

**ANCLOTE HARBOR APPLICATIONS
APPLICANT'S RESPONSES
To
BOARD OF COMMISSIONERS QUESTIONS**

I. RESPONSES TO QUESTIONS AT THE DECEMBER 8, 2020 BOARD OF COMMISSIONERS' HEARING

Note: The question numbers are based on the first Staff Report Addendum prepared by Renea Vincent, Planning Director, dated December 14, 2020. The questions that have been previously answered by the City staff in that Addendum are not repeated in this Response.

	Questions	Applicant Response
6	Pre- & Post Grading Plan	<p>Pre & Post Grading Plans were provided to the City electronically on Monday, December 14 and paper copies provided on Tuesday, December 15.</p> <p>The final grading plans will be included in the Final Development Plan.</p>
7	Tree Removal/ Replacement Plan	<p>Applicant is aware of and will comply with City's requirements on tree removal and replacement. The plan submitted with the PDP is preliminary and will be updated as the Final Development Plan is prepared.</p> <p>Applicant's desire is to maintain as many trees onsite as possible, given the other site requirements such as the elevation of the site to meet FEMA minimum elevations.</p>

8	Reclaimed Water Availability	<p>There is an existing reclaimed water line south of the project within the Live Oak Boulevard right-of-way. The Applicant will extend the reclaimed water line to the site if the City commits to providing water capacity to serve the project.</p> <p>The Applicant proposes New Condition #6 to confirm this.</p>
9	Landscaping Irrigation Plans	<p>Provided there is capacity in the reclaimed water service, the Applicant intends to use reclaimed water for irrigation on site.</p> <p>The Applicant will provide the detailed irrigation plans as part of the Construction Plans.</p>
10	Bus Shelter based on Pasco County service	<p><u>Pinellas County</u> does not have routes that travel north of Tarpon Avenue.</p> <p><u>Pasco County</u> does have a route that travels south from Holiday/ New Port Richey along US 19 headed to Tarpon Mall.</p> <p>There are currently 2 bus stops near the project- the first one is ½ mile north of the site and the second stop is ½ mile south of the site.</p> <p>We will continue to work with Pasco County Public Transportation and if a bus shelter is needed at our site, we will coordinate that with them, and designated it on the Final Development Plan.</p>
11	Building Architecture	<p>The Applicant develops award-winning communities and will ensure a high quality of design for the project. Additionally, the site is not within the City's Historic District where design guidelines apply.</p>

12	Number/ Percentage of EV capable spaces to be provided	Applicant will install conduit in the parking areas at all 5 buildings so that additional EV spaces can be provided in the future as demand increases.
13	Preliminary Signage	<p>Applicant designs and installs unique signs at each project that exhibit a high quality of design in a landscaped setting. The sign for Anclothe Harbor will be designed consistent with Applicant's high design standards and in compliance with the City's sign regulations.</p> <p>Examples of signs at other Morgan properties will be shown at the public hearing.</p>
14	Gopher Tortoises	<p>The listed species report identified that there are gopher tortoises on site. The current regulations REQUIRE developers to relocate the tortoises to a designated and approved preserve. The Applicant does intend to relocate the tortoises subject to permit approval.</p> <p>Please also see Response #B to Commissioner Karr's question in this document for more detail about the relocation process. John Miklos, President, Bio-Tech Consulting, will be available at the public hearing for questions.</p>
15	Submerged Land	The project surveyor has confirmed that the State has claimed ownership of the submerged land. The surveyor did not have data that would confirm whether or not the site ownership was via a TIFF deed.

16	Sidewalks on US 19 from Site to Pinellas Trail	<p>There is an existing 5' sidewalk along the entire length of the site's frontage that makes a direct connection to the Pinellas Trail at the southern boundary of the project site. As a spur that serves only this Project, the existing 5' in width is more than sufficient. The City should also consider the physical challenges of expanding this spur to the same width as the main Trail (see below analysis).</p> <p>Although the sidewalk improvements would be eligible for Parks & Recreation impact fee credits, it is suggested that the City could make better use of the impact fees to build a sidewalk or trail connection in another part of the City where one does not currently exist.</p> <p>The challenges related to expanding the existing sidewalk are:</p> <ul style="list-style-type: none"> • The area for a sidewalk expansion is constrained by wetlands on east side and an existing drainage swale on the west side. • Due to these constraints, an extensive retaining wall and railing will be required for the expanded sidewalk. • Bridge narrows width around sidewalk for portion of frontage • If wider sidewalk is required by City, best engineering practices to ensure all ADA standards are met would be to remove existing sidewalk and replace it with a new sidewalk and new retaining wall, new handrail and new boardwalk. • Kimley Horn estimate of cost = \$420,000 includes design & permitting • City solution may not be permittable & does not appear to
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		<p>include retaining wall, handrail, design & permitting in its cost estimate</p> <ul style="list-style-type: none"> • Cost of New Sidewalk is Impact fee creditable for Parks & Recreation fees if required
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II. RESPONSES TO COMMISSIONER KARR'S ELECTRONIC MAIL DATED DECEMBER 28, 2020

A	<p>Planner</p> <ul style="list-style-type: none"> • Target Level for LEED Certification • Tree Mitigation • Buffer from Anclote River 	<ul style="list-style-type: none"> • Several organizations, including LEED, certify green building standards for projects. The National Green Building Standard (NGBS) is a green building rating/certification system specifically developed for residential projects and is approved by the American National Standards Institute (ANSI). The Applicant has experience constructing NGBS Bronze certified projects and will commit to achieving the Bronze certification through NGBS for Anclote Harbor. Revised Condition 3 confirms this commitment. • The Applicant will retain as many trees on site as feasible and will comply with the tree fund mitigation as required. Please also see Response #7 in this document. • ALL of the buildings will be more than 75' from the Anclote River. The closest building to the River is 175' distant and the other 3
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	<ul style="list-style-type: none"> Undeveloped Acres between stormwater ponds & Anclote River 	<p>buildings range from 350'-400' from the River.</p> <ul style="list-style-type: none"> The area between the north edge of the parking lot and the river will not contain any buildings and will be used primarily for stormwater management and the preserved unimpacted eagle buffer area. This area is 16.26 acres.
B	<p>Environmental</p> <ul style="list-style-type: none"> Bucket Vs. Backhoe Capture of Gopher Tortoises 	<p>The process of bucket trapping involves digging a hole at the mouth of a gopher tortoise burrow and installing a 5 gallon bucket. The tortoise will then fall into the bucket when it tries to exit the burrow. Since the tortoise is unable to climb out of the bucket, the tortoise remains in the bucket until the Authorized Agent retrieves it.</p> <p>With the excavation method, a backhoe is used to dig close to the bottom of the burrow, with a PVC pipe used to guide the operator down the burrow. The PVC pipe not only follows the burrow down but also pushes the tortoise to the bottom of the burrow. When getting near to the bottom of the burrow, a Florida Fish and Wildlife Conservation Commission Authorized Agent will hand dig to reach the bottom of the burrow and the tortoise.</p> <p>The advantages to the excavation method as compared to the bucket method are many including: the risks to injuring or death to a tortoise are lessened; it ensures a capture of all of the tortoises on the site; it allows capturing the commensal species that also live in the</p>

		<p>burrow; and this method is more effective.</p> <p>There are several risks associated with bucket trapping such as heat exhaustion or death of the tortoise while waiting to be retrieved depending on the time of year and temperatures; missing a tortoise in the 30 day inspection period; missing a tortoise in the burrow since more than one tortoise can live in the same burrow; and not being able to capture the commensal species that also live in the burrow.</p> <p>John Miklos and Bio-Tech Consulting have facilitated the retrieval and relocation of approximately 13,000 tortoises over the past 28 years, most of which were obtained via excavation. Bio-Tech Consulting is an expert in the field and has more than a dozen Authorized Agents on its staff approved by Florida Fish and Wildlife Conservation Commission for this tortoise process.</p>
C	<p>Landscape Architect</p> <ul style="list-style-type: none"> Request to provide additional trees along US 19 Request to add Washingtonian palms adjacent to buildings 	<p>The entire frontage of the site is encumbered by an easement to Duke Energy who must review and approve all trees and landscaping plantings in the easement. The Applicant will investigate planting additional trees at the entrance, subject to review and approval of Duke Energy.</p> <p>In the experience of the Applicant and his landscape architects, Washingtonian palms are very susceptible to lethal disease and decay issues. For that reason, the Applicant does not include this species in their projects.</p>

D	Building Architecture	At the next public hearing, the Applicant will present photographs of existing Morgan developments demonstrating the high level of design quality of their projects. Please see also Response #11 in this document.
E	Traffic Engineer <ul style="list-style-type: none"> • U-Turns on US 19 • Distance of U-Turn from project driveway • Is Southbound U-Turn needed if Second access is built? • Can U-Turn be signalized? 	<ul style="list-style-type: none"> • The offset Left-Turn Median Openings are a requirement of FDOT for this project. • The distance from the driveway to the U-Turn will be specifically determined through the formal FDOT permitting process for the driveway. • Yes, FDOT will require the U-Turns for both northbound and southbound turning movements. • This decision will be made by FDOT during the permitting process. FDOT indicated that they do not currently think the signalizing will be allowed since it would not meet the warrants for a traffic signal.
F	Hays Road Request Applicant permit and build road	Please refer to separate document regarding Hays Road entitled "Applicant Response to Board of Commissioners Request for Second access via Hays Road."
G	Project Parking <ul style="list-style-type: none"> • Width of Parking Spaces • Guest Parking Spaces 	<ul style="list-style-type: none"> • Parking spaces dimensions are 9' x 18' on a two-way drive aisle, as required by the City's Code. • The City's parking requirements do not have a separate requirement for guests, except for

		the clubhouse and pool and parking has been provided for these two areas. The project complies with the total number of required parking consistent with the City's Code.
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III. RESPONSES TO COMMISSIONER VATIKIOTIS' LETTER DATED DECEMBER 29, 2020

H	<p>Significance of Project to City</p> <p>The Anclote Harbor project is a significant project in the City and will make significant financial contributions to the City and other governmental agencies as confirmed by the following data:</p> <ul style="list-style-type: none"> • <u>\$1.4 Million New Ad Valorem Taxes Generated Annually by the Project</u> <p>City's annual share of New Ad Valorem Taxes- \$379,659 County's share of New Ad Valorem Taxes- \$372,978 School Board's annual share of New Ad Valorem Taxes- \$454,389 Additional \$207,101 New Ad Valorem Taxes to support EMS, Health Department, PPC, SWFWMD, Juvenile Welfare Board and Suncoast Transit Authority.</p> • <u>\$ 2.9 Million New Impact Fees paid by the Project including:</u> <p>Transportation Impact Fees- \$573,680 Water Impact Fees- \$937,280 Sewer Impact Fees- \$652,864 Parks & Recreation Impact Fees- \$393,492 Library Impact Fees- \$140,188 Police Impact Fees- \$ 138,996 Fire Impact Fees- \$119,099 General Government Impact Fees- \$29,775</p> • <u>New Local Spending by new residents estimated at \$8 million</u> • <u>New Jobs for the Community estimated at 356 new jobs</u> • <u>New Customers to patronize the Sponge Docks, Historic Downtown and all of City's businesses</u> • <u>New Franchise Fees paid to City on Utilities</u>
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I ***Comprehensive Plan and Land Development Code Consistency***

A detailed evaluation of the project's consistency with both the *Comprehensive Plan* and *Land Development Code* has been submitted by the Applicant as part of the Rezoning Application and is in the Agenda Package.

With regard to the specific comments about consistency, the Applicant proposes the following responses and solutions:

- **Reclaimed Water**: There is an existing reclaimed water line south of the project within the Live Oak Boulevard right-of-way. The Applicant will extend the reclaimed water line to the site provided the City commits to water capacity to serve the project. The Applicant proposes New Condition #6 to confirm this. Please also see Response #8 in this document.
- **Multimodal Enhancements**: The Applicant has designed the site to encourage nonvehicular transportation throughout the site and off site as well. There is a pedestrian path that traverses the entire site and it also connects with the nature preserve in the southeast peninsula. The Applicant has provided for Electric Vehicle charging stations within the site and enabled station expansion as demand increases. The project currently is connected to the Pinellas Trail via a sidewalk along US 19 and ultimately to the Anclote Nature Park, the Sponge Docks, the canoe/ kayak launch and Dog Park on Live Oak Street, the Historic Downtown, and Anderson Park. Please also see Response #16 in this document.
- **Recreation/ conservation easements**: The Applicant proposes a *Future Land Use Map* amendment to change the designation of the 6 acre upland nature preserve in the southeast peninsula from Office Category to Recreation/ Open Space category. The R/OS Category allows only recreation and open space uses on the site and does not allow residential development. While a conservation easement can be changed with limited public input, once the R/OS Plan Amendment is approved, it will require 4 public hearings to revise it. Therefore, the Plan Amendment has more finality than a conservation easement and requires public hearings and public input to revise or change it in the future.

There has been some discussion suggesting that the upland nature preserve be designated with the Preservation Plan Category (P) instead of the Recreation/ Open Space Category (R/OS). The Recreation/ Open Space Category is the most appropriate category for the upland nature preserve based on the policies of the *Future Land Use Element* as summarized below:

- The primary uses of R/OS Category include public/ private open space and public/ private park, which match exactly to the intended uses of the upland nature preserve.
- The primary uses of Preservation Category include nondevelopable environmental areas such as tidal wetlands, non-tidal wetlands, undeveloped barrier islands, 25 year floodplain, natural drainageways, etc., which are primary uses that do not currently exist on the upland nature preserve and which will not be created in the preserve.

	<ul style="list-style-type: none"> • The R/OS Category DOES NOT allow any residential development, which is consistent with the pending Preliminary Development Plan and the Applicant's intent for the nature preserve. • The R/OS Category will allow the construction of trails, lighting, benches, and emergency phones within the nature preserve while the Preservation Category does not allow these improvements. The Applicant must have the ability to make these improvements to the preserve in order to obtain insurance for this area of the project.
J	<p>Gap Study</p> <p>The Applicant verbally presented the results of this analysis at the Planning & Zoning Board Hearing and to the Commission at their first hearing. Although this study is not a required submittal for the pending applications, the Applicant prepared a written report to summarize the analysis and submitted it to the City on December 30, 2020. The Gap Study was prepared by Christopher Hatton, P.E., Senior Vice President and Kelly Fearon, P.E., Traffic Engineer, both employed as traffic engineers with Kimley Horn. Mr. Hatton has over 29 years of experience specifically in traffic engineering and Ms. Fearon has over 5 years of experience in the same field.</p> <p>In response to the comments raised by Commissioner Vatikiotis, Kimley Horn performed additional analysis on available gaps along US 19 for the Anclote Harbor project. While field trials indicated that a 5- second gap is sufficient to perform the ingress and egress movements along US 19, Kimley Horn researched other available data regarding the gap timing required to make the turning movement in the Offset Left-Turn Median Opening and identified information from FDOT.</p> <p>The Florida Department of Transportation (FDOT) <i>Manual on Uniform Traffic Studies (MUTS)</i>, Table 8-1, Transportation Research Board, Highway Capacity Manual, Washington, D.C., TRB 2010, Exhibit 19-10, Page 19-15, identifies a 6.9 second gap is estimated to be needed for right turns (egress from the proposed project) from minor street (i.e., project driveway). A right turn from a minor street is a similar vehicular movement to the movement of cars making a right turn to exit the Anclote Harbor site. When this standard of a 7- second gap is compared to the available gaps adjacent to the project, the results indicate that a sufficient number of available gaps are anticipated on US 19 adjacent to the proposed project to meet the demand of the project (See data in Tables 1 and 2 below).</p> <p>The original gap study identified the total number of gaps greater than or equal to 5 and 10 seconds, respectively. As an example, a gap with a total duration of 46 seconds (at the 7:03 AM minute mark for northbound traffic) was counted as only ONE (1) usable gap for either the 5- second criteria or the 10- second criteria, even though the total duration would have allowed adequate time for multiple car movements. Clearly, this method underestimates the number of cars that can make the movement within the total gap duration. Therefore, this gap study was updated to show the number of gaps in seconds for either a 7-second or 10-second gap based on the <u>total elapsed time of the gap</u>.</p>

The two tables below identify the number of available 7 and 10 second gaps using this revised methodology. For example, in the northbound direction at 7:02 AM minute mark there are 2 gaps: one gap of 39 seconds in duration and another gap of 11 seconds in duration. The first gap of 39 seconds in duration allows for three 10- second gaps, representing three car movements. The 11 second gap allows for one 10- second gap, representing one car movement. When the two gaps are added together, there are a total of four available 10- second gaps for four car movements at the 7:02 AM minute mark. Strictly based on total duration, the amount of gap seconds totals 50 seconds or five 10- second gaps. However still, a conservative number of four (4) 10 second gaps were used in the evaluation.

Table 1 and **Table 2** below show the results of the more detailed evaluation for the AM and PM peak hours on US 19 adjacent to the Anclote Harbor project location.

Table 1: Northbound US 19 Gap Analysis

Northbound – US 19					
US 19 Peak Hour	Project Traffic*	Number of Gaps >= 5 Seconds	Number of Gaps >= 10 Seconds**	Number of 10 Second Gaps (Based on Total Gap Duration in Seconds)***	Number of 7 Second Gaps (Based on Total Gap Duration in Seconds)***
7 AM to 8 AM	70	159	86	155	249
4 PM to 5 PM	46	94	34	47	81

*Northbound to Southbound U-Turns (Exiting Peak Hour Trips)

**Gap times range from 10 seconds to 86 seconds

***A conservative calculation of available gap duration in seconds was utilized

Table 2: Southbound US 19 Gap Analysis

Southbound – US 19					
US 19 Peak Hour	Project Traffic*	Number of Gaps >= 5 Seconds	Number of Gaps >= 10 Seconds**	Number of 10 Second Gaps (Based on Total Gap Duration in Seconds)***	Number of 7 Second Gaps (Based on Total Gap Duration in Seconds)***
7 AM to 8 AM	70	88	29	55	103
4 PM to 5 PM	46	160	53	94	173

*Northbound to Southbound U-Turns (Exiting Peak Hour Trips)

**Gap times range from 10 seconds to 74 seconds

***A conservative calculation of available gap duration in seconds was utilized

Mr. Hatton will be present at the public hearing and will answer further questions about the gap study and how its results demonstrate adequate time for exiting and entering the site.

	<p>It should be emphasized that in order to receive a driveway permit to US 19, the Applicant will be required to prepare and submit a detailed analysis to FDOT for their review and approval. This analysis will address the timing of merge movements, the location and lengths of each U-turn lane and other technical issues. A driveway permit for the site will ONLY be issued by FDOT when the agency is convinced that the proposed access is safe and meets ALL of their regulations.</p>
K	<p>Site Access to US 19- Proposed U Turns</p> <p>The Anclote Harbor project proposes to use U-turns on US 19 for access to the site. These U-turns currently exist throughout US 19 in North Pinellas County due to FDOT’s retrofitting ALL of the former full median openings to the safer channelized U-turn method. Clearly, the use of U-turns on this section of US 19 is not a novel idea but is a familiar turning movement for all travelers on US 19.</p> <p>There are many residential, commercial, institutional and recreational uses along this section of US 19 that currently have the same U-turn access to their site as is proposed for Anclote Harbor. These existing projects that DO NOT have a full median opening to access their site and are accessed via a U-turn on US 19 include the following major developments:</p> <ul style="list-style-type: none"> • <u>Residential Developments</u> Riverwatch Single Family Development Tarpon Shores Mobile Home Park Stonehedge Mobile Home Park Woods at Anderson Park Multifamily Development Sun Valley Mobile Home Park Tarponaire Mobile Home Park Cypress Pointe Single Family Development • <u>Commercial Developments</u> Reload Gun Range (includes Retail store and Indoor Gun Range) Hampton Inn & Suites AMC Movie Theater • <u>St. Pete College in Tarpon Springs</u> • <u>Anderson Park</u>
L	<p>Second Access to Hays Road</p> <p>Please see separate document entitled “Applicant Response to Board of Commissioners Request to Second Access via Hays Road.”</p>

**ANCLOTE HARBOR APPLICATIONS
APPLICANT RESPONSE
To
BOARD OF COMMISSIONERS REQUEST
For
SECOND ACCESS VIA HAYS ROAD**

I. ORIGINAL WAIVER REQUEST

From the first application for a Conceptual Development Plan in June, 2020 up to and including the pending applications, the Applicant has consistently requested that the sole access to the site be via US 19 and has requested a waiver of the second access. An analysis was included as part of the original application submitted on August 20, 2020 that demonstrated that the waiver to provide a second access meets the City's *Land Development Code* Section 78.0. An excerpt from the RPD Project Narrative explaining the justification for this Waiver is re-printed below.

"IV. COMPLIANCE WITH RESIDENTIAL PLANNED DEVELOPMENT REQUIREMENTS

...

2. Provision of One Access to Site

The project has frontage on only one improved road which is U.S. Highway 19 on the western boundary of the site. There is an unimproved 40' right-of-way that dead ends into the site on the eastern boundary of the site. This right-of-way is labeled as Hays Road on the Pinellas County Property Appraiser's website. This unimproved right-of-way is located south of the entrance to the Sail Harbor residential development on Jasmine Avenue, runs west from Jasmine Avenue and terminates at the project site's eastern boundary. The project does not propose to use this unimproved Hays Road right-of-way for several reasons:

- The right-of-way is only 40' in width which does not meet the City's minimum width for local roads.
- If improved to function as a local road, the new traffic from the multifamily development will travel through and in proximity to existing single family homes.

Therefore, based on the inadequate right-of-way and infeasibility of a road in this location, the project proposes only one access point via U.S. Highway 19. Since the development has more than 100 units which requires two access points, this Application is requesting a waiver to develop with only one access point on U.S. Highway 19. Based on this analysis, the waiver for provision on only one access point complies with two waiver criteria: Superior Alternatives (limit traffic impact on existing nearby single family

residential) and Technical Impracticality (right-of-way width not in compliance with City's requirement)."

II. ADDITIONAL INFORMATION ABOUT IMPACT TO WETLANDS AND NATURE PRESERVE

Since the last hearing, the Applicant evaluated the potential access to Hays Road in more detail and identified that additional wetlands within the project will be impacted due to the construction of the new driveway connection to Hays Road and the stormwater management area to serve the road. The new onsite wetland impacts are estimated as 1.52 acres in size, meaning that 1.52 acres of wetlands will have to be removed from their existing location and mitigated elsewhere on the site. Additionally, this wetland is under the jurisdiction of the Army Corps of Engineers (ACOE) and a permit will be required from this agency in order to remove the wetlands and mitigate for them. The ACOE permit is a lengthy process that can take one or more years to achieve, which time delay is expected to negatively affect the construction schedule by reducing the amount of time for construction outside of the eagle nesting season. The new connection to Hays Road will also reduce the size of the uplands nature preserve on the southeast peninsula. By avoiding impacts to the wetlands and the nature preserve, the waiver to not provide a second access meets a third waiver criteria of "Protection of Significant Features."

III. APPLICANT'S ADDITIONAL RESEARCH ON HAYS ROAD

There is only one option for a second access since the Anclote River and wetlands prevent access along the north or south borders, respectively, leaving only one right-of-way adjacent to the site's east border. This partial right-of-way is named Hays Road and it begins at the east edge of the site and from there extends east to Jasmine Avenue where it terminates. There is presently no road constructed within the Hays Road right-of-way. The existing right-of-way is substandard since at 40' in width, it is substantially less than the City's minimum width of 50' for a local road. The Hays Road right-of-way is split between the County and City as to jurisdiction, which means that construction will require a permit from Pinellas County as well as the City.

During the public hearings, the Applicant has heard the concerns of the Commissioners about their desire for a second access and has evaluated this road construction in detail. There are significant physical challenges to building this road that will make it impossible for the Applicant to build the road. Please refer to **Exhibit 1**, Secondary Access Exhibit, that illustrates the challenges involved in building a road within the existing right-of-way. Based on the information available to date, these challenges include the following issues:

- The existing Hays Road right-of-way is 40' in width, which is substantially less than the City's minimum 50' width for a local road.
- The construction of the road will require fill material and grading due to the difference between the elevation of the existing grade of 4' and the required grade for the road of 8'.

- The construction of the road including the fill material and grading will require grading on private property outside of the right-of-way. To make this work possible, the adjacent property owners will need to grant additional right-of-way and/ or easements for this work. Only a government, such as the City or Pinellas County, has the authority to obtain right-of-way and/ or easements from these property owners through their powers of eminent domain.
- Due to the narrow substandard right-of-way, there is not enough room to install a sidewalk on even one side of the road and also comply with the necessary grading.
- Based on aerial photographs, it appears that there are wetlands in the right-of-way that would be impacted by the road construction. The existing substandard right-of-way does not provide enough land area to mitigate for these wetland impacts.
- Like all development activity, the proposed road will require some method of stormwater management. The existing substandard right-of-way is not expected to be enough land area to build both the road and its stormwater management system.

Although all of these challenges contribute to the difficulty in the Applicant building the road, the need for additional right-of-way and/ or easements is insurmountable by the Applicant and can only be solved by the City or Pinellas County through their governmental authority of eminent domain.

IV. APPLICANT'S PROPOSED SOLUTION

In recognition and support of the City's interest in building the road and to assist the City in building the road, the Applicant proposes to make a major financial commitment that would provide the funds for the City to build this road. The estimated impact fees for the project are \$573,680 and the Applicant proposes to supplement those fees with a donation to the City of \$100,000 for a total of \$ 673,680 available for the road construction.

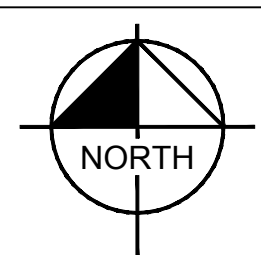
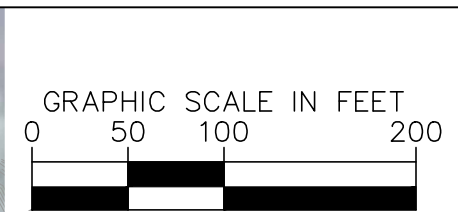
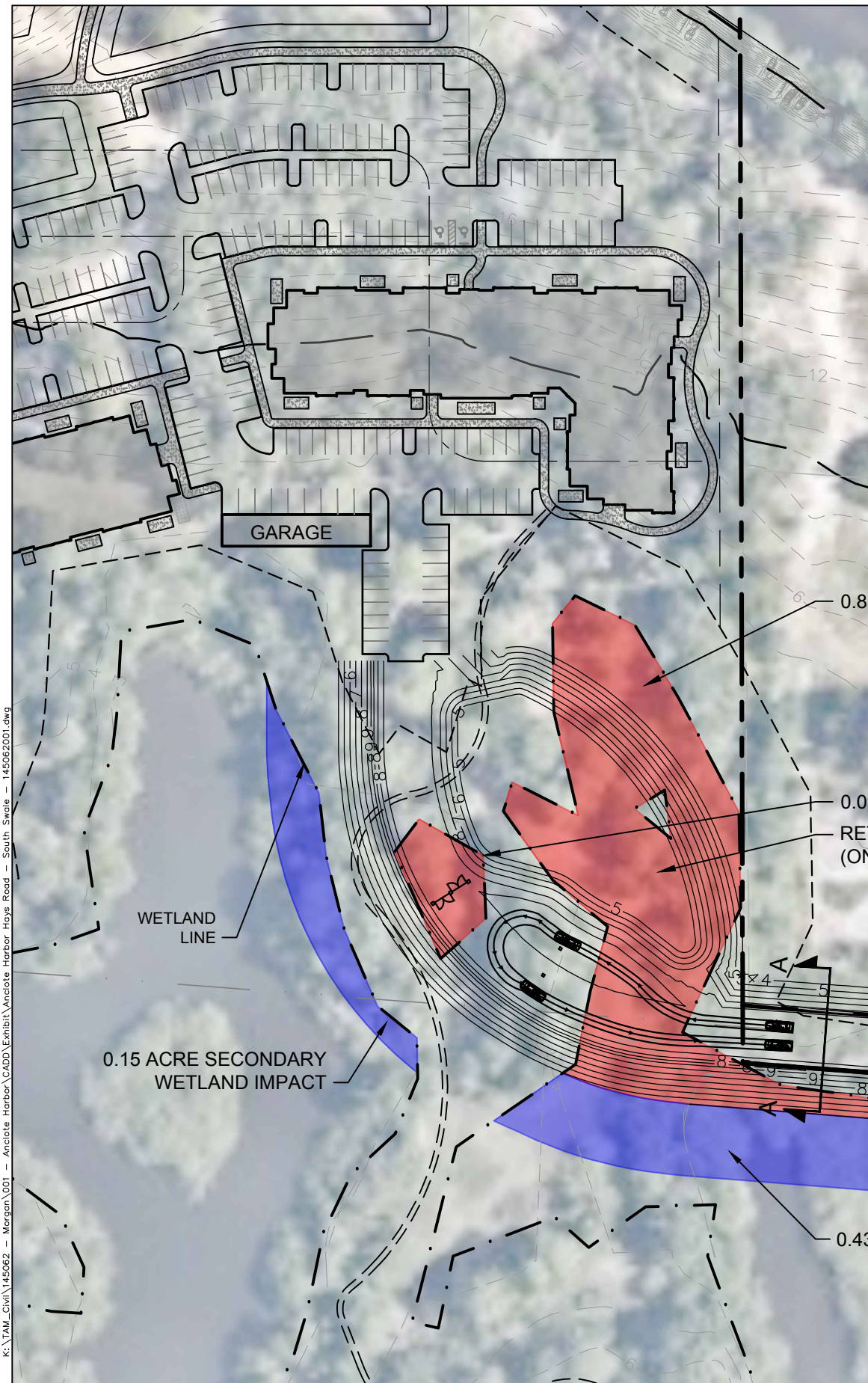
Utilizing FDOT Cost per Mile Estimating for an Undivided 2 Lane Rural Road, the Applicant's Engineer has estimated the construction cost for Hays Road to be \$ 509,000, excluding the cost of right-of-way and/ or easements. Therefore, the project's transportation impact fees and the Applicant's donation combined together are \$ 673,680, which exceeds the \$ 509,000 estimated cost of constructing Hays Road. If the City is in agreement with this proposal and builds the road, the Applicant will connect the project to the Hays Road right-of-way and revise the site plan accordingly.

The Applicant has proposed New Condition 5 to confirm this obligation and the proposed condition is re-printed below:

“Should the City elect to build Hays Road, the Applicant will connect the project to new Hays Road, pay transportation impact fees estimated at \$573,680, and will contribute an additional \$100,000 to the City to defray the City’s cost of construction of Hays Road east to Jasmine Avenue. The City agrees to notify the Applicant in writing of its decision to build, or not build, Hays Road within 90 days of Final Development Plan approval.”

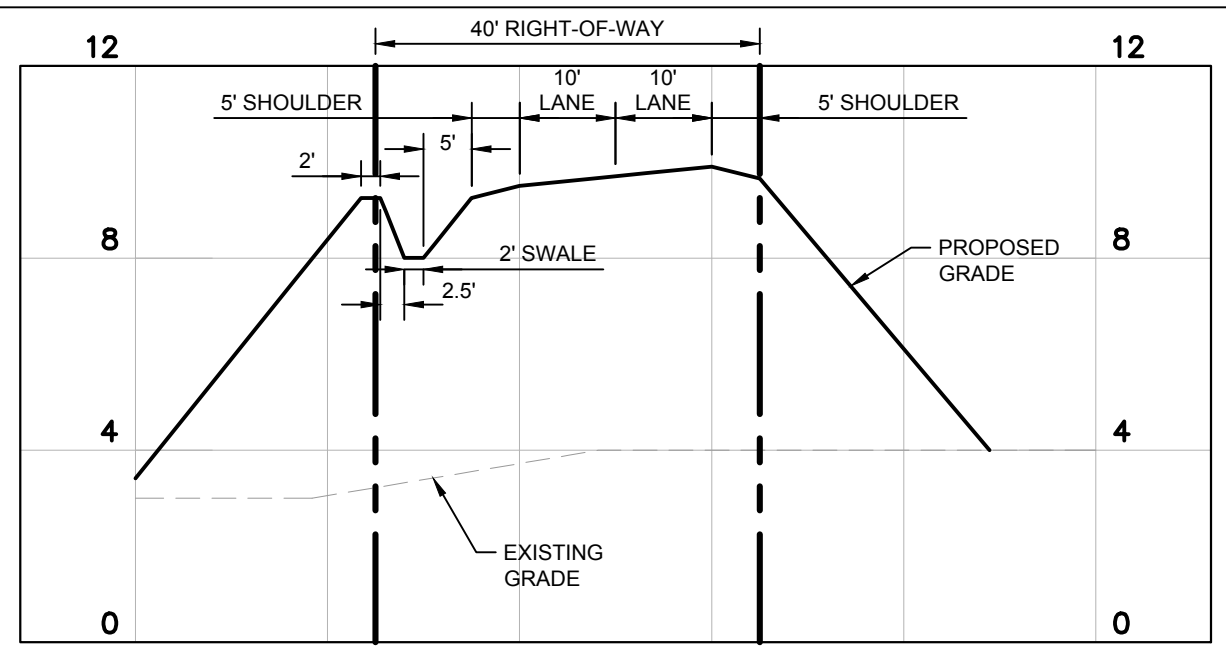
Attachments

Exhibit 1 Secondary Access Exhibit



LEGEND

- PROPERTY LINE
- WETLAND LINE
- 50' WETLAND BUFFER
- WETLAND IMPACT
- SECONDARY WETLAND IMPACT
- 1.52 AC
- TOTAL WETLAND IMPACT



SECTION A-A
SCALE: 1" = 20' HORIZ.
1" = 4' VERT.



**ANCLOTE HARBOR
SECONDARY ACCESS EXHIBIT**

TARPON SPRINGS, FLORIDA

MORGAN - ANCLOTE HARBOR

12/14/20 - 655 NORTH FRANKLIN STREET, SUITE 150 TAMPA, FL 33602 (813) 620-1460

