

Alan Mayberry Tree Consulting

Tree Inventory
405 Coronado Drive
Clearwater Beach, Florida

February 9, 2025

Prepared For: Wojciech Osiak, Manager
AP Beach Properties LLC
648 Poinsettia Avenue
Clearwater Fl, 33767

Prepared By: Alan Mayberry, Consulting Arborist
ISA Certified Arborist #SO-0305

Signed: Alan Mayberry

The following report is submitted by Alan Mayberry, Consulting Arborist, and includes findings I believe are accurate based on my education, experience, and knowledge in the field of Arboriculture. My findings are based on scientific research in the field of Arboriculture. In addition, my findings are based on personal observations of over 37 years of experience in the broad field of Arboriculture. I have no interest personally or financially in this property and I believe my report is factual and unbiased.

Tree Inventory Overview

The City of Clearwater Code provides separate definitions for trees and palms as they have significant differences in their taxonomy. However, a good portion of the code simply uses the term “tree”, referring to both trees and palms. For instance, when the code requires that a “Tree Inventory” or Tree Preservation Plan” be prepared as a condition of site plan submittal; it includes protected palm species. The code requires palms to be measured differently than trees. Trees are measured by trunk diameter and palms by height of clear trunk (CT). Trees are required to be tagged with sequenced numbered aluminum tags that are nailed to the trunk, but city policy does not permit palms to be tagged with nailed aluminum tags due to the staining of the trunk that results. The subject site, 405 Coronado Drive had no tree species, only palms. Moreover, all of the off-site “trees” were palms. Consequently, to avoid confusion, in this “tree inventory”, **the word tree, shall also mean palm.**

The following tree inventory provides an overall condition rating for all site trees and palms protected by the provisions of the City of Clearwater code. The overall condition ratings range from 0 (a dead tree) to 6 (a specimen quality tree). Increments of 0.5 are used for accuracy. A tree rated 3.0 is an average tree that has sufficient health and structure to warrant consideration

for preservation. A tree rated 2.5 is slightly below average but may improve with minor remedial maintenance if noted in the tree inventory. Trees that are rated 2.0 or less are recommended for removal and the City of Clearwater generally requires their removal as a condition of development. Trees rated 4.0 and above are high quality trees with good health and structural attributes. The tree inventory includes specific arboricultural terminology in the **Comment** section following each tree rated 2.5 or below. The **Notes** following the tree Inventory provide important information regarding recommendations made in the inventory. The **Tree Data Section** that follows the notes provides a more thorough explanation of the rating system and how individual trees are scored and evaluated.

The tree inventory field work was conducted on February 8, 2025.

NOTE #1: In the following tree inventory, tree size references the trunk diameter of a tree in **inches**, measured at 4.5' above grade unless the tree forks below that point; then the diameter is measured at the narrowest area between grade and the fork. Palm species are measured in feet of clear trunk, the distance in feet from grade to where the first live frond emanates from the trunk and is noted as **CT**.

NOTE #2: All Category One and Two invasive exotic species (as listed in the 2019 Florida Exotic Pest Plant Council's list) listed in this inventory are rated based on their health and structure. However, Category One and Two invasive exotic species may be required to be removed by the city. Check with the City's Land Resource Specialist for the current policy if preservation is desired.

NOTE #3: Trees/palms located off-site and within 25' of the property lines for this site are included in the tree inventory to meet the City of Clearwater's code provision requiring all trees and palms located within 25' of the property lines to be shown in the tree inventory and located on the site plan. Off-site trees are located but not assessed due to the legal ramifications of assessing a tree without the property owner's permission or knowledge. **The exception was the palms located in planters in the right of way of Coronado Drive.**

Tree Inventory

Tree #	Size	Species	Rating
1.	8' C.T.	sabal palm (<i>Sabal palmetto</i>)	N/A
Comments: This palm has less than 10' of clear trunk and not a protected palm per City of Clearwater Code. This palm was included in the inventory as it was picked up by the surveyors.			
2.	11' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.0
Comments: Recommend preservation.			

NOTE #1: The site survey shows palms number 3&4, 5&6 and 7&8 as being one palm with a double trunk. The palms are single palms and are not grafted in any way to each other. Palms do

not graft as trees are able to. In addition, the bases of the palms are extending well into the sidewalk causing a pedestrian tripping hazard, consequently, they are being recommended for removal.

3.	12' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.5
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Comments: See NOTE #1 above. Recommend removal.

4.	13' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.5
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Comments: See NOTE #1 above. Recommend removal.

5.	12' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.5
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Comments: See NOTE #1 above. Recommend removal.

6.	13' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.5
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Comments: See NOTE #1 above. Recommend removal.

7.	15' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.0
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See NOTE #1 above. Recommend removal.

8.	13' C.T.	sabal palm (<i>Sabal palmetto</i>)	3.0
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See NOTE #1 above. Recommend removal.

9.	9' C.T.	sabal palm (<i>Sabal palmetto</i>)	N/A
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Comments: This palm has less than 10' of clear trunk and not a protected palm per City of Clearwater Code. This palm was included in the inventory as it was picked up by the surveyors.

NOTE: 2: The Mexican fan palm (*Washingtonia robusta*) is a Category Two Invasive Exotic species per the 2023 list of invasive plants published by the Florida Invasive Plant Council. Consequently, this palm is required to be removed as a condition of site plant approval.

10.	27' C.T.	Mexican fan palm (<i>Washingtonia robusta</i>)	2.0
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Comments: Category Two Invasive Exotic. See Note #2 above. Recommend removal.

11.	25' C.T.	Mexican fan palm (<i>Washingtonia robusta</i>)	2.0
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Comments: Category Two Invasive Exotic. See Note #2 above. Recommend removal.

12.	30' C.T.	Mexican fan palm (<i>Washingtonia robusta</i>)	2.0
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Comments: Category Two Invasive Exotic. See Note #2 above. Recommend removal.

13.	12' C.T.	Mexican fan palm (<i>Washingtonia robusta</i>)	2.0
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Comments: Category Two Invasive Exotic. See Note #2 above. Recommend removal.

14.	19' CT	sabal palm (<i>Sabal palmetto</i>)	4.0
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Comments: Recommend preservation and remove Ficus in crown.

15.	14' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.0
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Comments: Recommend preservation.

16.	13' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.5
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Comments: Comments: Recommend preservation and remove Ficus in crown.

17.	12' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.0
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Comments: Recommend preservation.

18.	15' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.0
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Comments: Recommend preservation.

19.	8' C.T.	sabal palm (<i>Sabal palmetto</i>)	N/A
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Comments: This palm has less than 10' of clear trunk and not a protected palm per City of Clearwater Code. This palm was included in the inventory as it was picked up by the surveyors.

20.	26' C.T.	Mexican fan palm (<i>Washingtonia robusta</i>)	2.0
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Comments: Category Two Invasive Exotic. See Note #2 above. Recommend removal.

21.	12' C.T.	sabal palm (<i>Sabal palmetto</i>)	4.0
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Comments: recommend preservation.

Off Site Palms

NOTE:#3: Palms 22-32 are located off-site but are included in the tree inventory as they are within 25' of the perimeter of the property lines for this site and City of Clearwater code requires trees/palms within 25' to be inventoried. Tree #22 was on private property to the south. Trees #23 -32 are located in planters within the right of way of Coronado Drive and are rated in case they are to be included into the landscape for this project.

22.	15' CT	sabal palm (<i>Sabal palmetto</i>)	N/A
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23.	13' CT	sabal palm (<i>Sabal palmetto</i>)	4.0
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24.	12' CT	sabal palm (<i>Sabal palmetto</i>)	4.5
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25.	12' CT	sabal palm (<i>Sabal palmetto</i>)	4.5
-----	--------	--------------------------------------	-----

26.	11' CT	sabal palm (<i>Sabal palmetto</i>)	5.0
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27.	10' CT	sabal palm (<i>Sabal palmetto</i>)	4.0
28.	12' CT	sabal palm (<i>Sabal palmetto</i>)	4.5
29.	11' CT	sabal palm (<i>Sabal palmetto</i>)	4.5
30.	11' CT	sabal palm (<i>Sabal palmetto</i>)	4.5
31.	11' CT	sabal palm (<i>Sabal palmetto</i>)	4.0
32.	11' CT	sabal palm (<i>Sabal palmetto</i>)	4.0

This concludes the tree inventory.

NOTES

NOTE: A tree inventory is typically valid for 3-5 years. However, events such as drought, lightning, mechanical root damage, freeze, improper maintenance, and severe storms can downgrade the rated value of a tree. Conversely, remedial maintenance can upgrade the value. If you suspect that a tree has been adversely affected, have the tree inspected by a qualified International Society of Arboriculture (ISA) Certified Arborist.

NOTE: Any references in the following tree inventory recommending tree pruning should only be performed by International Society of Arboriculture (ISA) Certified Arborists skilled in pruning to the standards defined in the American National Standards Institute (ANSI) publication, *ANSI-A300 Part 1: Tree, Shrub and Other Woody Plant Maintenance – standards Practices, Pruning* and the International Society of Arboriculture’s companion publication: *Best Management Practices, Tree Pruning* (Revised 2008).

Tree Inventory Data

Tree Rating System

A tree inventory is a record of a tree’s condition at the time of inspection. It is a valuable tool to identify trees that have sufficient health and structure to warrant preservation considerations or identify trees with health and/or structural issues that could lead to failure and cause personal injury or property damage. The tree inventory can also be useful in prescribing maintenance needs of individual trees. The tree inventory data includes the tree number, trunk diameter, tree species, and overall condition rating. It also includes a comment section for the tree assessor to note information that supports a condition rating or identifies a defect that may not be obvious.

The overall condition rating is the result of the tree assessor’s valuation of a tree’s health, structure, species characteristics, and to a lesser degree, aesthetic qualities. The tree assessor must evaluate trees with an eye on public safety as a tree inventory is typically performed for

trees that are on an existing site or that will be left on a site after site work. In any case, trees may be close to people, structures, or vehicles. The assessor should identify trees that will be an asset to a property and distinguish them from trees that pose a liability. Due to the connection saving trees will have on public safety; the tree assessor must possess a comprehensive knowledge of tree biology, tree biomechanics and tree species characteristics.

NOTE: *In cases involving new construction, it is sometimes prudent to plant new trees that will not suffer construction impacts and will be able to acclimate to the new site characteristics.*

The methodology for conducting this tree assessment is defined by the International Society of Arboriculture (ISA) as a Visual Tree Assessment (VTA). Trees are assessed by conducting a 360-degree visual observation of the foliage, twigs, secondary branches, major scaffold branches, trunk, and portions of the root system that are visible. Arboricultural diagnostic tools such as probes, rubber mallets for resonance testing and binoculars are used to increase accuracy.

The following is an explanation of the data used in the tree inventory.

Tree Inventory Data

Tree# - location - Each tree is assigned a tree identification number for reference in the inventory that corresponds with a number on the site plan that identifies the location of the tree in the field. In some cases, tree identification numbers may be GPS coordinates.

Size – Tree size is a measure of the tree's trunk diameter at 4.5' above grade. If the trunk forks at 4.5' above grade the diameter is measured at the narrowest trunk diameter between the fork and grade. Palm species are measured in trunk diameter or feet of clear trunk (C.T.), depending on local code requirements.

Species – Each tree is listed by its common and botanical name.

Condition Rating – The condition rating is an assessment of the tree's overall structure and systemic health.

Elements of structure include: **1) soundness of the tree's wood:** presence of cavities; decay; fungal fruiting bodies; discolored wood; split, cracked; rubbing branches; bows; trunk seams; reaction wood; presence of tension wood/roots, etc., **2) branch arrangement and attachments:** well-spaced scaffold branches vs. clustered branches emanating from the same area on the trunk; codominant stems vs. single leader trunk; presence of a branch bark ridge in the branch union vs. included bark in the union; basal codominant association with adjacent trees. **3) root stability:** presence of root barriers; girdling roots; root decay; mounding; fill; lack of trunk flare; evidence of trenching or grubbing.

Elements of systemic health relate to the tree's overall energy system measured by net photosynthesis (food made) vs. respiration (food used). A tree with good systemic health will have a vascular system that moves water, nutrients and photosynthate within the tree as needed.

Indicators of a healthy systemic system used in the overall condition rating include: 1) **live crown ratio** (the percentage live crown a tree has relative to its height, 2) **crown density** (density of the foliage), 3) **tip growth** (foliated branch tips and shoot elongation), 4) lack of debilitating disease or insect attack.

The rating scale is 0-6 with 0 being a dead tree and 6 a specimen tree. Increments of 0.5 are used to increase accuracy. Examples of the tree rating system are as follows:

0- A dead tree.

1- A tree that has one or more of the following problems: tree is in severe decline (in a mortality spiral); tree has over 50% crown dieback; tree is deemed to be hazardous by the assessor; tree harbors a communicable debilitating disease; tree is designated by the State of Florida's Exotic Pest Plant Council as a category #1 or #2 invasive species e.g., Brazilian pepper tree (*Schinus terebinthifolius*). A tree with a rating of 1 should be removed as it is beyond treatment and is a threat to cause personal injury or property damage or is an invasive species.

2 – A tree that has one or more of the following problems: tree exhibits the structural defect of codominant stems with included bark in the unions when located in the trunk or large scaffold branches; tree is a basal codominant with an adjacent tree; tree has large cavities; tree has large areas of decayed wood; tree has torsional cracks, ribs, seams in the trunk; tree has pathogenic fungal fruiting structures e.g., conks, mushrooms, tree has cracked/split, rubbing scaffold branches; tree is uprooted; tree has 30% or greater crown dieback; tree has a live crown ratio less than 25%; tree has debilitating disease or insect problems; tree has severe nutritional deficiencies. A tree with a rating of 2 should be removed.

2.5 – A tree that has one or more of the following problems: tree has a thinning canopy with below average crown density; tree has 15% or greater crown dieback; tree has a suppressed canopy; tree has low crown density and poor form due to competition from adjacent trees; tree has a phototropic lean without appropriate response growth; root barriers are present that adversely affect stability; tree has restricted branching; tree has acute doglegs in scaffold branches; tree has been severely lion-tailed; tree has multiple flush cuts; tree has been previously topped; tree with a codominant trunk that is becoming included in the union; tree has mistletoe infestation; tree is an exotic species with undesirable characteristics. A tree with a 2.5 rating is recommended for removal as trees in this classification have been downgraded due to health or structural conditions that will prevent them from being a viable element in the future landscape unless the assessor prescribes arboricultural treatments that will reverse the conditions and the property owner is committed to implementing the treatments. The treatments should be in accordance with industry standards (ISA) and the assessor should provide specific instructions for the treatments in the "comments" section including the requisite qualifications of the person performing the treatment.

3- A tree with the following attributes: tree exhibits average crown density; tree has a live crown ratio of 45% or greater (30% for *Pinus* spp.); tree has foliated branch tips with less than 10%

branch dieback; Tree has a codominant trunk but has U-shaped unions with a branch bark ridge present in the union; tree has a phototropic lean compensated with tension root development; root barriers are minor affecting less than 20% of the tree's root development; tree lacks debilitating disease or insect attack; tree has minor nutritional deficiencies; tree has minor wounds that are being mitigated by response growth; tree with average form. A tree rated a 3 has sufficient health, structure, and form to warrant preservation considerations.

4- A tree with the following attributes: tree has above average crown density; tree has a live crown ratio of 55% or greater; branch tips are foliated with less than 5% tip dieback; tree is free of debilitating disease or insect problems; trunk develops a codominant, but unions are U-shaped with a branch bark ridge present; wounds are closed or in the process of closure; scaffold branches and primary branches have strong attachments; root barriers are minor affecting less than 15% of the tree's root development; tree has a balanced crown with few irregularities. A tree with a rating of 4 is valuable to the property and should be preserved if possible.

5 – A tree with the following attributes: tree has high crown density indicating stored energy reserves; tree has branch tips exhibiting vigorous shoot growth; tree has a live crown ratio of 65% or greater, tree has single leader structure - live oak (*Quercus virginiana*) trees can have codominant structure if branch angles are wide and free of included bark; tree has well-spaced scaffold branches; tree is free of debilitating disease or insect problems; tree lacks nutritional deficiencies; root barriers are minor affecting less than 5% of the tree's root development; tree has a crown that is symmetrical and full imparting high aesthetic amenities. A tree in this category should be of a species that possesses characteristics inherent to longevity and should be a strong compartmentalizing species. A tree with a #5 rating lends considerable value to the site and is worthy of site plan modification considerations to achieve preservation.

6 – A specimen tree. A specimen tree possesses a combination of superior qualities regarding systemic health, structural integrity, and form surpassing the attributes of a tree rated a 5. A specimen tree may also have unique qualities regarding its size, species, age, or form. A great effort should be made to preserve a specimen tree including shifting structures that would adversely impact the tree. A specimen tree should have a minimum undisturbed rooting area equal to a one-foot radius from the trunk for each inch of trunk diameter measured at 4.5' above grade. All work performed on a specimen tree should only be performed by an International Society of Arboriculture (I.S.A.) Certified Arborist with references of previous tree maintenance.

Comments: The comment section serves to note observations relative to the tree but not covered in the inventory data or expands on information in the inventory data. It may include maintenance recommendations to improve the tree's overall condition rating and may also have **recommendations** on whether to remove or preserve a tree.

405 Coronado
TRAFFIC IMPACT STUDY
Clearwater, Florida

Prepared By:



Elizabeth Rodríguez & Associates

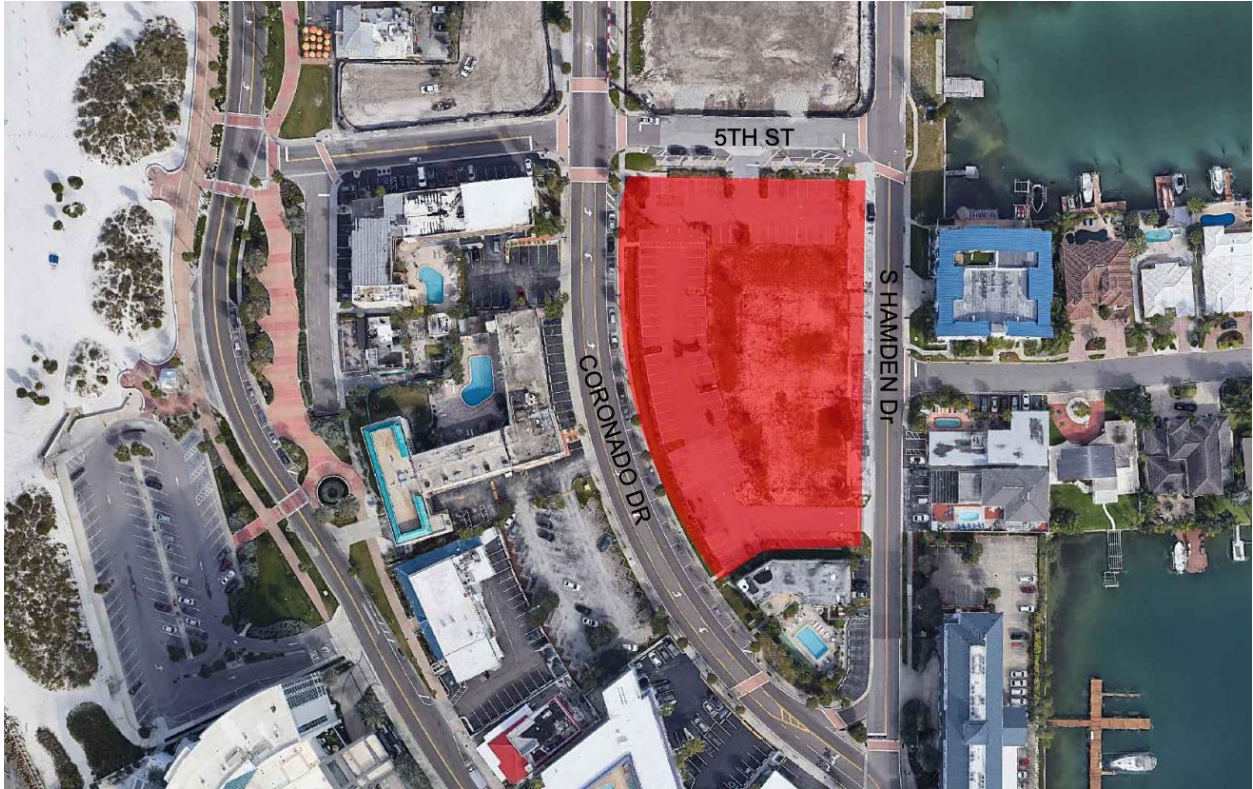
July 2024

1.0 INTRODUCTION

The 405 Coronado Project is a proposed hotel and commercial development. As is shown on the **Site Plan (Appendix A)** and **Location Map** on the following page, the 405 Coronado project is located at 405 Coronado Drive in Clearwater, Florida.

This is an update of the original traffic study for this project.





LOCATION MAP



2.0 TRIP GENERATION

Table 1 below, depicts the estimated trips using the ITE “Trip Generation” Manual, 11th Edition. More detailed trip generation information is included in **Appendix A** of this report.

Note that this is “worst case” land use. Fewer square feet/hotel rooms may ultimately be constructed, but the numbers of units being studied will not be exceeded. Note also that this is a worst case analysis because internal and pass by trip capture are not being subtracted. In reality, there would be significant internal trip capture. Hotel patrons would use the restaurant and shops and generate no new trips. In addition, there would be pedestrian modal split and these trips are not being subtracted so as to conduct a worst case analysis.

TABLE 1: Proposed Trip Generation

ITE Code	Land Use Type	SF	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	PM Peak-Hour Trips In	PM Peak-Hour Trips Out
932	High-Turnover (Sit-Down) Restaurant	6,825	732	36	29	38	24
822	Strip Retail Plaza	20,000	1,089	28	19	66	66
310	Hotel	135	1,079	35	27	41	39
	TOTAL	-	2,900	99	75	145	129



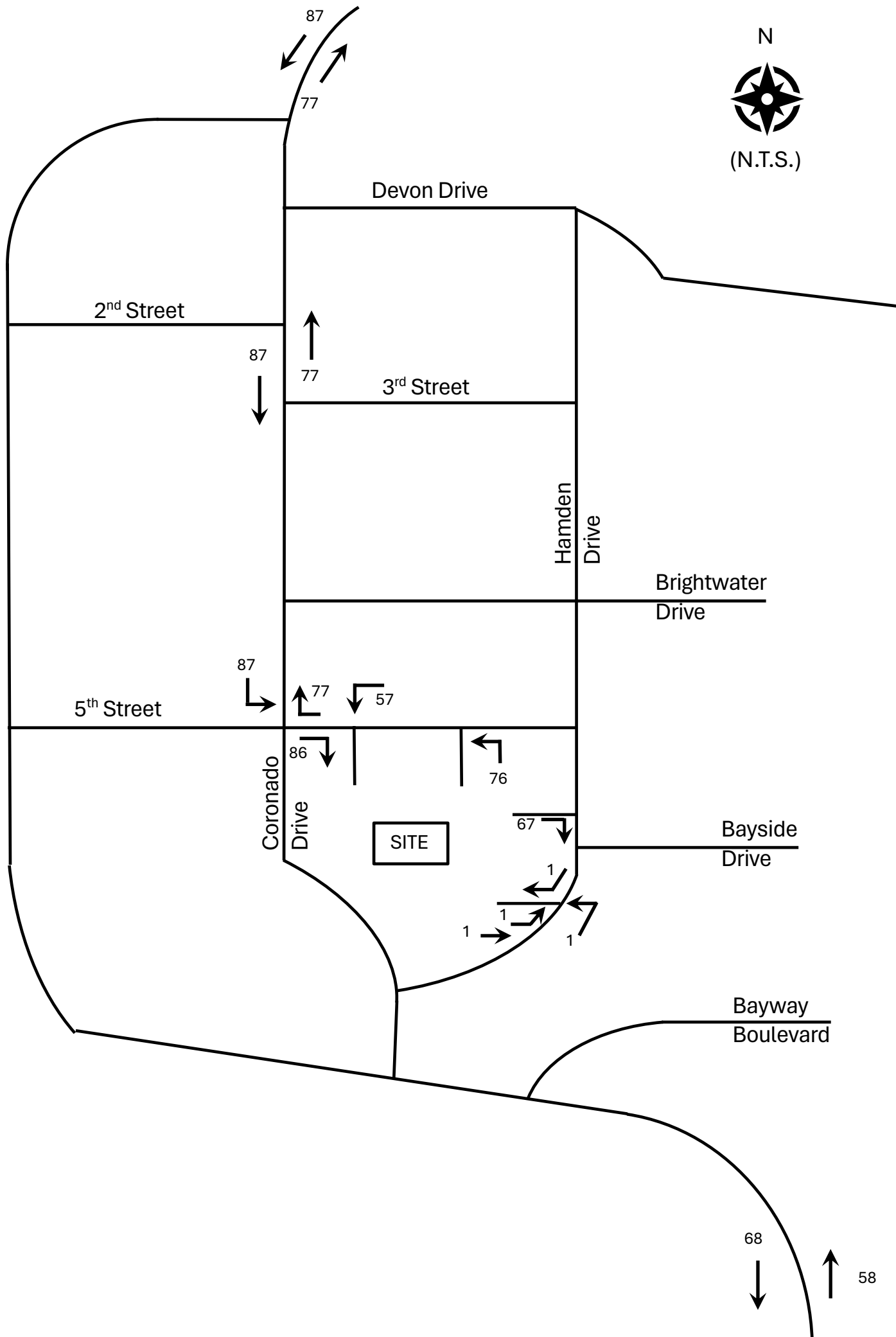
3.0 DISTRIBUTION/ASSIGNMENT

Updated project traffic distribution and assignment and study area are illustrated on the following page.





South Gulfview Boulevard



4.0 BACKGROUND TRAFFIC

Background traffic (**Appendix B**) was taken from the original traffic study for this project and the year 2029 buildout date was maintained. **Intersection Tables (Appendix C)** depict the traffic counts; historic growth calculations; vested trips; and project traffic, summed to develop total traffic.

Vested traffic is the project traffic from the following vested projects:

- Alanik Hotel
- Hiatus/Beachwalk Hotel

The project traffic diagrams for these two projects are included in **Appendix C**. There is a line item for each vested project in the **Intersection Tables** in **Appendix C**. The **Intersection Tables** show how the background, vested, and project trips are “layered” together to develop total traffic.



5.0 LOS ANALYSIS

The **Intersection Tables (Appendix C)** illustrate how the background, vested, and project traffic are compiled. SYNCHRO analysis for the with and without project traffic conditions were compiled and are included in **Table 2**, below. The SYNCHRO output is included in **Appendix D**. In the link LOS analysis table, Table 3, the project traffic and background traffic (background plus vested from the two aforementioned vested hotels) is derived from the **Intersection Tables** in **Appendix C**.

TABLE 2 – Peak Hour Intersection LOS

Intersection	V/c/LOS/Delay (Sec.) Without Project	V/c/LOS/Delay (Sec.) With Project	Improvements
Coronado Drive/Fifth Street	NBL-A/0; EBL-E/38/5; WBL-B/14.8; SBL-A/8.4	NBL-A/8.6; EBL-F/255.2*; WBL-C/18.6; SBL-A/9.3	-
Coronado Drive/Gulfview Drive	A/6.9	A/8.1	-
Project Driveway	-	WBL-A/7.7	-
Hamden Drive/Bayside Drive	WBL-A/9.5; SBL-A/7.5	WBL-A/9.6; SBL-A/7.5	-
Hamden Drive/Coronado Drive	NBL-A/0; EBL-B/12.9	NBL-A/9.1; EBL-E/40.0	-
Hamden Drive/Fifth Street	NBL-A/7.4; EBL-A/9.7	NBL-A/7.4; EBL-A/9.7	-

***This movement includes zero (0) trips of project traffic, but includes project traffic from the two other vested hotels.**



TABLE 3: Peak Hour Link LOS

Link	Proj Traf	LOS D MSFR	Backg'nd Traffic	LOS	Total Traffic	LOS
S. Gulfview (E. of Bayway)	126	1970	1302	C or Better	1428	C or Better
S. Gulfview (Byway-Hamden)	126	2190	1620	D	1746	D
S. Gulfview (Hamden-5 th)	0	1330	999	C or Better	999	C or Better
S. Gulfview (5 th -Coronado)	58	1330	421	C or Better	479	C or Better
Hamden (S. Gulfview-Coronado)	126	1390	986	D	1112	D
Coronado (Hamden-5 th)	0	1390	1074	C or Better	1074	C or Better
Coronado (5 th -3 rd)	164	1390	1109	C or Better	1273	C or Better
Coronado (3 rd -S. Gulfview)	164	2190	1164	C or Better	1328	C or Better
Coronado (Gulfview-Roundabout)	126	2900	2512	D	2638	D
Hamden (Coronado-Bayside)	126	930	132	C or Better	258	C or Better
Hamden (Bayside-5 th)	124	930	159	C or Better	285	C or Better
Hamden (5 th -Brightwater)	0	930	221	C or Better	221	C or Better



6.0 CONCLUSIONS

The 405 Coronado Project is a proposed hotel and commercial development.

This is an update of the original traffic study for this project.

This update illustrates that all study area links and intersections operate at acceptable levels of service with and without project traffic.



APPENDIX A
Site Plan
Detailed Trip Generation Information



[illegible]

BOUNDARY & TOPOGRAPHIC SURVEY		PREPARED FOR: A.P. BEACH PROPERTIES, LLC		DATE OF FIELD SURVEY: 05-17-18	
Revisions 4 3 2 1		DRAWING# 2018075.DWG		Project No. 2018075	
		Checked by GDH		PAGE 1 OF 1	
		Drawn by GDH			
		Description		By	

**GUY
L AND SURVEYING
HALE,**

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TABLE 1: Proposed Trip Generation

ITE Code	Land Use Type	SF	Daily Trips	AM Peak-Hour Trips In	AM Peak-Hour Trips Out	PM Peak-Hour Trips In	PM Peak-Hour Trips Out
932	High-Turnover (Sit-Down) Restaurant	6,825	732	36	29	38	24
822	Strip Retail Plaza	20,000	1,089	28	19	66	66
310	Hotel	135	1,079	35	27	41	39
	TOTAL	-	2,900	99	75	145	129

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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 50

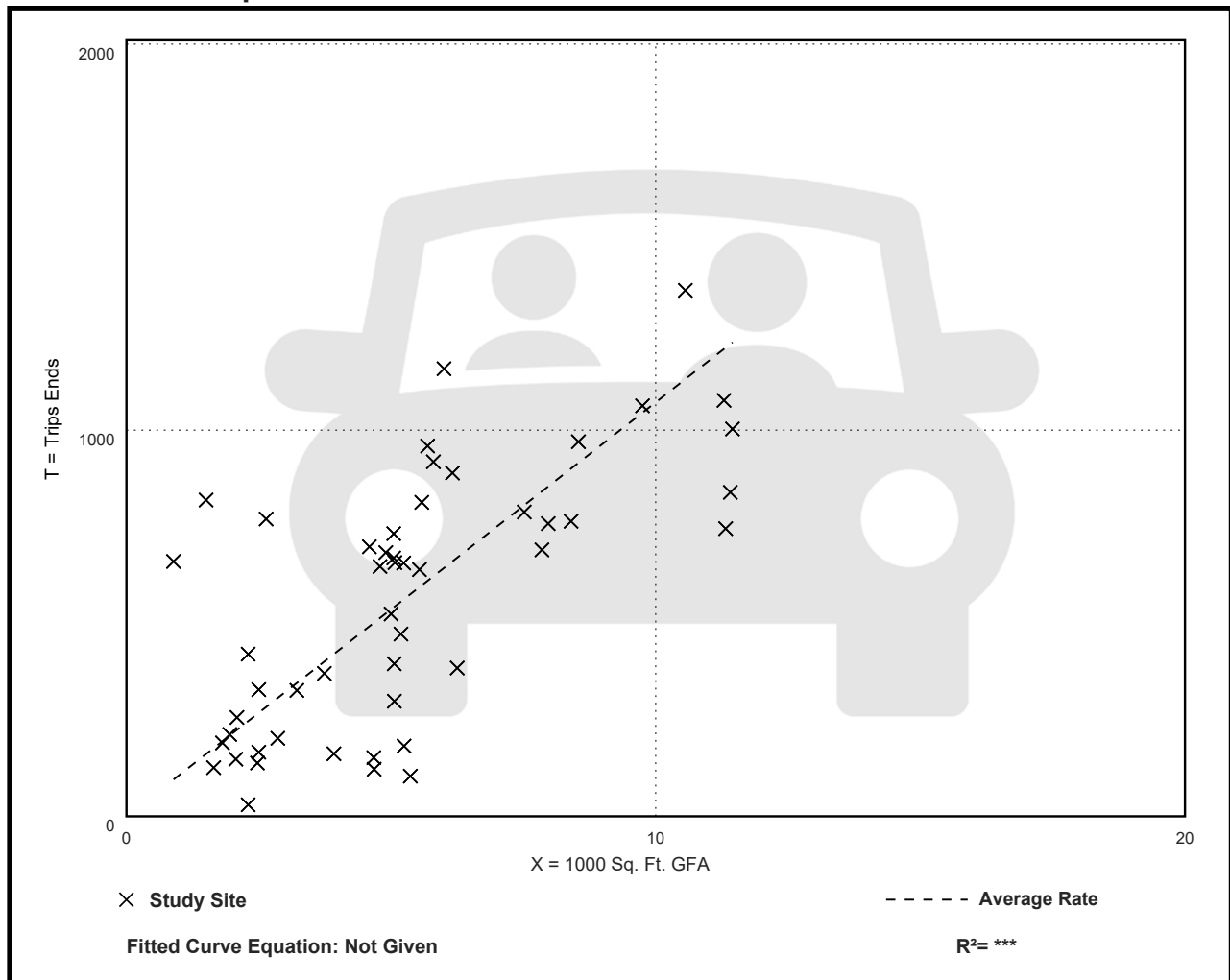
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
107.20	13.04 - 742.41	66.72

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 37

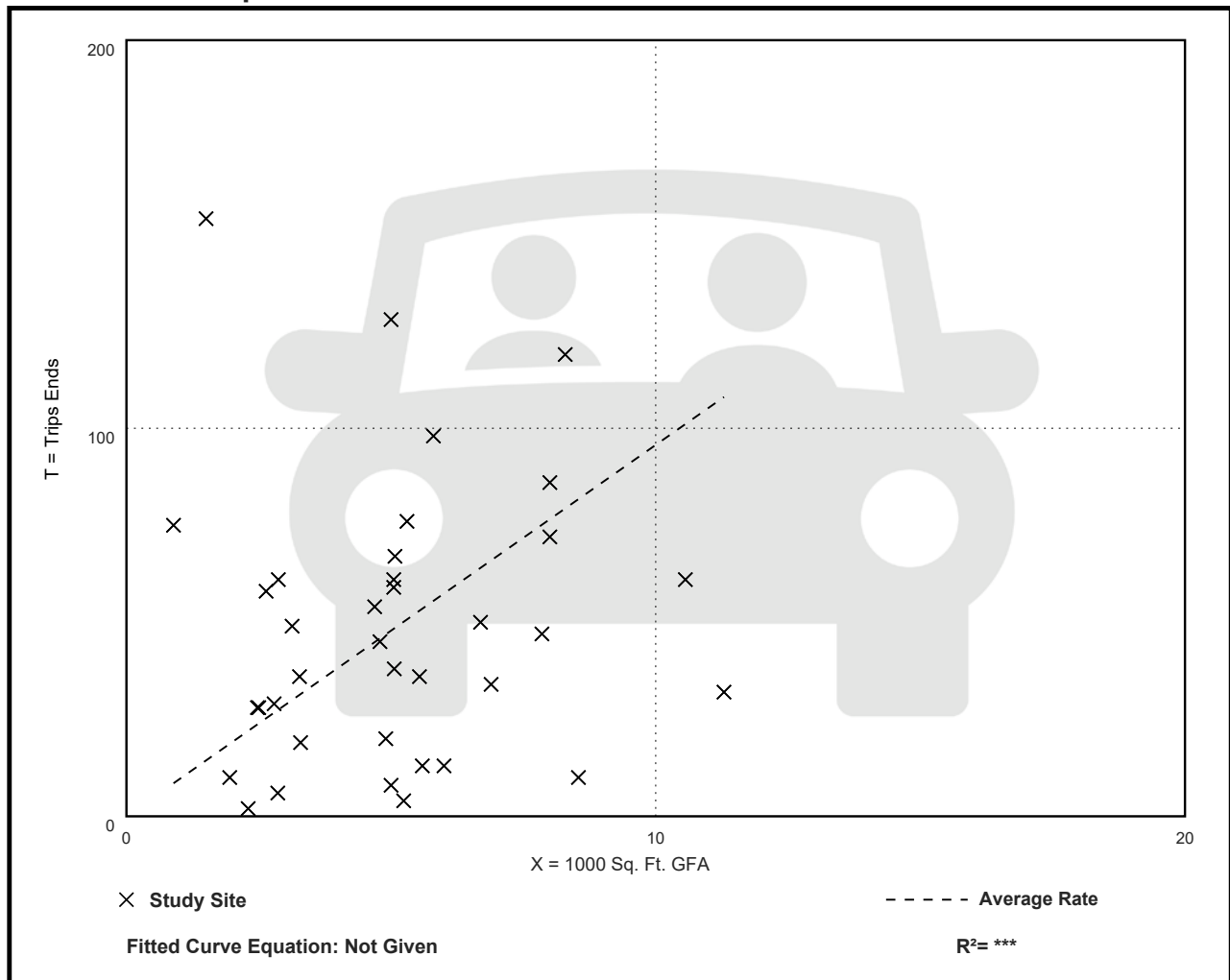
Avg. 1000 Sq. Ft. GFA: 5

Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.57	0.76 - 102.39	11.61

Data Plot and Equation



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

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 104

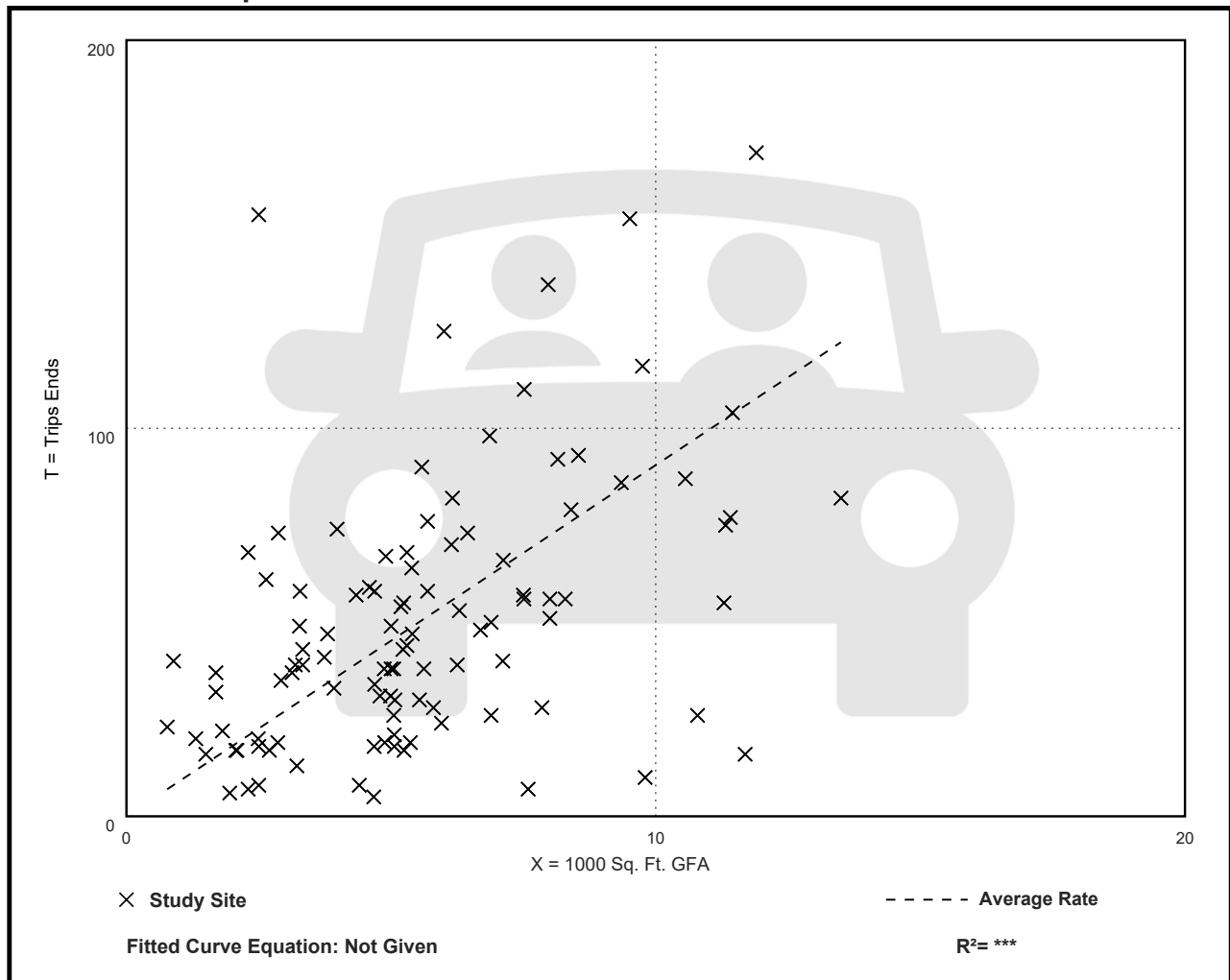
Avg. 1000 Sq. Ft. GFA: 6

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.05	0.92 - 62.00	6.18

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 4

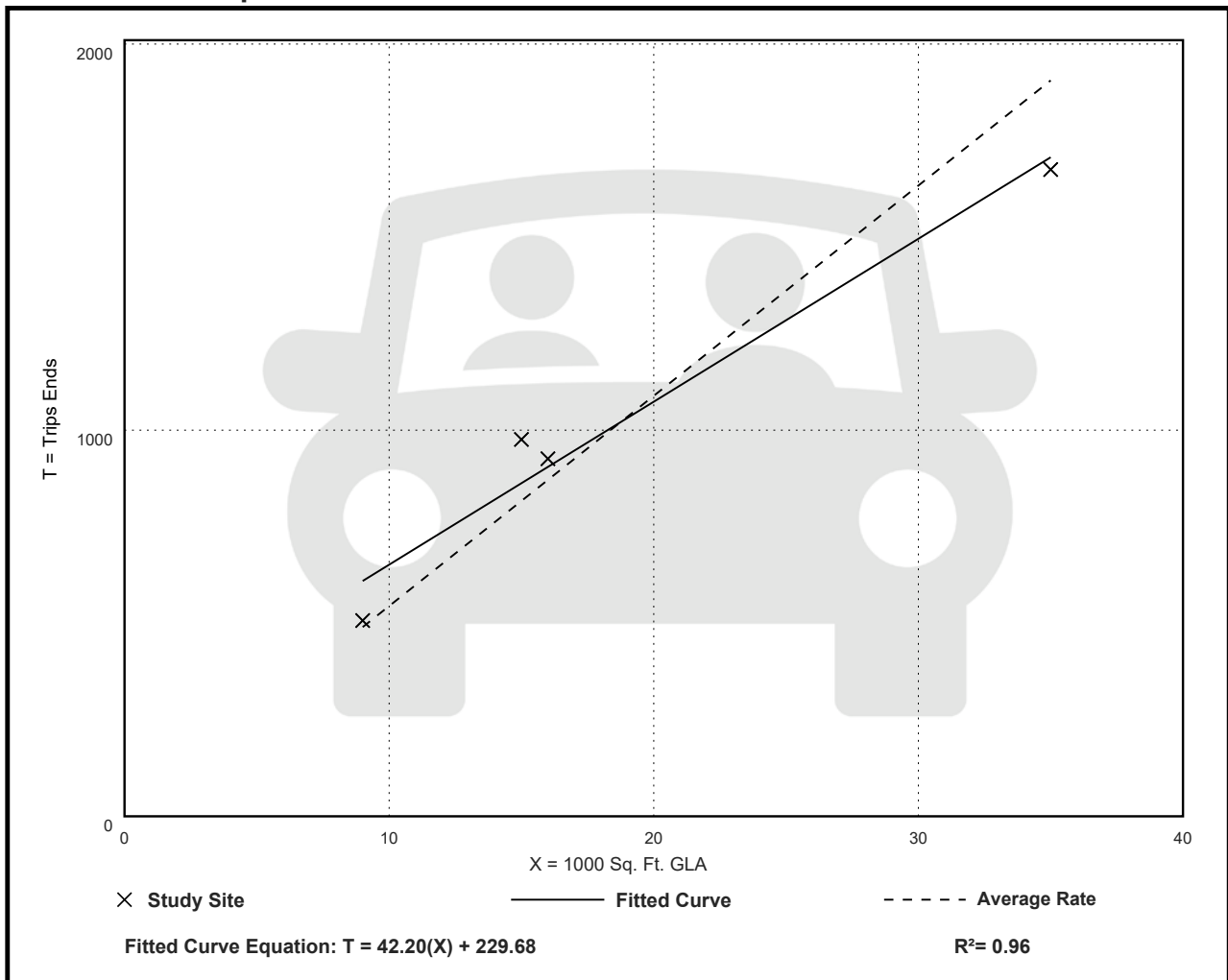
Avg. 1000 Sq. Ft. GLA: 19

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 5

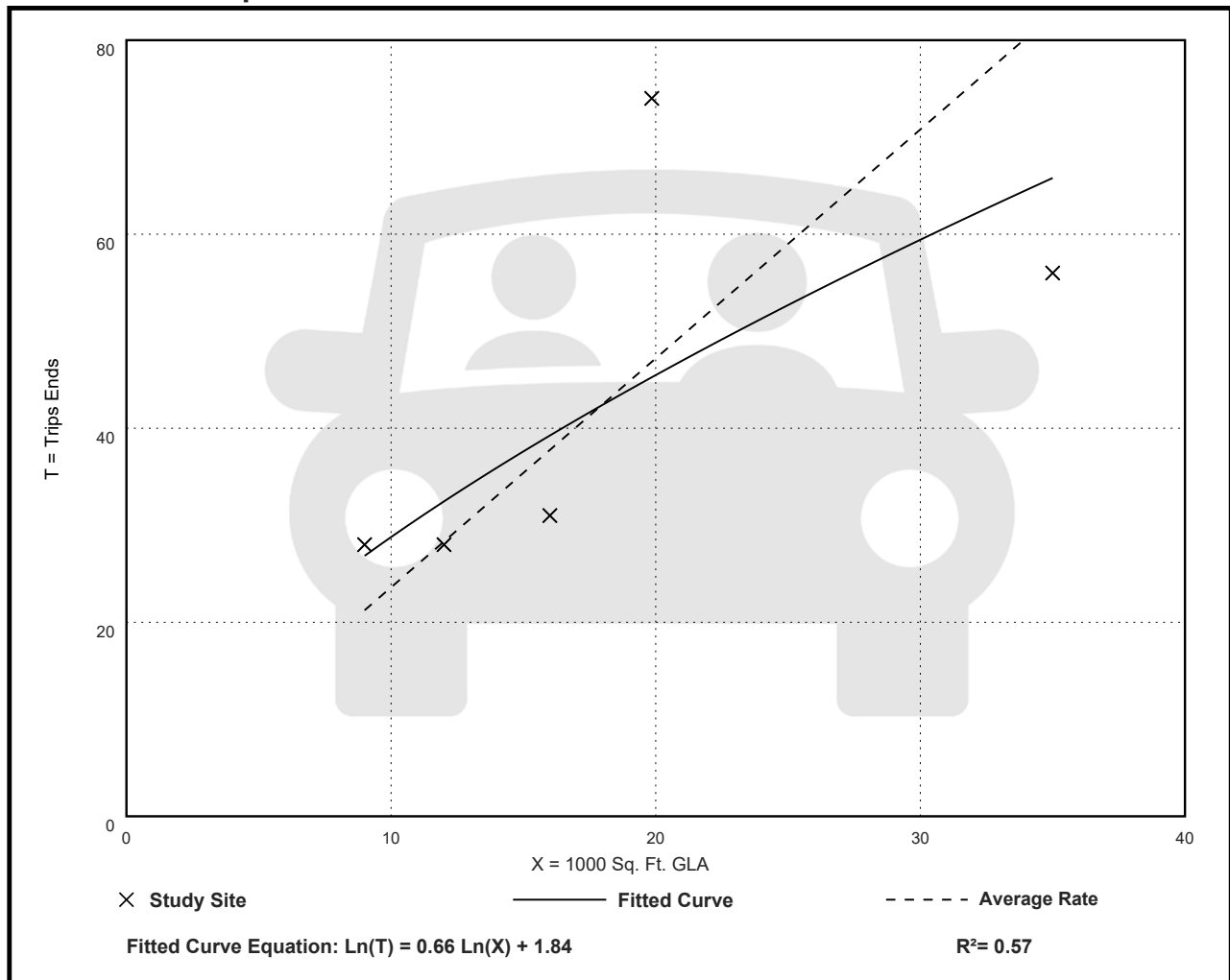
Avg. 1000 Sq. Ft. GLA: 18

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 25

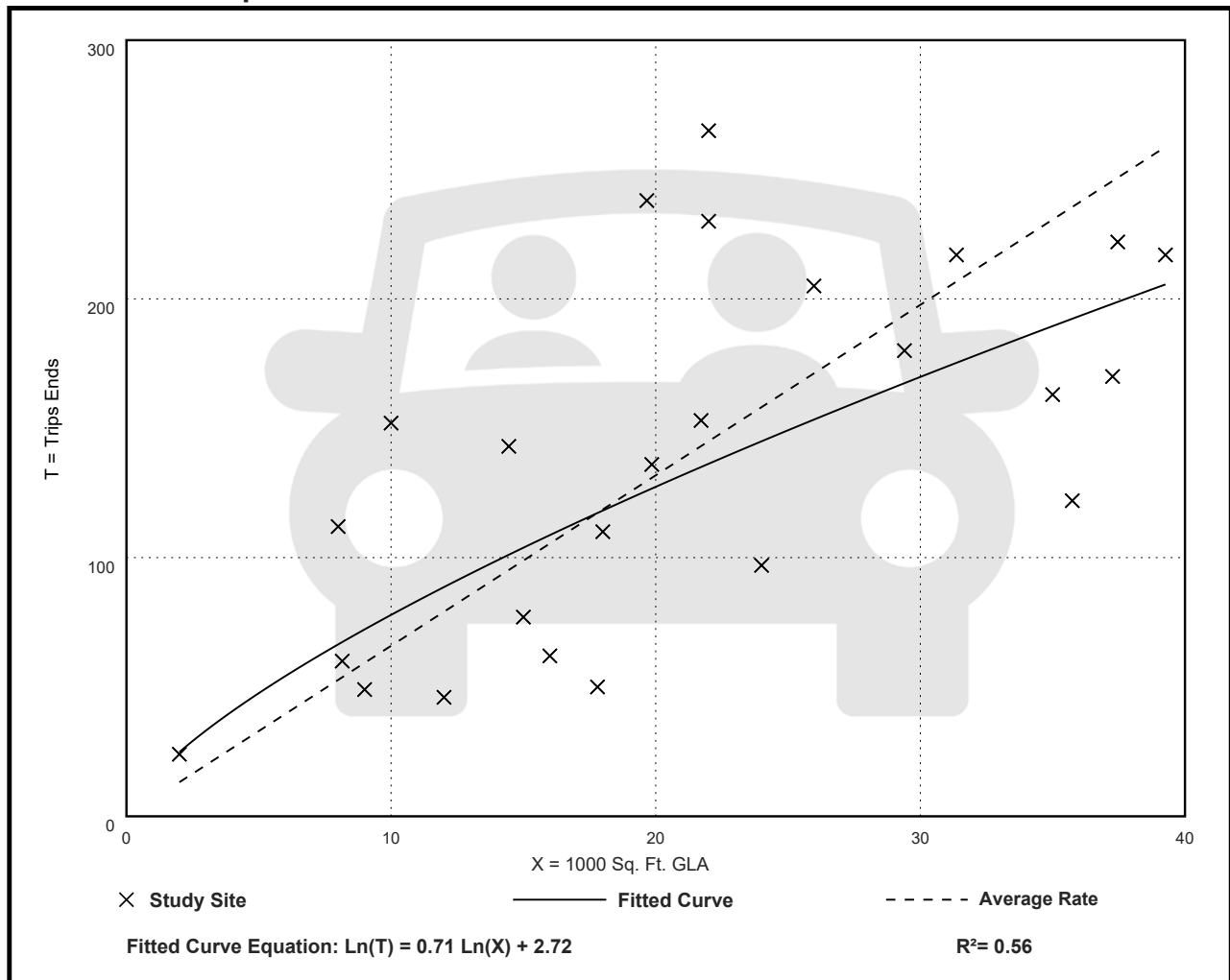
Avg. 1000 Sq. Ft. GLA: 21

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

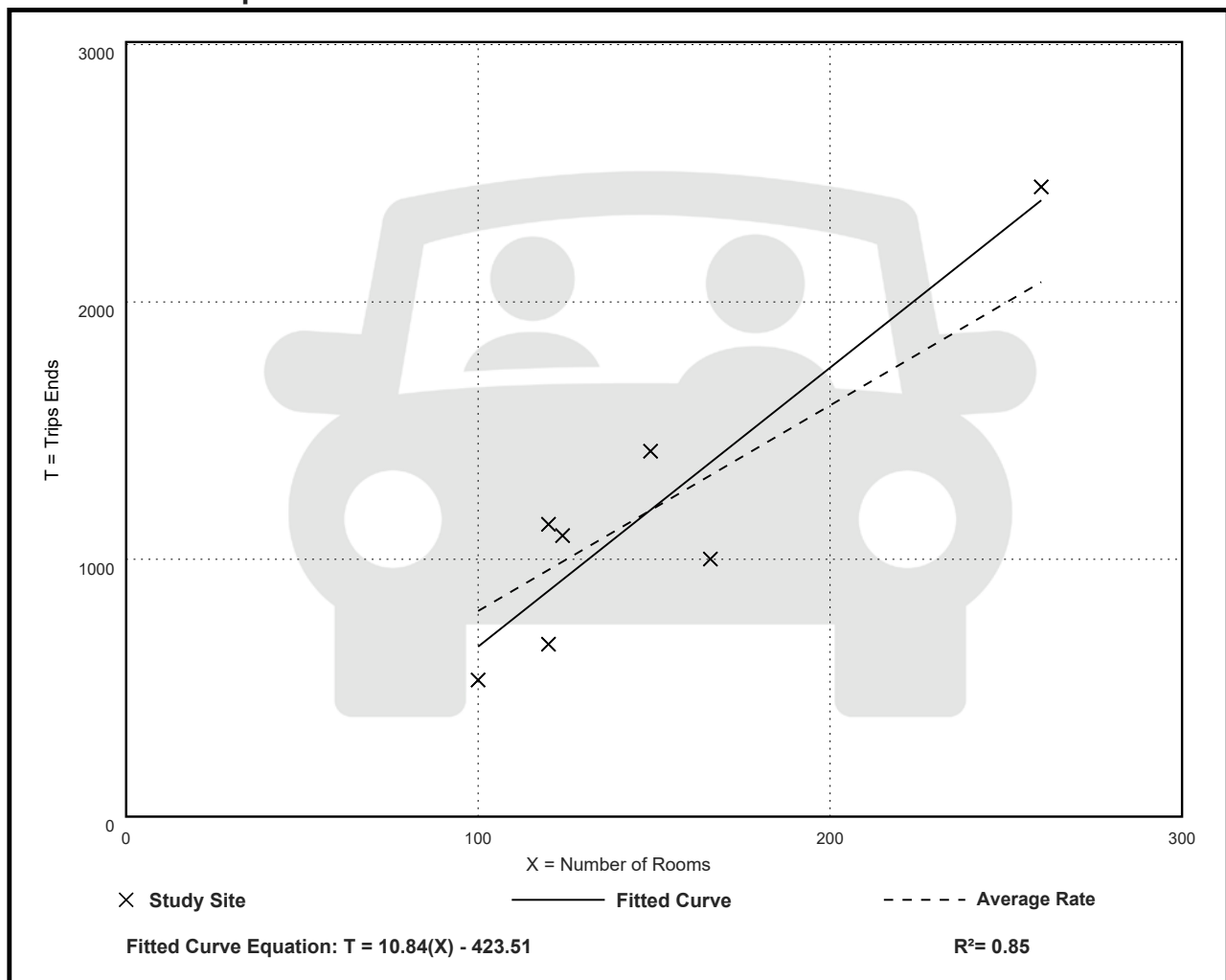
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 28

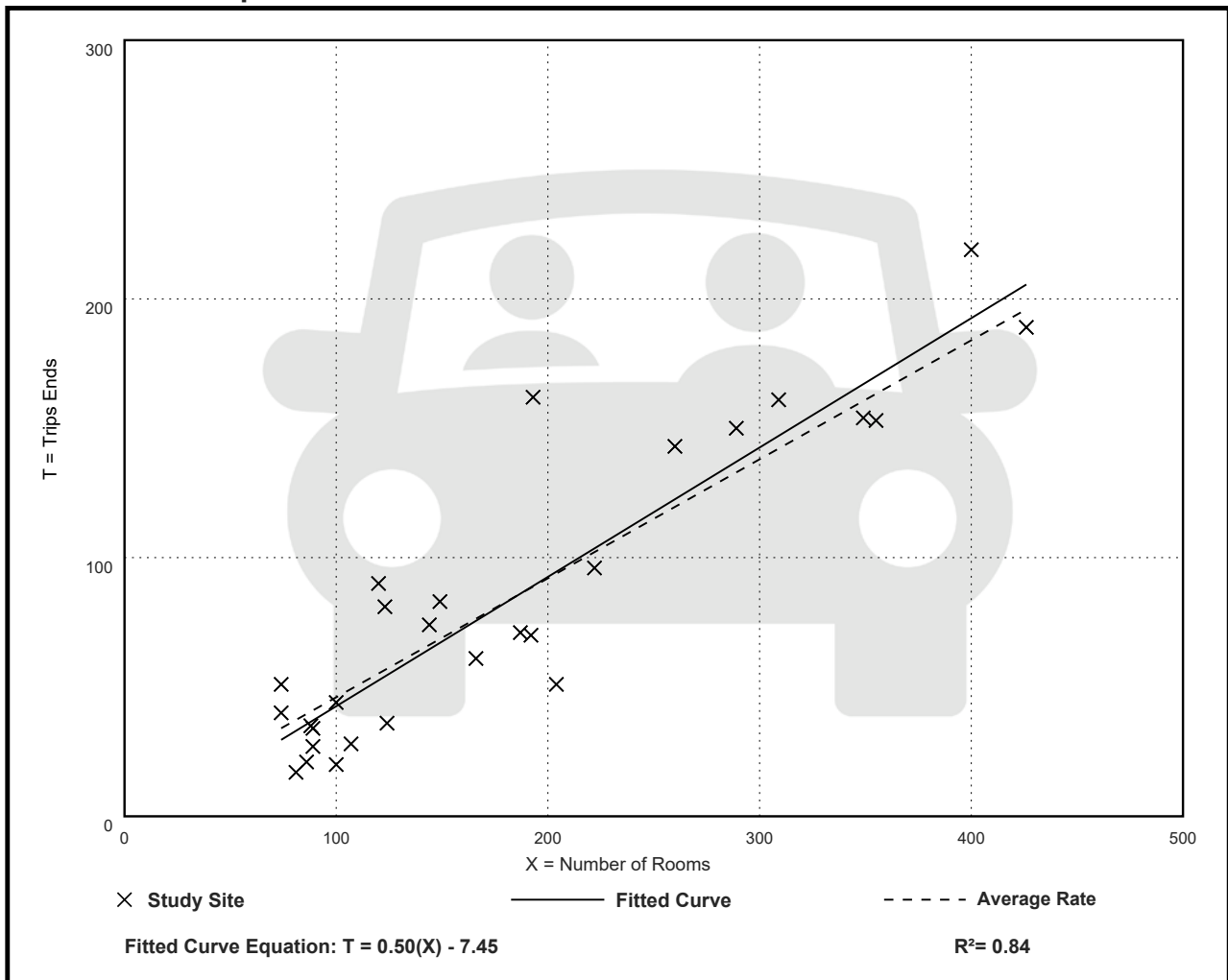
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

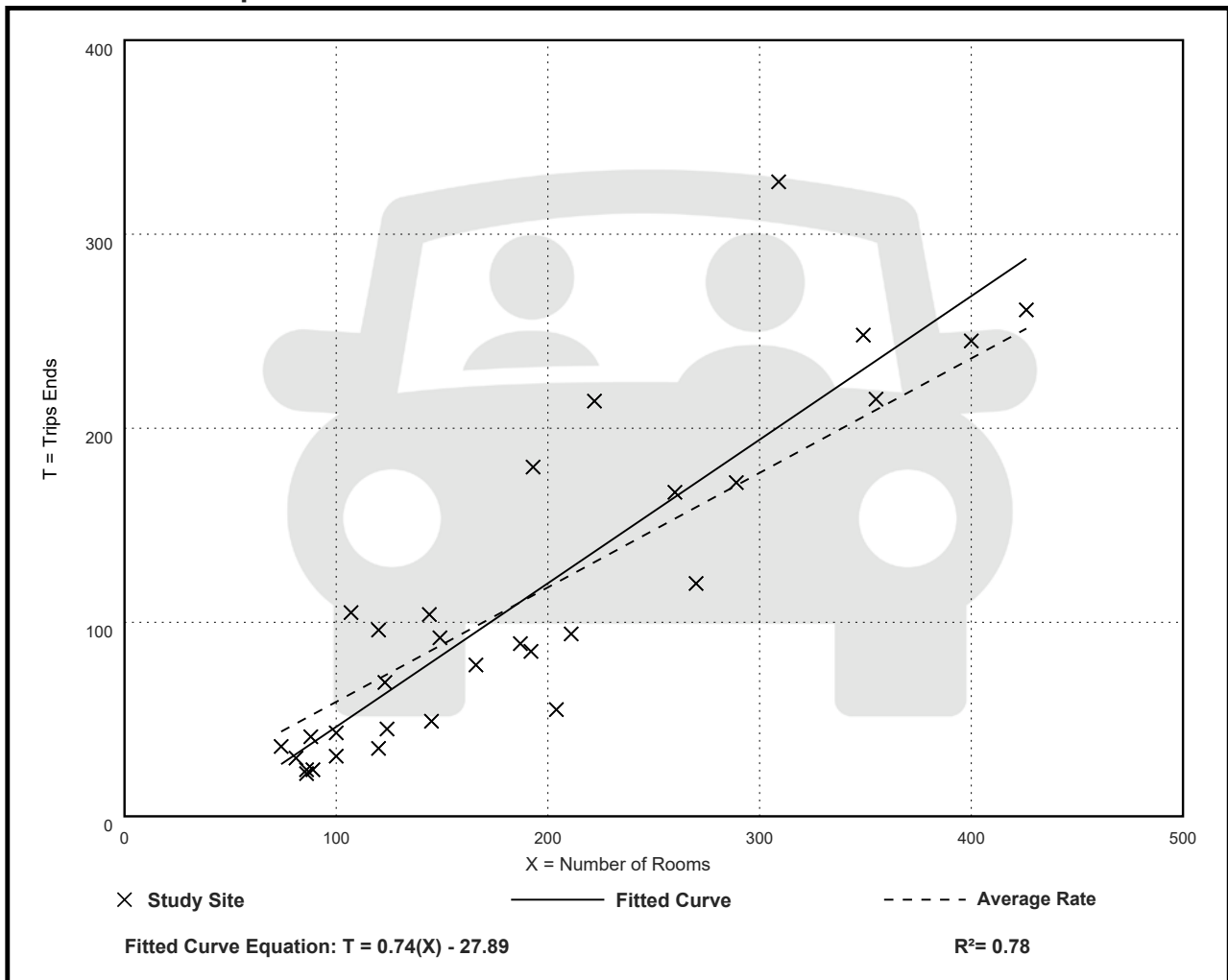
Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



APPENDIX B
Background Traffic



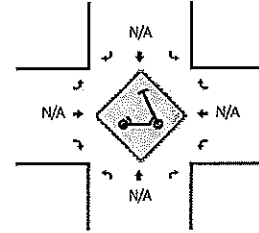
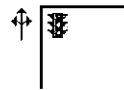
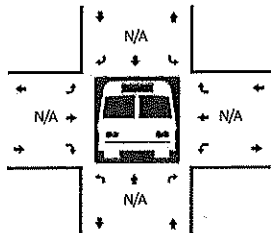
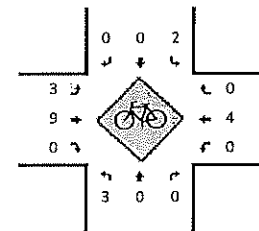
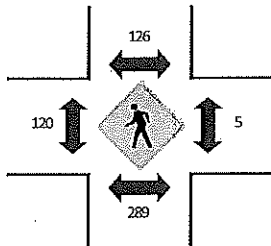
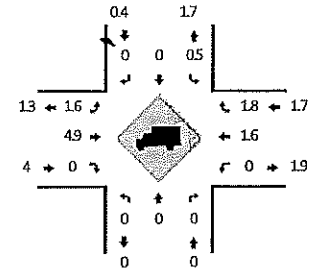
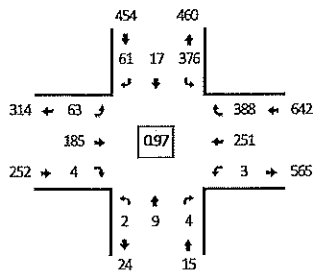
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Hamden Dr -- S Gulfview Blvd
CITY/STATE: Clearwater, FL

QC JOB #: 15521817
DATE: Tue, Jul 27 2021

Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 2:45 PM -- 3:00 PM



R* = RTOR

15-Min Count Period Beginning At	S Hamden Dr (Northbound)					S Hamden Dr (Southbound)					S Gulfview Blvd (Eastbound)					S Gulfview Blvd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
2:30 PM	1	1	2	0	0	84	8	10	0	3	15	51	2	0	0	2	65	37	0	28	309	
2:45 PM	1	1	2	0	0	92	6	17	0	1	16	44	2	0	0	1	66	67	0	35	351	
3:00 PM	0	1	2	0	0	91	2	8	0	7	19	40	1	0	0	0	61	60	0	52	344	
3:15 PM	0	4	0	0	0	99	4	12	0	4	18	47	1	0	0	1	64	53	0	26	333	1337
3:30 PM	1	3	0	0	0	94	5	9	0	3	10	54	0	0	0	1	60	67	0	28	335	1363
3:45 PM	0	0	1	0	0	91	4	13	0	6	20	49	0	0	0	1	63	59	0	28	335	1347
4:00 PM	0	2	2	0	0	104	2	9	0	3	12	53	4	0	0	0	62	36	1	42	332	1335
4:15 PM	0	1	2	0	0	123	4	15	0	3	17	41	0	0	0	1	62	40	0	39	348	1350
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	4	4	8	0	0	368	24	72	0	4	64	176	8	0	0	4	264	408	0	140	1548	
Heavy Trucks	0	0	0			0	0	0			0	8	0			0	4	8			20	
Buses																						
Pedestrians		224					88					104					0				416	
Bicycles	4	0	0			0	0	0			0	12	0			0	0	0			16	
Scooters																						

Comments:

Report generated on 8/10/2021 9:07 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SF = 1.03
63 17 387
400
258
3
65
191
4
2 9 4

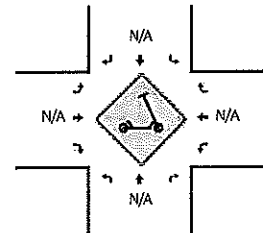
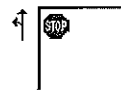
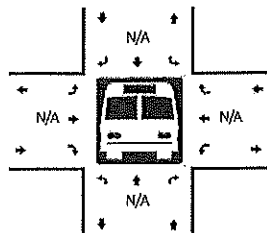
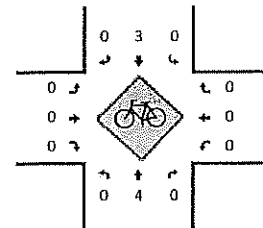
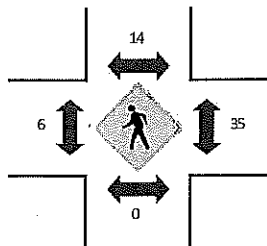
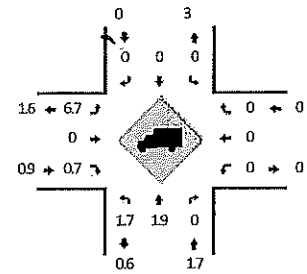
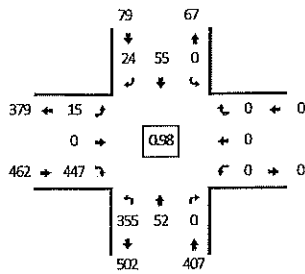
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Hamden Dr — Coronado Dr
CITY/STATE: Clearwater, FL

QC JOB #: 15521819
DATE: Tue, Jul 27 2021

Peak-Hour: 3:30 PM — 4:30 PM
Peak 15-Min: 4:15 PM — 4:30 PM



R* = RTOR

15-Min Count Period Beginning At	S Hamden Dr (Northbound)					S Hamden Dr (Southbound)					Coronado Dr (Eastbound)					Coronado Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
2:30 PM	71	8	0	0	0	0	10	4	0	0	5	0	97	0	0	0	0	0	0	0	195	905 945 926 917 948
2:45 PM	98	19	0	0	0	0	12	4	0	0	4	0	111	0	0	0	0	0	0	0	248	
3:00 PM	114	20	0	0	0	0	10	7	0	0	6	0	93	0	0	0	0	0	0	0	250	
3:15 PM	90	12	0	0	0	0	16	0	0	0	2	0	92	0	0	0	0	0	0	0	212	
3:30 PM	100	10	0	0	0	0	7	3	0	0	6	0	109	0	0	0	0	0	0	0	235	
3:45 PM	88	18	0	0	0	0	14	5	0	0	1	0	103	0	0	0	0	0	0	0	229	
4:00 PM	80	16	0	0	0	0	20	8	0	0	3	0	114	0	0	0	0	0	0	0	241	
4:15 PM	87	8	0	0	0	0	14	8	0	0	5	0	121	0	0	0	0	0	0	0	243	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	348	32	0	0	0	0	56	32	0	0	20	0	484	0	0	0	0	0	0	0	972	
Heavy Trucks	4	0	0			0	0	0			4	0	8			0	0	0			16	
Buses		0					4					4					24				32	
Pedestrians		0					0					0					0				8	
Bicycles	0	8	0			0	0	0			0	0	0			0	0	0				
Scooters																						

Comments:

Report generated on 8/10/2021 9:07 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SF = 1.03

460
15
25
57
71
54
365

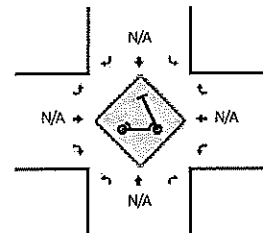
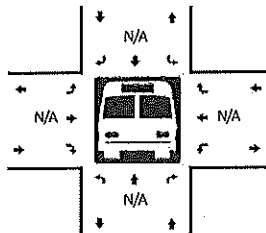
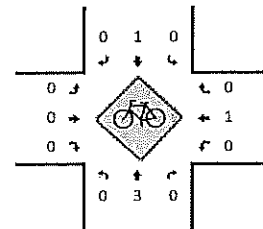
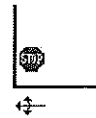
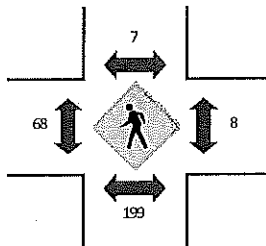
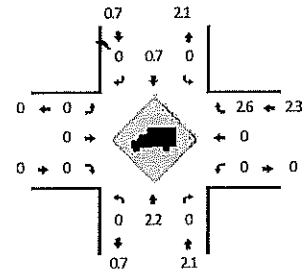
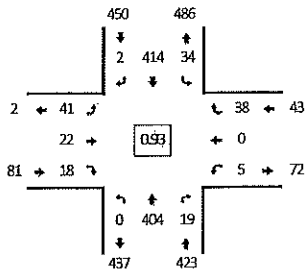
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Coronado Dr -- Fifth St
CITY/STATE: Clearwater, FL

QC JOB #: 15521820
DATE: Tue, Jul 27 2021

Peak-Hour: 2:45 PM -- 3:45 PM
Peak 15-Min: 3:00 PM -- 3:15 PM



R* = RTOR

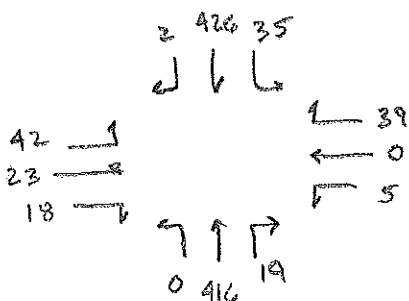
15-Min Count Period Beginning At	Coronado Dr (Northbound)					Coronado Dr (Southbound)					Fifth St (Eastbound)					Fifth St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
2:30 PM	0	78	3	0	0	5	101	0	0	0	19	6	2	0	0	2	0	6	0	0	222	
2:45 PM	0	95	2	0	0	9	107	1	2	0	9	9	3	0	0	2	0	11	0	0	250	
3:00 PM	0	112	9	0	0	8	101	1	0	0	16	8	3	0	0	1	0	9	0	0	268	
3:15 PM	0	89	4	0	0	8	89	0	1	0	7	2	8	0	0	2	0	6	0	0	216	956
3:30 PM	0	108	4	0	0	6	117	0	0	0	9	3	4	0	0	0	0	12	0	0	263	997
3:45 PM	0	87	4	0	0	5	107	0	3	0	6	11	4	0	0	1	0	4	0	0	232	979
4:00 PM	0	92	1	0	0	6	112	0	0	0	6	4	4	0	0	1	0	12	0	0	238	949
4:15 PM	0	95	5	0	0	9	124	0	0	0	15	3	6	0	0	1	0	5	0	0	263	996
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	448	36	0	0	32	404	4	0	0	64	32	12	0	0	4	0	36	0	0	1072	
Heavy Trucks	0	8	0			0	0	0			0	0	0			0	0	0			8	
Buses																						
Pedestrians		204					4					52					4				264	
Bicycles	0	12	0			0	0	0			0	0	0			0	0	0			12	
Scooters																						

Comments:

Report generated on 8/10/2021 9:07 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SF = 1.03



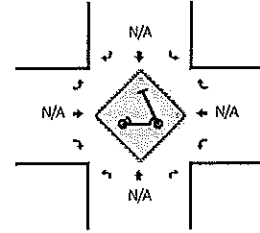
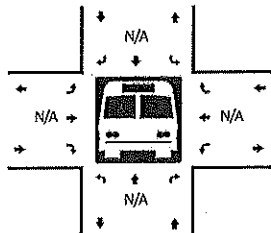
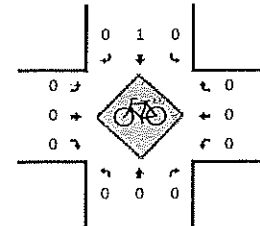
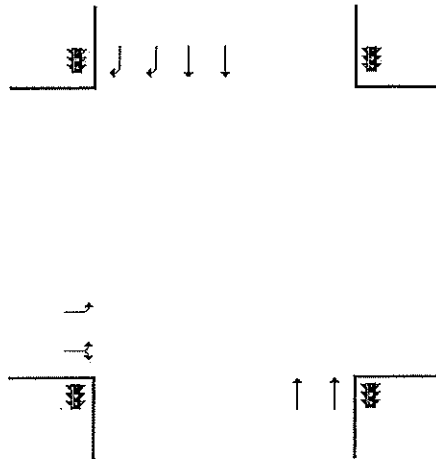
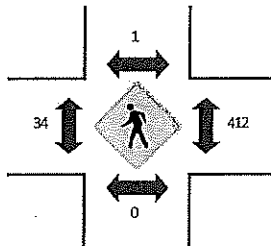
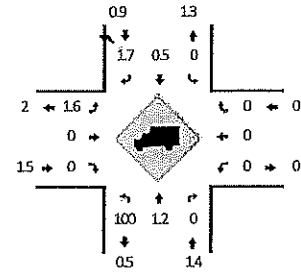
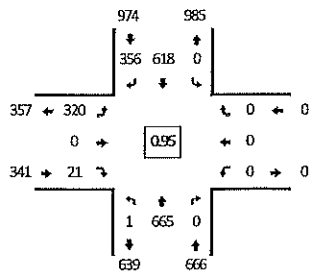
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Coronado Dr -- S Gulfview Blvd
CITY/STATE: Clearwater, FL

QC JOB #: 15521818
DATE: Tue, Jul 27 2021

Peak-Hour: 3:15 PM -- 4:15 PM
Peak 15-Min: 4:00 PM -- 4:15 PM



R* = RTOR

15-Min Count Period Beginning At	Coronado Dr (Northbound)					Coronado Dr (Southbound)					S Gulfview Blvd (Eastbound)					S Gulfview Blvd (Westbound)					Total	Hourly Totals	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
2:30 PM	0	130	0	0	0	0	137	104	0	0	71	0	9	0	2	0	0	0	0	0	0	453	1905 1948 1946 1981 1960
2:45 PM	0	156	0	0	0	0	147	100	0	0	71	0	11	0	1	0	0	0	0	0	0	486	
3:00 PM	0	187	0	0	0	0	117	102	0	0	72	0	2	0	5	0	0	0	0	0	0	485	
3:15 PM	1	163	0	0	0	0	143	87	0	0	83	0	3	0	1	0	0	0	0	0	0	481	
3:30 PM	0	166	0	0	0	0	159	84	0	0	80	0	7	0	0	0	0	0	0	0	0	496	
3:45 PM	0	160	0	0	0	0	159	85	0	0	74	0	4	0	2	0	0	0	0	0	0	484	
4:00 PM	0	176	0	0	0	0	157	100	0	0	83	0	3	0	1	0	0	0	0	0	0	520	
4:15 PM	0	168	0	0	0	0	149	71	0	0	70	0	2	0	0	0	0	0	0	0	0	460	
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total		
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*			
All Vehicles	0	704	0	0	0	0	628	400	0	0	332	0	16	0	4	0	0	0	0	0	0	2084	
Heavy Trucks	0	12	0			0	0	8			8	0	0			0	0	0			0	28	
Buses		0					0					12					604					616	
Pedestrians		0					0				0	0	0			0	0	0			0	0	
Bicycles		0					0																
Scooters																							

Comments:

Report generated on 8/9/2021 12:58 PM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

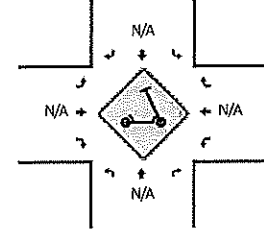
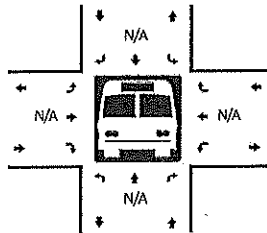
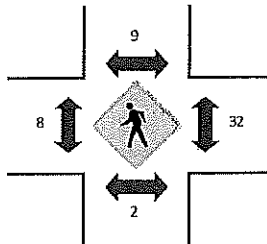
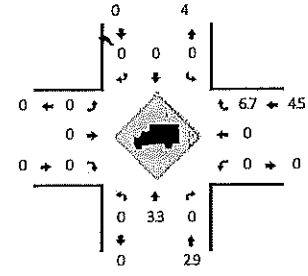
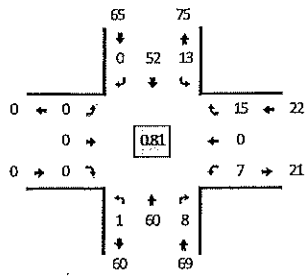
SF = 1.03

367 636
↓ ↓

330
22
99
1 685

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Hamden Dr -- Bayside Dr
CITY/STATE: Clearwater, FLQC JOB #: 15521822
DATE: Tue, Jul 27 2021Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

R* = RTOR

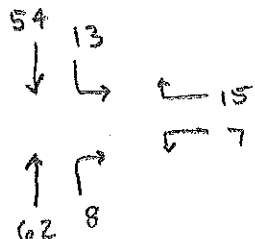
15-Min Count Period Beginning At	S Hamden Dr (Northbound)					S Hamden Dr (Southbound)					Bayside Dr (Eastbound)					Bayside Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
2:30 PM	0	12	0	0	0	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0	26	
2:45 PM	0	19	3	0	0	2	13	0	1	0	0	0	0	0	0	0	0	4	0	0	42	
3:00 PM	0	27	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	1	0	0	37	
3:15 PM	0	15	2	0	0	2	10	0	0	0	0	0	0	0	0	0	0	6	0	0	35	
3:30 PM	0	12	2	0	0	1	5	0	0	0	0	0	0	0	0	1	0	4	0	0	25	140
3:45 PM	0	19	1	0	0	4	18	0	0	0	0	0	0	0	0	1	0	5	0	0	48	139
4:00 PM	0	15	5	0	0	5	12	0	0	0	0	0	0	0	0	4	0	3	0	0	44	145
4:15 PM	0	14	0	1	0	3	17	0	0	0	0	0	0	0	0	1	0	3	0	0	39	152
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	76	4	0	0	16	72	0	0	0	0	0	0	0	0	4	0	20	0	0	192	
Heavy Trucks	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	
Bicycles	0	8	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	16	
Scooters	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:

Report generated on 8/10/2021 9:07 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SF = 1.03



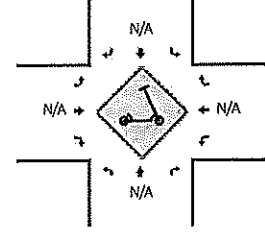
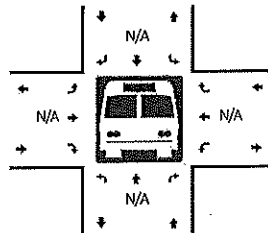
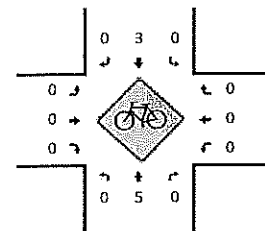
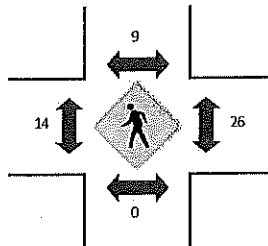
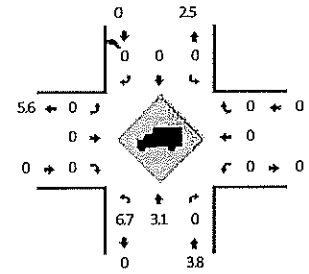
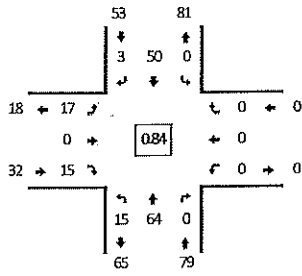
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: S Hamden Dr -- Fifth St
CITY/STATE: Clearwater, FL

QC JOB #: 15521821
DATE: Tue, Jul 27 2021

Peak-Hour: 3:30 PM -- 4:30 PM
Peak 15-Min: 3:45 PM -- 4:00 PM



15-Min Count Period Beginning At	S Hamden Dr (Northbound)					S Hamden Dr (Southbound)					Fifth St (Eastbound)					Fifth St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
2:30 PM	5	6	0	0	0	0	13	2	0	0	3	0	0	0	0	0	0	0	0	0	29	
2:45 PM	10	19	0	0	0	0	13	0	0	0	0	0	6	0	0	0	0	0	0	0	48	
3:00 PM	6	23	0	0	0	0	5	0	0	0	4	0	4	0	0	0	0	0	0	0	42	
3:15 PM	4	15	0	0	0	0	6	0	0	0	1	0	5	1	0	0	0	0	0	0	32	151
3:30 PM	4	13	0	0	0	0	5	0	0	0	4	0	1	0	0	0	0	0	0	0	27	149
3:45 PM	4	20	0	0	0	0	15	1	0	0	3	0	6	0	0	0	0	0	0	0	49	150
4:00 PM	3	18	0	0	0	0	16	1	0	0	5	0	1	0	0	0	0	0	0	0	44	152
4:15 PM	4	13	0	0	0	0	14	1	0	0	5	0	7	0	0	0	0	0	0	0	44	164
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	16	80	0	0	0	0	60	4	0	0	12	0	24	0	0	0	0	0	0	0	196	
Heavy Trucks	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
Buses	0	0	0	0	0	0	28	0	0	0	0	8	0	0	0	0	16	0	0	0	52	
Pedestrians	0	12	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles																						
Scooters																						

Comments:

Report generated on 8/10/2021 9:07 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

SF = 1.03

3 52
↓

17 →
15 → 9 ↑
15 66

APPENDIX C
Intersection Tables
Vested Projects



	Coronado SB			Gulfview Drive WB			Gulfview Blvd. NB			Gulfview EB			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing*		0	636	367	0	0	0	1	685	0	330	0	22
Growth Rate*		0	738	426	0	0	0	1	795	0	383	0	26
Alanik Hotel		15	0	0	0	0	0	7	11	0	0	0	8
355 Gulfview		5	0	0	0	0	0	6	6	0	0	0	4
Proj Traffic		0	68	0	0	0	0	0	58	0	0	0	0
TOTAL		20	806	426	0	0	0	14	870	0	383	0	38

*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.

	Coronado SB			Hamdon Drive WB			Coronado Drive NB			EB			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing*		15	460	0	57	0	57	0	365	54	0	0	0
Growth Rate*		17	534	0	66	0	66	0	423	63	0	0	0
Alanik Hotel		0	15	0	0	0	0	0	11	0	0	0	0
355 Gulfview		0	5	0	0	0	0	0	6	0	0	0	0
Proj Traffic		0	0	0	68	0	0	0	0	58	0	0	0
TOTAL		17	554	0	134	0	66	0	440	121	0	0	0

*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.

	Coronado SB			5th St. WB			Coronado Drive NB			5th St. EB			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing*		35	426	2	5	0	39	0	416	54	42	23	18
Growth Rate*		41	494	2	6	0	45	0	483	63	49	27	21
Alanik Hotel		0	13	0	0	0	0	0	15	0	6	0	0
355 Gulfview		0	0	6	0	0	0	5	0	0	4	0	5
Proj Traffic		87	0	0	0	0	77	0	0	0	0	0	0
TOTAL		128	507	8	6	0	122	5	498	63	59	27	26

*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.

	Hamden Dr. SB			Bayside Drive WB			Hamden Dr. NB			EB		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Existing*		13	54	0	7	0	15	0	62	8	0	0
Growth Rate*		15	63	0	8	0	17	0	72	9	0	0
Alanik Hotel		0	0	0	0	0	0	0	0	0	0	0
355 Gulfview		0	0	0	0	0	0	0	0	0	0	0
Proj Traffic		0	67	0	0	0	0	57	0	0	0	0
TOTAL		15	130	0	8	0	17	0	129	9	0	0

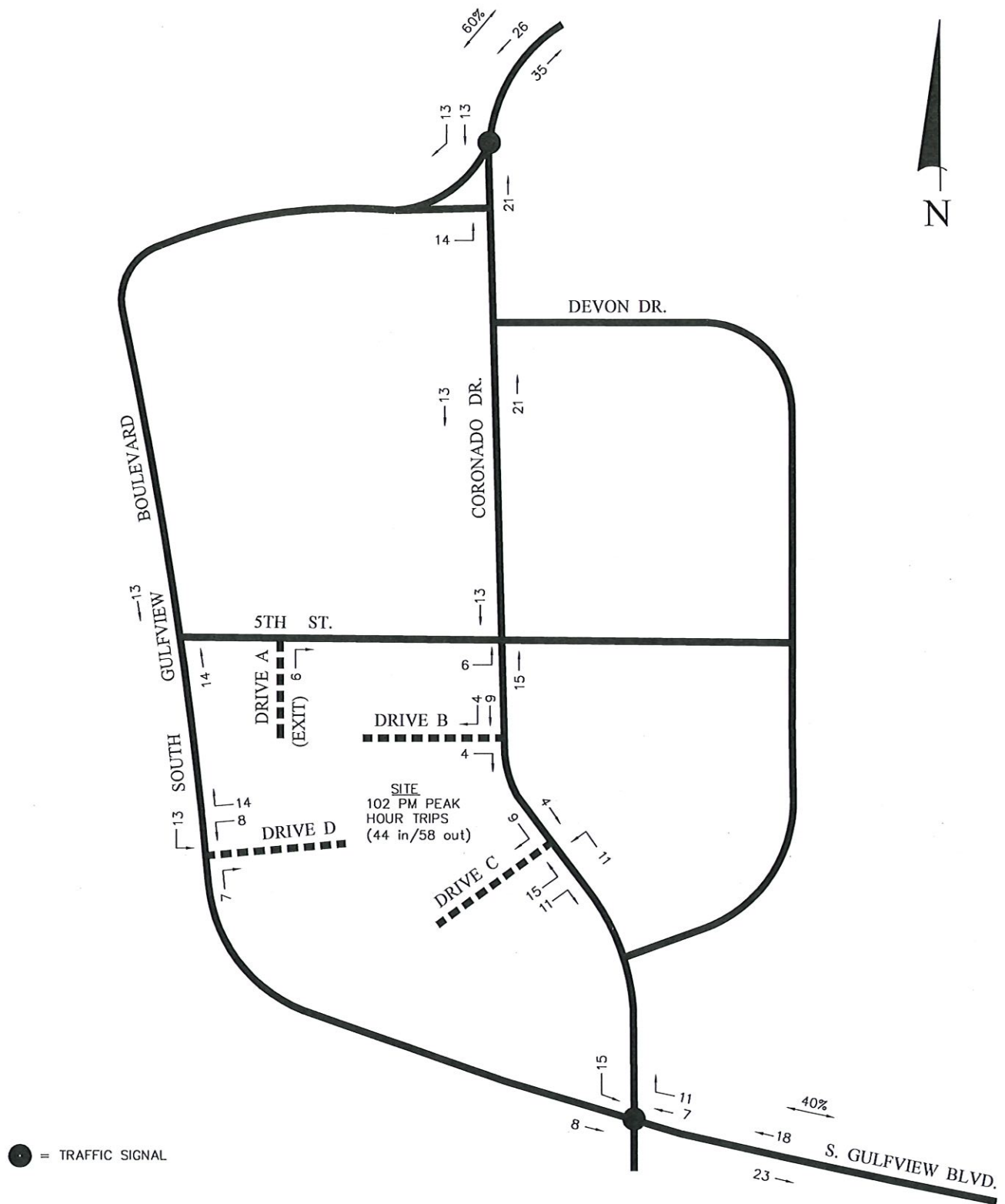
*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.

	Hamden Dr. SB			WB			Hamden Dr. NB			Fifth St. EB			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing*		0	52	3	15	66	0	15	66	0	17	0	15
Growth Rate*		0	60	3	17	77	0	17	77	0	20	0	17
Alanik Hotel		0	0	0	0	0	0	0	0	0	0	0	0
355 Gulfview		0	0	0	0	0	0	0	0	0	0	0	0
Proj Traffic		0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	60	3	17	77	0	17	77	0	20	0	17

*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.

	5th St. WB						Driveway NB			5th Street EB			
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Existing*		0	0	0	0	44	0	0	0	0	0	77	0
Growth Rate*		0	0	0	0	51	0	0	0	0	0	89	0
Alanik Hotel		0	0	0	0	0	0	0	0	0	0	0	0
355 Gulfview		0	0	0	0	0	0	0	0	0	0	0	0
Proj Traffic		0	0	0	57	0	0	0	0	0	0	0	86
TOTAL		0	0	0	57	51	0	0	0	0	0	89	86

*Existing volumes taken from Existing SYNCHRO analysis from original report for this site, and already seasonally adjusted. Growth rate 2%/year and 2 vested projects.



PROJECT TRAFFIC DISTRIBUTION

PROJECT NO:
14-032.01



Gulf Coast Consulting, Inc.
Land Development Consulting
ENGINEERING TRANSPORTATION PLANNING PERMITTING
13825 ICOT BLVD., SUITE 605
Clearwater, Florida 33760
Phone: (727) 524-1818 Fax: (727) 524-6090
www.gulfcoastconsultinginc.com

DATE:

2/2022

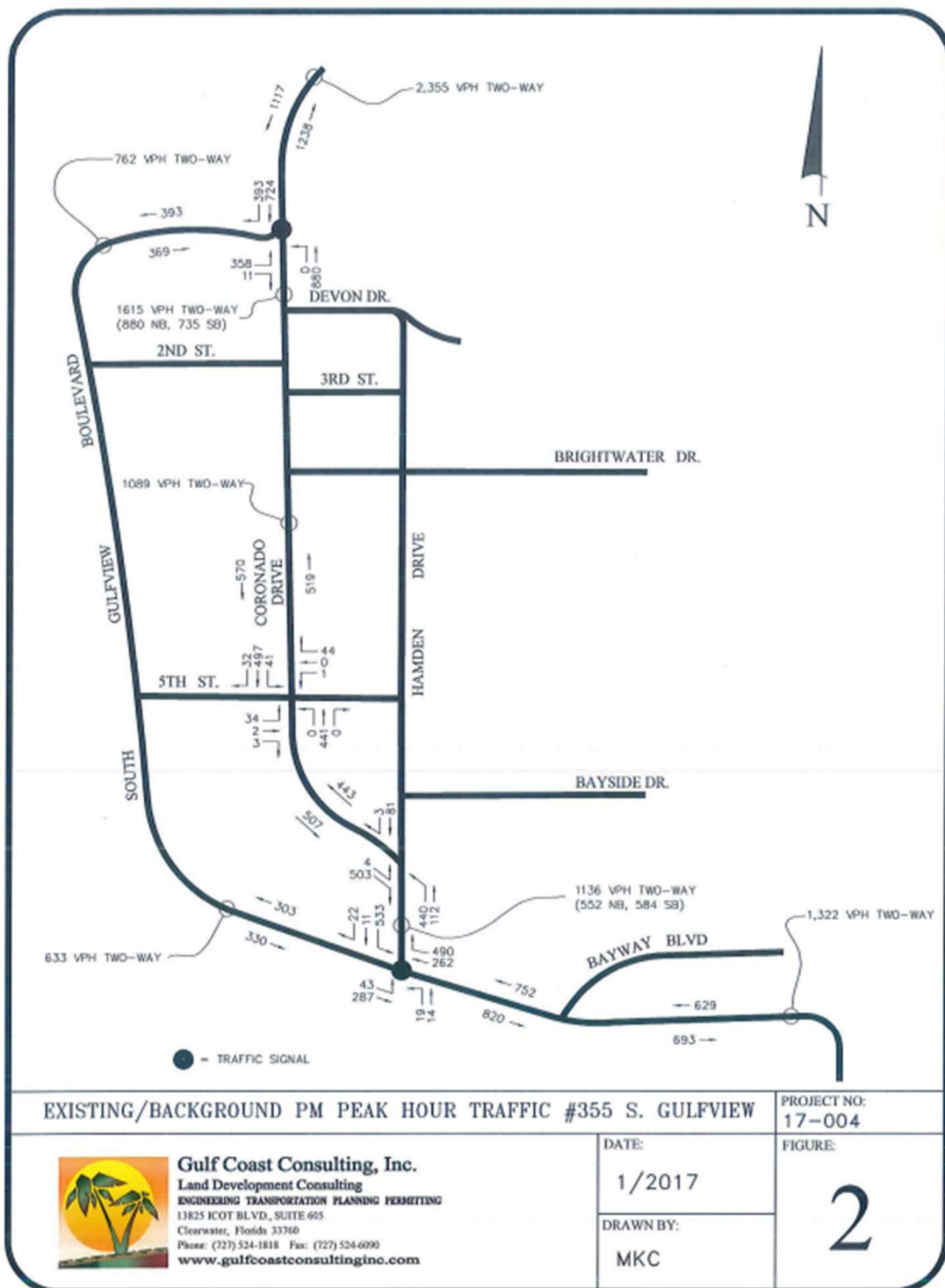
DRAWN BY:

GJS

FIGURE:

4

D:\ELLAS\355 S. GULFVIEW BLVD. H&M\17-004\17-004 TC.dwg, 01/03/17 09:32:33



APPENDIX D
SYNCHRO Output



Lanes, Volumes, Timings

1: Hotel driveway/Hamden & S Gulfview Blvd/S Gulfview Blvd.

8/10/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	2	9	4	387	17	63	65	191	4	3	258	400
Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	100	100	100	202	550	550	355	355	800	800	409	409
Storage Length (ft)	0	0	0	1	0	0	1	0	0	0	1	1
Storage Lanes	25	25	25	25	25	25	25	25	25	25	25	25
Taper Length (ft)	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.96	0.96	0.99	0.99	0.89	0.89	0.79	0.99	0.99	1.00	1.00	0.60
Ped Bike Factor	0.964	0.964	0.959	0.959	0.959	0.959	0.950	0.997	0.997	0.997	0.850	0.850
Frt	0.993	0.993	0.950	0.968	0.968	0.950	0.950	0.999	0.999	0.999	0.999	0.999
Flt Protected	0	1802	0	1715	1503	0	1736	1800	0	0	1861	1583
Satd. Flow (prot)	0.993	0.993	0.950	0.968	0.968	0.950	0.950	0.997	0.997	0.997	0.997	0.997
Flt Permitted	0	1739	0	1689	1488	0	829	1800	0	0	1849	950
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	4	4	4	18	18	18	1	1	1	1	1	1
Satd. Flow (RTOR)	25	25	25	25	25	25	25	25	25	25	25	25
Link Speed (mph)	287	287	565	565	565	565	611	611	611	611	887	887
Link Distance (ft)	7.8	7.8	15.4	15.4	15.4	15.4	16.7	16.7	16.7	16.7	24.2	24.2
Travel Time (s)	120	120	5	5	5	120	126	289	289	289	289	126
Confl. Peds. (#/hr)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Confl. Bikes (#/hr)	0%	0%	0%	0%	0%	0%	4%	4%	4%	4%	2%	2%
Peak Hour Factor	2	9	4	399	18	65	67	197	4	3	266	412
Heavy Vehicles (%)	39%	39%	39%	39%	39%	39%	39%	39%	39%	39%	39%	39%
Adj. Flow (vph)	0	15	0	243	239	0	67	201	0	0	269	412
Shared Lane Traffic (%)	Split	NA	Split	NA	NA	NA	Perm	NA	Perm	NA	Perm	Perm
Lane Group Flow (vph)	2	2	2	6	6	6	4	4	4	4	4	4
Turn Type	2	2	2	6	6	6	4	4	4	4	4	4
Protected Phases	2	2	2	6	6	6	4	4	4	4	4	4
Permitted Phases	2	2	2	6	6	6	4	4	4	4	4	4
Detector Phase	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Switch Phase	25.0	25.0	25.0	30.0	30.0	30.0	25.0	25.0	25.0	25.0	25.0	25.0
Minimum Initial (s)	25.0	25.0	25.0	40.0	40.0	40.0	45.0	45.0	45.0	45.0	45.0	45.0
Minimum Split (s)	22.7%	22.7%	22.7%	36.4%	36.4%	36.4%	40.9%	40.9%	40.9%	40.9%	40.9%	40.9%
Total Split (s)	21.0	21.0	21.0	36.0	36.0	36.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Maximum Green (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Yellow Time (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
All-Red Time (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
Lost Time Adjust (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
Total Lost Time (s)	None	None	None	Min	Min	Min	None	None	None	None	None	None
Lead/Lag	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead-Lag Optimize?	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Vehicle Extension (s)	0	0	0	0	0	0	0	0	0	0	0	0
Recall Mode	6.9	6.9	6.9	13.9	13.9	13.9	18.0	18.0	18.0	18.0	18.0	18.0
Walk Time (s)	0.16	0.16	0.16	0.33	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42
Flash Dont Walk (s)	0.05	0.05	0.05	0.44	0.44	0.44	0.19	0.26	0.34	0.34	0.34	0.34
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Actuated g/C Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.42	0.42	0.42	0.42	0.42	0.42
v/c Ratio	0.05	0.05	0.05	0.44	0.48	0.48	0.19	0.26	0.34	0.34	0.34	0.34

EXISTING CONDITIONS 2021 8/10/2021 AFTERNOON PEAK HOUR

RP

Synchro 8 Report
Page 1

Lanes, Volumes, Timings

1: Hotel driveway/Hamden & S Gulfview Blvd/S Gulfview Blvd.

8/10/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Control Delay	22.5			16.8	16.9		11.0	10.2			10.8	6.9
Queue Delay	0.0			0.0	0.0		0.0	0.0			0.0	0.0
Total Delay	22.5			16.8	16.9		11.0	10.2			10.8	6.9
LOS	C			B	B		B	B			B	A
Approach Delay	22.5	Hotel		16.9	Hamden		10.4	S Gulfview			8.4	
Approach LOS	C			B	B		B	B			A	
Queue Length 50th (ft)	2			36	33		7	22			31	0
Queue Length 95th (ft)	23			175	168		46	105			140	65
Internal Link Dist (ft)	207				485			531			807	
Turn Bay Length (ft)				202			355					409
Base Capacity (vph)	1062			1472	1293		741	1610			1654	893
Starvation Cap Reductn	0			0	0		0	0			0	0
Spillback Cap Reductn	0			0	0		0	0			0	0
Storage Cap Reductn	0			0	0		0	0			0	0
Reduced v/c Ratio	0.01			0.17	0.18		0.09	0.12			0.16	0.46

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 42.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 11.7

Intersection Capacity Utilization: 62.2%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service B

Splits and Phases: 1: Hotel driveway/Hamden & S Gulfview Blvd/S Gulfview Blvd.



HCM 2010 TWSC

3: Hamden/Coronado & Hamden Dr

8/13/2021

Intersection						
Int Delay, s/veh		0				
Movement	NBT	NBR	SBL	SBT	SWL	SWR
Vol, veh/h	365	54	15	460	57	25
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	- None	- None	- None	- None	-	Stop
Storage Length	-	0	75	-	0	40
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	372	55	15	469	58	26
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	386	0	514	49
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	-	-	-	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	-	-	3.5	-
Pot Cap-1 Maneuver	-	-	-	-	524	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	613	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	514	-
Mov Cap-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	609	-

Approach	NB	SB	SW
HCM Control Delay, s	0		
HCM LOS			-

Minor Lane/Major Mvmt	NBT	NBR	SBL	SBT	SWLn1	SWLn2
Capacity (veh/h)	-	-	-	-	514	-
HCM Lane V/C Ratio	-	-	-	-	0.113	-
HCM Control Delay (s)	-	-	-	-	12.9	-
HCM Lane LOS	-	-	-	-	B	-
HCM 95th %tile Q(veh)	-	-	-	-	0.4	-

SW Bound (Hamden) (STOP)
APPROACH

HCM 2010 TWSC

12: Coronado Dr & Fifth St/Fifth St.

8/12/2021

Intersection													
Int Delay, s/veh 4 OVERALL DELAY													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Vol, veh/h	42	23	18	5	0	39	0	416	19	35	426	2	
Conflicting Peds, #/hr	68	0	68	8	0	8	199	0	199	7	0	7	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	300	-	-	100	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	
Heavy Vehicles, %	0	0	0	2	2	2	2	2	2	1	1	1	
Mvmt Flow	45	25	19	5	0	42	0	447	20	38	458	2	

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1088	1078	726	1090	1069	473	528	0	0	476	0	0
Stage 1	602	602	-	466	466	-	-	-	-	-	-	-
Stage 2	486	476	-	624	603	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.12	6.52	6.22	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.518	4.018	3.318	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	195	220	428	193	221	591	1039	-	-	1091	-	-
Stage 1	490	492	-	577	562	-	-	-	-	-	-	-
Stage 2	566	560	-	473	488	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	164	197	324	128	198	583	842	-	-	1084	-	-
Mov Cap-2 Maneuver	164	197	-	128	198	-	-	-	-	-	-	-
Stage 1	458	444	-	573	558	-	-	-	-	-	-	-
Stage 2	522	556	-	328	440	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	38.5	14.8	0	0.6
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	842	-	-	194	415	1084	-	-
HCM Lane V/C Ratio	-	-	-	0.46	0.114	0.035	-	-
HCM Control Delay (s)	0	-	-	38.5	14.8	8.4	-	-
HCM Lane LOS	A	-	-	E	B	A	-	-
HCM 95th %ile Q(veh)	0	-	-	2.2	0.4	0.1	-	-

SBL7 CORONADO DR.

Lanes, Volumes, Timings
17: Coronado Dr & Gulfview Dr.

8/10/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	W		W	W	W
Volume (vph)	330	22	1	685	636	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11
Storage Length (ft)	291	0	400			200
Storage Lanes	1	0	0			1
Taper Length (ft)	25		25			
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor	1.00			1.00		0.88
Frt	0.991					0.850
Flt Protected						
Satd. Flow (prot)	3306	0	0	3421	3421	1531
Flt Permitted	0.955			0.954		
Satd. Flow (perm)	3297	0	0	3264	3421	1343
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					386
Link Speed (mph)	25			25	25	
Link Distance (ft)	435			400	542	
Travel Time (s)	11.9			10.9	14.8	
Confl. Peds. (#/hr)	1		34			34
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	347	23	1	721	669	386
Shared Lane Traffic (%)						
Lane Group Flow (vph)	370	0	0	722	669	386
Turn Type	Prot	Perm	NA	NA	NA	Perm
Protected Phases	4		2	6		
Permitted Phases			2		6	
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	30.0	80.0	80.0	80.0	80.0	80.0
Total Split (%)	27.3%	72.7%	72.7%	72.7%	72.7%	72.7%
Maximum Green (s)	26.0	76.0	76.0	76.0	76.0	76.0
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0		4.0	4.0	4.0	4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		Min	Min	Min	Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	9.6		18.8	18.8	18.8	18.8
Actuated g/C Ratio	0.26		0.51	0.51	0.51	0.51
v/c Ratio	0.42		0.43	0.38	0.44	

EXISTING CONDITIONS 2021 8/10/2021 AFTERNOON PEAK HOUR

RP

Lanes, Volumes, Timings 17: Coronado Dr & Gulfview Dr.

8/10/2021



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Control Delay	13.8		6.5	6.1	2.5	
Queue Delay	0.0		0.0	0.0	0.0	
Total Delay	13.8		6.5	6.1	2.5	
LOS	B		A	A	A	
Approach Delay	13.8		6.5	4.8		
Approach LOS	B		A	A		
Queue Length 50th (ft)	29		38	34	0	
Queue Length 95th (ft)	74		76	68	26	
Internal Link Dist (ft)	355		320	462		
Turn Bay Length (ft)	291				200	
Base Capacity (vph)	2429		3264	3421	1343	
Starvation Cap Reductn	0		0	0	0	
Spillback Cap Reductn	0		0	0	0	
Storage Cap Reductn	0		0	0	0	
Reduced v/c Ratio	0.15		0.22	0.20	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 36.7

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.44

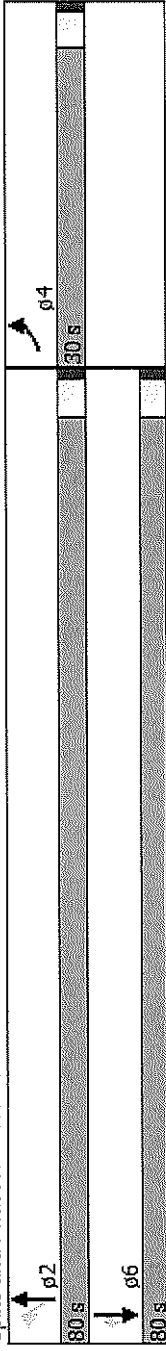
Intersection Signal Delay: 6.9

Intersection Capacity Utilization: 51.3%

Analysis Period (min): 15

Intersection LOS: A
ICU Level of Service A

Splits and Phases: 17: Coronado Dr & Gulfview Dr.



HCM 2010 TWSC

9: Hamden Dr & Bayside

8/13/2021

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	15	62	8	13	54
Conflicting Peds, #/hr	34	32	0	2	9	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	5	5	3	3	0	0
Mvmt Flow	9	19	77	10	16	67

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	214	124	0
Stage 1	115	-	-
Stage 2	99	-	-
Critical Hdwy	6.45	6.25	-
Critical Hdwy Stg 1	5.45	-	4.1
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	-	-
Pot Cap-1 Maneuver	768	919	1480
Stage 1	902	-	-
Stage 2	917	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	734	882	1467
Mov Cap-2 Maneuver	734	-	-
Stage 1	873	-	-
Stage 2	905	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	1.5
HCM LOS	A	-	-

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	829	1467	-
HCM Lane V/C Ratio	-	-	0.033	0.011	-
HCM Control Delay (s)	-	-	9.5	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

SBLT (HAMDEN)

WB APPROACH BAYSIDE

HCM 2010 TWSC

11: Hamden Dr/Hamden Dr. & Fifth St.

8/13/2021

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Vol, veh/h	17	15	15	66	52	3
Conflicting Peds, #/hr	26	26	0	0	0	9
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	6	6	4	4	0	0
Mvmt Flow	20	18	18	79	62	4

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	204	90	91
Stage 1	90	-	-
Stage 2	114	-	-
Critical Hdwy	6.46	6.26	4.14
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.354	2.236
Pot Cap-1 Maneuver	776	957	1491
Stage 1	924	-	-
Stage 2	901	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	728	933	1491
Mov Cap-2 Maneuver	728	-	-
Stage 1	901	-	-
Stage 2	867	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	1.4	0
HCM LOS	A	-	-

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1491	-	812	-	-
HCM Lane V/C Ratio	0.012	-	0.047	-	-
HCM Control Delay (s)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %ile Q(veh)	0	-	0.1	-	-

NBL1 (HAMDEN)

EB APPROACH (5th St)

HCM 6th TWSC
3: Coronado Drive & Fifth Street

08/17/2024

Intersection												
Int Delay, s/veh	22.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	59	27	26	6	0	122	5	498	63	128	507	8
Future Vol, veh/h	59	27	26	6	0	122	5	498	63	128	507	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	29	28	7	0	133	5	541	68	139	551	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow	All	1486	1453	556	1447	1423	575	560	0	0	609	0
Stage 1	834	834	-	585	585	-	-	-	-	-	-	-
Stage 2	652	619	-	862	838	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	103	130	531	109	136	518	1011	-	-	970	-	-
Stage 1	362	383	-	497	498	-	-	-	-	-	-	-
Stage 2	457	480	-	350	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	68	111	531	73	116	518	1011	-	-	970	-	-
Mov Cap-2 Maneuver	68	111	-	73	116	-	-	-	-	-	-	-
Stage 1	360	328	-	495	496	-	-	-	-	-	-	-
Stage 2	338	478	-	258	327	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay (s)	25.2	25.2	18.6	18.6	0.1	0.1	1.9	1.9
HCM LOS	F	F	C	C	A	A	A	A

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1011	-	-	97	403	970	-	-
HCM Lane V/C Ratio	0.005	-	-	1.255	0.345	0.143	-	-
HCM Control Delay (s)	8.6	-	-	255.2	18.6	9.3	0	-
HCM Lane LOS	A	-	-	F	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	8.5	1.5	0.5	-	-

Lanes, Volumes, Timings
4: Gulfview Dr. & Coronado

08/17/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	383	38	14	870	806	426
Future Volume (vph)	383	38	14	870	806	426
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.95	0.95	0.95	0.95	1.00
Frt	0.987					0.850
Flt Protected	0.956			0.999		
Satd. Flow (prot)	3410	0	0	3536	3539	1583
Flt Permitted	0.956			0.939		
Satd. Flow (perm)	3410	0	0	3323	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	28					463
Link Speed (mph)	30			30	30	
Link Distance (ft)	1070			730	589	
Travel Time (s)	24.3			16.6	13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	416	41	15	946	876	463
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	0	0	961	876	463
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	1
Detector Template	Left		Left	Thru	Thru	Right
Leading Detector (ft)	20		20	100	100	20
Trailing Detector (ft)	0		0	0	0	0
Detector 1 Position(ft)	0		0	0	0	0
Detector 1 Size(ft)	20		20	6	6	20
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	Perm
Protected Phases	4			2	6	
Permitted Phases			2			6
Detector Phase	4		2	2	6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0

peak hour total traffic 08/17/2024 Baseline

Synchro 10 Report
Page 1

Lanes, Volumes, Timings
4: Gulfview Dr. & Coronado

08/17/2024

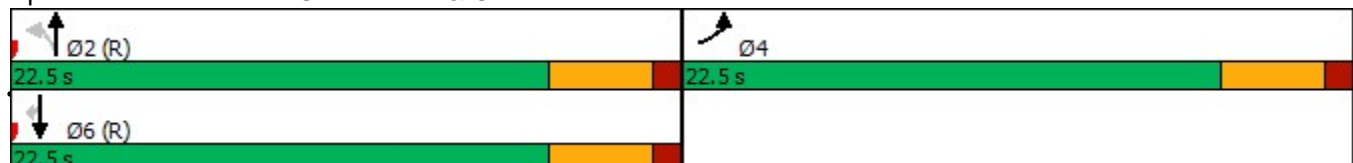


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (s)	22.5		22.5	22.5	22.5	22.5
Total Split (%)	50.0%		50.0%	50.0%	50.0%	50.0%
Maximum Green (s)	18.0		18.0	18.0	18.0	18.0
Yellow Time (s)	3.5		3.5	3.5	3.5	3.5
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	4.5			4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Min	C-Min	C-Min	C-Min
Walk Time (s)	7.0		7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	10.9			25.1	25.1	25.1
Actuated g/C Ratio	0.24			0.56	0.56	0.56
v/c Ratio	0.54			0.52	0.44	0.43
Control Delay	15.9			8.0	7.3	2.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	15.9			8.0	7.3	2.3
LOS	B			A	A	A
Approach Delay	15.9			8.0	5.6	
Approach LOS	B			A	A	
Queue Length 50th (ft)	49			68	59	0
Queue Length 95th (ft)	73			129	111	33
Internal Link Dist (ft)	990			650	509	
Turn Bay Length (ft)						
Base Capacity (vph)	1380			1852	1972	1087
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.33			0.52	0.44	0.43

Intersection Summary

Area Type: Other
Cycle Length: 45
Actuated Cycle Length: 45
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 8.1
Intersection LOS: A
Intersection Capacity Utilization 58.3%
ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4: Gulfview Dr. & Coronado



Intersection

Int Delay, s/veh 1.6

Movement EBT EBR WBL WBT NBL NBRLane Configurations 

Traffic Vol, veh/h 89 86 57 51 0 0

Future Vol, veh/h 89 86 57 51 0 0

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage0# - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 97 93 62 55 0 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 190 0 323 144

Stage 1 - - - - 144 -

Stage 2 - - - - 179 -

Critical Hdwy - - 4.12 - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy - -2.218 -3.518 3.318

Pot Cap-1 Maneuver - - 1384 - 671 903

Stage 1 - - - - 883 -

Stage 2 - - - - 852 -

Platoon blocked, % - - -

Mov Cap-1 Maneuver - - 1384 - 640 903

Mov Cap-2 Maneuver - - - - 640 -

Stage 1 - - - - 883 -

Stage 2 - - - - 813 -

Approach EB WB NB

HCM Control Delay, s 0 4.1 0

HCM LOS A

Minor Lane/Major MvmNBLn1 EBT EBR WBL WBT

Capacity (veh/h) - - - 1384 -

HCM Lane V/C Ratio - - -0.045 -

HCM Control Delay (s) 0 - - 7.7 0

HCM Lane LOS A - - A A

HCM 95th %tile Q(veh) - - - 0.1 -

Intersection

Int Delay, s/veh 1.2

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations 

Traffic Vol, veh/h 8 17 129 9 15 130

Future Vol, veh/h 8 17 129 9 15 130

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Stop Stop Free Free Free Free

RT Channelized - None - None - None

Storage Length 0 - - - - -

Veh in Median Storage 0# - 0 - - 0

Grade, % 0 - 0 - - 0

Peak Hour Factor 92 92 92 92 92 92

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 9 18 140 10 16 141

Major/Minor Minor1 Major1 Major2

Conflicting Flow All 318 145 0 0 150 0

Stage 1 145 - - - - -

Stage 2 173 - - - - -

Critical Hdwy 6.42 6.22 - - 4.12 -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 - - 2.218 -

Pot Cap-1 Maneuver 675 902 - - 1431 -

Stage 1 882 - - - - -

Stage 2 857 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 667 902 - - 1431 -

Mov Cap-2 Maneuver 667 - - - - -

Stage 1 882 - - - - -

Stage 2 847 - - - - -

Approach WB NB SB

HCM Control Delay, s 9.6 0 0.8

HCM LOS A

Minor Lane/Major Mvmt NBT NBR WBLn1 SBL SBT

Capacity (veh/h) - - 811 1431 -

HCM Lane V/C Ratio - - 0.034 0.011 -

HCM Control Delay (s) - - 9.6 7.5 0

HCM Lane LOS - - A A A

HCM 95th %tile Q(veh) - - 0.1 0 -

Intersection						
Int Delay, s/veh	6					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕	↕	↕	↕
Traffic Vol, veh/h	440	121	134	66	17	554
Future Vol, veh/h	440	121	134	66	17	554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Free
Storage Length	-	-	-	0	1000	-
Veh in Median Storage, #	0	0	-	0	-	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	132	146	72	18	602
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	218	0	-	0	1234	-
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	1088	-
Critical Hdwy	4.12	-	-	-	6.42	-
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	-
Pot Cap-1 Maneuver	1352	-	-	-	195	0
Stage 1	-	-	-	-	881	0
Stage 2	-	-	-	-	323	0
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1352	-	-	-	121	-
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	323	-
Approach	NB	SB		SE		
HCM Control Delay, s	9.1	0		40		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	SELn1	SELn2	SBT	SBR
Capacity (veh/h)	1352	-	121	-	-	-
HCM Lane V/C Ratio	0.354	-	0.153	-	-	-
HCM Control Delay (s)	9.1	0	40	0	-	-
HCM Lane LOS	A	A	E	A	-	-
HCM 95th %tile Q(veh)	1.6	-	0.5	-	-	-

Lanes, Volumes, Timings
4: Hamden Drive & Fifth Street

08/17/2024

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	17	17	77	60	3
Future Volume (vph)	20	17	17	77	60	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939				0.994	
Flt Protected	0.973			0.991		
Satd. Flow (prot)	1702	0	0	1846	1852	0
Flt Permitted	0.973			0.991		
Satd. Flow (perm)	1702	0	0	1846	1852	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	1333			685	562	
Travel Time (s)	30.3			15.6	12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	18	18	84	65	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	102	68	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	21.7%			ICU Level of Service A		
Analysis Period (min)	15					

RESPONSES TO DRC COMMENTS
FLD2025-03006 – 405 CORONADO DRIVE

- ENGINEERING

1. Written acknowledgment of all Engineering (including Stormwater, Traffic, Utilities and Environmental) conditions/comments is required.
➤ Acknowledged. Applicant will comply with written acknowledgements to all conditions/comments.
2. Plans submitted have been reviewed for general engineering criteria only, additional comments (including Stormwater, Traffic, Utilities and Environmental) may be forthcoming upon submittal of a Building Permit Application.
➤ Acknowledged.
3. Applicant shall be responsible for maintaining all landscaping, hardscaping, and lighting located within Right of Way.
➤ Acknowledged.
4. Work on right-of-way shall require a permit with the appropriate entity.
➤ Acknowledged.
5. Per Sec. 47.181, bring all sidewalks and ramps adjacent to or as part of the project up to Standards, including ADA.
➤ Acknowledged. Applicant will comply with this request.
6. Contractor shall request an easement inspection prior to any construction near an easement.
➤ Acknowledged. Contractor will comply with this request.

- ENVIRONMENTAL

1. Continue to provide erosion control measures on plan sheet and provide notes detailing erosion control methods. Note: all silt fencing and other erosion control measures will be installed prior to the commencement of site work and maintained throughout the project.
➤ Acknowledged.
2. Provide stormwater vault specifications showing the vault provides water quality benefits, and provide a vault maintenance schedule that has been signed and accepted by the owner.
➤ Acknowledged.

- FIRE

1. This building is determined to meet the criteria of a High Rise Building as defined by the Florida Fire Prevention Code 8th Edition. Shall meet the requirements of NFPA 101 2021 edition section 11.8 High-Rise Buildings. Please acknowledge prior to CDB.
➤ Acknowledged.
2. Separate plans and permits will be required for Fire Alarm, Fire Sprinkler, Fire Line Underground work. Please acknowledge and describe on plans Prior to CDB.
➤ Acknowledged. See description on plans attached hereto.
3. An approved water supply capable of supplying the required fire flow for fire protection shall be provided. Hydrant shall meets the requirements of NFP 1 2021 Edition Section 18.4 Fire Flow Requirements for Buildings. Please Acknowledge Prior to CDB.

➤ Acknowledged.

4. Additional FDC required for this building. Shall meet the requirement of NFPA 14 2019 edition chapter 7 section 7.12 Fire Department Connections. Please acknowledge intent to comply Prior to CDB.

➤ Acknowledged.

- LAND RESOURCE

1. Please provide an irrigation plan.

➤ An irrigation plan will be provided as a condition of permit as approved by the Planning Director.

2. Please acknowledge:

Shell, rock, gravel, and any similar material are not acceptable landscape materials per CDC 3-1204.B and will not be approved during the Landscape Final.

➤ Acknowledged.

- PLANNING

1. Please note that additional comments may be generated at or after the Development Review Committee (DRC) meeting based on responses to DRC comments. Substantial redesign or unresolved issues will delay the ability to receive a Development Order and another DRC meeting may be required.

➤ Acknowledged.

2. All plans and supporting documents must match. Additionally, any changes to plans, elevations, and other supporting documents must be coordinated for consistency across all documentation to move forward.

➤ Acknowledged.

3. Pursuant to Fla. Stat. § 166.033, “Within 120 days after the municipality has deemed the application complete, or 180 days for applications that require final action through a quasi judicial hearing or a public hearing, the municipality must approve, approve with conditions, or deny the application for a development permit or development order. Both parties may agree to a reasonable request for an extension of time, particularly in the event of a force majeure or other extraordinary circumstance.”

➤ Acknowledged.

4. Revised applications that are not timely resubmitted to address DRC conditions, or for which a request for an extension of time is not received and agreed upon in a timeframe consistent with Florida Statutes, may be denied.

➤ Acknowledged.

5. In order to be reviewed by the Community Development Board (CDB) on June 17, 2025, electronic version of all updated materials must be submitted no later than 12:00pm on May 9, 2025.

➤ Acknowledged.

6. Acknowledge that no perimeter fence or wall is being proposed as part of the project.

➤ Acknowledged.

7. On page 3 of the Specific Criteria responses – response 10 states that wrong development agreement number. Modify with recent approved HDA 2024-09001 approval with the approval date by City Council on February 20, 2025.

➤ Acknowledged. See revised narrative with correct approval number and date.

8. The project is in the Small Motel character district of Beach by Design which supersedes the CDC with respect to development parameters. Any item not covered by Beach by Design defers back to the CDC. The submittal must include consistent and detailed written information and supporting graphics regarding the project meeting all requirements of the Small Motel character district, Design Guidelines, and all other requirements of Beach by Design (BBD). Provide all dimensions, diagrams and details required by Beach by Design. Fully address all requirements of Beach by Design. This application will may move forward all applicable requirements of Beach by Design are addressed, with all required dimensions, diagrams, details clearly provided. Specifically: As required to confirm compliance, please provide the following information: building footprint in SF; isometric or axonometric drawings to show offsets of more than five feet and to clearly show building facade dimensions; elevations showing the percentages of windows or architectural decoration; elevations showing the theoretical building volumes.
 - Acknowledged. Please see Beach by Design narrative attached along with sheets A1-10 to A1-12 (Elevations), Sheets A1-13 to A1-14 (Opening & Façade Decoration Percentage Calculations), and Sheet A1-15 (Isometric Building Mass Stepping & Offset Dimensions).
9. It appears portions of the proposed building encroaches into the required sight visibility triangles, please modify the proposed building footprint on all plans to comply with the sight visibility triangle requirements of CDC Section 3-904.A.
 - Acknowledged. Plans have been revised to comply with sight visibility triangle requirements (see Landscape Plan and Architectural Sheet A1-1).
10. The application - page 2 indicates an ISR of 71.9 percent but the Site Data table on C1.1 says 0.868, Please clarify.
 - Application has been corrected to reflect correct ISR of 0.868.
11. The application, page 1 of the Beach by Design Criteria narrative indicates that there is no part of the floor that exceeds 25,000 square feet. Provide a calculation on plans of the actual building area between 45 and 100 feet to confirm compliance.
 - Acknowledged and confirm compliance. Please see Sheets A1-6 to A1-9 for building area calculations for levels above 45 feet. Floor plates range between 16,500sf to 23,500sf between 45-100ft in height.
12. Provide language regarding the proposed location of the mechanical equipment and please clarify how (1) this will be accomplished and (2) how the equipment will be screened. The note must include the following details; “Mechanical equipment will be screened from view from adjacent properties and rights-of-way with fencing and or landscaping.”
 - Acknowledged and provided on plans. All rooftop and site mechanical shall be fully screened from view from adjacent properties and rights-of-way with fencing and/or landscaping.
13. Provide all dimensions of all on-street parking spaces and confirm compliance with visibility requirements to the satisfaction of Public Works.
 - Acknowledged and confirm compliance; dimensions provided on plans.
14. Provide the dimensions of all building projections and overhangs and confirm compliance with the CDC Sec. 3-908.D.1 including but not limited to a maximum 24 inches of extensions into a setback area that linearly extend 50 percent or less of the width of the building.
 - Acknowledged and confirm compliance; dimensions provided on plans (see Architectural Sheet A1-1 and Civil Plans).

15. Remove proposed signage from all plans, including elevations.

➤ Acknowledged and removed.

16. Provide details, dimensions and locations of the optional water feature on all Site Plans or remove from the east elevation.

➤ Acknowledged and removed.

17. Although it appears on all Floor Plans that all parking garage spaces meet the minimum width—which means structural support columns do not encroach into parking spaces. Please acknowledge and confirm.

➤ Acknowledged and confirmed. All standard parking spaces are 9ft wide by 18ft long, exclusive of columns. All handicap spaces are 12ft by 18ft with the 5ft by 18ft circulation clearance required. Please see Architectural Sheets A1-1 to A1-5 for parking levels.

- PUBLIC UTILITIES

1. Acknowledge and call out on drawings - - Contractor is required to field verify the existing and locations of all underground utilities and other features prior to proceeding with any proposed construction. The contractor may consult the utility owner's record drawings, but the utility owner and the engineering do not guarantee, by implication or otherwise, the accuracy of these record drawings. Site contractor shall be financial for any modifications required other than shown on plans. The contractor shall verify the locations, elevations, and dimensions of all existing utilities and shall notify the engineer in writing of any deviation from the plans.

➤ Acknowledged and will comply.

2. Acknowledge and call out on drawings -If the proposed project necessitates infrastructure modifications to satisfy the site-specific water capacity and pressure requirements and/or wastewater capacity requirements, the modifications shall be completed by the applicant and at their expense. If underground water mains and hydrants are to be installed, the installation shall be completed and in service prior to construction in accordance with Fire Department requirements.

➤ Acknowledged and will comply.

3. Acknowledge and call out on drawings -The contractor shall coordinate with the city regarding existing water meters, backflow devices and meter box removal, along with sewer lateral abandonment including RCW service prior to finalization of plans to the satisfaction of Public Utilities Department Staff.

➤ Acknowledged and will comply.

4. Acknowledge and call out on drawings -The existing gravity main size and new purposed lateral size, including pipe material to be used, shall be included on the building permit plans to the satisfaction of Public Utilities Department Staff.

➤ Acknowledged and will comply.

5. Acknowledge and call out on drawings -All water meters, Fire detector assembly and fire hydrants to have uninstructed clearance around devices, also apparatus and device not to be located behind fences Public Utilities shall have access.

➤ Acknowledged and will comply.

6. Acknowledge and call out on drawings -Reclaimed water is available for the project's irrigation needs, please call out RCW service size and location on drawings.

- Acknowledged and will comply.
- 7. Consideration – RCW service as option for cooling tower water make up.
 - Acknowledged and will comply.
- 8. Acknowledge and call out on drawings -at this time, Fire hydrants not permit to be connected to RCW main, please correct drawings shown on C5.1
 - Acknowledged and will comply.
- 9. Acknowledge and call out on drawings -All sewer pipe and manhole shall be considered privately owned and maintained by others within project limits.
 - Acknowledged and will comply.
- SOLID WASTE
 1. Where will the compactor be located? Compactor should be secluded to keep areas from interfering with one another.
 - See revised plans showing compactor. Acknowledged.
 2. Every solid waste vehicle is higher than 11ft. Please show a solid waste truck template for servicing purposes. Solid waste vehicles should not have to interfere with other vehicles when servicing the property.
 - See revised plans showing template. Acknowledged. Solid waste is handled in the south service area. The waste/loading area is exclusively for waste and loading. No public vehicular access is routed through the area during waste removal. A portion of the waste area is revised to 23ft in height for waste truck use. Waste dumpsters are staged within the loading space. Minimum height throughout the remainder of the loading area is 11ft.
- STORMWATER
 1. Please acknowledge on the response letter of the condition below: Per City of Clearwater Stormwater Drainage Criteria, construction plans to be submitted at the building permit application shall show proposed lot grading including directing runoff to the designed destination, said grading plan when implemented shall not adversely impact adjoining properties.
 - Acknowledged and will submit with building permit application.
 2. Provide a comprehensive drainage narrative with supporting drainage calculations and geotechnical report demonstrating that the redevelopment criteria and underground chambers requirements of City of Clearwater Drainage Criteria Manual are met.
 - Acknowledged and will submit with building permit application.
- TRAFFIC ENGINEERING
 1. Please provide confirmation that no ramp with parking exceeds 6% slope. Reference: Section 3 - 1402.I.10.
 - Acknowledged and noted on plans. All ramps are 6% maximum slope.
 2. SVTs:
 - 1—Missing SVTs at corners along 5th St.
 - 2—Multiple minor SVT Encroachments have been identified:
 - a—Loading/Solid Waste area by 5 feet.
 - b—South entry by 2-3 feet on both sides.

- Acknowledged and noted on plans. Please see Architectural Sheet A1-1 and Civil Plans.