes can only be interpreted as “unrelated in scale and character.”
4. The Consolidated Staff Evaluation and Report would lead the Board to make its recommendations based on opinions unsupported by critical analysis.
 - a. Reference Section III (Consistency Review) B.2.:
 - i. The staff opines that “increased setbacks that can be used to achieve a compatible layout and design with the site and its surrounding context”. This is an opinion with which the neighbors of the site disagree.
 - ii. Further, the staff opines that “The conversion of industrial land to a residential land use classification increases the compatibility of the site with neighboring uses.” This argument is deceptive in that no specific future industrial uses are available for comparison. It is inappropriate to measure the subject proposal against an unknown entity.
 - iii. Reference Consolidated Staff Evaluation and Report Section III (Consistency Review) B.3.: The report states that “the proposed future land use amendment and rezoning will convert existing industrial land use to a multi-family residential classification that is more compatible with adjacent single-family neighborhoods than the present use.” Again, this argument compares a specific

proposal to an unknown concept that may be more compatible than the present use. We submit that granting of a Residential Low (RL) or Residential Urban (RU) land use classifications would be even more compatible and closer to the intent of the Goals, Objectives & Policies of the City of Safety Harbor Comprehensive Plan.

5. Structures permitted by the Residential Medium (RM) Land Use Category are incompatible with the "Valued Treasures" of Safety Harbor, which are enumerated in the City of Safety Harbor's Downtown Master Plan (page 2). That the subject property is outside the boundaries referenced in the plan is insufficient reason to begin erosion of our community value for low-density housing.

Members of the P&Z Board, for the foregoing reasons We, the residents of Wilder Oaks strongly urge you not to approve the Richman Group's proposal as presented. We suggest that Richman Group modify its request to include structures contemplated by the Residential Low (RL) or Residential Urban (RU) land use classifications, which we judge to be compatible with the City's Comprehensive Plan and the subject property's neighboring uses.

Sincerely,
Wilder Oaks Community

Michael Rossie, 885 Harbor Hill Drive
Russell & Carol Norman, 867 Harbor Hill Drive
Brian & Sandy Blood, 879 Harbor Hill Drive
J. Larry & Susan J. McElveen, 865 Harbor Hill Drive
Neal & Christina Jackson, 862 Harbor Hill Drive
Ken & Debbie Chmara, 871 Harbor Hill Drive
Brian (Brick) Rossie & Anna Marie Dunn, 881 Harbor Hill Drive
Pam & Don Blanchard, 869 Harbor Hill Drive
Peter & Lynn Schmidt, 883 Harbor Hill Drive
Michelle Grella & Darrell Hacker, 870 Harbor Hill Drive
Chris & Miriam Mitchell, 891 Harbor Hill Drive
Scott & Carol Hewitt, 706 Wilder Oaks Court
Keith Fulton, 866 Harbor Hill Drive
Adrian Varona, 980 Harbor Hill Drive
Mikyo & Sally Trevino, 877 Harbor Hill Drive
Evan & Pam Moore, 875 Harbor Hill Drive
Miglena Kulig, 884 Harbor Hill Drive
Judy Livingston, 705 Wilder Oaks Court
Thom Carlisle & Darren Sharp, 875 Harbor Hill Drive

November 16, 2012

Safety Harbor City Commission
750 Main Street
Safety Harbor, FL 34695

Subject: Development Agreement with Richman Group of Florida

To: Matt McLachlan, Community Development Director and City Commissioners

The residents of Wilder Oaks and Old Harbor Place Communities named below are concerned that the proposed Richman Group development plans for the property known as the Firmenich Citrus Center are not compatible with existing single family homes due to project density and associated details as listed. The below signed residents are not opposed to city improvements but are committed to keeping Safety Harbor's current culture and quaint town feel, and believe that the proposed development plan does not support the City's vision or Comprehensive Plan.

Should one of the proposed development plans move forward, we would ask that Richman Group of Florida consider the below solutions to the following specific concerns:

- Regarding the unit density issue, we would propose a 30% reduction in the number of units to be built.

- Regarding the height of the buildings, we would propose the height be limited to two stories, which is consistent with other structures, both residential & commercial, in the city of Safety Harbor.

- Regarding the issues of noise & light, we would propose a buffer of 150 feet between any construction and the existing single family homes both to the north and the east of the proposed development.

- Regarding the issues of privacy, if any apartments constructed along the northern or eastern borders of the property are to include open balconies, these will not open towards the existing single family residences along those two borders.

- Regarding the destruction of the scenic corridor through the expansion of commercial property on McMullen Booth Road, i.e. the western edge of the Firmenich property, we would propose that this portion of the development proposal be abandoned.

- Regarding the architectural design of the proposed apartment's incompatibility with the surrounding single family residences, we would propose that the developer propose alternate building designs.

- Regarding the concern of the inability of SR 590 & the traffic signals at the intersection of 590 & McMullen Booth Road to handle the increased volume brought about by the new

residences on the property, we would propose that no development plan can progress until the completion & analysis of the traffic study.

-Regarding the environmental impact on the wetlands contained within the Firmenich property, we propose that no development plan can continue without the approval of Swiftmud or additional environmental regulating agencies.

We look forward to the opportunity to express our concerns and solutions during the workshop scheduled for November 19, 2012.

Sincerely,

Wilder Oaks & Old Harbor Place Residents

Brian & Sandy Blood, 879 Harbor Hill Drive
Don & Pam Blanchard, 869 Harbor Hill Drive
J. Larry & Susan McElveen, 865 Harbor Hill Drive
Russell & Carol Norman, 867 Harbor Hill Drive
Darren Sharp & Thom Carlisle, 873 Harbor Hill Drive
Ken & Debbie Chmara, 871 Harbor Hill Drive
Darrell Hacker & Michelle Grella, 870 Harbor Hill Drive
Peter & Lynn Schmidt, 883 Harbor Hill Drive
Scott & Carol Hewitt, 706 Wilder Oaks Court
Mikyo & Sally Trevino, 877 Harbor Hill Drive
Brian (Brick) Rossie & Anna Marie Dunn, 881 Harbor Hill Drive
Mary Julia, 884 Harbor Hill Drive
Migelna Kulig, 882 Harbor Hill Drive
Rosemary Woolever, 878 Harbor Hill Drive
Tom & Judy Livingston, 705 Wilder Oaks Court
Evan & Pam Moore, 875 Harbor Hill Drive
Lisa Boudreau, 1810 Oak Ridge Road
Mike & Caras Brundage, 1814 Oak Ridge Road
Quyen Bui, 1803 Oak Ridge Road
David & Sara Carpenter, 1720 Anglers Court
Sathya & Prakash Challa, 203 Hancock Court
Bob & Chris Cherinka, 1722 Anglers Court
Tom & Janelle Conley, 1712 Anglers Court
Court Corbino, 103 Masters Lane
Ron & Deb Devore, 210 Hancock Court
Dean & Reinders Dupre & Hilarie, 113 Masters Lane
Mike & Karin Eby, 1701 Anglers Court
Michael & Carolyn Fay, 1818 Oak Ridge Road
John & Jane Geanes, 1702 Anglers Court
Shri & Vibha Goyal, 104 Masters Lane
Bill & Louise Hickson, 1706 Anglers Court

Jake & Jane Jacobs, 1806 Oak Ridge Road
Bernie & Angela James, 1811 Oak Ridge Road
David & Anita Kailing, 1705 Anglers Court
Fernando & Carole Larach, 202 Hancock Court
Lewis & Judy Lawrence, 205 Hancock Court
Gary & Suzie Lemberg, 108 Masters Lane
John & Kay Lucius, 1709 Anglers Court
John & Ann Madden, 1703 Anglers Court
Tom & Betsy McKnight, 217 Hancock Court
Ken & Maggie McLaren, 110 Masters Lane
Kevin & Diane Moyer, 215 Hancock Court
Mike & Erin Peak, 107 Masters Lane
Ken & Terri Pereira, 1822 Oak Ridge Road
Jim & Virgie Price, 1801 Oak Ridge Road
Steve & Joyce Rosenthal, 221 Hancock Court
Nancy Strader, 207 Hancock Court
Reggie & Heidi Termulo, 1802 Oak Ridge Road
Luis & Elvia Vallejo, 105 Masters Lane
Lan & Scottie Vaughan, 1826 Oak Ridge Road
Javiar & Chris Vicente, 1707 Anglers Court
Mike & Patti Wightman, 112 Masters Lane
Jason & Karol Withrow, 219 Hancock Court
Eric & Irene Zimmer, 1704 Anglers Court
Joseph Duran, 206 Hancock Court
Mike & Mary Eggers, 211 Hancock Court
Glenn McKinney & Mariana Delgado, 1715 Anglers Court
Mike & Joanne Powers, 111 Masters Lane

The City of Safety Harbor Commission: Vote No to Richman Group of Florida's proposed Development Agreement.

The City of Safety Harbor is considering a development agreement that proposes to make a large scale land use change. Richman Group, a development corporation, wants to purchase prime property located at State Road 590 and McMullen Booth Road behind the Walgreens (known as Firmenich Citrus Center) and build an extensive apartment complex. The proposed complex consists of 276 units of 1, 2, and 3 bedroom apartments (population density of 2 persons per dwelling predicted or 552 residences). The plan proposes 6, Four story apartment buildings, 3, Three story apartment buildings, 5, Two story apartment buildings, parking garages, recreation area, pool, club house, etc.). The only entrance and exit to the apartment complex is State Road 590. The apartment complex will not be accessible by McMullen Booth Road.

In addition to the apartment complex, a portion of the property will be dedicated to General Office use. The property located on McMullen Booth Road north of the current car wash will consist of 25,000 square feet of General Office use buildings not to exceed one story or 25 feet in height.

Citizens opposed to this project site the following concerns:

Project density. The project is too dense for the location. Because approximately half of the acreage cannot be built on due to wetland conditions, storm water runoff and environmental concerns the density is too great for the remaining usable acreage.

Traffic and congestion are of major concern. The intersection at State Road 590 and McMullen Booth is currently considered a constrained road by the county and the state. The only improvements would be to add a turn lane on 590 into the complex without helping with the additional traffic that will be created exiting during peak traffic hours.

Height of the apartment buildings. The City has held a firm stance on limiting building height and this project exceeds the precedence. The Comprehensive plan says that the City shall insure that the general character, density and land use pattern is maintained and protected while striving to be compatible with existing developments. The height of these buildings and the size of this development are not compatible with the "small town" character of Safety Harbor or surrounding residential neighborhoods.

The citizens of Safety Harbor are not opposed to growth and development. Change is inevitable and Firmenich certainly has the right to sell their property. The undersigned, however, believe that the Richman Group Development plan is not the right fit for the City of Safety Harbor and for one of the last large undeveloped pieces of property in the city. We think special considerations should be taken when developing this property based on the above mentioned concerns.

Sign our petition and we will add your voice to the hundreds of others when we deliver our petition directly to the City of Safety Harbor City Commissioners during the Monday, February 4, 2013, 7:30 pm, public hearing where a vote will occur. The meeting will be held at the City of Safety Harbor City Hall located at 750 Main Street, Safety Harbor, FL.

Change.org Safety Harbor

To: The City of Safety Harbor Commission

Subject: **Vote No to Richman Group of Florida's proposed Development Agreement.**

Letter: Greetings,

Vote No to Richman Group of Florida's proposed Development Agreement.

Signatures

Name	Location	Date
Sandy Blood	Safety Harbor, FL	2013-01-15
Steven Rosenthal	Safety Harbor, FL, United States	2013-01-15
Caras Brundage	Safety Harbor, FL, United States	2013-01-15
christina jackson	Safety Harbor, FL, United States	2013-01-15
Russell Norman	Safety Harbor, FL, United States	2013-01-15
Larry McElveen	Safety Harbor, FL, United States	2013-01-15
Carol Norman	Safety Habor, FL, United States	2013-01-15
Barbara Grow	Safety Harbor, FL, United States	2013-01-16
cristy rittenhouse	safety harbor, FL, United States	2013-01-16
Diane Wasoff	Safety Harbor, FL, United States	2013-01-16
Kevin Moyer	Safety Harbor, FL, United States	2013-01-16
Susan McElveen	Safety Harbor, FL, United States	2013-01-16
eric rittenhouse	safety harbor, FL, United States	2013-01-16
Ryan Parry	Safety Harbor, FL, United States	2013-01-16
Evan Moore	Safety Harbor, FL, United States	2013-01-16
Karol Withrow	Safety Harbor, FL, United States	2013-01-16
Wynn Kenyon	Safety Harbor, FL, United States	2013-01-16
Mary Brown	Safety Harbor, FL, United States	2013-01-16
John Kenyon	Safety Harbor, FL, United States	2013-01-16
Sheryl Hollen	Safety Harbor, FL, United States	2013-01-16
Barbara Hugg	Safety Harbor, FL, United States	2013-01-16
Ali Voepel	Safety Harbor, FL, United States	2013-01-16
Laura Kepner	Safety Harbor, FL, United States	2013-01-16
Joseph Caisse	Safety Harbor, FL, United States	2013-01-16
Catherine Herrewig	Chesapeake, VA, United States	2013-01-16
Sabrina Calhoun	Safety Harbor, FL, United States	2013-01-16
Norma Respass	safety harbor, FL, United States	2013-01-16
arlene alldredge	safety harbor, FL, United States	2013-01-16
Mary Lemberg	Safety Harbor, FL, United States	2013-01-16
Tom McKnight	Safety Harbor, FL, United States	2013-01-16

Name	Location	Date
Lan & Scotti Vaughan	Safety Harbor, FL, United States	2013-01-16
Ronald DeVore	Safety Harbor, FL, United States	2013-01-16
Mary Rusch	Safety Harbor, FL, United States	2013-01-16
Nicholas Baker	Safety Harbor, FL, United States	2013-01-16
Judy Lawrence	Safety Harbor, FL, United States	2013-01-16
Nancy Strader	Safety Harbor, FL, United States	2013-01-16
Elizabeth Douglas	Safety Harbor, FL, United States	2013-01-16
Janice Trull	Safety Harbor, FL, United States	2013-01-16
Janice Law	Safety Harbor, FL, United States	2013-01-16
Mariana Delgado	Safety Harbor, FL, United States	2013-01-16
Diane Moyer	Safety Harbor, FL, United States	2013-01-16
Marcella Ramsey	Safety Harbor, FL, United States	2013-01-16
Iuanne Lambert	safety harbor, FL, United States	2013-01-16
Lynn Schmidt	SAFETY HARBOR, FL, United States	2013-01-16
birgit baston	safety harbor, FL, United States	2013-01-16
Susan Massarsky	Safety Harbor, FL, United States	2013-01-16
Michele Lieber	sh, FL, United States	2013-01-16
Lisa Boudreau	Safety Harbor, FL, United States	2013-01-16
Amanda Blood	Safety Harbor, FL, United States	2013-01-16
Debra Chmara	safety Harbor, FL, United States	2013-01-16
Dan Brown	Safety Harbor, FL, United States	2013-01-16
Rosemary Woolever	Safety Harbor, FL, United States	2013-01-16
Rachel Vitale	Trinity, FL, United States	2013-01-16
Jamie Allen	St Pete, FL, United States	2013-01-16
Shawn Lewis	Safety Harbor, FL, United States	2013-01-16
Frank Vitale	Trinity, FL, United States	2013-01-16
Kristine Kubik	Safety Harbor, FL, United States	2013-01-16
Gary Moos	Safety Harbor, FL, United States	2013-01-16
Kylie Hightower	McDonough, GA, United States	2013-01-16
Pamela Bannister	Summerville, SC, United States	2013-01-16
John Lucius	Safety Harbor, FL, United States	2013-01-16
Patty Kent	Safety Harbor, FL, United States	2013-01-16

Name	Location	Date
Scott Hewitt	Safety Harbor, FL, United States	2013-01-16
Randi Fuchs	Oldsmar, FL, United States	2013-01-16
Virginia Kale	Safety Harbor, FL, United States	2013-01-16
Margo Pfleger	Safety Harbor, FL, United States	2013-01-16
Robert Caldwell	Safety Harbor, FL, United States	2013-01-16
Renee Best	Land O' Lakes, FL, United States	2013-01-16
Sheila Price	Plant City, FL, United States	2013-01-16
John Madden	Safety Harbor, FL, United States	2013-01-16
William Hickson	Safety Harbor, FL, United States	2013-01-16
Irene Zimmer	Safety Harbor, FL, United States	2013-01-16
Ann Morgan	Safety Harbor, FL, United States	2013-01-16
Mary Eggers	Safety harbor, FL, United States	2013-01-16
Kim Harvey	Tampa, FL, United States	2013-01-16
Karl Fuchs	Beaufort, SC, United States	2013-01-16
Shri Goyal	Safety Harbor, FL, United States	2013-01-16
james jackson	Safety Harbor, FL, United States	2013-01-16
Patricia Lafaye	Safety Harbor, FL, United States	2013-01-17
Gail Ramsdell	Safety Harbor, FL, United States	2013-01-17
Lucinda Irby	Safety Harbor, FL, United States	2013-01-17
Elizabeth Vargo	Safety Harbor, FL, United States	2013-01-17
Jennifer Rogan	Safety Harbor, FL, United States	2013-01-17
Ed Maccini	Seminole, FL, United States	2013-01-17
Bradley Fain	Safety Harbor, FL, United States	2013-01-17
Douglas Tupps	Safety Harbor, FL, United States	2013-01-17
Robert Meyerhoff	Safety Harbor, FL, United States	2013-01-17
Susan Caisse	Safety Harbor, FL, United States	2013-01-17
Deborah Reynolds	Tarpons Springs, FL, United States	2013-01-17
Carol Zieres	Safety Harbor, FL, United States	2013-01-17
Mark Reynolds	Tarpon Springs, FL, United States	2013-01-17
Elvia Vallejo	Safety Harbor, FL, United States	2013-01-17
Luis Fonseca	Safety Harbor, FL, United States	2013-01-17
Ellen Young	Safety Harbor, FL, United States	2013-01-17

Name	Location	Date
Camilla Weinandt	Safety Harbor, FL, United States	2013-01-17
Ginny Felty	Clearwater, FL, United States	2013-01-17
Carol Hewitt	Safety Harbor, FL, United States	2013-01-17
Connie Murray	Clearwater, FL, United States	2013-01-17
Crystal Mason	Largo, FL, United States	2013-01-17
Erin Dunnavant	Largo, FL, United States	2013-01-17
Ed Foss	Safety Harbor, FL, United States	2013-01-17
Gerry Juchniewicz	Safety Harbor, FL, United States	2013-01-17
Jim Price	Safety Harbor, FL, United States	2013-01-17
Laura Saxon	morrison, FL, United States	2013-01-17
Leigh Anne Carter	Harrington, DE, United States	2013-01-17
Olive Hyker	SAFETY HARBOR, FL, United States	2013-01-17
Joe Kenyon	Safety Harbor, FL, United States	2013-01-17
Rebecca Hardin	Safety Harbor, FL, United States	2013-01-17
Sheree Scheuer	Safety Harbor, FL, United States	2013-01-17
Anita Workman	Safety Harbor, FL, United States	2013-01-17
Zachary Ondrejack	South Brunswick Township, NJ, United States	2013-01-17
Chris Papageorgiou	Safety Harbor, FL, United States	2013-01-17
Melissa Boswell	Clearwater, FL, United States	2013-01-17
Barbara Walker	Palm Harbor, FL, United States	2013-01-17
Ada Lopez	Safety Harbor, FL, United States	2013-01-17
greg soulliere	safety harbor, FL, United States	2013-01-17
Judith Livingston	Safety Harbor, FL, United States	2013-01-17
joseph sacco	safety harbor, FL, United States	2013-01-17
Jan Stammer	Oldsmar, FL, United States	2013-01-17
Joanne Powers	Safety Harbor, FL, United States	2013-01-17
Winston Lewis	Safety Harbor, FL, United States	2013-01-17
John Polgar	Safety Harbor, FL, United States	2013-01-17
Cleo Cozine	Tarpon Springs, FL, United States	2013-01-17
Amanda Lee	Middle Dural, Australia	2013-01-17
Julia Wand	Safety Harbor, FL, United States	2013-01-18

Name	Location	Date
Diane Scholz	Safety Harbor, FL, United States	2013-01-18
Beth Lee	Safety Harbor, FL, United States	2013-01-18
Quyen Bui	Safety Harbor, FL, United States	2013-01-18
Joe Bui	Safety Harbor, FL, United States	2013-01-18
Mary Merrill	Safety Harbor, FL, United States	2013-01-18
MIKYO TREVINO	SAFETY HARBOR, FL, United States	2013-01-18
Sid Boughton	Safety Harbor, FL, United States	2013-01-18
Lori Bauer	Tampa, FL, United States	2013-01-18
Cheryl Le Clair	Rutland, VT, United States	2013-01-18
B. Shelfer	Safety Harbor, AL, United States	2013-01-18
Dan Opp	Wesley Chapel, FL, United States	2013-01-18
Garry Scheuer	Safety Harbor, FL, United States	2013-01-18
John ward	safety harbor, FL, United States	2013-01-18
Chris Mitchell	Safety Harbor, FL, United States	2013-01-18
Kevin Malley	Safety Harbor, FL, United States	2013-01-18
Cary Gums	Safety Harbor, FL, United States	2013-01-19
Dan Pressler	Safety Harbor, FL, United States	2013-01-19
Mary Fetherolf	Safety Harbor, FL, United States	2013-01-19
Mike Brill	Safety Harbor, FL, United States	2013-01-19
Amy Brill	Safety Harbor, FL, United States	2013-01-19
Kort Dantuma	Clearwater, FL, United States	2013-01-19
Wendy Gilmore	Clearwater, FL, United States	2013-01-19
Kimberly Chaffin	St Pete, FL, United States	2013-01-19
Norman Levesque	Safety Harbor, FL, United States	2013-01-19
norma cruz	Safety Harbor, FL, United States	2013-01-19
Kelly Hutchison	Safety Harbor, FL, United States	2013-01-19
Susan Bentkowski	Safety Harbor, FL, United States	2013-01-20
christine petellat	safety harbor, FL, United States	2013-01-20
Deb Turbeville	Safety Harbor, FL, United States	2013-01-20
Ken Pereira	Safety Harbor, FL, United States	2013-01-20
Colleen Long	Safety Harbor, FL, United States	2013-01-20
Patricia Wightman	Safety Harbor, FL, United States	2013-01-20

Name	Location	Date
Sue SALA	SAFETY HARBOR, FL, United States	2013-01-21
Angela Crain	SAFETY HARBOR, FL, United States	2013-01-21
Karen Hackett	Clearwater, FL, United States	2013-01-21
Amy Napolitano	Safety harbor, FL, United States	2013-01-21
Laura Gerycz	Safety harbor, FL, United States	2013-01-21
Edon Copparini	Safety Harbor, FL, United States	2013-01-21
thom carlisle	safety harbor, FL, United States	2013-01-21
Karen Gums	Safety Harbor, FL, United States	2013-01-21
Erin Blood	Safety Harbor, FL, United States	2013-01-21
Jessica Thomas	Clearwater, FL, United States	2013-01-22
Leonard Thomas	Clearwater, FL, United States	2013-01-22
Patricia Farley	Safety Harbor, FL, United States	2013-01-22
Pam Blanchard	Safety Harbor, FL, United States	2013-01-22
Don Blanchard	Safety Harbor, FL, United States	2013-01-22
MARY KULIG	SAFETY HARBOR, FL, United States	2013-01-22
Kristin Shea	Safety Harbor, FL, United States	2013-01-22
deb schmitt	valdosta, GA, United States	2013-01-22
Stephen Ham	Safety Harbor, FL, United States	2013-01-23
Linda Serim	Safety Harbor, FL, United States	2013-01-23
Mary stump	safety harbor, FL, United States	2013-01-23
Shannon Wilson	Safety Harbor, FL, United States	2013-01-23
Irina Barakova	McLean, VA, United States	2013-01-23
Diana SOULLIERE	Safety harbor, FL, United States	2013-01-23
Dee Dokumaci	Safety Harbor, FL, United States	2013-01-24
ryan sauger	safety harbor, FL, United States	2013-01-24
Brian Stemmerick	Clearwater, FL, United States	2013-01-24
Deb Hempel	Safety Harbor, FL, United States	2013-01-25
Bruce Mckinzie	Palm harbor, FL, United States	2013-01-25
RUTH EASTER	VALDOSTA, GA, United States	2013-01-26
Thomas Hackett	Clearwater, FL, United States	2013-01-26
Ryan Robinson	Safety Harbor, FL, United States	2013-01-26
James Palmiotti	clearwater, FL, United States	2013-01-27

Name	Location	Date
Dan Kelly	Safety Harbor, FL, United States	2013-01-27
Tiffany Manoly	Safety Harbor, FL, United States	2013-01-27
Justin Ponsor	Clearwater, FL, United States	2013-01-27
Dennis Duquette	Safety Harbor, FL, United States	2013-01-27
Sandra Bryan	Safety Harbor, FL, United States	2013-01-27
Michael Frangedis	Safety Harbor, FL, United States	2013-01-27
jessica dunlavey	safety harbor, FL, United States	2013-01-27
Amber Lundgren	Safety Harbor, FL, United States	2013-01-27
Bethannie Zenisek	Safety Harbor, FL, United States	2013-01-27
Diane Proios	Palm Harbor, FL, United States	2013-01-27
Thomas Maloney	Safety Harbor, FL, United States	2013-01-27
jarine dotson	safety harbor, FL, United States	2013-01-27
Nancy Burkhart	Safety Harbor, FL, United States	2013-01-27
Troy Burkhart	Safety Harbor, FL, United States	2013-01-27
Mark Manoly	Safety Harbor, FL, United States	2013-01-27
Thomas Amend	Safety Harbor, FL, United States	2013-01-28
Kris Haas	Safety Harbor, FL, United States	2013-01-28
Eleanore M. Shelton	Safety Harbor, FL, United States	2013-01-28
Chris Blood	Clearwater, FL, United States	2013-01-28
charles brown	Safety Harbor, FL, United States	2013-01-28
Steven Wilensky	Safety Harbor, FL, United States	2013-01-28
George Gavaletz	Safety Harbor, FL, United States	2013-01-28
Debbie Lueders	Safety Harbor, FL, United States	2013-01-28
dave conkle	safety harbor, FL, United States	2013-01-28
Lisa Hinton	Safety Harbor, FL, United States	2013-01-28
Jacky Logemann	Clearwawter, FL, United States	2013-01-28
Mike Meyer	Safety Harbor, FL, United States	2013-01-28
Stephanie Bell	Safety Harbor, FL, United States	2013-01-28
Jane Huberty	Safety Harbor, FL, United States	2013-01-28
Bernadette Menz	SafetyHarbor, FL, United States	2013-01-28
Victor Feeley	Tarpon Springs, FL, United States	2013-01-28
Kathleen Wilson	Safety Harbor, FL, United States	2013-01-28

Name	Location	Date
Shelaine Williams	Safety Harbor, FL, United States	2013-01-28
Kenneth Chmara	safety harbor, FL, United States	2013-01-29
Kristina Palmer	Tampa, FL, United States	2013-01-29
Linda Serim	Safety Harbor, FL, United States	2013-01-29
Douglas Edwards	Safety Harbor, FL, United States	2013-01-29
Thomas VanDeusen	Clearwater, FL, United States	2013-01-29
Anthony Wallace	clearwater, FL, United States	2013-01-29
Adele Connelly	Safety Harbor, FL, United States	2013-01-29
Jensen Perry	Safety Harbor, FL, United States	2013-01-29
Matt Kadzialko	Palm Harbor, FL, United States	2013-01-29
Julia Perry	Safety Harbor, FL, United States	2013-01-29
Jessie Perry	Oldsmar, FL, United States	2013-01-29
Linda Culmone	Palm Harbor, FL, United States	2013-01-29
Fritzi Strom	Safety Harbor, FL, United States	2013-01-29
Denise Saunders	Safety Harbor, FL, United States	2013-01-29
Barbara Nelson	Safety Harbor, FL, United States	2013-01-29
glenn mccormack	Safety Harbor, FL, United States	2013-01-30
Margaret McLaren	Safety Harbor, FL, United States	2013-01-30
Alisa Hostettler	Safety Harbor, FL, United States	2013-01-30
Bill Brown	Safety Harbor, FL, United States	2013-01-30
anna paliseend	safety harbor, FL, United States	2013-01-30
Catherine Jackson	Safety Harbor, FL, United States	2013-01-31
jerry baich	safety harbor, FL, United States	2013-01-31
Karen Ardis	Safety Harbor, FL, United States	2013-01-31
Darrell Hacker	Safety Harbor, FL, United States	2013-02-01
Judi Johnson	Safety Harbor, FL, United States	2013-02-02
Sharon McAuley	Safety Harbor, FL, United States	2013-02-02
Paul Dembiski	Safety Harbor, FL, United States	2013-02-02
Ross Rayner	Safety Harbor, FL, United States	2013-02-03
David Papp	Safety Harbor, FL, United States	2013-02-03
Melissa Dallago	Safety Harbor, FL, United States	2013-02-03
Bethany Brunn	Safety Harbor, FL, United States	2013-02-03

Name	Location	Date
Douglas Brunn	Safety Harbor, FL, United States	2013-02-03
Darold Cook	New Port Richey, FL, United States	2013-02-03
TOM BLANCHARD	RICHMOND, VA, United States	2013-02-03
Melanie Brown	Safety Harbor, FL, United States	2013-02-03
David Nichols	Hernando, FL, United States	2013-02-03
Victoria Woodall	Safety Harbor, FL, United States	2013-02-03
Ovilla Scudamore	Safety Harbor, FL, United States	2013-02-03
Terri Burke	Maryville, TN, United States	2013-02-03
Sally McKinney	clearwater, FL, United States	2013-02-03
John Stuart	Safety Harbor, FL, United States	2013-02-03
Wendy Bain	Safety Harbor, FL, United States	2013-02-04
Sandra Phillips	Safety Harbor, FL, United States	2013-02-04
Taquetta Campbell	Anthony, FL, United States	2013-02-04
Kathleen J Higgins	Safety Harbor, FL, United States	2013-02-04
Rachel Nostrom	Safety Harbor, FL, United States	2013-02-04
Judith Nostrom	Safety Harbor, FL, United States	2013-02-04
Martha Jo Lairscey Haun	Lakeland, FL, United States	2013-02-04
Heather McGuire	Safety Harbor, FL, United States	2013-02-04
David Mooney	Safety Harbor, FL, United States	2013-02-04
David Domagala	Waycross, GA, United States	2013-02-04
Erica Lombardo	Seminole, FL, United States	2013-02-04
Robert DeRosa	Safety Harbor, FL, United States	2013-02-04
Teri Bouley	Travelers Rest, SC, United States	2013-02-04
Charlene Faulkner	Safety Harbor, FL, United States	2013-02-04
Valerie Nolte	Safety Harbor, FL, United States	2013-02-05
Donna Sellers	New Port Richey, FL, United States	2013-02-05
carolyn burke	safety harbor, FL, United States	2013-02-05
Sharon Born	Safety Harbor, FL, United States	2013-02-05
Joseph Ardis	Safety Harbor, FL, United States	2013-02-05
Diane Turscak	Safety harbor, FL, United States	2013-02-05
Michelle Robinson	Safety Harbor, FL, United States	2013-02-05
J. Leo Sadauskas	Dunedin, FL, United States	2013-02-05

Name	Location	Date
Ellen Smyth	Lake City, FL, United States	2013-02-05
John Jablonski	Safety Harbor, FL, United States	2013-02-05
Michael Dykas	Safety Harbor, FL, United States	2013-02-06
Dobrislav Dobrev	Chicago, IL, United States	2013-02-06
Corey Felty	clearwater, FL, United States	2013-02-06
Heather Acar	Safety Harbor, FL, United States	2013-02-07
Jamie Napier	Clearwater, FL, United States	2013-02-11
Michelle Moreau	Clearwater, FL, United States	2013-02-11
Patrick Comstock	Safety Harbor, FL, United States	2013-02-12
Steve Steinberg	Safety Harbor, FL, United States	2013-02-14
Russ Locascio	Safety Harbor, FL, United States	2013-02-17
Michelle Backlund	Safety Harbor, FL, United States	2013-02-19
Lisa Hicks	SAFETY HARBOR, FL, United States	2013-02-19

Change.org Safety Harbor

To: The City of Safety Harbor Commission

Subject: **Vote No to Richman Group of Florida's proposed Development Agreement.**

Letter: Greetings,

Vote No to Richman Group of Florida's proposed Development Agreement.

Comments

Name	Location	Date	Comment
Sandy Blood	Safety Harbor, United States	2013-01-15	Density, traffic and building height make this proposed development plan unacceptable.
Russell Norman	Safety Harbor, FL	2013-01-15	The city need to listen to what the residents are telling them. Scale back the density
Carol Norman	Safety Habor, FL	2013-01-15	The density is way too much and traffic is already too heavy at this intersection
Barbara Grow	Safety Harbor, FL	2013-01-16	Increased Traffic creating a nightmare at 590, scale of project, project not a Safety Harbor vision.
Megan Parry	Safety Harbor, FL	2013-01-16	A project of this scale is not consistent with vision of most residents who call Safety Harbor home. A large complex will forever change this beautiful area of Safety Harbor. The increase in traffic through our quiet neighborhood as apartment residents travel to the downtown area is of great concern. There are many small children in this area whose safety will ultimately be compromised.
Keith Fullon	Safety harbor, FL	2013-01-16	Proposal is not consistent with the character of safety harbor as cited in the petition.
cristy rittenhouse	safety harbor, FL	2013-01-16	I am for multi-family development but this is way too big; very concerned over traffic; especially thru traffic coming off of 590 and onto 10th ave which is very busy as is and goes through a residential neighborhood with lots of kids.
eric rittenhouse	safety harbor, FL	2013-01-16	I do not believe the area can handle the additional traffic efficiently.
Evan Moore	Safety Harbor, FL	2013-01-16	A development of this scale and density is not consistent with what Safety Harbor has represented and preserved all these years.
Barbara Grow	Safety Harbor, FL	2013-01-16	Safety harbor prides itself as a natural habitat location, would rather see more of a leisure type development and residential structure downgraded; no access to McMullen booth directly big concern; no intersection restructuring, too limiting; getting out of my driveway on main st is getting more problematic in the 12 yrs I've been here
Karol Withrow	Safety Harbor, FL	2013-01-16	The height of the buildings, traffic, the quaintness and appeal of Safety Harbor is compromised
Wynn Kenyon	Safety Harbor, FL	2013-01-16	not conducive to our towns already over population and traffic problems.
Mary Brown	Safety Harbor, FL	2013-01-16	will severely add congestion to already congested road. Tall buildings do not comply with small town character of Safety Harbor.
John Kenyon	Safety Harbor, FL	2013-01-16	i live on sr 590 and it is already congested. Cant imagine more traffic
Laura Kepner	Safety Harbor, FL	2013-01-16	I am very concerned on the impact this project will have on traffic and believe that when done the right way, a housing complex such as this can be a good thing. I also believe that in its present plan this is not in Safety Harbor's best interest.
Catherine Herrewig	Chesapeake, VA	2013-01-16	Traffic and congestion
Sabrina Calhoun	Safety Harbor, FL	2013-01-16	Apartment complexes cheapen our city, and we have more than enough rental property (especially apartments) standing vacant right now. Lets develop the property with town homes or zero lot line homes that increase property values rather than drag them down.
Norma Respass	safety harbor, FL	2013-01-16	I am a nearby resident, within a half mile, and I'm concerned about traffic and safety of not knowing who will be renting.
Mary Lemberg	Safety Harbor, FL	2013-01-16	This will set a precedent for future building in Safety Harbor that is contrary to all the the city has previously stood for - small town character and values.

Name	Location	Date	Comment
Nancy Strader	Safety Harbor, FL	2013-01-16	This is NOT good for Safety Harbor, we are known for our style and this is NOT it.
Elizabeth Douglas	Safety Harbor, FL	2013-01-16	The size of the project is too large - too much traffic, too little tax revenue, too much impact on our small town
Janice Trull	Safety Harbor, FL	2013-01-16	Traffic is very congested now and will be so much more if this proposal goes through.
Janice Law	Tampa, FL	2013-01-16	This is not the type of development the people of Safety Harbor want in their town. Entertaining the idea of an 276 unit apartment complex is a first step towards destroying the small town atmosphere we love and, more importantly, why we choose to live here.
susan massarsky	safety harbor, FL	2013-01-16	Development is inevitable. However, this project is out of scope. No one in town is asking for more apartment and office space when we already have vacant properties in SH and the outlying Clearwater area. This does not fill a need for the town. Just the developers.
Debra Chmara	safety Harbor, FL	2013-01-16	I moved to Safety Harbor because of the small town atmosphere, I know Safety Harbor will grow but the size of this project is too much growth at one time. The site should be zoned for single family homes, or a much smaller multi housing development.
Rosemary Woolever	Safety Harbor, FL	2013-01-16	Because I live there! And the traffic will be a nightmare -- and the 600+ new transient residents will be WAAAAAY too close to my home. (I also don't agree with building height/structure or the possibility of building on wetlands.) PLEASE come up with a better plan for development that will be suitable for the awesome city of Safety Harbor. This will cheapen it!
Pamela Bannister	Summerville, SC	2013-01-16	This development is NOT appropriate for the area!
Robert Caldwell	Safety Harbor, FL	2013-01-16	I do not support.
Shri Goyal	Safety Harbor, FL	2013-01-16	Safety Harbor is among a couple of very nice and quaint town in the County. Please (please) preserve it. One industrialized and over populated, you can not bring it back. We are willing to pay higher taxes. It is very important that Safety Harbor be preserved as a town that people call home! Shri & Vibha Goyal
Patricia Lafaye	Safety Harbor, FL	2013-01-17	The area will not be able to handle the tremendous increase in traffic at 590 and McMullen Booth Road.
Elizabeth Vargo	safety harbor, FL	2013-01-17	I travel this road now at 6:30 and close to 5pm Mon thru Fri. Traffic is terrible. This project does not improve the character of Safety Harbor. There are enough new homes being built and what about the complex on Main St.? AND who can guarantee that these transient residents will shop or eat in Safety Harbor? Let's keep the small town feel before we become another Tampa!!!
Deborah Reynolds	Tarpons Springs, FL	2013-01-17	Our Family Owns Property In that Development. It would seriously impair the traffic flow and congest the area that is now a calm quiet community. This is most definitely not the place for this
owen linder	Safety Harbor, FL	2013-01-17	Let owner sell to a conforming use buyer. No need to give wide variance
Carol Zieres	Safety Harbor, FL	2013-01-17	I do not support the construction of the 276 unit apartment complex. I want to see charming single family homes built on the old Firminich Citrus Complex; in keeping with the "Olde Florida" architectural style and character of Safety Harbor.
Mark Reynolds	Tarpon Springs, FL	2013-01-17	This will cause a lot of traffic in an area that was not designed to accommodate it. We have family in this community. It will devalue the single family homes in that area.

Name	Location	Date	Comment
Ellen Young	Safety Harbor, FL	2013-01-17	because it's ONLY entrance is going to be on SR 590 because it will have multiple buildings that stand as tall as 4 stories....nothing quaint about that!
Ginny Felty	Clearwater, FL	2013-01-17	My neighborhood is directly across McMullen Booth from this corner-this will have a direct impact on my daily commute to and from work-I have to go through the intersection of 590 and McMullen Booth every day. The extra 300-500 cars a day will definitely have a direct impact on me.
Crystal Mason	Largo, FL	2013-01-17	It's important to my friends of Safety Harbor.I don't blame them for not wanting more traffic on their road, not to mention the possible negative chances that could come along with apartment renters. Not only that, I know what it's like to have someone on a second story overlooking my yard, so if they're proposed to be 4 stories, then I don't blame the residents of Safety Harbor wanting to keep their privacy.
Ed Foss	Safety Harbor, FL	2013-01-17	That's way too much density for that location.
Olive Hyker	SAFETY HARBOR, FL	2013-01-17	I feel that the added traffic that will result from the occupancy of these apartments will process severe traffic at prime traffic time.
Joe Kenyon	Safety Harbor, FL	2013-01-17	Ruining Safety Harbor!
Rebecca Hardin	Safety Harbor, FL	2013-01-17	Safety Harbor has a small town feel that I think the residents work very hard to maintain. This is part of the charm of the city and a large apartment complex would be oversized for the area and would cause traffic congestion, all taking away from the overall feel of the city itself. As a homeowner and real estate agent, I also have concerns about the negative affect a large development would cause on home values near by.
Chris Papageorgiou	Safety Harbor, FL	2013-01-17	Environmental and traffic issues.
Barbara Walker	Palm Harbor, FL	2013-01-17	This is important to me because I travel this road which later on turns into East Lake Road. The speed limit is meaningless and the road is already way over burdened by cars. That apartment complex is going to need lots of parking spaces and the last thing we need is more car habitat. Every day that people drive on McMullen Booth Road and East Lake Road their lives are in danger. If you have kids, your kids lives are in danger too.
Judith Livingston	Safety Harbor, FL	2013-01-17	Many traffic and I do not believe RENTAL APTS belong in our neighborhood.
Jan Stammer	Oldsmar, FL	2013-01-17	590 cannot handle the traffic that this project would create. McMullen Booth cannot handle the traffic either. Safety Harbor has a small town flair. Leave it alone.
Diane Scholz	Safety Harbor, FL	2013-01-18	This is just not needed in this area. The traffic alone is enough to drive a person crazy. We love our town - the way it is.
Quyen Bui	Safety Harbor, FL	2013-01-18	We do not need or want an apartment complex, and certainly not anymore traffic in this area. Leave our little town alone!
Cheryl Le Clair	Rutland, VT	2013-01-18	We are former Safety Harbor residents of many years and are purchasing a residence on Georgetown Place so that we can return to the charming city we so love. This plan give us serious doubts as to the wisdom of our planned return.
Garry Scheuer	Safety Harbor, FL	2013-01-18	The development would eliminate a natural barrier between our city and the outside congested world. 590 will become a nightmare.
John ward	safety harbor, FL	2013-01-18	The additional traffic will not be good for safety harbor. Trying to go to work and home on 590 will be very difficult. Not a good idea.

Name	Location	Date	Comment
Dan Pressler	Safety Harbor, FL	2013-01-19	This development, as proposed, will forever alter the nature of Safety Harbor for the worse. It is too many people & businesses with woefully inadequate traffic planning & management.
Mike Brill	Safety Harbor, FL	2013-01-19	I live on 14th ave s, which is also SR590 and think there is already too many cars and no one seems to pay attention to the speed limits posted now. I do not want to see all those living at the apartment complex adding all the additional cars on the road and, more importantly, at the intersection of McMullen Booth and SR590. It is a 4 minute light to turn south off SR590 onto McMullen Booth, and it would create a lot of unwanted delays at peak hours.
Wendy Gilmore	Clearwater, FL	2013-01-19	I travel this intersection daily to get to and from work. It can already be a nightmare with cars trying to get out of Hess and Walgreens. Adding additional traffic would be very harmful this area. This area is already a nightmare for police. If you are in an accident there it depends on what part of the intersection you are in as to what police are responsible. My daughter had to go through THREE different police departments to finally get the right officer when she was in an accident there.
Susan Bentkowski	Safety Harbor, FL	2013-01-20	If you know what a basket of crabs looks like, build this apartment complex. What would be the positive by building this extensive rental complex? People will avoid this intersection because of the bottleneck, the business's will suffer due to Safety Harbor residents going somewhere else. Look at the name of the group who wants to develop this, "Richman" they'll benefit, while we'll suffer from the congestion nightmare.
Deb Turbeville	Safety Harbor, FL	2013-01-20	I am concerned about the increased traffic on 590 and surrounding area of Safety Harbor. There is a dangerous curve with residential homes along side of it. more traffic will only increase
Ken Pereira	Safety Harbor, FL	2013-01-20	Keeping Safety Harbor the city it is
Amy Napolitano	Safety harbor, FL	2013-01-21	Traffic on 590.
Edon Copparini	Safety Harbor, FL	2013-01-21	Safety Harbor does not need another "Apartment Complex". It will create a traffic nightmare at 590 and McMullen Booth Rd.
Leonard Thomas	Clearwater, FL	2013-01-22	I travel this road daily to drop off and pick up my children from school.. It would be a MASSIVE inconvenience to add the kind of traffic density that would accompany this type of development.
Patricia Farley	Safety Harbor, FL	2013-01-22	I moved FROM high density, Clearwater in 2010, from Chicagoland in 2009. I am delighted with the small town, friendly appeal Safety Harbor is known for. I am very concerned about a large new population moving in. The construction traffic and duration will be quite a burden. I do not think this project location is appropriate and I am concerned what impact this will have on homeowners when they go to sell their house or condo.
deb schmitt	valdosta, GA	2013-01-22	In 1955 my family moved to the SPCA as managers (a little west of the NW corner of McMull & 590) and were surrounded by citrus. The last thing that area needs is more people. There is NO beauty left at that location. How sad!
Stephen Ham	Safety Harbor, FL	2013-01-23	Density is way too high.
Mary stump	safety harbor, FL	2013-01-23	no direct access to major road, only one in and out on small road with light at nearby intersection, no permanent residences
Irina Barakova	McLean, VA	2013-01-23	My mother lives there and I visit with my family and I think such a development is not appropriate for this area.
ryan sauger	safety harbor, FL	2013-01-24	I dont want more people in safety harbort
Brian Stemmerick	Clearwater, FL	2013-01-24	I work in and around Safety Harbor and enjoy the small town feel. I would hate to see 4 story apts and the additional traffic that would be created.

Name	Location	Date	Comment
Bruce Mckinzie	Palm harbor, FL	2013-01-25	Traffic is already too heavy at this intersection, also why destroy the green spaces.
RUTH EASTER	VALDOSTA, GA	2013-01-26	I SPENT ALL OF MY GROWING UP LIFE RIGHT THERE AT THAT SITE. I LEFT THE AREA 7 YEARS AGO BECAUSE OF THE TRAFFIC PROBLEMS THEN. A COMPLEX LIKE THAT WOULD MAKE IT IMPOSSIBLE TO GO ANYWHERE IN A TIMLEY MANNER. I AM AGAINST IT AS I STILL VISIT THERE OFTEN.
Thomas Hackett	Clearwater, FL	2013-01-26	In agreement with the citizens of Safety Harbor.
Ryan Robinson	Safety Harbor, FL	2013-01-26	It takes three light cycles to get through the intersection now!
James Palmiotti	clearwater, FL	2013-01-27	<p>I travel there daily...we cannot deal with the amount of people and traffic it would bring.</p> <p>As well, it takes something away again from Safety Harbor and that is a green area that is NOT housing. We already have so many overdeveloped spaces, we do need to keep the town and its charm intact, othersise it will look like many parts of clearwater and not attract people .</p> <p>I vote no to richman group of florida's proposed development agreement.</p>
Dennis Duquette	Safety Harbor, FL	2013-01-27	I would like to see Safety Harbor's beauty kept historic. I also don't want the inevitable compunded traffic that will go along with this proposed project. So for me its a HUGE VOTE NO!!!
Sandra Bryan	Safety Harbor, FL	2013-01-27	The scale of this project and the issues it would bring are wrong for our city.
Thomas Maloney	Safety Harbor, FL	2013-01-27	Don't want the traffic
Eleanore M. Shelton	Safety Harbor, FL	2013-01-28	<p>At this time the traffic light at the intersection of McMullen Booth & SR590 is horrendous, I can only imagine how traffic from this project will impact the citizens of Safety Harbor who travel this daily.</p> <p>I do hope the Commissioners listen to the citizens and turn this project down!</p>
charles brown	Safety Harbor, FL	2013-01-28	Will be out of the country and unable to protest the increase in traffic in person.
Steven Wilensky	Safety Harbor, FL	2013-01-28	<p>I moved to Safety Harbor 15 years ago for the quite, safe , Family enviroment. Now putting an apartment complex of this size right in my neighbor hood will negate all the things Safety Harbor promised and delivered for the past years. I work for the City of Clearwater, I have seen what can happen to a nice neighborhood when something like this happens. I can NOT begin to imagine the traffic problems we will incur. I have a vote! Not just what the commissioners who don't live in the affected area think. MY VOTE IS NO! Make it a park or preserve. Keep it industrial. But don't ruin my life and livleyhood by imposing somthing to just make TAX DOLLARS</p>
George Gavaletz	Safety Harbor, FL	2013-01-28	The 590 entrance to Safety Harbor will be completely choked off with this complex. It will also overtax the citys park and recreational facilities on South 7th st
Lisa Hinton	Safety Harbor, FL	2013-01-28	I support developing the already developed property of Firmenich Citrus Center, however, believe special consideration should be paid to the undeveloped land behind the Center with wetlands and canopy of pines. This project seems to vast to fit into the proper space.
Mike Meyer	Safety Harbor, FL	2013-01-28	I think it should stay light industrial to attract jobs. Not more people.

Name	Location	Date	Comment
Stephanie Bell	Safety Harbor, FL	2013-01-28	Place apartments in this location would create a tremendous amount of traffic on 590. 590 is already congested. And bring "War and Peace" to read at any McMullen Booth red light. It's also not environmentally sound. If there was a way to make the apartments accessible via McMullen Booth, that might be better, but that would also mean interfering with the wet lands and the pine canopies that are behind the Firmenich Plant. Thank you!
Jane Huberty	Safety Harbor, FL	2013-01-28	i care about my neighborhood and this would not be of ANY bebenefit
Shelaine Williams	Safety Harbor, FL	2013-01-28	I truly think the traffic and congestion and height of the buildings would hinder, distract, etc. to our "old world concept" of Safety Harbor. The reason I moved to our town was because it was not commercial and congested with traffic. I do hope this is voted against this development.
ROBERT SALTZMAN	Safety Harbor, FL	2013-01-29	I sing in caps wanting my name to satnd out when the commissioners read it...
Douglas Edwards	Safety Harbor, FL	2013-01-29	Way too large. Too much pressure on environment and roads.
Julia Perry	Safety Harbor, FL	2013-01-29	My daughter uses SR 590 for ll of her commuting she does. She attends SPC Clearwater Campus, and fears that with the congestion of traffic at the McMullen Booth and SR 590 light will cause her to be late to her classes. Which is unacceptable.
Jessie Perry	Oldsmar, FL	2013-01-29	There are already apartments being built at the top of Main St., too many apartment buildings/complexes will cause so much congestion, not just on the main roads, but downtown as well. For instance, Chevron and Cumerland, the only two gas stations in town will have lines out the door. And Hess will be even more hectic than it already is!
Fritzi Strom	Safety Harbor, FL	2013-01-29	The increase in traffic in the already over burdened intersection would be horrible. I am in support of building some apartments there, just not this many. I am also against building so close to the wetlands. Safety Harbor is a village, not a big city. I think we need to maintain this.
Denise Saunders	Safety Harbor, FL	2013-01-29	I did not move to Safety Harbor to be in the middle of a traffic jam just to get out of the town This move would distroy prop-erty values as well
Barbara Nelson	Safety Harbor, FL	2013-01-29	300 apartment rentals on that location is ridiculous.
alisa hostettler	safety harbor, FL	2013-01-30	The Comissioners NEED to listen to the community. That is why they are in office. Not to further their own goals. A development like this will Disrupt the tranquility of our community!!
Bill Brown	Safety Harbor, FL	2013-01-30	We do not nee more traffic at two of the most traveled roads leading in and out of Safety Harbor.
anna paliseend	safety harbor, FL	2013-01-30	Additional traffic would pollute "our" beautiful city. instead of feeling like a home it'd be a tourist attraction
jerry baich	safety harbor, FL	2013-02-01	i moved here to live in a small town
Judi Johnson	Safety Harbor, FL	2013-02-02	I fell in love with "our town" when I moved here in 1987 because of the small town atmosphere. I don't want to loose that with developments that will change that small town feel.

Name	Location	Date	Comment
Paul Dembiski	Safety Harbor, FL	2013-02-02	We recently moved from a deed-restricted community in Safety Harbor to a single family home. One big reason is that the community was shifting more from homeowners living there to rental units. Renters don't care for the property as well as owners do. Renters have caused problems with aggressive dogs not on leashes, punching holes in walls, disregarding the covenants, and the son of a renter was carried away in handcuffs. A neighbor who couldn't afford the rent on his own, subleased the spare room in the unit to people who are not the most upstanding, and had a relatively high turnover rate. We do NOT need a high density of renters in our community. The economy is not improving, as evidenced by the latest announcement of big box chains getting ready to close hundreds of more stores. You will not convince me that the "projected" high rents that are supposed to protect our community are going to stay high as apartments are not being rented. There is also the issue, that as the apartments age, they will not command the same high rents. Even if the apartments won't be a "peace issue" now, I'm sure there will in the future. The Richmond Group needs us more than we need them; I'm sure they can find somewhere else to build their "little" project in Florida. By the way, why does the County get the lion's share of any revenue generated by this development, and not the City of Safety Harbor, that actually contains the development and has to deal with it?????
Ross Rayner	Safety Harbor, FL	2013-02-03	Businesses will not see a windfall gain. We residents near 590/McM Booth will see Manhattan like snarl.
David Papp	Safety Harbor, FL	2013-02-03	As a recent resident going on 1 year here in Safety, we just love the small town feel and thinking about buying property soon. However, I have very been concerns now if this deal goes through and will definitely have an impact on my decision to stay in this area. The traffic at McMullen booth is bad enough now and can't image what it will be like with 300+ more residents. Regardless of traffic improvements, that is added congestion to an already busy intersection so there has to be better alternatives.
TOM BLANCHARD	RICHMOND, VA	2013-02-03	TO RETAIN WHAT IS LEFT OF THE BEAUTY AND UNIQUENESS OF SAFETY HARBOR
David Nichols	Hernando, FL	2013-02-03	Moving to this community in 1946 and currently making arrangements to purchase property there and move my practice back to my home town, cause some concern for the overall change in this small town. While we are not adverse to change, we are firmly opposed to alteration which would destroy and reduce the values of established properties. The additional traffic, demands upon the city and the decline in private home ownership are known enemies of the quality of life in any small town. The proportion of transient vs. permanent resident would create an irrevocable down scale and reduce the per capita income for the area. Thereby inviting and encouraging a higher crime rate.
John Stuart	Safety Harbor, FL	2013-02-03	This project will completely congest a already crowded small town and ruin the beautiful way of life we live here.
Heather McGuire	Safety Harbor, FL	2013-02-04	Our small town is not the right location for this proposed multi-unit development and the town's infrastructure is not prepared to support the added citizens and traffic.
Ginny Felty	Clearwater, FL	2013-02-04	I was a 20 year resident of Safety Harbor, I moved to the west side of McMullen & 590. I spend a lot of time and do a lot of volunteering in Safety Harbor. I use this intersection every day for my work commute. Another 300 + cars a day will definitely have an impact on the residents of the area to the west, not in positive way either. So yes, I am definitely against the current residential portion of this plan.

Name	Location	Date	Comment
Charlene Faulkner	Safety Harbor, FL	2013-02-04	Safety Harbor is known for its small town appeal and I believe this will jeopardize our home town feel. Florida is too urbanized, we don't need to bring more people to our quiet area.
Valerie Nolte	Safety Harbor, FL	2013-02-05	This is totally inappropriate for the area where it is being considered. 4 stories is ridiculous! I use 590 to get to and from my house and the traffic will be unbearable.
Donna Sellers	New Port Richey, FL	2013-02-05	I grew up in Safety Harbor and my parents still live in the Harbor.....off 590! My husband and I have had a business in Safety Harbor for over 22 years, which is off of 590. This is way too much for SH! The people who live there, live there because it is a small town! Lets keep it that way!
Sharon Born	Safety Harbor, FL	2013-02-05	Hopefully the City will listen - we do elect our commissioners and we and they need to remember that... definitely don't want to end up like those folks in St. Pete and the "pier" project - no voice!!!
J. Leo Sadauskas Sadauskas	Dunedin, FL	2013-02-05	I live in a small town also and would hate to see a project of this nature come into it and destroy the town. I also visit and do business in the town of Safety Harbor and love it for its appearance and convenience. This project sounds as if it would make it harder to get to and less convenient.
Dobrislav Dobrev	Chicago, IL	2013-02-06	I love to stay in the neighborhood during vacation time. Inappropriate developments of this kind will simply force me to go elsewhere in the future. I FIRMLY OPPOSE the proposed development or anything similar of this kind that will destroy the nice SFH look and feel of this neighborhood!
Patrick Comstock	Safety Harbor, FL	2013-02-12	I drive past what is now the Firmenich Citrus Center every day. Sometimes as often as six times a day. The roads leading to McMullen Booth Rd from my home, 14th Ave S and 10th St S, are already heavily trafficked. The addition of a predicted 552 residences on this road would unavoidably clog the only reasonable means of egress I have from my home. I strongly oppose the construction of such an unnecessarily large apartment complex in the location of what is now the Firmenich Citrus Center.
Steve Steinberg	Safety Harbor, FL	2013-02-14	590 & McMullen is presently "a failed intersection" Allowing builder overdevelopment of this scope can not be undone! We must demand a better plan that does not dump cut through traffic onto the streets of of Safety Harbor.
Michelle Backlund	Safety Harbor, FL	2013-02-19	I moved to Safety Harbor to enjoy its small town characteristics - we don't need the excess traffic, and congestion, and chaos!

Shoemaker, Carolyn

From: Shoemaker, Carolyn
Sent: Tuesday, April 09, 2013 8:11 AM
To: Commissioner Harriet K. Crozier; 'Commissioner John Morroni'; 'Commissioner Marvin Shavlan'; 'Councilman Jim Kennedy'; Councilmember Doreen Hock-DiPolito; 'Interim Executive Director Michael C. Crawford'; 'Mayor Dave Eggers'; 'Mayor David O. Archie'; 'Mayor Doug Bevis'; 'Mayor Joe Ayoub'; 'Mayor Sam Henderson'; School Board Member Peggy O'Shea; 'Vice Mayor Cookie Kennedy'; 'Vice Mayor Jerry A. Mullins'
Subject: FW: Richman Development Opposition Letter
Attachments: Richman Development Opposition Letter.doc

This letter is being forwarded to you re Case CW 13-2 City of Safety Harbor which is on the Council's agenda for April 10.

CAROLYN SHOEMAKER
ADMINISTRATIVE SECRETARY
PINELLAS PLANNING COUNCIL
310 COURT STREET
CLEARWATER, FL 33756-5137
PH: 727.464.8250 FAX: 727.464.8212
WWW.PINELLASPLANNINGCOUNCIL.ORG

Please note: All government correspondence is subject to the public records law.

From: John Jablonski [<mailto:jappleton9@roadrunner.com>]
Sent: Monday, April 08, 2013 8:38 PM
To: Shoemaker, Carolyn
Subject: Richman Development Opposition Letter

Dear Ms Shoemaker,

Would please forward the attached letter to all the members of the Pinellas County Planning Council and the County Planning Authority?

Thank you very much.

John Jablonski
265 13th Ave S
Safety Harbor, FL 34695
(727)444-0344

To: All Members of the Pinellas County Planning Council and the County Planning Authority

In re: Richman development of 246 unit development on the old Firmenich property

Ladies and Gentlemen,

Please take note of my ardent opposition to the planned development listed above.

This development is ignoring the safety of Safety Harbor's residents due to the amount of traffic that will be added to that section of town. I find nothing to appreciate in the irony of that.

- As it is, it is difficult to get in and out of the Hess station on 590 and McMullen Booth. If there were to be added between 246-492 additional cars going in and out of the proposed development's single egress nearby, numerous accidents will result.

- 590 in that area is a narrow two lane road. It will be a nightmare for anyone without a car trying to get to the Publix plaza across McMullen Booth.

- With an additional 246-492 cars using 590 as their entry into Safety Harbor, all of the numbered avenues south of Main Street between 13th Ave South and 10th Ave South will see a significant increase in thru traffic.

There are many children playing on our streets. There are people walking into and throughout town. You cannot increase the number of cars travelling through those streets without increasing the risk of accidents and injuries to people.

Please know that I am not opposed to development. But I am opposed to developers – and politicians – who ignore whole neighborhoods by forcing development of such a large nature. If the number of units were appreciably fewer, I would not be opposed to it.

It is all too easy to be cynical of politicians in these times. I have lived in Florida long enough to see how often developers and politicians ignore what is best for the people near those developments. Please don't let that happen here.

I moved to Safety Harbor because I thought it was the coolest little town in Florida. Please do not allow this development to imperil the very safety of the citizens of Safety Harbor.

Respectfully,
John Jablonski
265 13th Ave S
Safety Harbor, FL 34695

Shoemaker, Carolyn

From: Sandy Blood [seblood@hotmail.com]
Sent: Tuesday, April 09, 2013 8:23 AM
To: Shoemaker, Carolyn
Subject: Richman Group of Florida Development Plan

Dear Pinellas County Planning Council and Board of County Commissioners,

As a resident of Pinellas County for 53 years, I am writing to express my grave concern over the process and project known as the Richman Group of Florida Development Plan - Firmenich property. As a lifetime Pinellas County resident, I'm certainly not unfamiliar with growth and development. When my parents moved here 55 years ago, they had to drive down a dirt road now East Bay Blvd. to a paved road now West Bay Blvd., where my mother would then travel to the Grocery Store located on Missouri Avenue. They lived miles away and traveled through orange groves and cow pastures to get to the grocery. I know growth, I know development. I ask you where does it stop?

I moved to my home in Safety Harbor 18 1/2 years ago from Clearwater when my husband and I decided we wanted to raise our two girls in this lovely community. What an excellent choice. My neighborhood, the community, and the elementary school were more than I could have hoped for. I always knew that there would be a home located behind my house. There was an easement that I was assured could not be built on directly behind my property line and the zoning directly behind me was single family homes. I would miss the green space behind my home but accepted that and knew that was the reality. I never in my wildest dreams expected a major apartment complex. I'd prefer light industrial. At a minimum we would be bringing jobs to our community something that is desperately needed. But no, we're going to settle for yet another apartment complex.

My specific concerns include the extensive increase in traffic, safety as a result of this increase and my plummeting property value. Per the developers estimates, the 246 unit apartment complex will yield 369 additional cars traveling on and through an already deemed failed intersection. McMullen Booth is graded an "F" and considered compromised. The developer does not want to build a bridge over Alligator Creek Channel, too costly, hence there is only one exit/entrance to the apartment complex located on State Road 590 which is a two lane road. I can only envision the nightmare trying to travel through the intersection at rush hour. This project will not only affect the residents of Safety Harbor and their travel but anyone who must pass through the intersection during rush hour traffic. Safety is a great concern. I'm sure the incidence of automobile and pedestrian accidents will increase. Lastly, how is this going to affect my property value? I can't imagine someone wanting to buy my home and deal with the traffic and the nuisance of an apartment complex located in their back yard.

The process that got us to this point is failed. Residents banded together to voice their concerns. We studied the City's Comprehensive Plan and had major points of conflict that we felt needed addressed. We were dismissed. Once we realized that we were not being listened to and knew the project was ultimately going to be approved, we attempted to offer suggestions to make it more palatable for all residents both City of Safety Harbor and Pinellas County. A public meeting/workshop was held where the residents were not allowed to speak. We had worked hard on gaining a consensus of affected residents and wanted to share our concerns and solutions. Again, we were dismissed by the majority of the Council. The project was approved without requiring the developer to come down in density to an acceptable level. The lack of leadership and the incompetence of the City of Safety Harbor Council can be viewed during the last hour of the February 4th and

18th Council Meetings. Truly enlightening! Elections do have consequences and in this regard grave.

The surveyors were out back yesterday removing brush, surveying and marking trees. They informed me that they were completing a tree survey and platting the locations. Interesting that Richman Group is moving forward as though this is a done deal. Obviously they know something that we don't. We were under the impression that Pinellas County would look out for the Counties best interest when the City failed. Again, foolish thinking on our part. Lost scenic corridor, lost green space, yet more traffic on an already constrained and failed intersection. That's what we get. I ask myself why? Why? and then, of course, as always the question is answered. Money! It's all about money. Firmenich made a bad decision purchasing a piece of property where they couldn't build on approximately half of it and need to recoup their loss, Richman wants to maximize their return on investment so they want to build as large an apartment complex as allowed with office buildings, and the City of Safety Harbor wants to receive an increase in annual taxes, "Oh" and as Richman Group pointed out during the meeting where the final vote occurred, the City would receive approximately \$350,000 in impact fees to be used as they wished. We were sneered at as the comment was made. It always bowls down to money.

It is with heartfelt sadness that I send this email. I truly believe that this decision will have a significant and negative affect on not only the community of Safety Harbor but also the residents of Pinellas County who happen to have the unfortunate luck of either living near McMullen Booth Road and State Road 590 or having to travel it on a daily basis. Good Luck To Us All!

Respectfully,

Sandy Blood
879 Harbor Hill Drive
Safety Harbor, FL 34695

CORRESPONDENCE RECEIVED AFTER PPC MEETING

Shoemaker, Carolyn

From: Betty Douglas [edougla2@tampabay.rr.com]
Sent: Wednesday, April 10, 2013 3:37 PM
To: Shoemaker, Carolyn
Subject: Richmond Group Development Plan for Firmenich Property
Attachments: Pinellas County Planning .doc

Carolyn,
I have attached my concerns regarding the project.
Thank you for assisting us in our cause!
Elizabeth Douglas

Pinellas County Planning Council members
Pinellas County Commissioners

This letter is in regard to the Richman Development Plan to build a 246 unit apartment complex on the property located at McMullen Booth Road and State Road 590 known as Firmenich Property.

Pinellas County has been home for all my life (68 years) and my family moved to Safety Harbor 65 years ago. Safety Harbor was and still is its own unique, special place - one of the rare cities in the county that is easily recognizable because it stands alone. No wonder so many people want to live here. Much about Safety Harbor has changed, but its small town heart has remained the same.

However, this project may make changes that will be irreversible. Although I won't have to see the complex out my windows and won't have residents that may be able to look into my back yard, I feel that I, like all residents, will be affected by the increase in traffic.

The traffic will impact will be felt by all residents who travel McMullen/Booth Road. Please ask your constituents in East Lake and Countryside if they want to see hundreds of additional cars accessing that "thoroughfare" at SR 590 that is rated an "F" intersection.

The traffic will also impact those of us who live east of the complex because many who live there will turn east on 590, travel to 7th St. S. and on to Bayshore Boulevard. Remember that 7th St. S. is a residential street and runs right by the City Park and Community Center. There are many children at that park and more traffic is not what is needed there.

I do not oppose building affordable housing being in my town, but I would like for the projects to be reasonable in scope and minimal in impact on the way of life in Safety Harbor.

Thank you for your consideration,
Elizabeth L. Douglas
208 7th Ave. S.
Safety Harbor

**PINELLAS PLANNING COUNCIL
AGENDA MEMORANDUM**

AGENDA ITEM: III B-1.

MEETING DATE: April 10, 2013

SUBJECT: Amendment of the *Countywide Future Land Use Plan Map*
FROM: Industrial Limited (IL), Residential/Office Limited (R/OL), Residential Low (RL), and Residential Urban (RU), Preservation (P), and Water/Drainage Feature (W/DF) Overlay
TO: Residential Medium (RM), Residential/Office Limited (R/OL), Preservation (P), and Water/Drainage Feature (W/DF) Overlay
AREA: 34.6 Acres m.o.l
CASE #: CW 13-2
JURISDICTION: City of Safety Harbor
LOCATION: 1585 – 10th Street South (S.R. 590) and generally to the northeast of the intersection of 10th St. S. (SR 590) and McMullen Booth Rd.

RECOMMENDATION: Council Recommend To The Countywide Planning Authority That The Proposed Map Amendment To Residential Medium, Residential/Office Limited, Preservation, And Water/Drainage Feature Overlay, Be Approved Subject To: 1) The Amendment Be Considered An Exception To The Scenic/Non-Commercial Corridor “Residential” Subclassification; 2) The Accompanying Development Agreement; And 3) The Majority Of The Office Development Site Shall Be Given Special Consideration With Respect To Attracting A Compatible Business Meeting One Of Pinellas Planning Council’s Target Industry Clusters As Identified In *The Target Employment And Industrial Lands Study*.

Separately And In Addition: 1) It Is Recommended That The City of Safety Harbor Give Special Consideration To The Improvement Of The Office Development Site With Respect To The Buffering And Landscaping Guidelines Of The Scenic/Noncommercial Corridor Master Plan; and 2) That The City Of Safety Harbor Give Special Consideration To Maintaining The Industrial Land Use Designation For The Area South of 10th St. S. (SR 590).

I. BACKGROUND

This proposed amendment is submitted by the City of Safety Harbor and seeks to reclassify nine parcels totaling 34.6 acres of land from Industrial Limited (15.8 acres),

PINELLAS PLANNING COUNCIL ACTION:

The Council recommended **approval** of the amendment from Industrial Limited, Residential/Office Limited, Residential Low, Residential Urban, Preservation, and Water/Drainage Feature Overlay to Residential Medium, Residential/Office Limited, Preservation, and Water/Drainage Feature Overlay subject to enumerated conditions and separate and additional recommendations as outlined above (vote 8-5).

COUNTYWIDE PLANNING AUTHORITY ACTION:

SUBJECT: Case CW 13-2 – Safety Harbor

Residential/Office Limited (5.1 acres), Residential Low (5.0 acres), Residential Urban (6.0 acres), Preservation (2.7 acres), and Water/Drainage/Feature Overlay to Residential Medium (21.5 acres), Residential/Office Limited (2.8 acres), Preservation (10.3 acres), and Water/Drainage Feature Overlay. The southeastern portion of the site (fronting along 10th St. S.), designated Industrial Limited is developed with the former Firmenich citrus processing plant. Operations at the plant are being relocated to Polk County. The remainder of the site is unimproved, wooded, and contains some wetlands. The property is intended to be redeveloped with a 246 unit apartment complex (fronting along 10th St. S.) and an office building (fronting along McMullen Booth Rd.).

A development agreement has been submitted in conjunction with the requested amendment. This agreement limits the development density and intensity on the site and outlines additional key provisions of the site redevelopment (see Attachment 2 for details). The development agreement is accompanied by a concept plan detailing the project design.

Additionally, the proposed amendment has been reviewed against PPC Resolution 06-3, adopted by the PPC at their May 17, 2006 meeting.

Resolution 06-3 recognizes the importance of land designated Industrial Limited and/or Industrial General for providing employment for essential and targeted industries vital to the economy of Pinellas County. The Resolution further provides that Countywide Plan Map amendments that propose to convert land designated Industrial Limited and/or Industrial General to another category be evaluated consistent with the position statements and strategies of the Countywide Plan and the *Economic Development and Redevelopment Plan for the Pinellas Community (Pinellas by Design)*. Section 2 and 3 of the Resolution provide additional policy guidance on this evaluation and read as follows:

SECTION 2. *The review of all such plan amendments that would convert land now designated Industrial Limited and/or Industrial General to some other Plan map category will include consideration of the ability and importance of such land to provide for essential and targeted employment opportunities vital to the local economy.*

SECTION 3. *No recommendation for Plan map amendment from Industrial Limited and/or Industrial General shall be made absent an affirmative determination that there are changed or changing conditions that render the current industrial designation no longer viable relative to providing for essential and targeted employment opportunities; and further that there are compelling reasons to make such change in the public interest consistent with the Countywide Plan and Economic and Redevelopment Plan.*

See Attachment 1 for analysis of this site relevant to Resolution 06-3.

II. FINDINGS

Staff submits the following findings in support of the recommendation for approval:

- A. The proposed amendment is consistent with the criteria for utilization of the Residential Medium, Residential/Office Limited, and Preservation categories;
- B. The proposed amendment is adjacent to, but will not significantly impact a roadway with a LOS of “F;”
- C. The amendment involves the contraction of Industrial Limited, but can be found to be consistent with the policy directives in PPC Resolution No. 06-3;
- D. The proposed Residential/Office Limited category applied to the subject site can be deemed an exception to the Residential subclassification of the Scenic/Noncommercial Corridor;
- E. The proposed categories either do not involve, or will not significantly impact, the remaining relevant countywide considerations; and
- F. The development agreement has been approved by the City of Safety Harbor and executed by the property owner, and is thus eligible for consideration under the amendment process.

In consideration of and based upon a balanced legislative determination of the Relevant Countywide Considerations, as they relate to the overall purpose and integrity of the Countywide Plan, it is recommended that the proposed Residential Medium, Residential/Office Limited, Preservation, and Water/Drainage Feature Overlay Countywide Plan Map categories be approved.

Please see accompanying attachments and documents in explanation and support of the findings.

III. PLANNERS ADVISORY COMMITTEE (PAC)

The PAC members discussed this case at their April 1, 2013 meeting and recommended approval of the staff recommendation, as outlined above (8-0).

IV. LIST OF MAPS & ATTACHMENTS

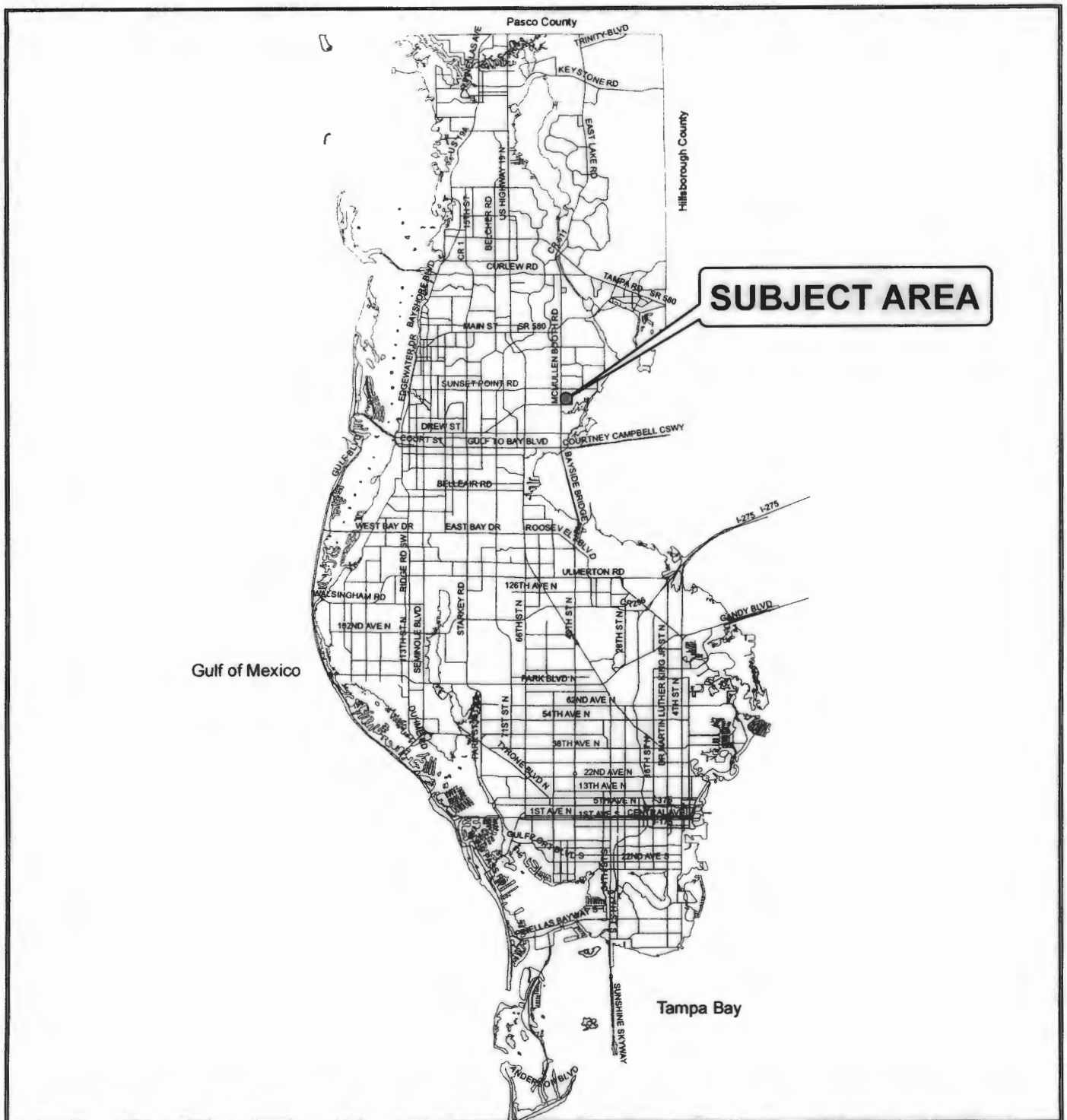
- | | |
|-------|---|
| Map 1 | Location |
| Map 2 | Current Countywide Plan & Jurisdiction Map |
| Map 3 | Aerial |
| Map 4 | Current Countywide Plan Map |
| Map 5 | Proposed Countywide Plan Map |
| Map 6 | Countywide Scenic/Noncommercial Corridors Map |

- | | |
|--------------|---------------------------------|
| Attachment 1 | Council Staff Analysis |
| Attachment 2 | Development Agreement |
| Attachment 3 | Draft PAC Summary Actions Sheet |

SUBJECT: Case CW 13-2 – Safety Harbor

V. SUPPORT DOCUMENTS – available only at www.pinellasplanningcouncil.org (see April Agenda and then click on the corresponding case number).

Support Document 1	Disclosure of Interest Form
Support Document 2	Local Government Application
Support Document 3	PPC Resolution 06-3



Map 1 - Location

FROM: IL, R/OL, RL, RU, P, and W/DF Overlay

TO: RM, R/OL, P, and W/DF Overlay

AREA: 34.6 Acres

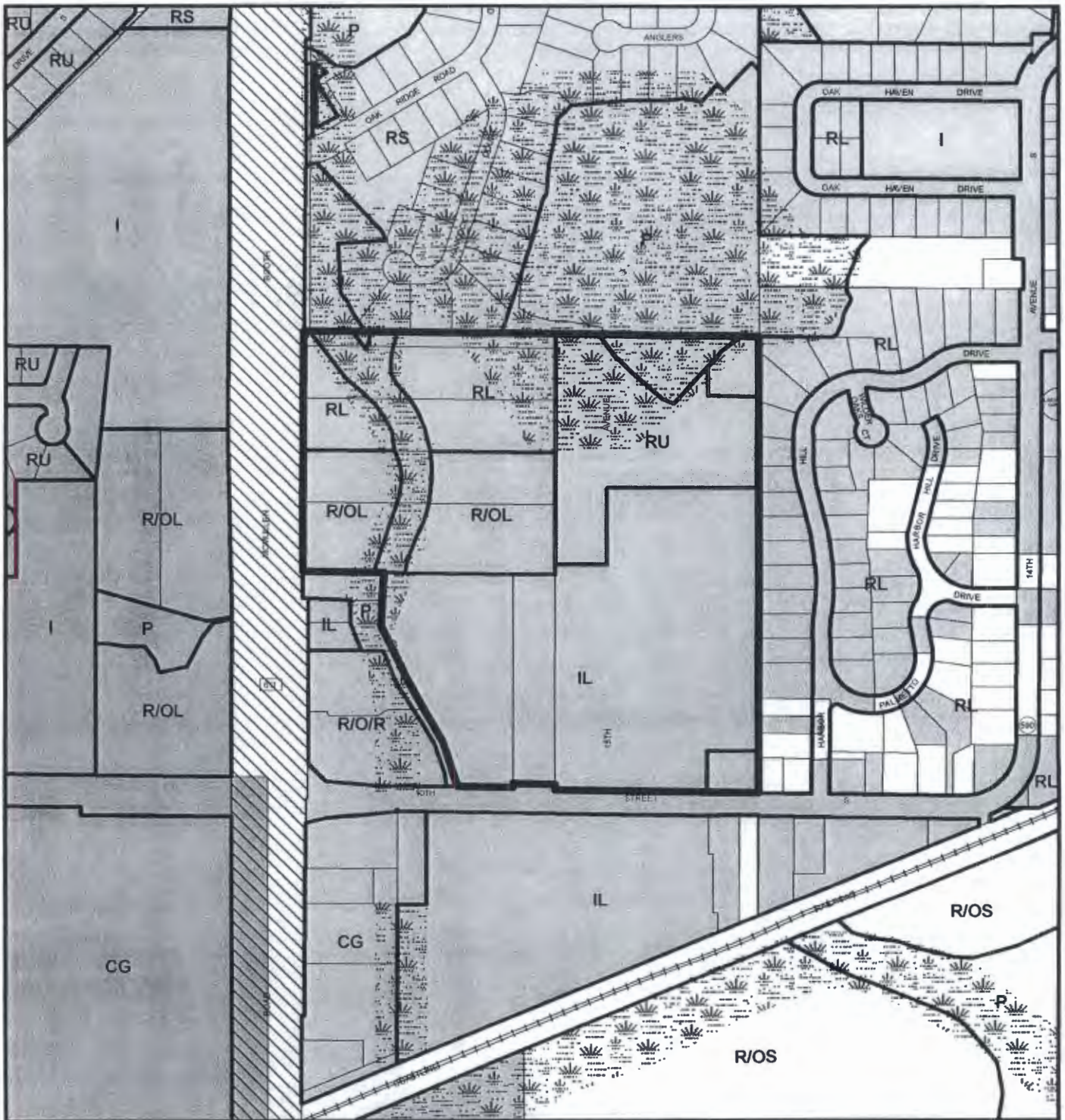
CASE #: CW13-2

JURISDICTION: Safety Harbor



1" = 26,000'





Map 2 - Current Countywide Plan Map & Jurisdictional Map

FROM: IL, R/OL, RL, RU, P, and W/DF Overlay

TO: RM, R/OL, P, and W/DF Overlay

AREA: 34.6

CASE #: CW13-2

Jurisdictions

- CLEARWATER
- SAFETY HARBOR
- UNINCORPORATED



PRC PINELLAS
PLANNING
COUNCIL

JURISDICTION: Safety Harbor



Map 3 - Aerial

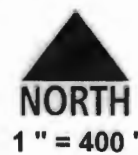
FROM: IL, R/OL, RL, RU, P, and W/DF Overlay

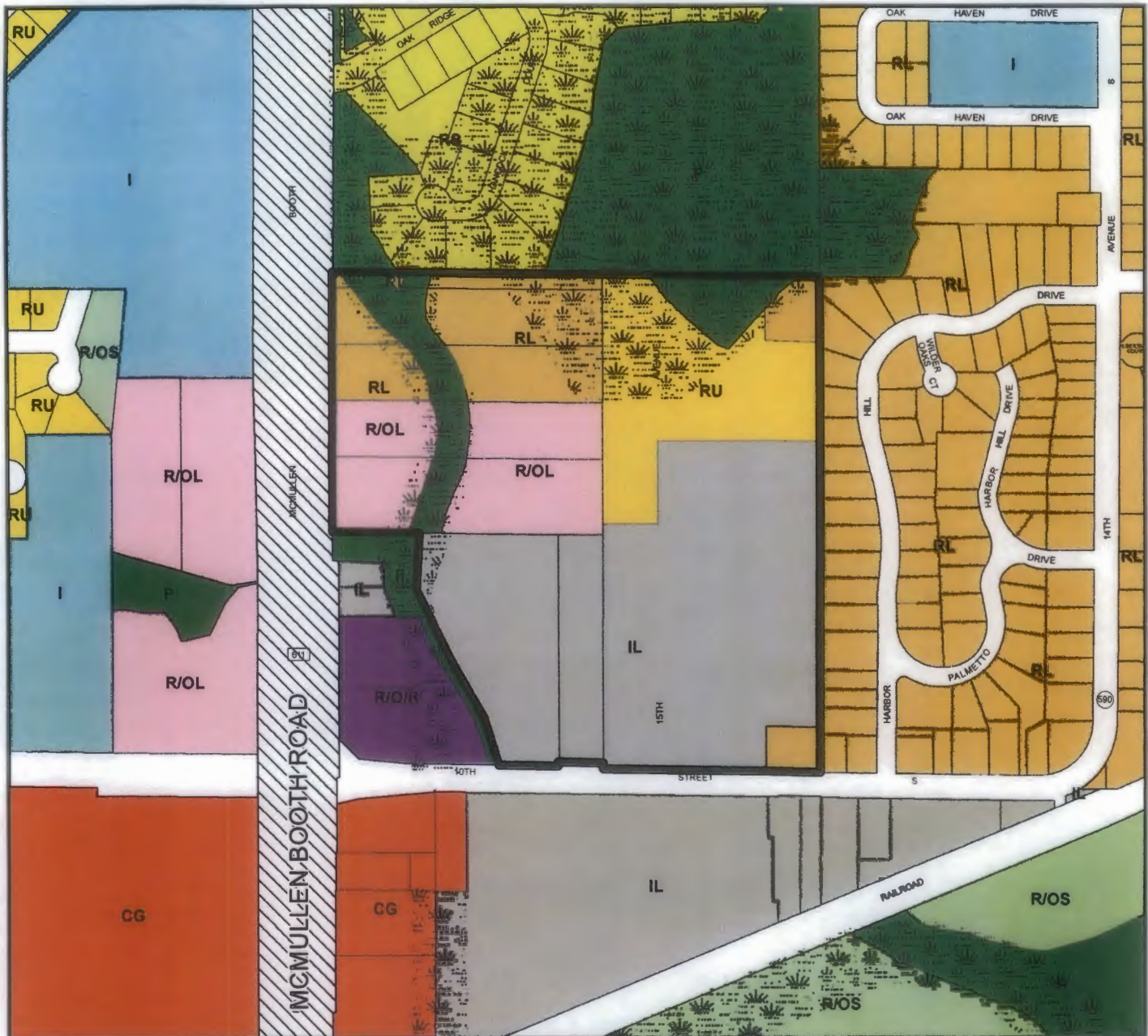
TO: RM, R/OL, P, and W/DF Overlay

AREA: 34.6

CASE #: CW13-2

JURISDICTION: Safety Harbor





Map 4 - Current Countywide Plan Map

FROM: IL, R/OL, RL, RU, P, and W/DF Overlay

TO: RM, R/OL, P, and W/DF Overlay

AREA: 34.6

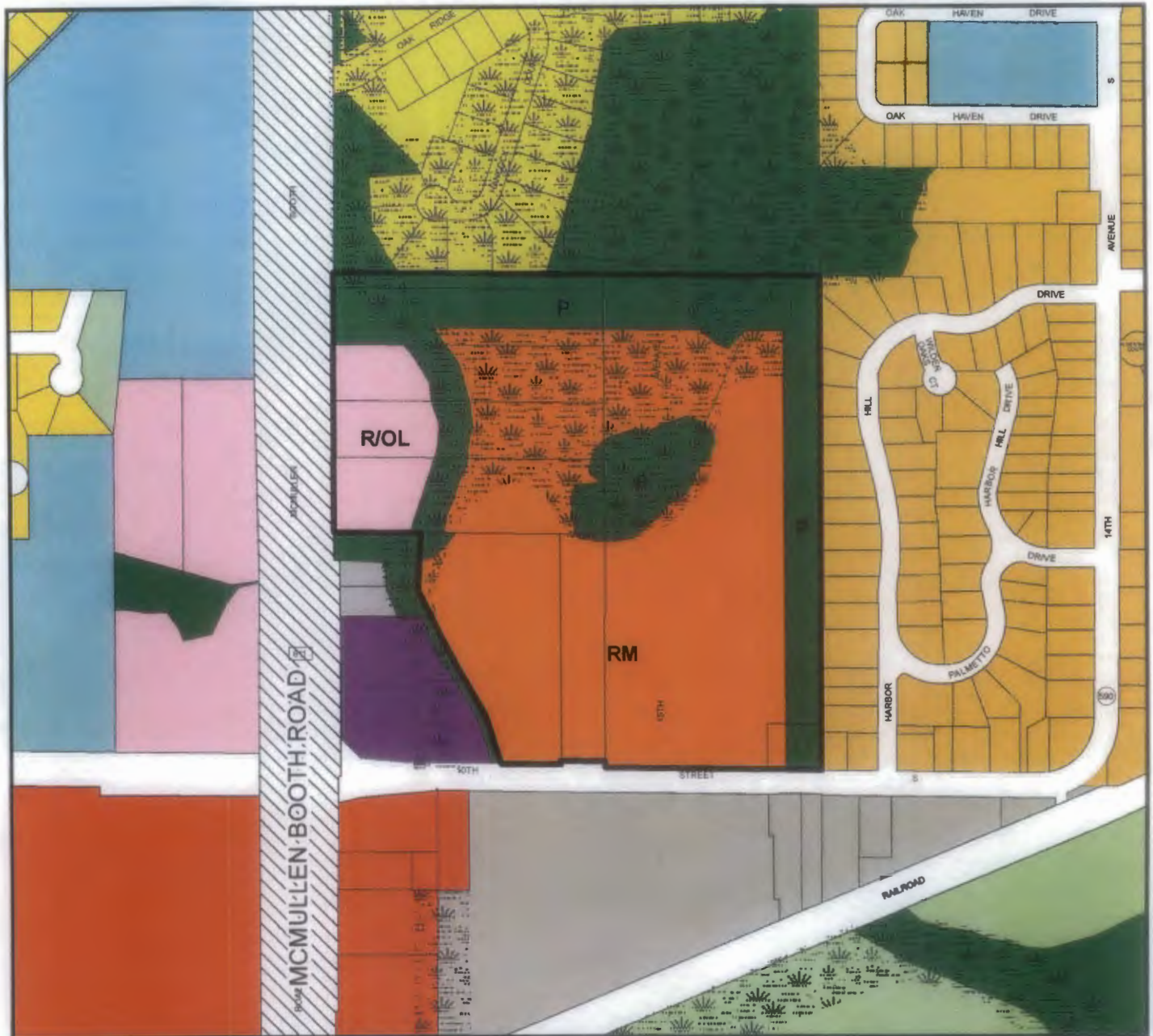
CASE #: CW13-2

JURISDICTION: Safety Harbor



1" = 400'

PRC PINELLAS
PLANNING
COUNCIL



Residential		Mixed Use		Industrial		Water/Drainage Feature Overlay	Scenic/Noncommercial Corridor
	Residential Suburban		Residential/Office Limited		Industrial Limited		
	Residential Low		Residential/Office/Retail		Public / Semi-Public		
	Residential Urban		Commercial General		Preservation		
	Residential Medium				Recreation/Open Space		
					Institutional		

Map 5 - Proposed Countywide Plan Map

FROM: IL, R/OL, RL, RU, P, and W/DF Overlay

TO: RM, R/OL, P, and W/DF Overlay

AREA: 34.6

CASE #: CW13-2

JURISDICTION: Safety Harbor








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COUNCIL

MAP 6 Countywide Scenic/Noncommercial Corridors



1" = 600'

Legend

-  Enhancement Connector
  Residential
  Unique/Scenic View
 Mixed Use
  Rural/Open Space

CASE #: CW13-2

**Council Staff Analysis
Case CW 13-2: City of Safety Harbor
April 10, 2013 PPC Meeting**

Relevant Countywide Considerations:

- 1) **Consistency with the Countywide Plan and Rules** – The amendment area consists of nine parcels totaling 34.6 acres that is occupied by the Firmenich citrus processing plant on a southern 15.8 acre portion of the site. The company has moved most of its operations to Polk County; with some operations temporarily remaining on the site. The remainder of the site is vacant. The site is proposed to be amended as follows:

Countywide Future Land Use	Current Acreage	Proposed Acreage
Industrial Limited (IL)	15.8	-
Residential/Office Limited (R/OL)	5.1	2.8
Residential Low (RL)	5.0	-
Residential Urban (RU)	6.0	-
Preservation (P)	2.7	10.3
Residential Medium (RM)	-	21.5
TOTAL	34.6	34.6

The site is proposed to be built with a 246 unit apartment complex on the RM portion, an office use on the R/OL portion, and P on the remainder of the site, limited by a development agreement. The site is adjoined by single-family neighborhoods on the north and east, an industrial use on the south (across SR 590), a mix of commercial uses adjacent on the southwest, and a church to the west (across McMullen Booth Rd.).

Residential Dwelling Unit Calculations

Countywide Future Land Use	Maximum Allowable Units	Proposed by Development Agreement	Difference
Residential/Office Limited (R/OL)	13 ¹	-	-13
Preservation (P)	10	-	-10
Residential Medium (RM)	323	246	-77
TOTAL	346	246	-100

¹ 13 residential units are what could be built once the 25,000 square feet of office is constructed as per the development agreement. Otherwise, without the office development, a total of 21 units could be constructed.

The Countywide Rules state that the proposed RM category is well-suited to be developed in a moderately intensive residential manner and to serve as a transition between less urban and more urban residential and mixed-use areas. The proposed RM category (allows up to 15 units per acre) is an appropriate designation for the amendment area as it will serve as a transition from the non-residential uses to the west and south that carry the designations of Residential/Office/Retail (R/O/R), R/OL, and IL, and the residential neighborhood to the east designated RL (allows up to 5 units per acre) and the residential neighborhood to the north designated Residential Suburban (RS) (allows up to 2.5 units per acre). Also, the proposed RM will be separated from the adjacent existing residential to the north and east as well as the non-residential to the west by a significantly large preservation buffer. The southern portion of the site is served by a thoroughfare network, with direct access onto 10th Ave., a major collector roadway, and is in close proximity to McMullen Booth Rd, a major arterial. Furthermore, the density on the site will be limited by the accompanying development agreement to 246 total units, a 29% decrease in maximum density allowable under the Countywide Rules for this property.

The Countywide Rules state that the proposed R/OL category is well-suited to be developed as an office/mixed-use consistent with surrounding uses, transportation facilities, and natural resource characteristics of the area. The proposed R/OL, at 2.8 acres, is a reduction in size by 2.3 acres (from 5.1 acres) and will result in a modification of the existing R/OL boundary. This is an appropriate designation for this portion of the amendment area as it is consistent with the adjacent non-residential uses that carry the designations of R/O/R, R/OL, and IL. This portion of the site is served by a thoroughfare network, with direct access onto McMullen Booth Rd., a major arterial. Furthermore, the proposed R/OL will be separated from the adjacent existing residential to the north and the proposed residential to the east by the natural buffer, Alligator Creek. Additionally, the intensity on the site will be limited by the accompanying development agreement to 25,000 square feet (0.2 floor area ratio), a 49% decrease in maximum intensity allowable under the Countywide Rules for this property.

The Countywide Rules state that the current IL category should be used for the preservation and use of consolidated areas for industrial and industrial/mixed use in a sufficient size to encourage an industrial park arrangement that allows integration with other industrial/mixed use projects. The subject area is not part of a larger consolidated industrial area (i.e. over 100 acres) such as the one three miles to the west in the City of Clearwater (east of the Clearwater Airpark), but is adjacent (across 10th St S. (SR 590)) to industrial uses located on 13.6 acres to the south, that area together with the amendment area could

function as a small industrial park arrangement. The fact that the site is served by the arterial and thoroughfare network is also a benefit to the uses associated with the IL category.

The Countywide Rules further state that the IL category should be in areas appropriate to develop industrial type uses consistent with surrounding uses, natural resource characteristics, and with minimal adverse impact on adjoining uses. An industrial category, with all the potential uses allowed and locating adjacent to the single family uses along the northern and eastern property lines² is in the broadest sense inconsistent with these surrounding uses. However, appropriate limitations can be put in place to ensure compatibility, especially for an employment use with little or no external impacts.

It should be noted that the site is not within an existing or potential employment district discussed in the "*Economic Development and Redevelopment Plan for Pinellas County (Pinellas by Design)*" that addresses the need for IL lands in Pinellas County.

Considerations relevant to PPC Resolution No. 06-3 and the requested amendment of the IL category are provided on page 7.

The Countywide Rules state that the current RL (5.0 residential units/acre) and RU (7.5 residential units/acre) should be developed in a low density residential manner. While these categories are consistent with the adjacent single family uses, the wetland jurisdictional survey conducted on this site shows that a portion of the RL and RU categories are in fact wetlands. Furthermore, the location of the wetlands will preclude adequate access to the upland areas of these categories

The Preservation category will be modified on the site to identify wetlands established by jurisdictional wetland survey and to recognize a portion of Alligator Creek that runs through the site. Further, additional upland area will be amended to P to serve as a natural buffer between the R/OL and RM portions of the site and the adjacent single-family neighborhoods on the north and east. The Preservation category over Alligator Creek will also serve as a buffer between the non-residential uses to the west and southwest and the proposed RM category to the east.

The Water/Drainage Feature Overlay will be modified to accurately identify those water bodies and drainage areas identified on the site by jurisdictional wetland survey.

² It should be noted that the City of Safety Harbor does have land development regulations that would restrict the type of industrial use on the site.

Therefore, this proposed amendment can be considered consistent with this Relevant Countywide Consideration.

- 2) **Adopted Roadway Level of Service (LOS) Standard** –The RM portion of the amendment will have direct access onto 10th St. S. (SR 590), a collector roadway operating at an LOS of “B.” and the R/OL portion will have direct access onto McMullen Booth Rd., an arterial roadway operating at an LOS “F.”

The difference in expected traffic generated between the existing and the proposed categories is a decrease of 1,563 vehicle trips per day (see tables below). Of course these calculations compare the potential from one Countywide Plan Map Category with another and actual traffic will differ, especially given that the site is underutilized at present.

Current Countywide Future Land Use Categories			
FLU Category	Acres	ADT/Acre³	Total Trips
IL	15.8	178	2,812.4
R/OL	5.1	125	637.5
RL	5.0	50	250.0
RU	6.0	68	408.0
P	2.7	0.3	0.8
TOTAL			4,109

Proposed Countywide Future Land Use Categories			
FLU Category	Acres	ADT/Acre¹	Total Trips
RM	21.5	102	2,193.0
R/OL	2.8	125	350.0
P	10.3	0.3	3.1
TOTAL			2,546
Difference (Current vs. Proposed)			-1,563

The Development Agreement, which will reduce the otherwise allowable development on this site, will further limit the number of potential trips on the site from 2,546 down to 1,911, which is a decrease of 2,198 vehicle trips per day. The traffic study submitted as part of the development agreement shows a slight increase (less than 5%) in peak period traffic generated from this site. However, the traffic study was based on the proposed original 276 unit apartment development, so this is a conservative estimate.

³ ADT/Acre = Average Daily Trips per Acre, the standard for the purpose of calculating typical traffic impacts relative to an amendment for each category.

Therefore, based on the reduction of potential overall trips, staff recommends this item be considered consistent with this Relevant Countywide Consideration.

- 3) **Location on a Scenic/Non-Commercial Corridor (SNCC)** – A portion of the amendment area (i.e., request to R/OL) is located on the east side of McMullen Booth Road, which is designated as a Primary SNCC with this portion of the corridor having a subclassification of “Mixed-Use” at the intersection of McMullen Booth Rd and SR 590, and a “Residential” subclassification to the north of the intersection (see Map 6).

The intent and purpose of the SNCC designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Future Land Use Plan, and to maintain and enhance the traffic operation of these significant roadway corridors in Pinellas County. The classification extends for 500 feet from the edge of the right-of-way.

The principal objectives of SNCC designations are:

- *To preserve and enhance scenic qualities found along these corridors and to foster community awareness of the scenic nature of these corridors;*
- *To encourage superior community design and enhanced landscape treatment, both outside of and within the public right-of-way;*
- *To encourage land uses along these corridors which contribute to an integrated, well planned and visually pleasing development pattern, while discouraging the proliferation of commercial, office, industrial or intense residential development beyond areas specifically designated for such uses on the Future Land Use Plan;*
- *To assist in maintaining the traffic operation of roadways within these corridors through land use type and density/intensity controls, and by conformance to access management regulations, by selective transit route location, and by the development of integrated and safe pedestrian and bicycle access systems;*
- *To encourage design standards identified within the "Pinellas County Countywide Scenic/Noncommercial Corridor Master Plan" through the adoption of local ordinances and regulations consistent with those standards set forth within the Master Plan.*

The “Future Land Use Plan/Corridor Classification Consistency Guidelines” of the Countywide Rules state that the requested Residential Medium category is considered to be compatible with the “Mixed Use” subclassification.

The “Future Land Use Plan/Corridor Classification Consistency Guidelines” of the Countywide Rules state that the requested Residential/Office Limited category is not considered to be compatible with the “Residential” subclassification. However, Section 4.2.7.1.3.B of the Countywide Plan Rules allows the PPC and Countywide Planning Authority the authority to grant an exception to the concurrent amendment of the corridor, based upon a finding that:

1. The size and configuration of the amendment is *de minimus* in relationship to its frontage on the affected Scenic/Noncommercial Corridor; or
2. The size and configuration of the amendment is *de minimus* in relationship to the length of the affected corridor; or
3. The size and location of the amendment is consistent in relationship to the surrounding existing future land use plan designations.

The proposed amendment will extend the R/OL area further along McMullen Booth Rd., but result in an overall reduction in allowable R/OL acreage, thereby reducing potential additional vehicular trips. It is *de minimus* in its relationship to its frontage and length on the affected SNCC, McMullen Booth Road, in that it will front approximately 155 feet on a lengthy corridor and will have a relatively small size and configuration. Furthermore, it is consistent with the surrounding Countywide Plan Map designations, being a logical extension and northern terminus of the non-residential categories along this portion of the roadway.

First, the portion of the amendment in the “Mixed Use” subclassification is consistent with this subclassification. Second, the portion in the “Residential” subclassification can be considered as an “exception” to this subclassification. Therefore, the amendment can be considered consistent with this Relevant Countywide Consideration.

- 4) **Coastal High Hazard Areas (CHHA)** – The amendment area is not located in a CHHA, so these policies are not applicable.
- 5) **Designated Development/Redevelopment Areas** – The amendment area is not located in, nor does it impact, a designated development or redevelopment area.

- 6) **Adjacent To or Impacting An Adjoining Jurisdiction or Public Educational Facility** – The amendment area is adjacent to the City of Clearwater on the west (across McMullen Booth Rd.) and an unincorporated Pinellas County enclave on the east. This amendment will not impact service delivery to this unincorporated area.

Additionally, the amendment area does not adjoin, nor will it impact, a public educational facility. Therefore, this request can be considered consistent with this Relevant Countywide Consideration.

Consideration of Development Agreement

The City of Safety Harbor has submitted a Development Agreement (between the City, The Richman Group of Florida, and Intercit Inc.) along with the application for Countywide Plan Map amendment that contains the following major items:

- Develop the multi-family portion of the site with an apartment complex limiting the units to 246 where 323 units (see table on page 1 for full residential unit calculations) would be allowed under the RM category;
- Develop the office portion of the site with a general office use with a maximum floor area ratio (FAR) of 0.25 and maximum of 25, 000 square feet of gross floor area, where 48,787 (0.4 FAR) would be allowed under the R/OL category;
- The multi-family residential buildings will be limited to two stories and 36 feet in height when they are within a distance of less than 450 feet from the eastern property line and limited to three stories and 48 feet in height beyond that setback distance;
- The office development shall be limited to one story and 25 feet in height;
- The rent for the multi-family site will market-rate housing;
- The developer will not take any action to render the property tax-exempt;
- The property will be developed in conformance with the concept plan attached to the Development Agreement;
- An eastbound left turn lane of 255 feet as recommended by the traffic study will be constructed;
- The Development Agreement is for a term of 10 years, and will be required to be reviewed on an annual basis by the developer and reported to the City on the status of compliance.

Considerations Relevant To PPC Resolution No. 06-3:

Given that the proposed amendment involves an industrially designated parcel, the amendment has been evaluated against PPC Resolution No. 06-3. This Resolution states that an amendment from IL (or Industrial General) shall be denied unless a positive finding using the criteria found in the Resolution can be made.

Staff has analyzed the amendment as it relates to the criteria in the Resolution and the following analysis has identified important considerations which establish a basis to approve the amendment to the Countywide Plan Map. Essentially, we reviewed whether the ability for the land in question to provide for essential and targeted employment opportunities vital to the economy is limited due to the parcel size, visibility, and location.

- **Is the site's existing Industrial Limited category consistent with the position statements and strategies of the Countywide Plan and conclusions of the Economic Development and Redevelopment Plan for Pinellas County (*Pinellas by Design*)?**

Position Statement 13.1: Retention of industrially-designated land and 13.2: Mixed-use development of the Countywide Plan, both support the current IL category and address the pressures that threaten to decrease supplies of land needed by primary employment centers and businesses vital to the local economy.

Pinellas by Design contains numerous statements that apply to this amendment, including:

- The need “to build the long-term economic vitality for Pinellas County through the attraction and retention of jobs that pay above-average wages in targeted primary industries. These businesses and employees bring significant wealth into the larger community, creating a demand for secondary businesses and high-quality public services and amenities;”
- If the current economic vitality of Pinellas County is to be maintained over the long term, “to counter the effects of buildout, approximately 50,000 new high-wage primary jobs must be created over the next twenty-years;”
- Higher density and intensity redevelopment can appropriately take place in “lands designated for industrial use;”
- As Pinellas County approaches buildout, the supply of land designated to accommodate primary employers is shrinking. This trend is exacerbated by comprehensive plan and zoning amendments requested by property owners to increase the short-term profit potential of their land, largely by “conversion to retail and high-end residential;”
- “Without well-located, buildable land, the county cannot effectively compete in the race for a sound, strong economic future. To support a robust local economy, redevelopment efforts must focus on maintaining adequate real estate to meet the needs of primary employers and other uses that will benefit the community;” and
- “To support a robust local economy, redevelopment efforts must focus on maintaining adequate real estate to meet the needs of the community.”

So the answer to the question above is yes. In general, IL areas identified on the Countywide Plan Map can be considered consistent with both the Countywide Plan and Pinellas by Design. When looking at this site's location, size, arrangement, and surrounding uses, it appears that the site is appropriate to accommodate a "target-industry" industrial-type use⁴.

- **What are the considerations relative to the site's ability and importance to provide for essential and targeted employment opportunities vital to the local economy?**

Positive aspects of maintaining the current land use designation:

- The parcel is of sufficient size (15.8 acres) to accommodate an industrial park arrangement;
- The parcel, in conjunction with the 13.6 acres of industrial land to the south, could be considered to be part of a relatively small consolidated industrial area;
- The site is in close proximity to a prospective workforce (i.e. residential areas);
- The site has direct access onto a Major Collector roadway with secondary access to a Principal Arterial road;
- The site is in close proximity to an existing rail line to the south;
- The site's existing use is consistent with the current Countywide Plan Map designation;
- The site is outside of all hurricane evacuation zones; and
- Infrastructure is in place to supply adequate utility needs for an industrial use.

⁴ *The Target Employment and Industrial Land Study* identifies eleven separate industry "clusters," using information from the federal *Quarterly Census of Employment and Wages* (QCEW) and private company Dun & Bradstreet (D&B):

- Aviation/Aerospace
- Financial Services
- High Tech Industries
- Information Technology
- Marine Science
- Medical Technology
- Microelectronics
- Modeling/Simulation
- Optics/Photonics
- Research/Development
- Wireless Technology

--*Target Employment and Industrial Land Study*, 2008, pp. 2-6 and 2-7

Negative aspects of maintaining the current land use designation:

- There are environmentally sensitive areas on the site that may preclude full utilization for an industrial user. However, these environmentally sensitive areas can also serve as a buffer to adjacent residential uses;
 - The site is not identified to be within an existing or potential employment district according to *Pinellas by Design (Figure 5-2)*; and
 - The site is directly adjacent to single family residential uses and may limit the type of industrial user that could locate here.
- **Have there been changed or changing conditions that render the current industrial designation no longer viable relative to providing for essential and targeted employment opportunities?**

This site has historically operated as a citrus processing plant. The dwindling access to citrus groves in this area renders the specific industrial use on this site no longer viable. Furthermore, the citrus processing infrastructure remaining on this site would only be attractive to a specific and specialized industrial user. Additionally, the surrounding area (to the east and north) has developed in a residential manner over the past few years. This helps to limit some of the industrial users that may have more significant activity outdoors (e.g. noise, lighting, odors, etc.). However, this site would not limit a target employment use that was sensitive to these surrounding uses.

- **Are there compelling reasons in the public interest to make such an amendment?**

Positive reasons to make such an amendment:

- This amendment will add 246 market rate residential units to the housing market of Pinellas County;
- Based on the accompanying Development Agreement, there will be further protection, enhancement, and expansion of preservation land on the site;
- The amendment may result in a lower potential negative impact on neighboring single-family homes; and
- Coupled with the R/OL area being amended in this application there remains the potential to locate certain Target Employers.

Negative reasons to make such an amendment:

- The amount of industrial land available in Pinellas County for essential target employment will be diminished; and
- If the site remained IL there are office uses that are allowed under the industrial category and that would be compatible with the SNCC.

Staff's recommendation is for the Council to approve the amendment from IL even though the site could accommodate a target employment industrial user in a limited fashion. This is in part due to the adjacency of uses surrounding the site that could be negatively impacted by certain industrial users. Further, when the more restrictive Safety Harbor use restrictions are put into place, some industrial uses will not likely be able to locate here.

As partial mitigation to the loss of potential industrial users we recommend that the City of Safety Harbor and the property owner work with Pinellas County Economic Development in giving special consideration to attracting a business that meets one of the Target Industry Clusters identified in the PPC's *Target Employment and Industrial Lands Study*.

Conclusion:

On balance, it can be concluded that the requested amendment from IL, RL, RU, R/OL, P, and W/DF Overlay to RM, R/OL, P, and W/DF Overlay, subject to the accompanying development agreement, is deemed consistent with the Relevant Countywide Considerations found in the Countywide Rules, and with PPC Resolution No. 06-3.

RESOLUTION NO. 2013 - 05

**A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR
APPROVING THE FORM AND AUTHORIZING THE EXECUTION OF THE
DEVELOPMENT AGREEMENT BETWEEN THE CITY OF SAFETY HARBOR, THE
RICHMAN GROUP OF FLORIDA, INC., AND INTERCIT, INC.**

**BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR, FLORIDA,
IN SESSION DULY AND REGULARLY ASSEMBLED THAT:**

Section 1. The proposed development agreement by and between the City of Safety Harbor, the Richman Group of Florida, Inc. and Intercit, Inc. attached hereto as **Exhibit A** is hereby approved and the appropriate city officers are authorized to execute it.

Section 2. This Resolution shall take effect immediately upon its passage and adoption.

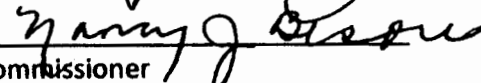
**PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF SAFETY HARBOR,
FLORIDA, THIS 18th DAY OF FEBRUARY 2013.**



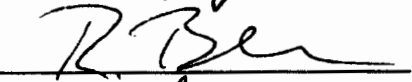
Mayor-Commissioner



Vice Mayor-Commissioner



Commissioner




Commissioner



Commissioner

ATTEST:



City Clerk

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT ("Agreement") is made and entered into this 18th day of February, 2013, by and between the **CITY OF SAFETY HARBOR, FLORIDA**, a municipal corporation of the State of Florida, whose address is 750 Main Street, Safety Harbor, Florida, (the "City"), **THE RICHMAN GROUP OF FLORIDA, INC.**, a Florida profit corporation, whose address is 477 South Rosemary Avenue, Suite 301, West Palm Beach, Florida 33401 (the "Developer"), and **INTERCIT, INC.**, a foreign profit corporation, whose address is 1585 South 10th Street, Safety Harbor, Florida 34695 (the "Seller") (collectively, the "Parties").

RECITALS

WHEREAS, the City is authorized by the Florida Local Government Development Agreement Act, Sections 163.3220 - 163.3243, Florida Statutes (the "Act"), and the City's Comprehensive Zoning and Land Development Code (the "Code") to enter into a development agreement with any person having a legal or equitable interest in real property located within its jurisdiction; and

WHEREAS, Article VII of the Code provides additional standards and requirements to further refine development agreement policies and procedures which are consistent with the Act; and

WHEREAS, the City has approved this Agreement by resolution adopted on the 18th day of February, 2013; and

WHEREAS, the Seller represents and warrants that it is the owner in fee simple of certain real property located at 1585 10th Street South, Safety Harbor, Florida, and more particularly described in Exhibit "A" attached hereto and incorporated herein (the "Property"); and

WHEREAS, the Developer has entered into that certain contract with Seller to purchase the Property, dated June 11, 2012 (the "Purchase Agreement"); and

WHEREAS, the Property is approximately 34.55 acres in size and has Industrial Limited (IL), Residential/Office Limited (ROL), Residential Low (RL), Residential Urban (RU), and Preservation (P) land use designations; and

WHEREAS, the Property is presently zoned Light Industrial (M-1), General Office (GO), Planned Development District (PDD), and Conditional Mix Residential (R-3); and

WHEREAS, the Developer wishes to develop a 246-unit multi-family apartment complex and 25,000 sq. ft. of office usage on the Property; and

WHEREAS, Seller wishes for the Developer to develop the Property as set forth above and has requested that a land use change to Residential Medium (RM) and Residential/Office Limited (ROL) and a zoning change to Residential Multi-family (RM) and General Office (GO) and

WHEREAS, the City has determined that the proposed land use and zoning changes are necessary and therefore this Agreement is contingent upon those changes being made and approved by the appropriate governmental agencies; and

WHEREAS, upon such approval of the proposed land use and zoning changes the terms of this Agreement and future development orders associated therewith are consistent with the City's Comprehensive Plan and the Code.

NOW THEREFORE, for and in consideration of mutual benefits and the public interest and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

Section 1. RECITALS AND EXHIBITS.

The foregoing recitals are true and correct, and are incorporated herein by reference. All exhibits to this Agreement are incorporated by reference and deemed to be parts hereof.

Section 2. DEFINITIONS.

- A. "Approved Arborist" shall mean a person currently recognized as a Certified Arborist by the International Society of Arboriculture (ISA) or a Consulting Arborist by the American Society of Consulting Arborists (ASCA).
- B. "Area of Special Flood Hazard" is the land in the floodplain within a community subject to a one-percent or greater chance of flooding in any given year.
- C. "Development Order" is any building permit, rezoning, subdivision approval, variance, conditional use, or any other official action by the City having the effect of permitting a development activity.
- D. "Eastern Property Line" shall mean the property line adjoining the Wilder Oak's residential subdivision.
- E. "Office Development Site" is the area on the Property to be designated as GO on the City's Zoning Atlas and Residential/Office Limited on the City's Future Land Use Map intended for general office use.
- F. "Drainage and Stormwater Area" is the area on the Property to be designated with a Drainage Feature Overlay on the City's Future Land Use Map intended for water and drainage uses as determined necessary to serve the development of the Property.
- G. "Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one (1) foot.
- H. "Multi-Family Residential Development Site" is the area on the Property to be designated as RM, Residential Medium, on the City's Future Land Use Map intended for multi-family residential use.
- I. "Mortgagee" is the holder of any mortgage or the beneficiary of any deed of trust covering all or part of the Property or the successor or assignee of any such mortgage holder, or beneficiary, provided that the City has received written notice from or on behalf of any such holder or beneficiary providing such party's address and stating its desire to receive notices with respect to this Agreement pursuant to Subsection 14.3.
- J. "Passive Recreation Use" shall mean recreational uses where very minimum alteration of vegetation, or other native feature is necessary for the enjoyment of the site amenities.
- K. "Public Infrastructure" are the facilities to be located in deeded rights-of-way or

easements and/or dedicated by plat to the use of the public in general, to include, but not be limited to, roads, pedestrian sidewalks, sewer collection systems, water distribution systems, storm drainage systems, street lights, and street signage.

- L. "Preservation Area" is the area on the Property to be designated as P, Preservation, on the City's Future Land Use Map intended for preservation and enhancement of the native landscape to protect sensitive natural features on the property and provide a suitable landscape buffer along the northern and eastern perimeters of the Property that adjoin developed single-family subdivisions.
- M. "Project" shall mean the construction of the multi-family/office development project which is proposed to be developed on the Property.

Section 3. RELATIONSHIP OF PARTIES SUBJECT TO THIS DEVELOPMENT AGREEMENT

The Developer, the Seller and the City are unrelated and the relationship between the Developer, the Seller and the City with respect to the subject-matter of this Agreement is contractual and is set forth completely in this Agreement. The City and the Developer acknowledge that the Seller has joined in the execution of this Agreement solely in order to consent to its terms and to consent to the Developer's execution and delivery of this Agreement prior to the closing of the transaction described in the Purchase Agreement. The Parties acknowledge and agree that the terms of the Purchase Agreement shall govern the rights and obligations of the Seller and the Developer with respect to the purchase of the Property, notwithstanding any provision of this Agreement to the contrary and that this Agreement does not modify or amend the Purchase Agreement.

Section 4. DURATION OF AGREEMENT AND CONDITIONS PRECEDENT

4.1 This Agreement shall become effective on the date all conditions precedent have been met and this Agreement is properly recorded in the public records of Pinellas County, Florida (the "Effective Date").

4.2 The duration of this Agreement shall be for a period of ten (10) years from the Effective Date. Notwithstanding the foregoing to the contrary, if the Code is modified to permit the City to enter into a development agreement with a term that is greater than ten (10) years, this Agreement will be modified to extend the maximum term allowed by the Code. The duration of this Agreement may also be extended by mutual consent of the Developer and the City Commission, subject to a public hearing in accordance with the requirements of Article VII of the Code and a review for compliance with current City ordinances and regulations, to the extent that any such extension is not contrary to the laws of the State of Florida. Notwithstanding the foregoing, this Agreement shall automatically terminate if the land use and zoning changes referenced in the above recitals are not approved and adopted.

Section 5. OBLIGATIONS OF THE DEVELOPER

5.1 The obligations of this Agreement shall be binding on the Developer and its successors and assigns.

5.2 The Developer has submitted to the City a Conceptual Site Plan for the development of the Project, attached hereto as Exhibit "B," (the "Concept Plan"). The Developer shall develop the Property generally in accordance with the Concept Plan. The Concept Plan shall only be modified upon City approval.

5.3. At the time of development of the Property, Developer will submit all such applications and documentation as are required by Florida law and the Code, as they exist on the Effective Date of this Agreement. The Developer's site plan shall be consistent with the Concept Plan.

5.4 Development Restrictions. The following restrictions shall apply to development of the Property:

5.4.1 The Multi-Family Residential Development Site shall be used for a residential apartment complex with a density not to exceed fifteen (15) units per acre, but in no event consisting of more than a total of 246 dwelling units. The apartment complex and apartment units shall provide the amenities described in Exhibit "C".

5.4.2 The Office Development Site shall be used for general office purposes with a floor area ratio of 0.25 or less, but in no event consisting of more than 25,000 sq. ft. in gross floor area.

5.4.3 The Preservation Area shall function as open space and remain in a natural state, including native ground cover and understory, where determined feasible by the City. A detailed Landscape Plan shall be provided with the Site Plan, be subject to the City's approval, and be specifically adhered to. The Landscape Plan shall provide enhanced buffers along all property lines and public street frontages that exceed the minimum standards of the Code.

5.4.4 The Drainage and Stormwater Area shall remain as open space and may be used for passive recreation, stormwater and drainage purposes, as permitted by the City and outside regulatory agencies with controlling authority. The Developer shall consult a competent professional trained in Low Impact Development (LID) principles and practices in designing the stormwater management system for the Property and employ his or her recommendations where practicable.

5.4.5 Protection of Tree Canopy. The existing tree canopy of the Property as depicted on Exhibit D, shall be preserved in undisturbed areas of the site and the stormwater retention ponds, parking and buildings shall be located in a manner to facilitate the preservation of the on-site tree canopy. A Registered Landscape Architect and Approved Arborist shall be consulted concerning how to maximize the preservation and protection of the trees presently on the Property. Grand trees, as defined by Sec. 153.00 of the Code, shall be afforded the most protection.

5.4.6 Flood Prevention and Control. Developer shall demonstrate to the City that it will meet the provisions for flood hazard reduction contained in Chapter 9, Article III, of the Safety Harbor City Code in all Areas of Special Flood Hazard or Floodway.

5.4.7 Building Architecture. The apartment buildings on the Multi-Family Residential Development Site shall be developed substantially in accordance with the architectural elevations attached as Exhibit "E". The architectural elevations reflect the architectural style of the buildings to be built on the Property.

5.4.8 Building Height. The Multi-Family Residential Development Site shall be limited to two (2) stories and thirty-six (36) feet high, measured from the elevation of the ground to the peak of the roof, after alteration at the highest point adjoining the building or structure within a setback distance of four hundred and fifty (450) feet from the Eastern Property Line, and three (3) stories and forty-eight (48) feet high, measured from the elevation of the ground to the peak of the roof, after alteration at the highest point adjoining the building or structure, beyond a setback distance of four hundred and fifty (450) feet from the Eastern Property Line. The Office Development Site shall be limited to one (1) story and twenty-five (25) feet in height measured

pursuant to the requirements of the Code.

5.4.9 Ingress/Egress. The Multi-Family Residential Development Site shall provide a secondary means of access to the Property for emergency vehicles. The Office Development Site shall provide a minimum of 20 foot wide, paved vehicular cross access between the commercial parcels if developed individually.

5.4.10 On-Site Parking.

(a) The Multi-Family Residential Development Site shall have a minimum of one and one-half (1.5) parking spaces per residential unit, including at least one handicapped space per building or common use area totaling no less than nine (9) handicapped parking spaces. The City agrees to waive the guest parking requirement specified under Sec. 147.04(G)(1)(b) of the Code provided the Developer preserves at least six (6) inches of trunk diameter (measured at breast height) of trees deemed worthy for preservation by an Approved Arborist on the Multi-Family Development Site and/or the Office Development Site for each guest parking space that is waived in accordance with Section 147.05(B) of the Code.

(b) For the Office Development Site, the Developer shall meet the minimum parking ratio set forth in Section 147.04 (G) of the Code.

5.4.11 Market-Rate Project. The Developer agrees to operate the Project as "market rate" housing in compliance with all applicable legal requirements, and will determine the applicable rental rates for apartment units in accordance with prevailing conditions for comparable market-rate multifamily projects in the general vicinity of the Property. During the initial year of rental operations, the Developer agrees to charge a rental structure that is substantially similar to the schedule attached to this Agreement as Exhibit F, subject only to market changes outside of Developer's control.

5.4.12 Tax-Exempt. The Developer further agrees that it will not take any actions to render the Property tax-exempt including, but not limited to, availing itself of or filing an application for any tax exemption which currently exists under federal or state statute or may exist in the future. In the event the Developer, or any successor owner of the Property, violates this provision of this Agreement, in addition to all other remedies available at law and in equity, the City shall be entitled to receive annual monetary payments from the Developer (or its successor in interest) in an amount equal to the amount of lost ad valorem tax revenue to the City, as calculated by the City.

Section 6. OBLIGATIONS OF THE CITY

The City will process the site plan application for the Property after it is submitted by the Developer in accordance with the procedures set forth in the Code.

Section 7. DEVELOPMENT OF THE PROPERTY

7.1 Permitted Uses. The development uses of the Property shall be limited to a 246-unit apartment complex with buildings not to exceed two (2) stories or thirty-six (36) feet in height within a setback distance of 450 feet from the Eastern Property Line and three stories or forty-eight (48) feet in height beyond a setback distance of 450 feet from the Eastern Property Line and a projected population density of two persons per dwelling unit and 25,000 square feet of general office use(s) not to exceed one story or 25 feet in height as set forth under Section 5.4 of this Agreement.

7.2 **Applicable Rules, Regulations, and Policies.** The ordinances, rules, regulations and policies in existence on the Effective Date (excluding those governing impact fees or fee rates, which may be established or amended from time to time in accordance with applicable law) shall govern the development of the Property for the duration of this Agreement. In the event this agreement is terminated, all existing ordinances, rules, codes, regulations and policies in place at the termination of this Agreement and as thereafter amended shall become applicable to the Property regardless of the terms of this Agreement.

7.3 The Project may be subject to ordinances and policies adopted by the City after the Effective Date so long as the City holds a public hearing and determines that:

1. Such new ordinances and policies are not in conflict with the laws and policies governing this Agreement and do not prevent development of the land uses, intensities, or densities as allowed under this Agreement;
2. Such new ordinances and policies are essential to the public health, safety, or welfare, and expressly state that they shall apply to a development that is subject to a development agreement;
3. Such new ordinances and policies are specifically anticipated and provided for in this Agreement; and
4. Substantial changes have occurred in pertinent conditions existing at the time of approval of this Agreement, or this Agreement is based on substantially inaccurate information provided by the Developer.

7.4 Subsequent adopted laws and policies of general application in the City, including impact fees, shall be applicable to the Property.

7.5 **State and Federal Laws.** This Agreement shall not preclude the applicability of changes in rules, regulations, laws, or policies enacted by state or federal agencies after the execution of this Agreement. In the event of the subsequent enactment of any law which, in any party's reasonable judgment, would preclude its compliance with the terms of this Agreement, the affected party shall so notify the other party in writing, and the parties shall use their reasonable efforts to modify this Agreement in order to afford each party with the reasonable opportunity to perform its obligations hereunder to the maximum extent permitted by any such subsequent law. In the event that such modification shall deprive any party of any material benefit intended to have been afforded it by this Agreement, the party so deprived may cause this Agreement to be terminated.

Section 8. PUBLIC FACILITIES

8.1 **General.** The Developer shall design, construct, and maintain, until conveyance to and acceptance by the City, all public infrastructure facilities necessary for the Project, providing that said public infrastructure facilities have received site plan approval and construction plan approval, and that all review procedures have been complied with fully. Public infrastructure facilities must be completed, inspected, and accepted by the City prior to the issuance of any Certificate of Occupancy on the Property.

8.2 **Off-Site Public Infrastructure.** The Developer shall be required to construct an eastbound left turn lane of 255 feet as recommended by that certain traffic study conducted by King Engineering, dated January 2013 and attached hereto as Exhibit G.

8.3 Public Facilities to Service Development. The following public facilities are presently available to the Property from the sources indicated below. Development of the Property will be governed by and must satisfy the concurrency ordinance provisions applicable at the time of the Effective Date of this Agreement.

1. Potable water from the City.
2. Sewer service from the City.
3. Fire protection from the City.
4. Drainage facilities for the parcel are to be designated on the Site Plan and approved by the Southwest Florida Water Management District.

8.4 Remedies/Enforcement Mechanism. In the event the Developer fails to comply with the requirements of this Section, the City's remedy shall be to withhold the Certificate(s) of Occupancy for structures located on the Property.

Section 9. REQUIRED DEVELOPMENT PERMITS

Nothing contained in this Agreement shall be construed as a guarantee or assurance that any local development permits which must be obtained will be approved or issued by the City. Said development permits will be obtained at the sole cost of the applicant, and in the event that any development permissions are not received, that no further development of the property shall be allowed until such time as the City has reviewed the matter and determined whether to modify or terminate the agreement. Under these conditions, actions in reliance to the development agreement shall not vest any development rights in the Property. Development permits which must be approved and issued may include, but are not limited to, the following items. The failure of this Agreement to address a particular permit, condition, term, or restriction shall not relieve the Developer of the necessity of complying with the law governing said permitting requirements, conditions, term or restriction.

- A. Development Order(s);
- B. Development/Building/Utility Permits;
- C. Plat Approval;
- D. Site Plan approval(s) and associated utility licenses and right-of-way utilization permits;
- E. Construction Plan approval(s);
- F. Land Use Plan Amendment and Zoning Amendment by the City.
- G. Land Use Plan Amendment by the Pinellas Planning Council and the Board of County Commissioners acting as the Countywide Planning Authority.
- H. Land Use Plan Amendments by the State Land Planning Agency; This Agreement shall not be effective or implemented unless all Land Use Plan Amendments contemplated herein are found in compliance by the State Land Planning Agency in accordance with Chapter 163, Florida Statutes.

- I. Concurrency Determination from Pinellas County on state and county facilities and services;
- J. Access Permit from Florida Department of Transportation (FDOT) - District 7.
- K. Right-of-Way Use Authorization from Pinellas County.
- L. Drainage Permit from Southwest Florida Water Management District and the Department of Environmental Protection (DEP);
- M. Letter of Map Amendment from the Federal Emergency Management Agency (FEMA);
- N. Certificate(s) of occupancy;
- O. All other approvals or permits as required by existing or future governmental regulations as they now exist, or as they may exist in the future.

Section 10. AMENDMENT OF AGREEMENT AND DEVELOPMENT ORDER

This Agreement may be amended from time to time by mutual consent of the Parties or their successors in interest, in accordance with F.S. 163.3237 and the Code. Following the Developer's acquisition of the Property, no consent of Seller shall be required as to any amendment to this Agreement.

Section 11. ANNUAL REVIEW, DEFAULT, AND REMEDIES

11.1 General Provisions. Neither party shall be in default of this Agreement unless it has failed to perform any of its obligations under this Agreement for a period of thirty (30) days after its receipt of written notice from the other party specifying the nature of the alleged default and the manner in which said fault may be satisfactorily cured. If the nature of the alleged default is such that it cannot reasonably be cured within said thirty (30)-day period, the commencement of the cure within such time period and the diligent prosecution to completion of the cure shall be deemed a cure within such period. Except as set forth in Section 9.4 above, upon default by a party under this Agreement, the party not in default shall have all rights and remedies provided by law, including but not limited to the right to terminate the Agreement, to the right to seek specific performance, and the right to file for injunctive relief in the Sixth Judicial Circuit Court in and for Pinellas County to enforce the terms of the Agreement or to challenge compliance of the Agreement with the provisions of F.S. 163.3220 - 163.3243. Attorney fees and costs incurred as a result of seeking performance under this Agreement shall be paid for by the defaulting party.

11.2 Annual Review. Each year during the term of this Agreement, beginning one (1) year after the Effective Date, the Developer shall submit a report to the City specifying performance and compliance with the Agreement. The City shall review the annual report with the terms of the Agreement to determine if there has been good faith compliance with the terms of this Agreement. If the City finds that there has been a failure to comply with the terms of this Agreement, this Agreement may be revoked or modified by the City after a public hearing held in accordance with the requirements of Article VII of the Code. For each annual review conducted during years six (6) through ten (10) of this Agreement, a written report shall also be submitted to the state land planning agency in accordance with rules adopted by that Agency. It shall be the responsibility of the Developer to notify the City of any changes in ownership and other interest of the Property pursuant to Section 12.4.

Section 12. TERMINATION

12.1 In the event this Agreement is terminated and/or the Developer fails to complete the Project within the timeframes set forth herein, the Property shall return to its prior land use and zoning designations which were in place before this Agreement was entered into by the Parties. The Seller and Developer agree to cooperate and to not contest any procedures necessary to implement the reversion to the prior land use and zoning designations. This obligation shall survive termination of this Agreement, however terminated.

12.2 If the land use designation change to Residential Medium (RM); Residential/Office Limited (ROL) and Preservation (P) or the zoning change to Residential Multi-family (RM); General Office (GO); and Public and Conservation (P) is not finally approved by all necessary agencies and adopted, this Agreement shall immediately terminate.

Section 13. GENERAL PROVISIONS

13.1 Covenants Running with the Land. The provisions of this Agreement shall constitute covenants which shall run with the land comprising the Property; the burdens and benefits hereof shall bind and inure to the benefit of the Parties and their personal representatives, heirs, successors, grantees and assigns (subject, in the case of the Seller, to the limitations on its obligations hereunder which are imposed by this Agreement), and a copy of this Agreement shall be recorded among the Public Records of Pinellas County, Florida, upon execution of this Agreement by the Parties.

13.2 Timeframe for Implementation. The parties recognize that the existing use of the Property will become a legal, non-conforming use pursuant to Section 24.04 of the Code if the proposed land use and zoning changes are adopted by the City. The Seller and/or Developer shall terminate the current use of the Property no later than one (1) year following the Effective Date of this Agreement. The Developer shall demolish existing improvements on the Property by no later than one (1) year following the date the current use of the Property ceases. Moreover, the Developer agrees to construct the apartment complex as a single, continuous phase to be completed by no later than five (5) years from the date the site plan is approved by the City Commission.

13.3 Time is of the Essence. The Parties agree that time is of the essence for this Agreement. If the Developer fails to adhere to any of its obligations in this Agreement in a timely manner, as determined by the City, existing permits and/or the issuance of any new permits may, in the City's sole discretion, be administratively suspended until the Developer has fulfilled its obligations. The Developer's failure to timely adhere to obligations under this Agreement may serve as a basis for termination of this Agreement by the City.

13.4 Mortgagee Rights. The City will endeavor to provide any mortgagee, of which the City has notice, with written notice of any default by the Developer under this Agreement concurrently with its delivery of such notice to the Developer, and give each Mortgagee the same opportunity to cure such default as is provided to the Developer under this Agreement and will accept any such cure from Mortgagee as if such cure was tendered by Developer. Failure to provide such notice to Mortgagee shall not give rise to any liability on the part of the City.

13.5 Transfer of Property. Following the closing of the transactions contemplated by the Purchase Agreement, the Developer may assign or transfer all of or any portion of its interests, rights, or obligations under this Agreement (an "Assignment") to any party acquiring an interest or estate in all or any portion of the Property. In the event that there is a transfer or conveyance of any portion of the Property in fee simple, an Assignment shall be deemed to have occurred with respect to the portion of the

Property so transferred without any further actions by such parties. Prior to the closing of the transactions contemplated by the Purchase Agreement, the Developer's right to assign or transfer its interests in the Property or to assign any of its rights or interests in, to or under the Purchase Agreement shall, as between the Developer and the Seller, be governed by the terms of the Purchase Agreement; nothing in this Agreement is intended to modify or to amend the Purchase Agreement. In the event of any Assignment made by the Developer as provided in this Section, the assignee's express assumption of the Developer's obligations under this Agreement shall relieve the Developer of all prospective responsibility for the obligations so assumed. The Developer shall provide the City with written notice promptly after the completion of any Assignment. If the Developer enters into an Assignment, the transferee shall succeed to all of Developer's rights under this Agreement as they affect the development of that portion of the Property so transferred, and the transferee shall automatically assume all obligations of the Developer hereunder which relate to the portion of the Property transferred to it. An Assignment to any other person or entity not a party to this Agreement shall release the Developer from its obligations hereunder relating only to the portion of the Property so transferred.

13.6 Construction. This Agreement is a result of mutual drafting and development and there shall be no presumption or rule that ambiguities shall be construed against either party.

13.7 Notices. Any notice or request required or authorized to be given by the terms of this Agreement or under any applicable law by either party shall be in writing, hand delivered, or sent to Certified or Registered mail, postage prepaid, return receipt requested. Such notice shall be addressed as follows:

If to the City:

Matthew Spoor, City Manager
City of Safety Harbor
750 Main Street
Safety Harbor, FL 34695

If to the Developer:

The Richman Group of Florida, Inc.
477 South Rosemary Avenue, Suite 301
West Palm Beach, FL 33401
Attn: William T. Fabbri

If to the Seller:

Intercit, Inc.
1585 10th Street South
Safety Harbor, FL 34695
Attn: Lisa Alexander

If to Mortgagee (if any):

13.8 Severability. If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, then, to the extent that the invalidity or unenforceability does not impair the application of this Agreement as intended by the parties, the remaining provisions of this Agreement, or the application of this Agreement other situations, shall continue in full force.

13.9 Counterparts. This Agreement may be executed in one or more counterparts, each of which when executed and delivered, shall be an original, but all such counterparts shall constitute one and the same instrument. The Parties agree to do, execute, acknowledge or deliver, or cause the same to be done, all such further acts and assurances as shall be reasonably requested by the other party in order to carry out this Agreement and give effect thereto.

13.10 Completion of Agreement. Upon the completion of performance of this Agreement or its revocation or termination, the Developer or its successor in interest shall record a statement in the official records of Pinellas County, Florida, signed by the Parties, evidencing such completion, revocation or

termination, and shall forthwith deliver a copy of such statement to the City Manager or his designee.

13.11 Recording this Agreement. This Agreement shall be recorded, by the City, at the Developer's sole cost, in the public records of Pinellas County, Florida, in accordance with the requirements of the Act. If the transactions contemplated by the Purchase Agreement have not closed by the time required for the recording of this Agreement, the Developer shall cause the Seller to execute such instruments consistent with this Agreement and acceptable to the City as may be necessary for the proper recording of this Agreement without thereby imposing any of the Developer's obligations under this Agreement onto the Seller. If for any reason the Purchase Agreement shall be terminated following the recording of this Agreement, the City and the Developer shall, if so requested by the Seller, execute and deliver to the Seller such documents and agreements as may be necessary or appropriate to confirm the termination of this Agreement as a matter of public record in consequence thereof and to reflect the termination of this Agreement as a matter of public record by filing a release or termination agreement reasonably acceptable to the Parties in the Public Records of Pinellas County, Florida.

13.12 Entire Agreement. This Agreement, including any and all Exhibits attached hereto, all of which are a part of this Agreement to the same extent as if such Exhibits were set forth in full in the body of this Agreement, constitutes the entire agreement between the Parties pertaining to the subject matter hereof. This Agreement may only be modified or amended as set forth in this Agreement, in accordance with the City's Code, and in writing.

13.13 Headings and Section References. The titles, captions and section numbers in this Agreement are inserted for convenient reference only and do not define or limit the scope or intent and should not be used in the interpretation of any section, subsection or provision of this Agreement. Whenever the context requires or permits, the singular shall include the plural, and plural shall include the singular and any reference in this Agreement to the Seller includes the Seller's successors or assigns.

13.14 No Estoppel. The Parties acknowledge and agree that the City's willingness to enter into this Agreement, the staff approval or recommendation relative to the Project, submittals to or before the Pinellas Planning Council, the Board of County Commissioners of Pinellas County, Florida, the Florida Department of Economic Opportunity, or other state land planning agency and any other act in furtherance of this Agreement shall not be used by the Developer, the Seller, or their successors in interest in any way whatsoever as committing the City legally through a theory of equitable estoppel, action in reliance, the expenditure of funds or any other legal theory as to the approval of the Project in the event this Agreement is terminate or for any other reason the Project does not take effect. The Parties further agree that any and all action by the Developer or its representatives in negotiating this Agreement, including all acts or expenditures in the implementation of this agreement or submittals to other governing bodies, shall in no way be deemed to be an action in reliance giving rise to equitable estoppel.

13.15 Remedies. Either party may seek equitable remedies for the enforcement of this Agreement. The Seller and/or the Developers may not seek damages from the City for any matters arising from this Agreement and the right to seek such damages is specifically waived. The Parties agree that the decisions by the City and the City Commission regarding the appropriate land use, zoning, or other development regulations impacting the Property shall, in no event or under any conditions, give rise to a claim for monetary damages or attorneys' fees against the City and any claim for damages or fees by the Developer and/or the Seller, or their successors in interest, are specifically waived.

13.16 Venue and Applicable Law. This Agreement shall be construed by and controlled under the laws of the State of Florida. Venue for any for the purposes of any state suit, action or other proceeding arising out of, or relating to, this Agreement for any state action shall lie solely in the Sixth Judicial Circuit Court in and for Pinellas County, Florida, and for any federal suit, action or other proceeding shall lie solely in

the United States District Court for the Middle District of Florida, Tampa Division.

[The remainder of this page intentionally left blank]

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed the day and year first above written.

By executing this Agreement, the Developer represents and warrants that the undersigned has the lawful authority granted by said entity to execute this Agreement on behalf of the Developer, and has been granted the right to bind the Developer to the covenants and agreements herein above stated.

The Richman Group of Florida, Inc., a Florida Profit Corporation

By: [Signature]

Name: William T. Fabbri

Title: Executive Vice President

STATE OF Florida

COUNTY OF Palm Beach

The foregoing instrument was acknowledged before me this 26th day of February, 2013, by

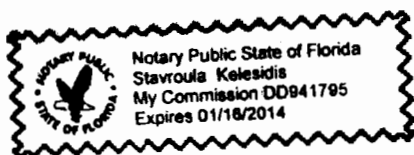
William Todd Fabbri, as Executive Vice President, who

acknowledged before me that he is authorized to execute this Agreement on behalf of

The Richman Group of Florida, Inc. and [☒] is personally known to me or [☐] has produced identification.

Type of identification produced: _____

My commission expires:
(Notary Seal)



[Signature]
Notary Public Signature

Stavroula Kelesidis
Notary Public Print Name

By executing this Agreement the Seller represents and warrants that the undersigned has the lawful authority granted by such entity to execute this Agreement on behalf of the Seller for the purposes described above and to confirm the Seller's consent to the Developer's execution and delivery of this Agreement, and the Seller's approval of this Agreement, prior to the closing of the transactions described in the Purchase Agreement.

Intercit, Inc. a Foreign Profit Corporation

By: _____

Name: Lisa Alexander

Title: Secretary

STATE OF New Jersey

COUNTY OF Middlesex

The foregoing instrument was acknowledged before me this 4th day of March 2013,
by Lisa Alexander, as Secretary of

Intercit, Inc., a foreign profit corporation, who acknowledged before me that he is authorized to execute this Agreement on behalf of Intercit and [☒] is personally known to me or [☐] has produced identification.

Type of identification produced: _____

My commission expires: 8/26/2013
(Notary Seal)



Donna M. Hudak
Notary Public Signature
DONNA M. HUDAK
NOTARY PUBLIC OF NEW JERSEY
I.D. # 2377245
Commission Expires 8/26/2013

Notary Public Print Name Donna M. Hudak

MORTGAGEE (if applicable)

By executing this Agreement the mortgagee below represents and warrants that the undersigned has the lawful authority granted by such entity to execute this Agreement on behalf of the mortgagee for the purposes described above and to confirm the mortgagee's consent to the Seller's and the Developer's execution and delivery of this Agreement, and the mortgagee's approval of this Agreement, prior to the closing of the transactions described in the Purchase Agreement.

Name of Mortgage: _____

By: _____

Name: _____

Title: _____

STATE OF _____

COUNTY OF _____

The foregoing instrument was acknowledged before me this ____ day of _____, 20____,
by _____, as _____ of

Intercit, Inc., a foreign profit corporation, who acknowledged before me that he is authorized to execute this Agreement on behalf of _____ and [] is personally known to me or [] has produced identification.

Type of identification produced: _____.

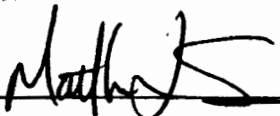
My commission expires:
(Notary Seal)

Notary Public Signature

Notary Public Print Name

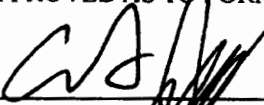
CITY OF SAFETY HARBOR, Florida
a Municipal Corporation.

BY:



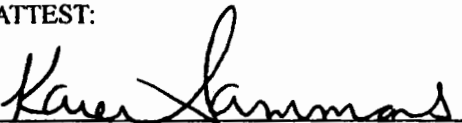
Matthew Spoor, City Manager

APPROVED AS TO FORM:



Alan Zimmet, City Attorney

ATTEST:



Karen Sammons, City Clerk

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me this 8 day of March, 2013, by Matthew Spoor, as City Manager of the City of Safety Harbor, Florida, a municipal corporation, and he acknowledged before me that he executed the instrument on behalf of the City. He is personally known to me.

My commission expires:
(Notary Seal)





Notary Public Signature

Janene L. McCulley

Notary Public Print Name

EXHIBIT "A"

LEGAL DESCRIPTION OF THE PROPERTY

METES & BOUNDS LEGAL DESCRIPTION AS SURVEYED

COMMENCE AT THE SOUTH 1/4 CORNER OF SECTION 4, TOWNSHIP 20 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; THENCE RUN N00°05'15"E, 33.00 FEET TO THE NORTHERLY RIGHT-OF-WAY OF STATE ROAD 380, ALSO BEING THE POINT OF BEGINNING; THENCE ALONG SAID NORTHERLY RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: 1) N89°10'41"W, 580.00 FEET, 2) N00°05'15"E, 32.00 FEET, 3) N89°10'41"W, 120.01 FEET, 4) S00°05'15"W, 10.01 FEET, 5) N89°10'41"W, 158.44 FEET; THENCE N15°39'40"W, 131.11 FEET; THENCE N31°06'41"W, 184.08 FEET; THENCE N25°05'19"W, 220.22 FEET; THENCE N03°05'28"E, 149.72 FEET; THENCE N89°23'24"W, 133.17 FEET TO THE EASTERLY RIGHT-OF-WAY LINE OF MCMULLEN BOOTH ROAD; THENCE ALONG SAID EASTERLY RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) COURSES: 1) N00°05'26"E, 484.23 FEET, 2) N00°15'33"E, 24.53 FEET, 3) N00°42'38"E, 181.26 FEET; THENCE S89°23'24"E, 1,299.14 FEET ALONG THE NORTH LINE OF NORTH 690' OF SOUTHEAST 1/4 OF SOUTHWEST 1/4 OF SAID SECTION 4; THENCE S00°05'15"W, 1,312.31 FEET ALONG THE EAST LINE OF THE EAST 580' OF SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SAID SECTION 4 TO THE POINT OF BEGINNING.

CONTAINING 34.55 ACRES MORE OR LESS.

EXHIBIT "B"
CONCEPTUAL SITE PLAN

EXHIBIT "C"

LIST OF PROPOSED AMENITIES

Clubhouse featuring:

- On site management and maintenance staff
- Resident's club room with billiard and card tables
- Theater lounge with big screen television and gaming systems
- Business Center
- Fitness Center
- Resort style swimming pool and spa

Tot lot

Detached garages and storage

Resident's car care area

Tennis court

Dog Park

Three story residential buildings to include elevator

All apartment units will offer spacious floorplans and energy efficient features to include the following amenities:

9 foot ceilings/volume ceilings

Intrusion alarms

Ceramic tile flooring and vinyl wood plank flooring

Full size washer and dryer

Oversized walk-in closets

Stainless steel appliances

Granite countertops

Designer cabinets with 42-inch uppers

Large kitchen islands

EXHIBIT "D"

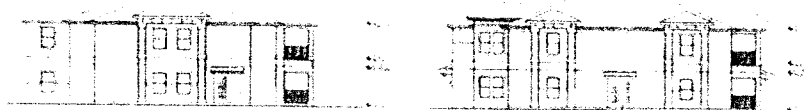
Depiction of Tree Canopy

AERIAL VIEW OF EXISTING TREE CANOPY



EXHIBIT "E"

ARCHITECTURAL ELEVATIONS OF APARTMENT BUILDINGS

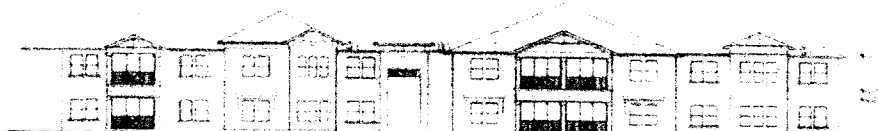


④ Building Type I - Left Elevation

⑤ Building Type I - Right Elevation



⑥ Building Type I - Rear Elevation



⑦ Building Type I - Front Elevation

FORUM

ARCHITECTURAL FIRM

1000 10TH AVENUE, SUITE 1000

NEW YORK, NY 10019

TEL: 212 692 1000

FAX: 212 692 1001

WWW.FORUMARCHITECTS.COM

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PLANNING AND ZONING

FORUM

ARCHITECTS

1800 10th Avenue, Suite 100

San Francisco, CA 94103

Phone: (415) 774-1000

Fax: (415) 774-1001

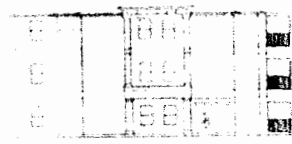
Internet: www.forumarchitects.com

Project: Safety Harbor Apartments

Architect: Forum Architects

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

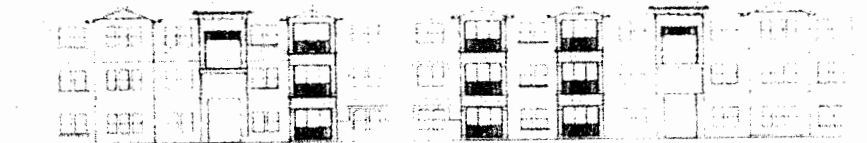
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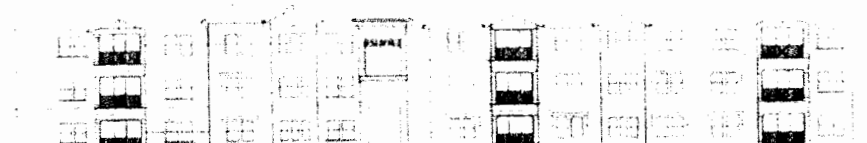
Building Type A, Left Elevation



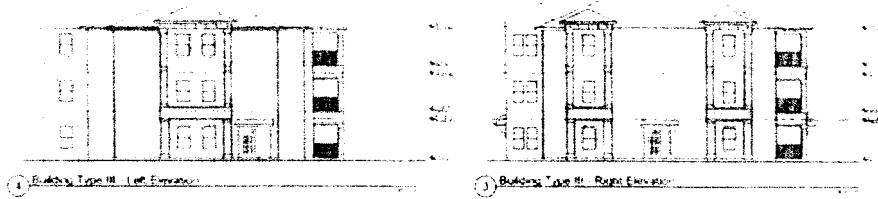
Building Type A, Right Elevation



Building Type B, Rear Elevation

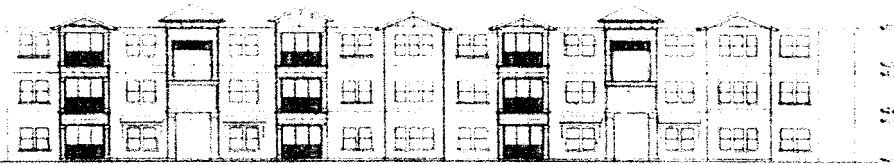


Building Type C, Front Elevation

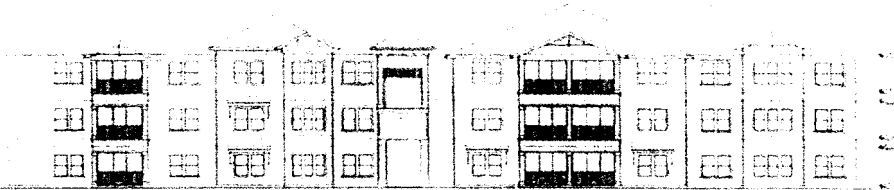


④ Building Type III - Left Elevation

⑤ Building Type III - Right Elevation



⑦ Building Type III - Rear Elevation



① Building Type III - Front Elevation

FORUM

ARCHITECTURAL

CONSULTANTS

1000 BROADWAY, SUITE 2000

NEW YORK, NY 10004

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FAX: 212-691-1001

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Building Type III

Exterior Elevations

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FORUM

ARCHITECTURAL FIRM

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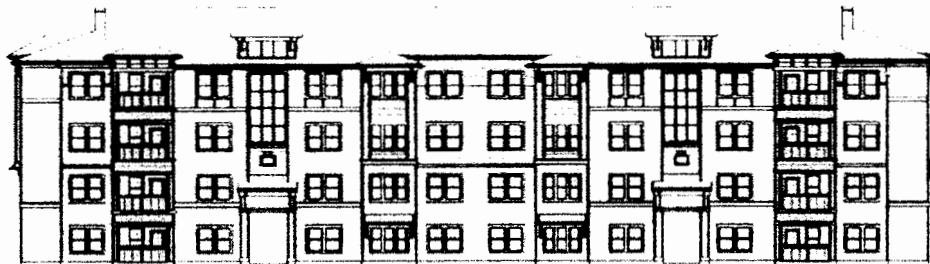
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Building Type VI - Rear Elevation



Building Type VI - Front Elevation

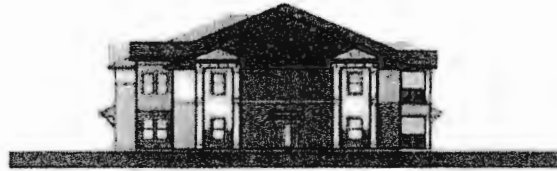
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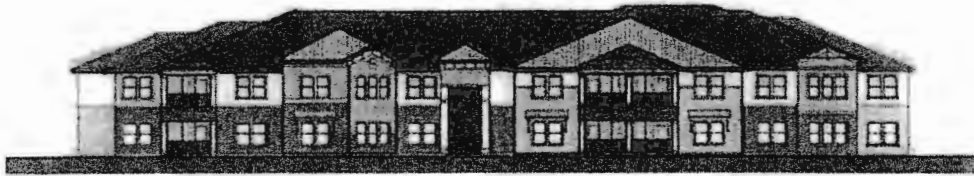
**IRKMAN
GROUP**

Building Type III Exterior Elevations

SAFETY HARBOR APARTMENTS



Right Side Elevation



Front Elevation

FORUM

RIDGEMAN
GROUP

Type I Exterior Elevations

EXHIBIT "F"

RENTAL RATE STRUCTURE

Projected monthly rents, to be determined based on the market at the time of opening for this apartment complex, are as follows per unit type:

- 1 BEDROOM/1 BATH - \$1000+
- 2 BEDROOMS/2 BATHS - \$1300+
- 3 BEDROOMS/2 BATHS - \$1500+

EXHIBIT "F"
TRAFFIC STUDY

**THE RICHMAN GROUP OF FLORIDA, INC.,
PROPERTY
TRANSPORTATION ANALYSIS
CITY OF SAFETY HARBOR, FLORIDA**

Prepared by:



January 2013
Project No.: 4705-000-001

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III. PROJECT TRAFFIC	3
IV. EXISTING CONDITIONS	3
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VI. DRIVEWAY ANALYSIS.....	7
VII. TURN LANE LENGTH ANALYSIS.....	7
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APPENDIX

APPENDIX A	Trip Generation Calculations
APPENDIX B	Traffic Counts and FDOT Seasonal Adjustment Factors
APPENDIX C	Existing Analysis
APPENDIX D	Future Analysis
APPENDIX E	Driveway Analysis
APPENDIX F	FDOT Index 301

I. Introduction

Approximately 34.6 acres is planned for a maximum development potential of 276 apartments and up to 25,000 square feet of office space on the northeast corner of McMullen Booth Road and SR 590 in the City of Safety Harbor, Pinellas County. Access will be provided via SR 590 for the apartments only and the existing right-in/right out driveways on McMullen Booth Road will provide access to the office component. The project location is shown in **Figure 1**.

The purpose of this report is to perform a detailed transportation analysis, which will evaluate the traffic impacts that the project may have on the adjacent roadway segments and at the McMullen Booth Road/ SR 590 intersection, and to determine what improvements, if any, will be required to maintain adequate levels of service.



EXHIBIT 1

THE RICHMAN GROUP OF FLORIDA, INC., PROPERTY

King
ENGINEERING ASSOCIATES, INC.
4921 MEMORIAL HIGHWAY
ONE MEMORIAL CENTER, SUITE 300
TAMPA, FLORIDA 33634
PHONE 813 • 880 • 8881
FAX 813 • 880 • 8882

II. Trip Generation

Traffic volumes generated from the project site were estimated using the appropriate rates published in the Institute of Transportation Engineers (ITE), Trip Generation Manual (Eighth Edition) as provided by the City of Safety Harbor. ITE Land Use Codes (LUC) 220 and 710 were used for the apartment and office uses respectively. Internal capture reduction was not applied, as the connectivity between the two uses is not known at this time.

Table 1 illustrates the daily, AM and PM Peak hour trip generation for the proposed development. Detailed calculations are included in the *Appendix A*.

Table 1 - Trip Generation

Land Use	ITE Land Use Code	Intensity	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Apartment	220	276 DU	1,835	141	28	113	171	111	60
Office	710	25 KSF	275	39	34	5	37	6	31
Total			2,110	180	62	118	208	117	91

Source: ITE, Trip Generation, 8th Edition

III. Project Traffic

Project traffic was assigned to the adjacent roadway network based on existing traffic and land use patterns in the area using engineering judgment.

IV. Existing Conditions

Turning movement counts for the McMullen Booth Road/ SR 590 intersection was collected during the morning (7:00 AM – 9:00AM) and evening (4:00 PM – 6:00 PM) peak period on a typical weekday (Tuesday – Thursday) of a non-holiday week. Counts were adjusted to peak-season conditions based on FDOT's seasonal adjustment factors for Pinellas County. The field counts and seasonal adjustment factors are included in *Appendix B*.

Analysis was performed for the existing conditions at the study intersection and the adjacent roadway segments. Synchro 7 was used for the intersection analysis. *Table 2A* summarizes the intersection delay and LOS for the peak hours.

**Table 2A - Existing Intersection Analysis Summary
McMullen Booth Road at SR 590**

Peak Period	Existing Geometry		Improved Geometry		Improvements
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
AM	107.7	F	45.8	D	Southbound left turn lane, Receiving lane for southbound left turn lane, McMullen:Link improvement from 6 to 8 lanes ^{1,2}
PM	104.5	F	44.8	D	

Note: ¹EBR, WBL, WBT movements at LOS F with improved geometry for AM peak hour.

²EBT, WBT and SBL movements at LOS F with improved geometry for PM peak hour.

Results indicate that the study intersection is currently not operating at acceptable levels of service during both the morning and evening peak hours. The link improvement from 6 to 8 lanes and the southbound to eastbound turn lane improvement used above is needed to bring existing overall levels of service to the adopted standard. The intersection analysis summary sheets are attached in *Appendix C*.

Link Analysis

Table 2B summarizes the peak hour link analysis for existing conditions for the study segments.

Table 2B – Existing Link Analysis Summary

Roadway Segment	Lanes	LOS Standard	Existing Peak Hour Volume	Peak Hour Capacity	Peak Hour LOS
McMullen Booth Rd: Gulf to Bay Blvd. to Sunset Pt Rd/Main Street	6LD	D	5,175	4,820	E
SR 590/10 th Ave S/4 th St S/10 th St S: Main St to McMullen Booth Rd	2LU	D	540	1,440	B
SR 590/NE Coachman Rd: US 19 to McMullen Booth Rd	2LU	D	1,152	1,600	C

Note: ¹Existing peak hour volume obtained from Florida Traffic Information DVD (FTI 2011).

Peak hour volume = AADT x K-factor

²Capacities obtained from Generalized Capacity Tables

Based on the analysis it appears that the segment of McMullen Booth Road from Gulf-to-Bay Boulevard to Main Street is currently operating below the adopted standard of service for the peak hour. Widening the segment to 8 lanes is required under existing traffic conditions, for both the study segment and the study intersection to operate at acceptable levels of service. However it

should be noted that McMullen Booth Road from Curlew Road to Gulf-to-Bay Boulevard is designated as a constrained facility (Pinellas County LOS Report 2011), and no improvements are scheduled or planned for this roadway segment.

V. Future Conditions

Future year traffic for the build-out year was estimated as the sum of background traffic and project traffic. No background growth was assumed per the City of Safety Harbor because of the stagnant growth in the area.

Intersection and link analysis was performed for future traffic conditions. *Table 3A* summarizes the intersection delay, LOS and required improvements for the future traffic condition.

**Table 3A – Future Intersection Analysis Summary
McMullen Booth Road at SR 590**

Peak Period	Existing Geometry		Improved Geometry		Improvements
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	
AM	113.0	F	53.9	D	Southbound left turn lane, Receiving lane for southbound left turn lane, McMullen:Link improvement from 6 to 8 lanes ^{1,2}
PM	114.6	F	54.6	D	

Note: ¹WBL, WBT movements at LOS F with improved geometry.

²EBT, SBL movements at LOS F with improved geometry.

It appears from the analysis that the intersection improvements required for the future conditions are triggered by existing traffic. The addition of project traffic is anticipated to create a 5.3 seconds/vehicle (4.9%) and 10.1 seconds/vehicle (9.7%) increase in delay during the AM and PM peak periods respectively with the existing intersection geometry. With the proposed improvements in place, the addition of project traffic is anticipated to create an 8.1 seconds/vehicle (17.7%) and 9.8 seconds/vehicle (21.9%) increase in delay during the AM and PM peak periods respectively. For AM peak period, this difference in the delay increase for existing and improved geometry could be partly attributed to the different signal timings. For PM peak period, the increase in delay due to the addition of project traffic is about the same for both existing and improved geometry conditions. Intersection analyses summary sheets future conditions are included in *Appendix D*.

Link Analysis

Table 3B summarizes the PM peak hour link analysis for future conditions for the study segments.

Table 3B – Future Link Analysis Summary – PM Peak Hour

Roadway Segment	Lanes	LOS Std.	Existing Peak Hour Volume	Project Traffic	Total Traffic	Peak Hour Capacity	Peak Hour LOS
McMullen Booth Rd: Gulf to Bay Blvd. to SR 590	6LD	D	5,175	104	5,279	4,820	E
McMullen Booth Rd: SR 590 to Sunset Pt Rd/Main Street	6LD	D	5,175	80	5,255	4,820	E
SR 590/10 th Ave S/4 th St S/10 th St S: Main St to McMullen Booth Rd	2LU	D	540	27	567	1,440	B
SR 590/NE Coachman Rd: US 19 to McMullen Booth Rd	2LU	D	1,152	53	1,205	1,600	C

Link analysis indicates that the study segment of McMullen Booth Road may continue to operate below the adopted standard of service for the peak hour. It appears from the analysis that the widening to 8 lanes of the study segment required for the future conditions is triggered under existing traffic conditions. It should be noted that McMullen Booth Road from Curlew Road to Gulf-to-Bay Boulevard is designated as a constrained facility (Pinellas County LOS Report 2011), and no improvements are scheduled or planned for this roadway segment.

VI. Driveway Analysis

The project entrance at SR 590 been analyzed for full median opening conditions. The driveway analyses show that for both AM and PM peak hours, the major movements at the intersection of project driveway and SR 590 are anticipated to operate at acceptable levels of service (See *Appendix E*).

VII. Turn Lane Length Analysis

There are three existing right-in right-out driveway cuts along McMullen Road that will provide access to the office parcel. Based on the projected trips, exclusive right turn lanes are not anticipated to be required at these locations.

For the full median opening along SR 590 that will provide access to the multi family units, an exclusive left turn lane is recommended.

Deceleration length required for a design speed of 40 mph = 155 feet (per FDOT Index 301, including 50 feet taper).

Storage length for eastbound left turn lane at the driveway along SR 590 = 100 feet

Total eastbound left turn lane length = 255 feet

FDOT Index 301 is included in *Appendix F*.

VIII. Conclusion

Traffic impacts associated with the proposed development were evaluated. The project is proposed to contain up to 276 apartments and up to 25,000 square feet of office space. Access will be provided via SR 590 for the apartments only and the existing right-in/right out driveways on McMullen Booth Road will provide access to the office component. The analysis of the roadway network indicates that the study roadway segments and study intersections are anticipated to operate at or above adopted levels of service with the widening of McMullen Booth Road segment to 8 lanes and an additional southbound left turn lane with a receiving lane. This improvement is the result of existing deficiencies and is not triggered by project traffic. However it should be noted that McMullen Booth Road from Curlew Road to Gulf-to-Bay Boulevard is designated as a constrained facility (Pinellas County LOS Report 2011), and no improvements are scheduled or planned for this roadway segment.

An eastbound left turn lane of 255 feet is recommended at the project driveway along SR 590.

APPENDIX A

Trip Generation

DATE: 12/13/2012

TRIP GENERATION

Trip generation For Multi Family Detached Unit(Apartment)

Land Use Code 220

Weekday Peak Hour of Adjacent Street traffic One Hour between 7 and 9 a.m.

Use	Unit DU	Daily Traffic		AM		Enter %	Exit %	Enter Trips	Exit Trips
		Fitted Curve Equation or Average Rate	Daily Trip	Fitted Curve Equation or Average Rate	Trip				
Multi family	276	6.65	1835	0.51	141	20	80	28	113

Weekday Peak Hour of Adjacent Street traffic One Hour between 4 and 6 p.m.

Use	Unit DU	Daily Traffic		PM		Enter %	Exit %	Enter Trips	Exit Trips
		Fitted Curve Equation or Average Rate	Daily Trip	Fitted Curve Equation or Average Rate	Trip				
Multi family	276	6.65	1835	0.62	171	65	35	111	60

Trip generation For General Office

Land Use Code 710

Use	Unit 1000 s.f.	Daily Traffic		AM		Enter %	Exit %	Enter Trips	Exit Trips
		Fitted Curve Equation or Average Rate	Daily Trip	Fitted Curve Equation or Average Rate	Trip				
Office	25	11.01	275	1.55	39	88	12	34	5

Use	Unit 1000 s.f.	Daily Traffic		PM		Enter %	Exit %	Enter Trips	Exit Trips
		Fitted Curve Equation or Average Rate	Daily Trip	Fitted Curve Equation or Average Rate	Trip				
Office	25	11.01	275	1.49	37	17	83	6	31

ITE 8th Edition

APPENDIX B

Traffic Counts FDOT Seasonal Adjustment Factors

GTS Engineering

11523 Palmbrush Trail, Ste 317
Lakewood Ranch, FL 34202
941-322-2815

McMullen Booth Rd @ SR 590
County: Pinellas

File Name : McMullen_SR590
Site Code : 00000000
Start Date : 10/23/2012
Page No : 1

Groups Printed- Vehicles - Heavy Trucks

	MCMULLEN BOOTH RD Northbound						MCMULLEN BOOTH RD Southbound						SR 590 Eastbound						SR 590 Westbound							
Start Time	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	Int. Total	
07:00 AM	1	10	176	2	4	193	2	12	751	10	5	780	0	26	13	20	45	104	0	44	12	0	8	64	1141	
07:15 AM	1	9	278	11	2	301	0	4	925	23	1	953	0	29	7	44	24	104	0	40	32	1	6	79	1437	
07:30 AM	3	28	327	10	5	373	0	6	789	18	4	817	1	32	26	21	48	128	0	45	35	4	4	88	1408	
07:45 AM	1	25	314	21	8	387	1	7	815	14	1	838	2	43	22	25	34	128	0	41	33	5	3	82	1413	
Total	6	72	1095	44	17	1234	3	29	3280	65	11	3368	3	130	68	110	151	462	0	170	112	10	21	313	5397	
08:00 AM	0	24	325	11	12	372	3	7	814	22	2	848	0	47	29	35	27	138	0	38	20	5	5	68	1426	
08:15 AM	0	32	327	6	3	368	2	9	871	22	8	713	1	48	36	28	38	153	0	60	49	6	3	118	1352	
08:30 AM	0	16	298	26	4	342	3	16	741	46	8	814	3	25	15	17	38	98	0	48	25	3	4	78	1332	
08:45 AM	2	38	306	13	4	383	4	11	644	33	12	694	4	40	38	9	34	122	0	37	30	3	7	77	1186	
Total	2	110	1254	56	23	1445	12	43	2770	123	31	2979	8	160	115	90	138	511	0	181	124	17	19	341	5276	
*** BREAK ***																										
04:00 PM	0	30	781	24	10	825	2	10	298	31	9	351	1	40	45	1	15	102	0	30	45	4	8	87	1365	
04:15 PM	0	41	730	24	4	799	1	12	299	24	17	353	0	61	49	3	18	131	0	44	32	4	4	84	1387	
04:30 PM	1	47	826	29	3	908	4	10	313	36	13	376	0	40	32	2	31	105	0	35	48	7	7	95	1482	
04:45 PM	1	43	789	25	19	877	2	7	297	31	17	354	0	49	56	4	27	136	0	31	31	1	14	77	1444	
Total	2	161	3106	102	36	3407	9	39	1208	122	56	1434	1	190	182	10	91	474	0	140	154	16	33	343	5856	
05:00 PM	0	38	860	33	5	936	2	11	352	43	14	422	0	59	53	4	24	140	0	62	50	7	13	132	1630	
05:15 PM	1	62	824	35	8	920	6	16	395	36	23	476	0	48	52	5	28	134	0	35	35	1	10	81	1611	
05:30 PM	0	45	702	25	28	800	7	18	321	37	19	402	2	71	53	4	33	163	0	60	48	9	15	132	1497	
05:45 PM	1	35	801	46	4	887	2	5	369	40	9	425	0	45	35	10	30	120	0	47	28	3	8	86	1518	
Total	2	170	3187	139	45	3543	17	50	1437	166	65	1725	2	224	193	23	115	657	0	204	161	20	46	431	6256	
Grand Total	12	513	8842	341	121	9629	41	161	8885	486	163	9526	14	704	558	233	485	2004	0	695	551	63	119	1428	22587	
Approach %	0.1	5.3	89.7	3.5	1.3		0.4	1.7	91.3	4.9	1.7		0.7	35.1	27.8	11.6	24.7		0	48.7	38.6	4.4	8.3			
Total %	0.1	2.3	38.3	1.5	0.5	42.6	0.2	0.7	38.5	2.1	0.7	42.2	0.1	3.1	2.5	1	2.2	8.9	0	3.1	2.4	0.3	0.5	6.3		
Vehicles	12	497	8456	334	116	9415	41	145	8551	453	158	9348	14	691	546	226	485	1962	0	672	539	53	117	1381	22106	
% Vehicles	100	96.9	97.8	97.9	95.9	97.8	100	80.1	98.3	97.2	96.9	98.1	100	98.2	97.8	97	98	97.9	0	98.7	97.8	84.1	98.3	96.7	97.9	
Heavy Trucks	0	16	186	7	5	214	0	16	144	13	5	178	0	19	12	7	10	42	0	23	12	10	2	47	481	
% Heavy Trucks	0	3.1	2.2	2.1	4.1	2.2	0	8.9	1.7	2.8	3.1	1.9	0	1.8	2.2	3	2	2.1	0	3.3	2.2	15.9	1.7	3.3	2.1	

GTS Engineering

11523 Palmbrush Trail, Ste 317
Lakewood Ranch, FL 34202
941-322-2815

McMullen Booth Rd @ SR 590
County: Pinellas

File Name : McMullen_SR590
Site Code : 00000000
Start Date : 10/23/2012
Page No : 2

	MCMULLEN BOOTH RD Northbound						MCMULLEN BOOTH RD Southbound						SR 590 Eastbound						SR 590 Westbound							
Start Time	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	Mt. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:15 AM																										
07:15 AM	1	9	278	11	2	301	0	4	925	23	1	953	0	29	7	44	24	104	0	40	32	1	8	79	1437	
07:30 AM	3	28	327	10	5	373	0	6	789	18	4	817	1	32	28	21	48	128	0	45	38	4	4	88	1408	
07:45 AM	1	25	314	21	6	367	1	7	815	14	1	838	2	43	22	25	34	126	0	41	33	6	3	82	1413	
08:00 AM	0	24	325	11	12	372	3	7	814	22	2	848	0	47	29	35	27	138	0	38	20	5	5	68	1428	
Total Volume	5	88	1244	53	25	1413	4	24	3343	77	8	3456	3	151	64	125	133	496	0	164	120	15	18	317	5682	
% App. Total	0.4	6.1	88	3.8	1.8		0.1	0.7	96.7	2.2	0.2		0.8	30.4	18.9	25.2	28.8		0	51.7	37.9	4.7	5.7			
PHF	.417	.768	.951	.631	.521	.947	.333	.857	.904	.837	.500	.907	.375	.803	.724	.710	.693	.898	.000	.911	.857	.750	.750	.901	.989	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 05:00 PM																										
05:00 PM	0	38	840	33	5	936	2	11	352	43	14	422	0	59	53	4	24	140	0	62	50	7	13	132	1630	
05:15 PM	1	52	824	35	8	920	6	16	395	38	23	476	0	49	52	5	28	134	0	35	35	1	10	81	1611	
05:30 PM	0	45	702	25	28	800	7	18	321	37	19	402	2	71	53	4	33	163	0	60	48	9	15	132	1497	
05:45 PM	1	35	801	46	4	887	2	5	368	40	9	425	0	45	35	10	30	120	0	47	28	3	8	86	1518	
Total Volume	2	170	3187	139	45	3543	17	50	1437	158	65	1725	2	224	193	23	115	557	0	204	161	20	48	431	8258	
% App. Total	0.1	4.8	90	3.9	1.3		1	2.9	83.3	9	3.8		0.4	40.2	34.8	4.1	20.8		0	47.3	37.4	4.8	10.7			
PHF	.500	.817	.926	.755	.402	.946	.607	.694	.909	.907	.707	.908	.250	.789	.910	.575	.871	.854	.000	.823	.805	.556	.787	.816	.960	

GTS Engineering

11523 Palmbrush Trail, Ste 317
Lakewood Ranch, FL 34202
941-322-2815

McMullen Booth Rd @ SR 590
County: Pinellas

File Name : McMullen_SR590
Site Code : 00000000
Start Date : 10/23/2012
Page No : 1

Groups Printed- Heavy Trucks

	MCMULLEN BOOTH RD Northbound						MCMULLEN BOOTH RD Southbound						SR 590 Eastbound						SR 590 Westbound							
Start Time	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	U-Turn	Left	Thru	Right	RTOR	App. Total	Int. Total	
07:00 AM	0	0	9	0	0	9	0	0	15	1	0	16	0	2	0	0	0	2	0	1	0	0	0	1	28	
07:15 AM	0	0	14	1	1	16	0	0	11	0	0	11	0	1	1	1	0	3	0	4	1	0	0	5	35	
07:30 AM	0	2	19	0	0	21	0	1	5	2	0	8	0	2	1	1	0	4	0	1	0	0	0	1	34	
07:45 AM	0	3	19	0	0	22	0	2	9	0	0	11	0	3	1	1	0	5	0	1	0	2	1	4	42	
Total	0	5	61	1	1	68	0	3	40	3	0	46	0	8	3	3	0	14	0	7	1	2	1	11	139	
08:00 AM	0	1	12	0	0	13	0	0	7	0	0	7	0	1	1	2	1	5	0	0	2	3	0	5	30	
08:15 AM	0	1	12	0	0	13	0	1	8	0	0	7	0	1	1	0	0	2	0	2	2	2	1	7	29	
08:30 AM	0	2	19	1	0	22	0	0	12	2	1	15	0	1	0	0	0	1	0	2	0	0	0	2	40	
08:45 AM	0	2	12	0	1	15	0	2	13	2	0	17	0	1	0	0	1	2	0	2	0	0	0	2	36	
Total	0	6	55	1	1	63	0	3	38	4	1	46	0	4	2	2	2	10	0	6	4	5	1	18	135	
*** BREAK ***																										
04:00 PM	0	0	10	1	0	11	0	1	10	1	0	12	0	1	3	0	0	4	0	0	0	2	0	2	29	
04:15 PM	0	0	14	1	1	16	0	2	16	0	2	20	0	0	2	0	2	4	0	3	2	1	0	6	46	
04:30 PM	0	1	16	0	0	17	0	0	8	1	1	10	0	0	0	0	2	2	0	2	5	0	0	7	36	
04:45 PM	0	0	6	0	1	7	0	0	5	2	0	7	0	0	2	1	1	4	0	1	0	0	0	1	19	
Total	0	1	46	2	2	51	0	3	39	4	3	49	0	1	7	1	5	14	0	6	7	3	0	16	130	
05:00 PM	0	1	7	0	0	8	0	1	15	2	0	18	0	0	0	0	1	1	0	2	0	0	0	2	29	
05:15 PM	0	1	4	1	0	6	0	3	6	0	1	10	0	0	0	0	1	1	0	0	0	0	0	0	17	
05:30 PM	0	0	9	1	0	10	0	3	5	0	0	8	0	0	0	0	1	1	0	1	0	0	0	1	20	
05:45 PM	0	2	4	1	1	8	0	0	1	0	0	1	0	0	0	1	0	1	0	1	0	0	0	1	11	
Total	0	4	24	3	1	32	0	7	27	2	1	37	0	0	0	1	3	4	0	4	0	0	0	4	77	
Grand Total	0	16	186	7	5	214	0	16	144	13	5	178	0	13	12	7	10	42	0	23	12	10	2	47	481	
Approch %	0	7.5	86.9	3.3	2.3		0	9	80.9	7.3	2.8		0	31	28.6	16.7	23.8		0	48.9	25.5	21.3	4.3			
Total %	0	3.3	38.7	1.5	1	44.5	0	3.3	29.8	2.7	1	37	0	2.7	2.5	1.5	2.1	8.7	0	4.8	2.5	2.1	0.4	9.8		

PEDESTRIAN/BICYCLE VOLUME SHEET

LOCATION ID: McMullen Booth Rd at SR 590

COUNTY: Pinellas

CITY:

TYPE OF CONTROL:

Signalized

STUDY DATE:

TIME:

FROM

7:00

TO

8:00

OBSERVER: GTS ENGINEERING

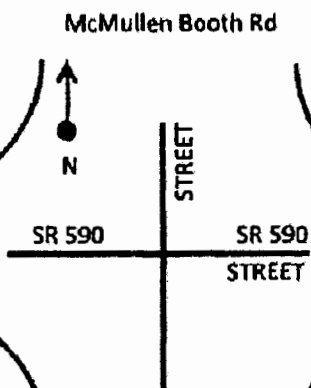
REMARKS:

7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00
PEDESTRIANS			
BICYCLES			

7:00-7:15	7:15-7:30	7:30-7:45	7:45-8:00
PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
BICYCLES			
1			

PEDESTRIANS			
BICYCLES			



PEDESTRIANS			
1			
BICYCLES			

PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
1			
BICYCLES			
1			

7:00-7:15 7:15-7:30 7:30-7:45 7:45-8:00

PEDESTRIANS			
1			
BICYCLES			

7:00-7:15 7:15-7:30 7:30-7:45 7:45-8:00

PEDESTRIAN/BICYCLE VOLUME SHEET

LOCATION ID: McMullen Booth Rd at SR 590

COUNTY: Pinellas

CITY:

TYPE OF CONTROL:

Signalized

STUDY DATE:

TIME:

FROM

8:00

TO

9:00

OBSERVER: GTS ENGINEERING

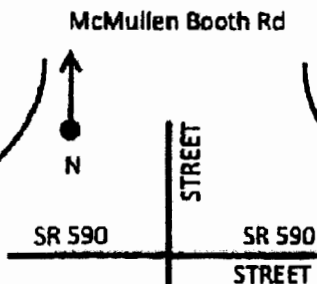
REMARKS:

8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
PEDESTRIANS			
		1	
BICYCLES			
1	1	1	

8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00
PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
BICYCLES			
			1



PEDESTRIANS			
BICYCLES			
		1	

PEDESTRIANS			
BICYCLES			
			1

PEDESTRIANS			
1			
BICYCLES			
	1	1	
8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00

PEDESTRIANS			
		1	
BICYCLES			
1			
8:00-8:15	8:15-8:30	8:30-8:45	8:45-9:00

PEDESTRIAN/BICYCLE VOLUME SHEET

LOCATION ID: McMullen Booth Rd at SR 590

COUNTY: Pinellas

CITY:

TYPE OF CONTROL: Signalized

STUDY DATE:

TIME:

FROM

4:00

TO

5:00

OBSERVER: GTS ENGINEERING

REMARKS:

4:00-4:15	4:15-4:30	4:30-4:45	4:45-5:00
PEDESTRIANS			
BICYCLES			

4:00-4:15	4:15-4:30	4:30-4:45	4:45-5:00
PEDESTRIANS			
BICYCLES			
1			

PEDESTRIANS			
BICYCLES			
			1

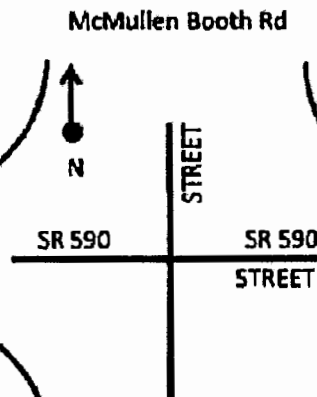
PEDESTRIANS			
1			
BICYCLES			

PEDESTRIANS			
BICYCLES			
			1

PEDESTRIANS			
BICYCLES			
1			

PEDESTRIANS			
11			
BICYCLES			
4:00-4:15	4:15-4:30	4:30-4:45	4:45-5:00

PEDESTRIANS			
		1	4
BICYCLES			
			11
4:00-4:15	4:15-4:30	4:30-4:45	4:45-5:00



PEDESTRIAN/BICYCLE VOLUME SHEET

LOCATION ID: McMullen Booth Rd at SR 590

COUNTY: Pinellas

CITY:

TYPE OF CONTROL:

Signalized

STUDY DATE:

TIME:

FROM

5:00

TO

6:00

OBSERVER: GTS ENGINEERING

REMARKS:

5:00-5:15	5:15-5:30	5:30-5:45	5:45-6:00
PEDESTRIANS			
1			
BICYCLES			

PEDESTRIANS			
			1
BICYCLES			
			11

PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
BICYCLES			
5:00-5:15	5:15-5:30	5:30-5:45	5:45-6:00

5:00-5:15	5:15-5:30	5:30-5:45	5:45-6:00
PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
BICYCLES			

PEDESTRIANS			
11		1	
BICYCLES			
1			11

PEDESTRIANS			
BICYCLES			
5:00-5:15	5:15-5:30	5:30-5:45	5:45-6:00

McMullen Booth Rd

N

SR 590

SR 590

STREET

STREET

McMullen Booth Rd

FLORIDA DEPARTMENT OF TRANSPORTATION
2011 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FGIR	"D" FGIR	"T" FGIR
0019		SR 590/10TH ST, E OF MC MULLEN-BOOTH RD/CR 611	E 3000	W 3000	6000 C	9.0	56.5F	2.7F
0064		SR 590/NZ COACHMAN RD, E OF US 19/SR 55	E 6100	W 6700	12800 C	9.0	56.5F	2.6A
9206		MCMULLEN BOOTH RD, N OF SR 590/10TH ST N	N 29500	S 28000	57500 C	9.0	56.5F	3.1A

Site Type : Blank= Portable; T= Telemetered

"K" Factor : Department adopted standard K factor beginning with count year 2011

AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown

"D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

2011 Peak Season Factor Category Report - Report Type: ALL
Category: 1500 FINELLAS COUNTYWIDE

Week	Dates	SP	MOCF: 0.92 PSCP
1	01/01/2011 - 01/01/2011	1.06	1.15
2	01/02/2011 - 01/08/2011	1.05	1.14
3	01/09/2011 - 01/15/2011	1.04	1.12
4	01/16/2011 - 01/22/2011	1.01	1.09
5	01/23/2011 - 01/29/2011	0.99	1.07
6	01/30/2011 - 02/05/2011	0.97	1.05
* 7	02/06/2011 - 02/12/2011	0.95	1.03
* 8	02/13/2011 - 02/19/2011	0.93	1.01
* 9	02/20/2011 - 02/26/2011	0.92	1.00
*10	02/27/2011 - 03/05/2011	0.91	0.98
*11	03/06/2011 - 03/12/2011	0.90	0.97
*12	03/13/2011 - 03/19/2011	0.90	0.97
*13	03/20/2011 - 03/26/2011	0.90	0.97
*14	03/27/2011 - 04/02/2011	0.91	0.98
*15	04/03/2011 - 04/09/2011	0.92	1.00
*16	04/10/2011 - 04/16/2011	0.93	1.01
*17	04/17/2011 - 04/23/2011	0.94	1.02
*18	04/24/2011 - 04/30/2011	0.95	1.03
*19	05/01/2011 - 05/07/2011	0.96	1.04
20	05/08/2011 - 05/14/2011	0.97	1.05
21	05/15/2011 - 05/21/2011	0.99	1.07
22	05/22/2011 - 05/28/2011	0.99	1.07
23	05/29/2011 - 06/04/2011	0.99	1.07
24	06/05/2011 - 06/11/2011	1.00	1.08
25	06/12/2011 - 06/18/2011	1.00	1.08
26	06/19/2011 - 06/25/2011	1.01	1.09
27	06/26/2011 - 07/02/2011	1.01	1.09
28	07/03/2011 - 07/09/2011	1.01	1.09
29	07/10/2011 - 07/16/2011	1.02	1.10
30	07/17/2011 - 07/23/2011	1.03	1.11
31	07/24/2011 - 07/30/2011	1.03	1.11
32	07/31/2011 - 08/06/2011	1.04	1.12
33	08/07/2011 - 08/13/2011	1.05	1.14
34	08/14/2011 - 08/20/2011	1.06	1.15
35	08/21/2011 - 08/27/2011	1.06	1.15
36	08/28/2011 - 09/03/2011	1.07	1.16
37	09/04/2011 - 09/10/2011	1.07	1.16
38	09/11/2011 - 09/17/2011	1.08	1.17
39	09/18/2011 - 09/24/2011	1.07	1.16
40	09/25/2011 - 10/01/2011	1.06	1.15
41	10/02/2011 - 10/08/2011	1.05	1.14
42	10/09/2011 - 10/15/2011	1.04	1.12
43	10/16/2011 - 10/22/2011	1.04	1.12
44	10/23/2011 - 10/29/2011	1.03	1.14
45	10/30/2011 - 11/05/2011	1.05	1.14
46	11/06/2011 - 11/12/2011	1.05	1.14
47	11/13/2011 - 11/19/2011	1.05	1.14
48	11/20/2011 - 11/26/2011	1.05	1.14
49	11/27/2011 - 12/03/2011	1.05	1.14
50	12/04/2011 - 12/10/2011	1.06	1.15
51	12/11/2011 - 12/17/2011	1.06	1.15
52	12/18/2011 - 12/24/2011	1.05	1.14
53	12/25/2011 - 12/31/2011	1.04	1.12

























* Peak Season

APPENDIX C

Existing Analysis

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Geometry
AM Peak













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NET	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	176	96	294	187	137	38	104	1418	89	32	3811	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1810	1583	3367	1792	1369	3273	4940	1568	1626	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1583	3367	1792	1369	3273	4940	1568	1626	5085	1583
Right Turn on Red			Yes			Yes			Yes		Yes	Yes
Satd. Flow (RTOR)						36			91			99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	2%	4%	6%	8%	7%	5%	3%	11%	2%	2%
Adj. Flow (vph)	180	98	300	191	140	39	106	1447	91	33	3889	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	98	300	191	140	39	106	1447	91	33	3889	99
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	10.0	21.0	9.0	13.0	21.0	12.0	9.0	77.0	10.0	12.0	80.0	10.0
Total Split (%)	8.3%	17.5%	7.5%	8.3%	17.5%	10.0%	7.5%	64.2%	8.3%	10.0%	66.7%	8.3%
Maximum Green (s)	5.0	16.0	4.0	5.0	16.0	7.0	4.0	70.0	5.0	7.0	73.0	5.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	5.0	13.6	25.0	5.0	13.6	25.4	6.4	74.7	86.7	6.8	73.0	85.0
Actuated g/C Ratio	0.04	0.11	0.21	0.04	0.11	0.21	0.05	0.62	0.72	0.06	0.61	0.71
v/c Ratio	1.29	0.48	0.91	1.36	0.69	0.12	0.61	0.47	0.08	0.36	1.26	0.09
Control Delay	220.6	57.1	78.2	245.5	68.2	13.7	72.0	13.5	1.4	65.4	143.2	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	220.6	57.1	78.2	245.5	68.2	13.7	72.0	13.5	1.4	65.4	143.2	1.2

Existing Geometry 12/18/2012 AM Peak

Synchro 7 - Report
Page 1

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Geometry
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
LOS	F	E	E	F	E	B	E	B	A	E	F	A
Approach Delay		118.9			154.0			16.6			139.1	
Approach LOS		F			F			B			F	
Queue Length 50th (ft)	~91	72	229	~100	105	2	42	228	0	25	~1382	0
Queue Length 95th (ft)	#167	126	#395	#177	173	31	#103	267	16	60	#1452	15
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	139	241	330	140	239	322	173	3074	1158	97	3093	1150
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.29	0.41	0.91	1.36	0.59	0.12	0.61	0.47	0.08	0.34	1.26	0.09

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 107.7

Intersection LOS: F

Intersection Capacity Utilization 111.3%

ICU Level of Service H

Analysis Period (min) 15









- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 590 & McMullen Booth Rd

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Geometry
PM Peak













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations												
Volume (vph)	258	220	157	233	184	75	196	3633	210	76	1638	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Sald. Flow (prot)	3433	1863	1568	3433	1863	1583	3433	5085	1583	1641	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Sald. Flow (perm)	3433	1863	1568	3433	1863	1583	3433	5085	1583	1641	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Sald. Flow (RTOR)			13						99			135
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			660			780	
Travel Time (s)		17.8			20.8			13.0			11.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	10%	2%	2%
Adj. Flow (vph)	269	229	164	243	192	78	204	3784	219	79	1706	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	229	164	243	192	78	204	3784	219	79	1706	262
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	12.0	9.0	21.0	9.0	12.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	12.0	21.0	16.0	12.0	21.0	9.0	16.0	78.0	12.0	9.0	71.0	12.0
Total Split (%)	10.0%	17.5%	13.3%	10.0%	17.5%	7.5%	13.3%	65.0%	10.0%	7.5%	59.2%	10.0%
Maximum Green (s)	7.0	16.0	8.0	7.0	16.0	4.0	8.0	71.0	7.0	4.0	64.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	4.0	1.0	1.0	1.0	4.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	8.0	5.0	5.0	5.0	8.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	7.0	16.0	29.0	7.0	16.0	25.0	8.0	71.0	85.0	4.0	64.0	78.0
Actuated g/C Ratio	0.06	0.13	0.24	0.06	0.13	0.21	0.07	0.59	0.71	0.03	0.53	0.65
v/c Ratio	1.34	0.92	0.42	1.22	0.77	0.24	0.89	1.26	0.19	1.44	0.63	0.24
Control Delay	227.4	92.2	39.2	180.6	71.6	41.9	92.6	144.0	3.5	314.6	21.0	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	227.4	92.2	39.2	180.6	71.6	41.9	92.6	144.0	3.5	314.6	21.0	4.6

Existing Geometry 12/18/2012 PM Peak

Synchro 7 - Report
Page 1

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Geometry
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
LOS	F	F	D	F	E	D	F	F	A	F	C	A
Approach Delay		134.0			118.7			134.2			30.2	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~140	178	99	~118	146	51	82	~1345	26	~83	326	35
Queue Length 95th (ft)	#228	#330	167	#203	#259	96	#154	#1416	51	#186	376	68
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	200	248	389	200	248	330	229	3009	1150	55	2712	1076
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	0.92	0.42	1.22	0.77	0.24	0.89	1.26	0.19	1.44	0.63	0.24

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.44

Intersection Signal Delay: 104.5

Intersection Capacity Utilization 111.0%

Analysis Period (min) 15

Intersection LOS: F

ICU Level of Service H









- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 590 & McMullen Booth Rd

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Conditions - With Improvement
AM Peak













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SBR
Lane Configurations												
Volume (vph)	176	96	234	187	137	38	104	418	89	32	3811	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1810	1583	3367	1792	1369	3273	6225	1568	3155	6408	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1583	3367	1792	1369	3273	6225	1568	3155	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			7			39			91			99
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			660			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	2%	4%	6%	8%	7%	5%	3%	11%	2%	2%
Adj. Flow (vph)	180	98	300	191	140	39	106	1447	91	33	3889	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	98	300	191	140	39	106	1447	91	33	3889	99
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	21.0	24.0	13.0	18.0	21.0	9.0	13.0	99.0	18.0	9.0	95.0	21.0
Total Split (%)	14.0%	16.0%	8.7%	12.0%	14.0%	6.0%	8.7%	66.0%	12.0%	6.0%	63.3%	14.0%
Maximum Green (s)	16.0	19.0	8.0	13.0	16.0	4.0	8.0	92.0	13.0	4.0	88.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	13.2	16.3	31.8	12.2	15.4	25.4	10.5	96.5	115.8	5.0	89.0	109.2
Actuated g/C Ratio	0.09	0.11	0.21	0.08	0.10	0.17	0.07	0.64	0.77	0.03	0.59	0.73
v/c Ratio	0.61	0.50	0.88	0.69	0.76	0.15	0.46	0.36	0.07	0.31	1.02	0.08
Control Delay	74.9	71.2	82.0	80.7	90.6	16.2	75.1	13.4	1.0	79.3	51.2	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.9	71.2	82.0	80.7	90.6	16.2	75.1	13.4	1.0	79.3	51.2	1.1

Existing Conditions - With Improvement 12/18/2012 AM Peak

Synchro 7 - Report
Page 1

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd













Existing Conditions - With Improvement
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	F	F	F	B	E	B	A	E	D	A
Approach Delay		78.0			77.7			16.7			50.2	
Approach LOS		E			E			B			D	
Queue Length 50:h (ft)	89	91	281	94	134	0	53	197	0	16	~1184	0
Queue Length 95:h (ft)	128	152	#451	138	#236	35	87	222	14	36	#1222	15
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	360			270		105	380		250	460		345
Base Capacity (vph)	356	229	341	292	197	264	228	4006	1239	105	3801	1207
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.43	0.88	0.65	0.71	0.15	0.46	0.36	0.07	0.31	1.02	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 45.8
 Intersection Capacity Utilization 92.9%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

























Splits and Phases: 3: SR 590 & McMullen Booth Rd

											
1	2	3	4	5	6	7	8	9	10	11	12

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd













Existing Conditions - With Improvement

PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	258	220	157	233	184	75	196	3633	210	76	1638	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1568	3433	1863	1583	3433	6408	1583	3183	6408	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1568	3433	1863	1583	3433	6408	1583	3183	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			9			95			111
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			760	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	10%	2%	2%
Adj. Flow (vph)	269	229	164	243	192	78	204	3784	219	79	1706	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	269	229	164	243	192	78	204	3784	219	79	1706	262
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	23.0	25.0	20.0	21.0	23.0	9.0	20.0	95.0	21.0	9.0	84.0	23.0
Total Split (%)	15.3%	16.7%	13.3%	14.0%	15.3%	6.0%	13.3%	63.3%	14.0%	6.0%	56.0%	15.3%
Maximum Green (s)	18.0	20.0	15.0	16.0	18.0	4.0	15.0	88.0	16.0	4.0	77.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.2	20.2	38.6	14.8	18.8	28.6	13.4	88.2	110.0	4.8	79.6	102.8
Actuated g/C Ratio	0.11	0.13	0.26	0.10	0.13	0.19	0.09	0.59	0.73	0.03	0.53	0.69
v/c Ratio	0.73	0.91	0.39	0.72	0.82	0.25	0.66	1.00	0.18	0.77	0.50	0.23
Control Delay	76.5	101.5	43.6	78.0	90.5	48.7	76.8	46.3	3.6	113.0	23.5	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.5	101.5	43.6	78.0	90.5	48.7	76.8	46.3	3.6	113.0	23.5	5.5

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Existing Conditions - With Improvement
PM Peak









												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	F	D	E	F	D	E	D	A	F	C	A
Approach Delay		77.0			78.2			45.5			24.6	
Approach LOS		E			E			D			C	
Queue Length 50'h (ft)	132	225	118	120	186	58	100	~1063	31	40	310	49
Queue Length 95'h (ft)	181	#389	188	168	#329	111	144	#1163	55	#97	347	85
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	412	253	433	366	234	309	343	3769	1198	102	3401	1138
Starvation Cap Reductn	0	0	0	0	0	0	C	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	C	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	C	0	0	0	0	0
Reduced v/c Ratio	0.65	0.91	0.38	0.66	0.82	0.25	0.59	1.00	0.18	0.77	0.50	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 44.6
 Intersection Capacity Utilization 92.5%
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 3: SR 590 & McMullen Booth Rd

 e1	 e2	 e3	 e4
 e5	 e6	 e7	 e8

APPENDIX D

Future Analysis

TMC Sheet

EAST-WEST STREET :	SR 560
NORTH-SOUTH STREET :	McKean Booth Road
COUNT YEAR :	2012
TIME PERIOD :	AM
PSCF :	1.14

	BR 640						McMullen Booth Road					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
"EXISTING TRAFFIC"	154	84	258	164	120	33	91	1244	78	28	3343	85
"EXISTING ADJUSTED TRAFFIC"	176	96	284	187	137	38	104	1418	88	32	3811	97
"PROJECT TRAFFIC"	5	4		32	38	14		9	7	31	1	1
"EXISTING+PROJECT TRAFFIC"	181	100	294	219	175	52	104	1427	96	63	3812	98

EAST-WEST STREET :	SR 590
NORTH-SOUTH STREET :	McMullen Bach's Road
COUNT YEAR :	2012
TIME PERIOD :	PM
PSCF :	1.14

	SR 590						Nichallen Booth Road					
	EBL	EBT	EBR	WBL	WST	WBR	NBL	NBT	NBR	SBL	SBT	SBR
"EXISTING TRAFFIC"	226	193	138	204	161	56	172	3187	184	67	1427	231
"EXISTING ADJUSTED TRAFFIC"	258	220	157	233	184	75	195	3633	210	78	1638	252
"PROJECT TRAFFIC"		17		10	9	13		3	33	33	16	5
"EXISTING+PROJECT TRAFFIC"	259	237	157	243	193	90	195	3636	245	109	1654	257

EAST-WEST STREET :	SR 680
NORTH-SOUTH STREET :	Residential Driveway
COUNT YEAR :	2012
TIME PERIOD :	AM
PBCF :	0.97

























	SR 89D						Residential Driveway					
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
"EXISTING TRAFFIC"		144			252							
"EXISTING ADJUSTED TRAFFIC"		140			244							
"PROJECT TRAFFIC"	25	0			3	3				12		10
"EXISTING+PROJECT TRAFFIC"	25	140	0	0	247	3	0	0	0	12	0	10

EAST-WEST STREET :	SR 590
NORTH-SOUTH STREET :	Residential Driveway
COUNT YEAR :	2012
TIME PERIOD :	PIA
PSCF :	0.97

	SR 590 Residential Driveway											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SNR
"EXISTING TRAFFIC"	351				257							
"EXISTING ADJUSTED TRAFFIC"	340				246							
"PROJECT TRAFFIC"	100	3			0	11				6		34
"EXISTING+PROJECT TRAFFIC"	440	343	0	0	246	11	0	0	0	6	0	34

Lanes, Volumes, Timings
3: SR 580 & McMullen Booth Rd

Future Conditions
AM Peak













												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
Lane Configurations												
Volume (vph)	181	100	294	239	175	52	104	1427	96	63	3812	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1810	1583	3367	1792	1369	3273	4940	1568	1626	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1583	3367	1792	1369	3273	4940	1568	1626	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						28			98			100
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	2%	4%	6%	18%	7%	5%	3%	11%	2%	2%
Adj. Flow (vph)	185	102	300	244	179	53	106	1456	98	64	3890	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	102	300	244	179	53	106	1456	98	64	3890	100
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	11.0	21.0	9.0	11.0	21.0	15.0	9.0	73.0	11.0	15.0	79.0	11.0
Total Split (%)	9.2%	17.5%	7.5%	9.2%	17.5%	12.5%	7.5%	60.8%	9.2%	12.5%	65.8%	9.2%
Maximum Green (s)	6.0	16.0	4.0	6.0	16.0	10.0	4.0	66.0	6.0	10.0	72.0	6.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	6.0	15.0	25.0	6.0	15.0	28.8	5.0	70.4	83.4	8.9	72.0	85.0
Actuated g/C Ratio	0.05	0.12	0.21	0.05	0.12	0.24	0.04	0.59	0.70	0.07	0.60	0.71
v/c Ratio	1.11	0.45	0.91	1.45	0.80	0.15	0.77	0.50	0.09	0.53	1.27	0.09
Control Delay	153.3	55.2	78.2	273.4	76.6	20.6	91.2	16.2	1.5	69.3	151.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.3	55.2	78.2	273.4	76.6	20.6	91.2	16.2	1.5	69.3	151.3	1.2

Future Conditions 12/18/2012 AM Peak

Synchro 7 - Report
Page 1

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions
AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
LOS	F	E	E	F	E	C	F	B	A	E	F	A
Approach Delay		97.8			171.3			20.1			146.3	
Approach LOS		F			F			C			F	
Queue Length 50th (ft)	~84	74	229	~132	135	15	43	252	0	48	~1395	0
Queue Length 95th (ft)	#160	131	#395	#218	#243	48	#103	294	18	95	#1465	15
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	167	241	330	168	239	362	137	2897	1119	136	3051	1150
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.11	0.42	0.91	1.45	0.75	0.15	0.77	0.50	0.09	0.47	1.27	0.09

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.45

Intersection Signal Delay: 113.0

Intersection LOS: F

Intersection Capacity Utilization 112.8%

ICU Level of Service H

Analysis Period (min) 15









~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 590 & McMullen Booth Rd

 e1	 e2	 e3	 e4
 e5	 e6	 e7	 e8













Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	237	157	263	193	90	196	3636	265	109	1654	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	1.00	0.91	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1568	3433	1863	1583	3433	5085	1583	1641	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1568	3433	1863	1583	3433	5085	1583	1641	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11						82			126
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	10%	2%	2%
Adj. Flow (vph)	270	247	164	274	201	94	204	3788	276	114	1723	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	247	164	274	201	94	204	3788	276	114	1723	268
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	12.0	21.0	17.0	12.0	21.0	11.0	17.0	76.0	12.0	11.0	70.0	12.0
Total Split (%)	10.0%	17.5%	14.2%	10.0%	17.5%	9.2%	14.2%	63.3%	10.0%	9.2%	58.3%	10.0%
Maximum Green (s)	7.0	16.0	12.0	7.0	16.0	6.0	12.0	69.0	7.0	6.0	63.0	7.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	7.0	16.0	32.2	7.0	16.0	27.0	11.2	69.0	83.0	6.0	63.8	77.8
Actuated g/C Ratio	0.06	0.13	0.27	0.06	0.13	0.22	0.09	0.58	0.69	0.05	0.53	0.65
v/c Ratio	1.35	1.00	0.38	1.37	0.81	0.26	0.64	1.30	0.25	1.39	0.64	0.25
Control Delay	229.3	108.5	36.1	236.9	75.4	40.7	61.8	161.4	5.3	275.9	21.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	229.3	108.5	36.1	236.9	75.4	40.7	61.8	161.4	5.3	275.9	21.4	5.2

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	F	F	D	F	E	D	E	F	A	F	C	A
Approach Delay		139.0			147.4			146.5			33.1	
Approach LOS		F			F			F			C	
Queue Length 50th (ft)	~141	194	96	~144	153	60	79	~1373	48	~118	338	40
Queue Length 95th (ft)	#229	#364	160	#233	#277	110	120	#1444	81	#239	389	77
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	200	248	439	200	248	356	343	2924	1120	82	2704	1071
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.35	1.00	0.37	1.37	0.81	0.26	0.59	1.30	0.25	1.39	0.64	0.25

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.39

Intersection Signal Delay: 114.6

Intersection LOS: F

Intersection Capacity Utilization 114.6%

ICU Level of Service H

Analysis Period (min) 15









- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

























Splits and Phases: 3: SR 590 & McMullen Booth Rd

 e1	 e2		 e3	 e4
 e5	 e6		 e7	 e8

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions - With Improvements













AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	181	100	294	239	175	52	104	1427	96	63	3812	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft.)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3335	1810	1583	3367	1792	1369	3273	6225	1568	3155	6408	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	1810	1583	3367	1792	1369	3273	6225	1568	3155	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			6			44			98			100
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	5%	2%	4%	6%	18%	7%	5%	3%	11%	2%	2%
Adj. Flow (vph)	185	102	300	244	179	53	106	1456	98	64	3890	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	102	300	244	179	53	106	1456	98	64	3890	100
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	19.0	23.0	15.0	20.0	24.0	12.0	15.0	95.0	20.0	12.0	92.0	19.0
Total Split (%)	12.7%	15.3%	10.0%	13.3%	16.0%	8.0%	10.0%	63.3%	13.3%	8.0%	61.3%	12.7%
Maximum Green (s)	14.0	18.0	10.0	15.0	19.0	7.0	10.0	88.0	15.0	7.0	85.0	14.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effect Green (s)	12.7	16.4	32.3	14.3	17.9	29.8	11.0	90.5	111.7	6.9	86.4	106.1
Actuated g/C Ratio	0.08	0.11	0.22	0.10	0.12	0.20	0.07	0.60	0.74	0.05	0.58	0.71
v/c Ratio	0.65	0.52	0.87	0.76	0.84	0.17	0.44	0.39	0.08	0.44	1.05	0.09
Control Delay	77.7	72.3	79.8	82.0	94.8	18.1	73.2	16.1	1.1	79.3	63.0	1.3
Queue Delay	0.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.7	72.3	79.8	82.0	94.8	18.1	73.2	16.1	1.1	79.3	63.0	1.3

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions - With Improvements

AM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SEB
LOS	E	E	E	F	F	B	E	B	A	E	E	A
Approach Delay		77.8			79.7			18.9			61.7	
Approach LOS		E			E			B			E	
Queue Length 50th (ft)	91	95	279	121	172	7	52	215	0	31	~1223	0
Queue Length 95th (ft)	134	159	#442	170	#293	47	86	241	15	58	#1261	17
Internal Link Dist (ft)		835			887			780			700	
Turn Bay Length (ft)	380			270		105	380		250	460		345
Base Capacity (vph)	311	217	346	337	228	309	239	3754	1200	149	3691	1162
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	0.87	0.72	0.79	0.17	0.44	0.39	0.08	0.43	1.05	0.09

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 53.9

Intersection LOS: D

Intersection Capacity Utilization 94.4%

ICU Level of Service F

Analysis Period (min) 15









- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

























Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 590 & McMullen Booth Rd

 #1	 #2	 #3	 #4
 #5	 #6	 #7	 #8













Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions - With Improvements
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	259	237	157	263	193	90	196	3636	265	109	1654	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	380		0	270		105	380		250	460		345
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.86	1.00	0.97	0.86	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1863	1568	3433	1863	1583	3433	6408	1583	3183	6408	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1568	3433	1863	1583	3433	6408	1583	3183	6408	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			11			5			76			126
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		915			1067			860			780	
Travel Time (s)		17.8			20.8			13.0			11.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	10%	2%	2%
Adj. Flow (vph)	270	247	164	274	201	94	204	3788	276	114	1723	268
Shared Lane Traffic (%)												
Lane Group Flow (vph)	270	247	164	274	201	94	204	3788	276	114	1723	268
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	9.0	21.0	9.0	9.0	21.0	9.0	9.0	23.0	9.0	9.0	23.0	9.0
Total Split (s)	17.0	21.0	17.0	17.0	21.0	9.0	17.0	73.0	17.0	9.0	65.0	17.0
Total Split (%)	14.2%	17.5%	14.2%	14.2%	17.5%	7.5%	14.2%	60.8%	14.2%	7.5%	54.2%	14.2%
Maximum Green (s)	12.0	16.0	12.0	12.0	16.0	4.0	12.0	66.0	12.0	4.0	58.0	12.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	4.0	5.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	7.0	5.0	5.0	7.0	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.8	16.1	32.3	11.9	16.2	25.2	11.2	66.0	84.9	4.0	58.8	77.6
Actuated g/C Ratio	0.10	0.13	0.27	0.10	0.14	0.21	0.09	0.55	0.71	0.03	0.49	0.65
v/c Ratio	0.80	0.99	0.38	0.81	0.80	0.28	0.64	1.07	0.24	1.08	0.55	0.25
Control Delay	70.9	106.0	36.0	71.7	74.1	40.4	61.8	67.2	4.9	163.4	22.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	106.0	36.0	71.7	74.1	40.4	61.8	67.2	4.9	163.4	22.3	5.2

Lanes, Volumes, Timings
3: SR 590 & McMullen Booth Rd

Future Conditions - With Improvements
PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	F	D	E	E	D	E	E	A	F	C	A
Approach Delay		75.2			67.4			62.9			27.8	
Approach LOS		E			E			E			C	
Queue Length 50:h (ft)	107	194	96	108	153	58	79	~949	46	~50	266	40
Queue Length 95:h (ft)	#169	#364	160	#173	#277	109	120	#1005	77	#112	302	77
Internal Link Dist (ft)		835			987			780			700	
Turn Bay Length (ft)	350			270		105	380		250	460		345
Base Capacity (vph)	343	250	441	343	251	336	343	3524	1143	106	3140	1071
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	C	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	C	0	0	0	0	0
Reduced v/c Ratio	0.79	0.99	0.37	0.80	0.80	0.28	0.59	1.07	0.24	1.08	0.55	0.25

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 54.6

Intersection Capacity Utilization 94.3%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service F









- Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 590 & McMullen Booth Rd

 e1	 e2	 e3	 e4
 e5	 e6	 e7	 e8

APPENDIX E

Driveway Analysis

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection			
Agency/Co. King				SR 590 @ Res. Driveway			
Date Performed 12/17/2012				Jurisdiction			
Analysis Time Period AM Peak				Analysis Year			
Project Description							
East/West Street: SR 590				North/South Street: Driveway			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	25	140			247	3	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	26	147	0	0	260	3	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	0	1	0	
Configuration	L	T				TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				12		101	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	0	12	0	106	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L					L	R
v (veh/h)	26					12	106
C (m) (veh/h)	1301					548	777
v/c	0.02					0.02	0.14
95% queue length	0.06					0.07	0.47
Control Delay (s/veh)	7.8					11.7	10.4
LOS	A					B	B
Approach Delay (s/veh)	--	--				10.5	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst				Intersection			
Agency/Co. King				SR 590 @ Res. Driveway			
Date Performed 12/17/2012				Jurisdiction			
Analysis Time Period PM AM Peak				Analysis Year			
Project Description							
East/West Street: SR 590				North/South Street: Driveway			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	100	343			245	11	
Peak-Hour Factor, PHF	0.95	0.95	1.00	1.00	0.95	0.95	
Hourly Flow Rate, HFR (veh/h)	105	351	0	0	257	11	
Percent Heavy Vehicles	2	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	1	1	0	0	1	0	
Configuration	L	T				TR	
Upstream Signal		0			0		
Minor Street	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				6		54	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.95	1.00	0.95	
Hourly Flow Rate, HFR (veh/h)	0	0	0	6	0	56	
Percent Heavy Vehicles	0	0	0	2	0	2	
Percent Grade (%)		0			0		
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	1	0	1	
Configuration				L		R	
Delay, Queue Length, and Level of Service							
Approach	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	L					L	R
v (veh/h)	105					6	56
C (m) (veh/h)	1296					312	777
v/c	0.08					0.02	0.07
95% queue length	0.26					0.06	0.23
Control Delay (s/veh)	8.0					16.8	10.0
LOS	A					C	A
Approach Delay (s/veh)	--	--				10.6	
Approach LOS	--	--				B	

APPENDIX F
FDOT Index 301

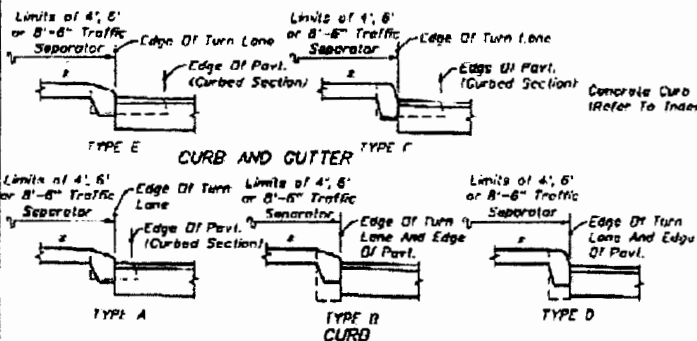
TURN LANES • CURBED AND UNCURBED MEDIANS								
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1	URBAN CONDITIONS			RURAL CONDITIONS		
			Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	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'	480'	270'

DESIGN NOTES

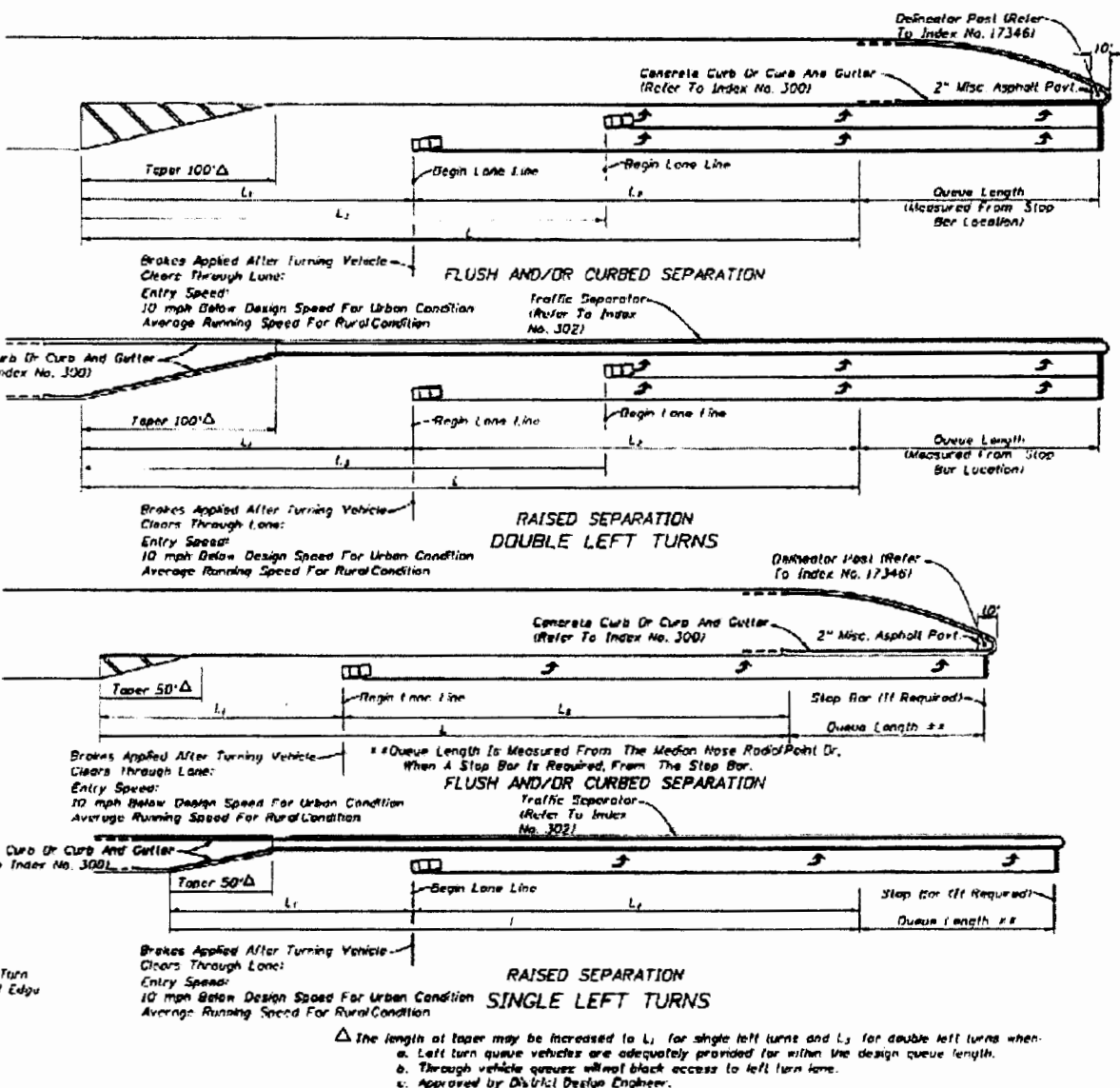
- Basis for turn lane configurations:
 - Informed Driver.
 - Stop condition (with or without stop control).
 - Wet Pavement.
 - Reaction preceding entry point.
 - Minimum braking distance for urban conditions.
 - 75' min. for L_3 .
 - Comfortable deceleration rates for rural conditions (AASHTO 2001 threshold rate of 11.2 ft./s²).

GENERAL NOTES

- The plan views shown are for turn lane taper shapes and dimensional purposes only; they do not prescribe the use of curb, curb and gutter, shoulders nor separators specifically to either rural or urban conditions.
- Initial deceleration distances must not be reduced except where faster values are imposed by unreluctable control points.
- Align turn lane tapers and distances identical to left turn lanes under stop control conditions. Right turn lane tapers and/or distances are site specific under free flow or yield conditions.
- These left turn configurations apply to continuous left turn lanes only where specifically called for in the plans.
- For pavement markings see Index No. 17345.



For Curb And Curb & Gutter Types, See Index No. 300
 A Option 1 Separators Shown (Refer To Index No. 302)
MEDIAN CURB AND TRAFFIC SEPARATOR JUNCTURE DETAILS



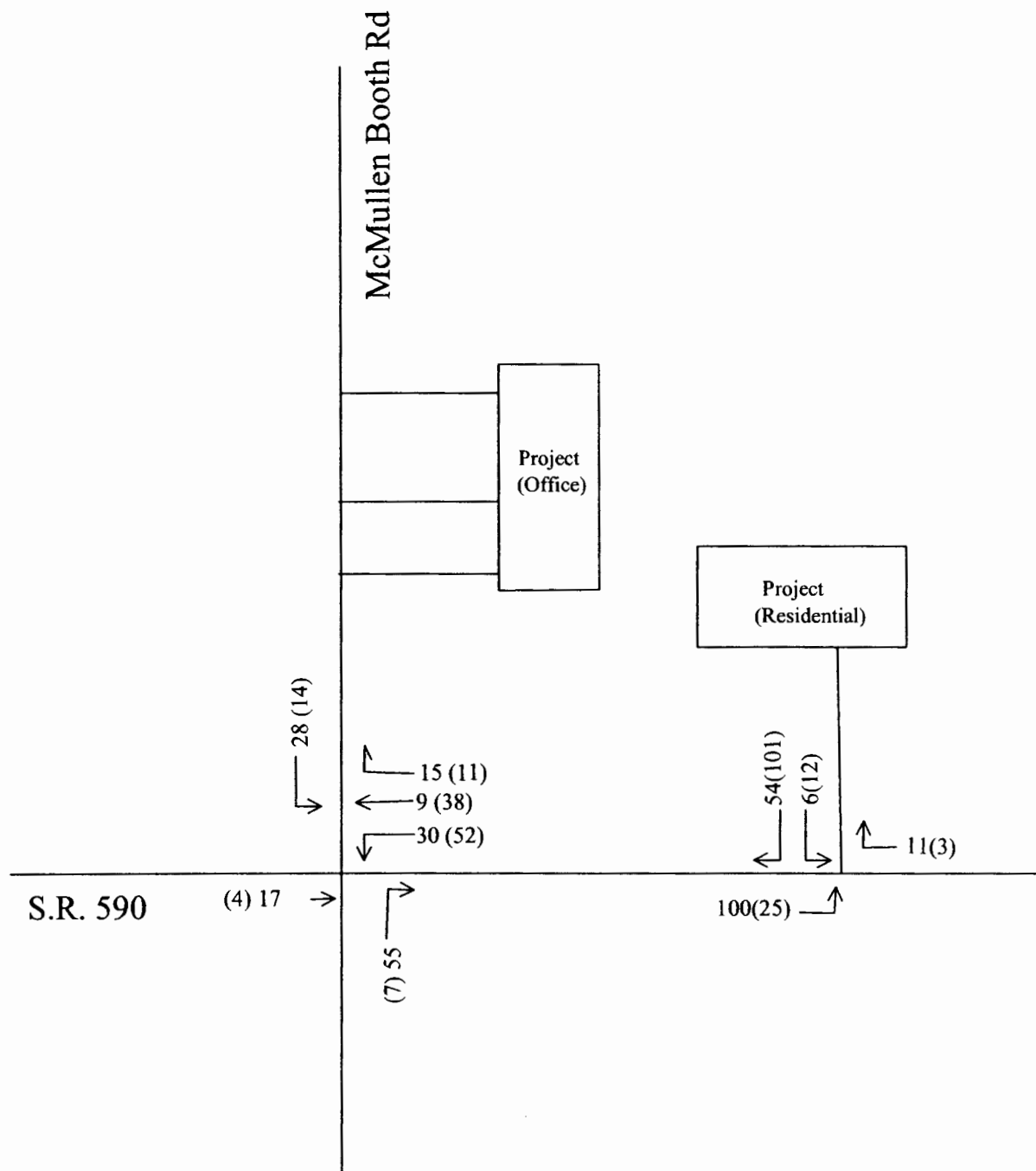
- △ The length of taper may be increased to L_1 for single left turns and L_2 for double left turns when:
- Left turn queue vehicles are adequately provided for within the design queue length.
 - Through vehicle queues without black access to left turn lane.
 - Approved by District Design Engineer.

**Table A: Delay Comparison – McMullen Booth Road at SR 590
(Existing Intersection Geometry)**

Movement	AM Peak Hour			PM Peak Hour		
	Existing Traffic	Existing + Project Traffic	% Change in Delay	Existing Traffic	Existing + Project Traffic	% Change in Delay
	Delay	Delay		Delay	Delay	
WB Left	245.5	273.4	11.4%	180.6	236.9	31.2%
WB Through	68.2	76.6	12.3%	71.6	75.4	5.3
WB Right	13.7	20.6	50.4%	41.9	40.7	(2.8)%
WB Approach	154.0	171.3	11.2%	118.7	147.4	24.2%

Notes:

- (1) Existing Intersection geometry.
- (2) Intersection analysis performed in Synchro 7.
- (3) Intersection analysis included traffic from both office and residential components of the proposed project.
- (4) Signal timings different under different scenarios.



LEGEND:

- XX - PM Peak Hour Residential Project Traffic
- (YY) - AM Peak Hour Residential Project Traffic

EXHIBIT 2A

PROJECT TRAFFIC DISTRIBUTION - RESIDENTIAL

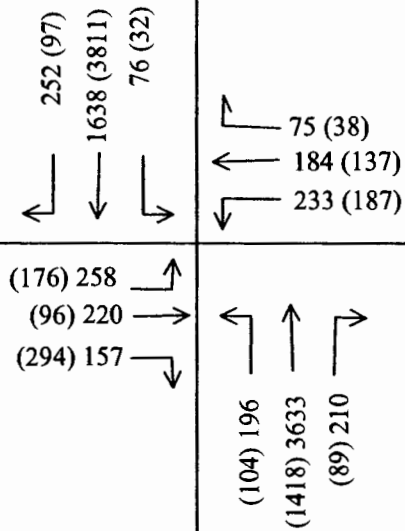
THE RICHMAN GROUP OF FLORIDA, INC., PROPERTY

King
ENGINEERING ASSOCIATES, INC.
4921 MEMORIAL HIGHWAY
ONE MEMORIAL CENTER, SUITE 300
TAMPA, FLORIDA 33634
PHONE 813 • 880 • 8881
FAX 813 • 880 • 8882



McMullen Booth Rd

S.R. 590



LEGEND:

XX - PM Peak Hour Seasonally Adjusted Traffic
(YY) - AM Peak Hour Seasonally Adjusted Traffic

EXHIBIT 3

EXISTING TRAFFIC

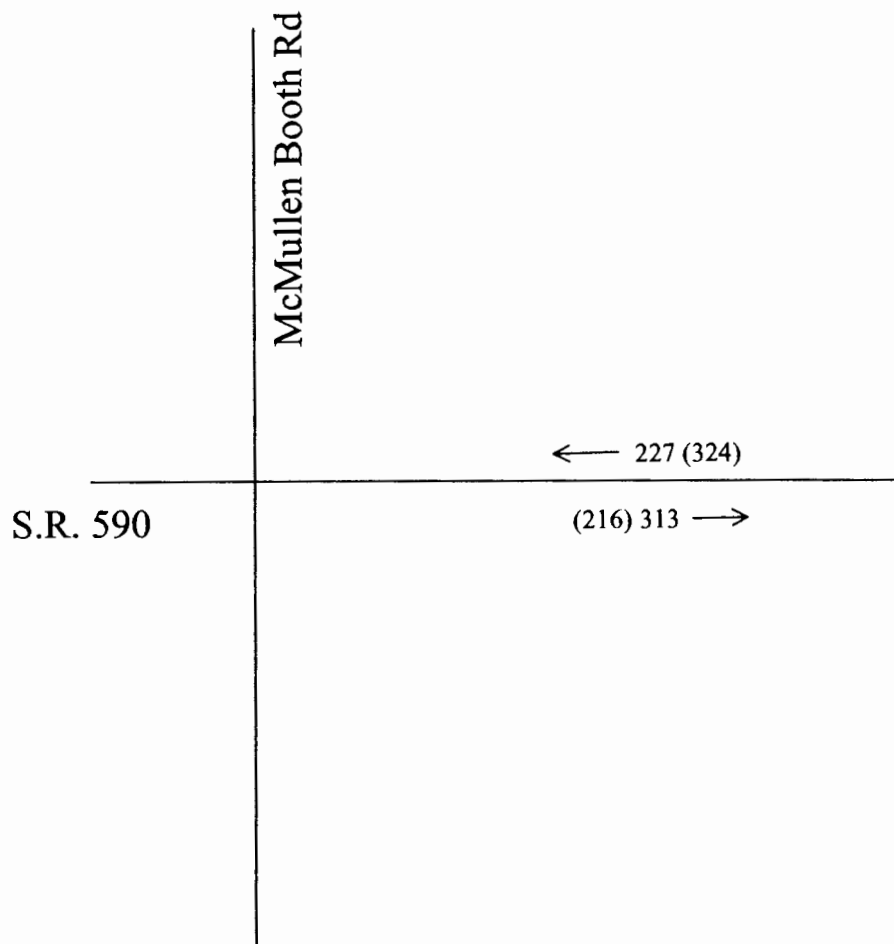
THE RICHMAN GROUP OF FLORIDA, INC., PROPERTY

King
ENGINEERING ASSOCIATES, INC.
4921 MEMORIAL HIGHWAY
ONE MEMORIAL CENTER, SUITE 300
TAMPA, FLORIDA 33634
PHONE 813 • 880 • 8881
FAX 813 • 880 • 8882

N



N.T.S.



LEGEND:

XX - PM Peak Hour Traffic

(YY) - AM Peak Hour Traffic

*Peak hour traffic obtained by applying K and D factors to AADT

**D factors (directional distribution) obtained from 48-hour counts (FTI DVD)

EXHIBIT 4

EXISTING ROADWAY TRAFFIC

THE RICHMAN GROUP OF FLORIDA, INC., PROPERTY

King
ENGINEERING ASSOCIATES, INC.

4921 MEMORIAL HIGHWAY
ONE MEMORIAL CENTER, SUITE 300
TAMPA, FLORIDA 33634

PHONE 813 • 880 • 8881
FAX 813 • 880 • 8882

PAC AGENDA – SUMMARY AGENDA ACTION SHEET

DATE: APRIL 1, 2013

ITEM	ACTION TAKEN	VOTE
I. <u>MINUTES OF REGULAR PAC MEETING OF MARCH 4, 2013</u>	<u>Approved</u> Motion: Dean Neal Second: Danny Taylor	8-0
II. <u>REVIEW OF PPC AGENDA FOR APRIL 10, 2013</u>		
A. <u>Subthreshold Land Use Plan Amendments - None</u>		
B. <u>Regular Land Use Plan Amendments -</u> 1. Case CW 13-2: City of Safety Harbor	PAC recommended condition #3 be amended to read: <i>The majority of the office development site shall be given special consideration with respect to attracting a compatible business meeting one of Pinellas Planning Council's Target Industry Clusters as identified in the Target Employment and Industrial Lands Study.</i> <u>Approved Staff Recommendation as Amended</u> Motion: Dean Neal Second: Fred Metcalf	8-0
C. <u>CPA Actions – None</u>		
D. <u>Annexation Report – March 2013</u>	<u>No Action – Information Only</u>	
E. <u>PPC/MPO Unification Update (Verbal/Information)</u>	<u>No Action – Information Only</u> Mike Crawford provided update regarding resumption of the PPC/MPO Joint Executive Committee meetings; cancellation of the FDOT scheduled meeting of the MPOs on April 4; and continued progress toward unification.	
F. <u>Countywide Plan and Transportation Update (Verbal/Information)</u>	<u>No Action – Information Only</u> Mike Crawford provided update on the ACPT and unveiling of “Green Light Pinellas”. He also noted that the County Attorney’s office is working on development of Memorandum of Understanding for ACPT. The Land	