



# *City of Tarpon Springs, Florida*

PLANNING AND ZONING DEPARTMENT  
324 EAST PINE STREET  
P.O. BOX 5004  
TARPON SPRINGS, FLORIDA 34688-5004  
(727) 942-5611  
FAX (727) 943-465

**PLANNING & ZONING BOARD AGENDA  
NOVEMBER 16, 2020 REGULAR MEETING  
324 EAST PINE STREET, CITY HALL AUDITORIUM, 7:00 P.M.  
VIRTUAL PARTICIPATION IN THIS MEETING IS AVAILABLE**

- 1. CALL TO ORDER/ROLL CALL**
- 2. APPROVAL OF MINUTES**
  - a. October 19, 2020**
- 3. QUASI-JUDICIAL ANNOUNCEMENT AND SWEARING IN OF SPEAKERS**
- 4. APPLICATION #18-128: Site Plan Modification for Juniper Development, LLC to modify site layout for a medical and general office building previously approved under Site Plan Resolution 2020-08.**
- 5. APPLICATION #20-120: Site Plan Approval for a proposed retail building of 3,460 square feet located at 914 South Pinellas Avenue in the T5a transect district of the Special Area Plan (SAP).**
- 6. APPLICATION #20-109: Future Land Use Map Amendment and Rezoning for 8.61 acres of property located Anclothe Isles Subdivision from Future Land Use Map (FLUM) designation Commercial Recreation (CR) to FLUM designation Residential Low (RL), and, from zoning designation Waterfront Development (WD-1) district to Residential Planned Development (RPD) district.**
- 7. APPLICATION NUMBERS 20-106, 20-107 AND 20-123 ALL PERTAIN TO THE FOLLOWING PROPERTY:** For 72.62 acres of property located at 42501 U.S. Highway 19 North:
  - a. #20-106 and #20-107: Preliminary Planned Development and Rezoning from General Business (GB) zoning district to Residential Planned Development (RPD) zoning district to allow for the construction of a 404-unit residential apartment development.**
  - b. #20-123: Conditional Use to allow establishment of a residential use in the Commercial General (CG) Future Land Use Map category.**
- 8. STAFF COMMENTS**

## **9. BOARD COMMENTS**

## **10. ADJOURNMENT**

If a person decides to appeal any recommendation made by the Planning & Zoning Board with respect to any matter considered at these meetings or hearings, they will need a record of the proceedings, and that, for such purpose, they may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. You are invited to attend the meeting to express your views or to present facts in regard to the case. Written comments may be addressed to the Planning & Zoning Department, P.O. Box 5004, Tarpon Springs, Florida 34688-5004, and will become part of the record. All documents submitted with the applications are on file and available for inspection in the Planning & Zoning Department, City Hall. Further information may be obtained from the Planning & Zoning Department, (727) 942-5611. Said hearing may be continued from time to time pending adjournment. Any person with a disability requiring reasonable accommodation in order to participate in these meetings should call (727) 942-5611 or FAX a written request to (727) 943-4651.

# **ANCLOTE HARBOR**

## **#20-106 [PRELIMINARY PLANNED DEVELOPMENT]**

### **#20-107 [REZONING]**

### **#20-123 [CONDITIONAL USE]**

---

Planning and Zoning Board – November 16, 2020



**CITY OF TARPON SPRINGS**  
PLANNING & ZONING DEPARTMENT



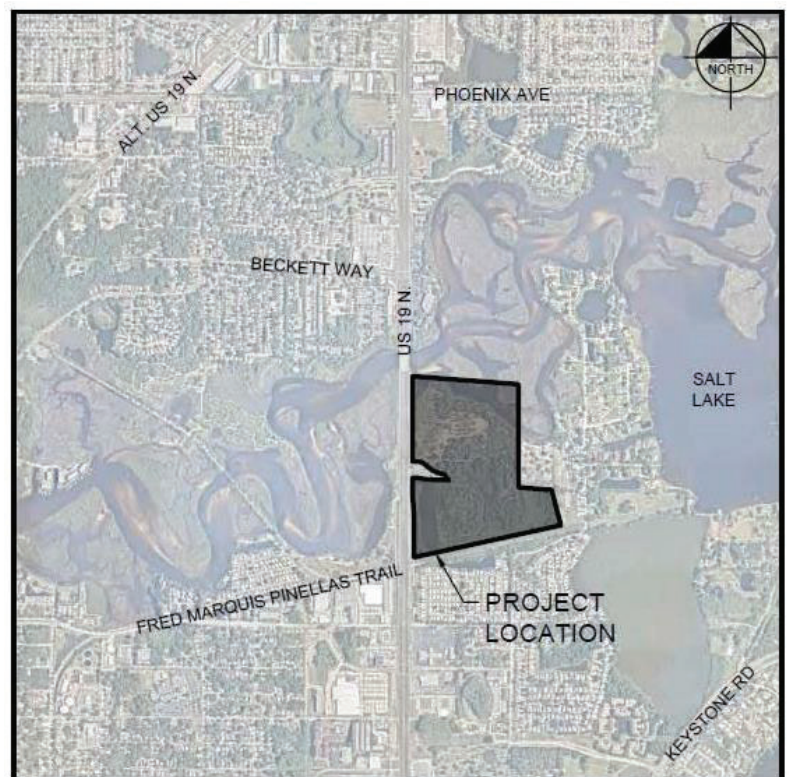
## SUMMARY OF REQUEST

### 42501 U.S. Highway 19 North

- Preliminary Planned Development on 64.17 acres
- Rezoning to Residential Planned Development (RPD)
- Conditional Use Approval to allow residential use

**Applicant:** Kamil Salame, Morgan Group Development LLC

**Owner:** Wal-Mart Stores



LOCATION MAP

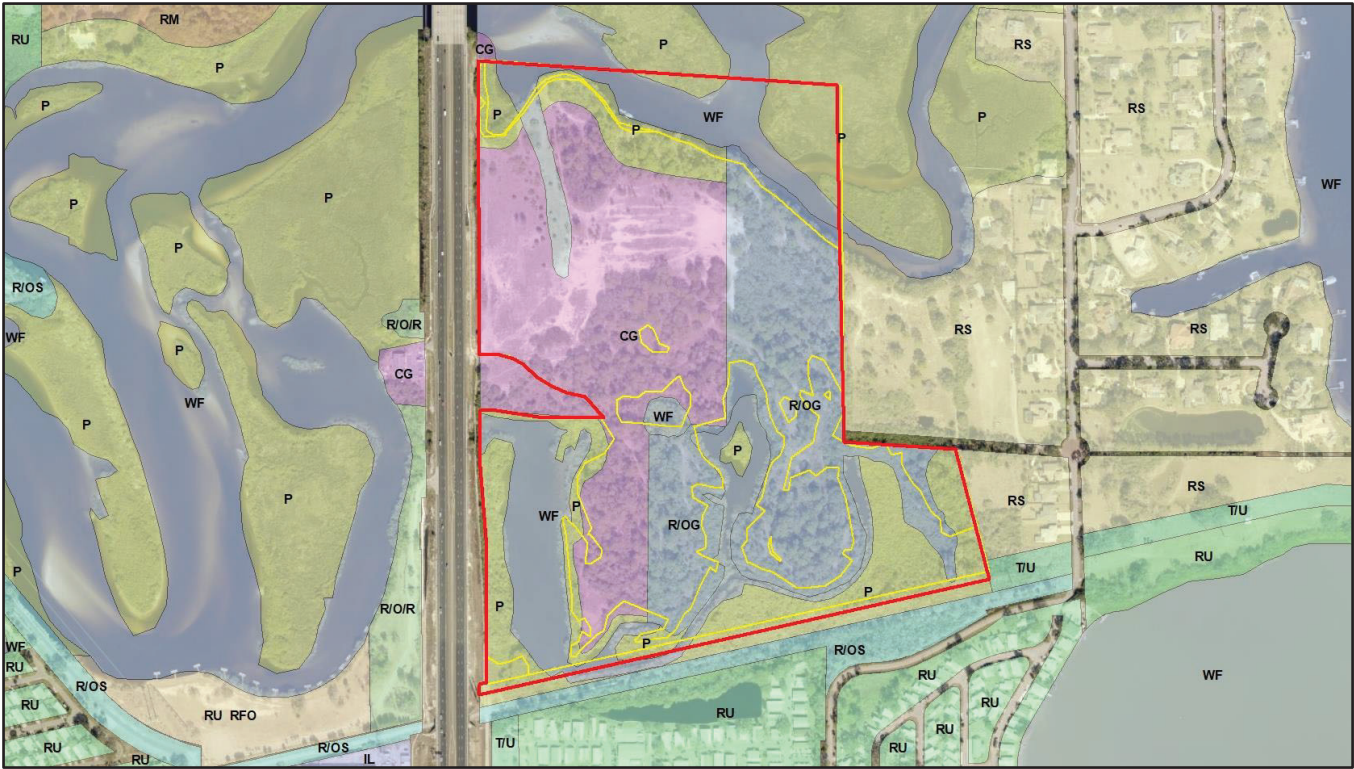


## LOCATION & CONTEXT



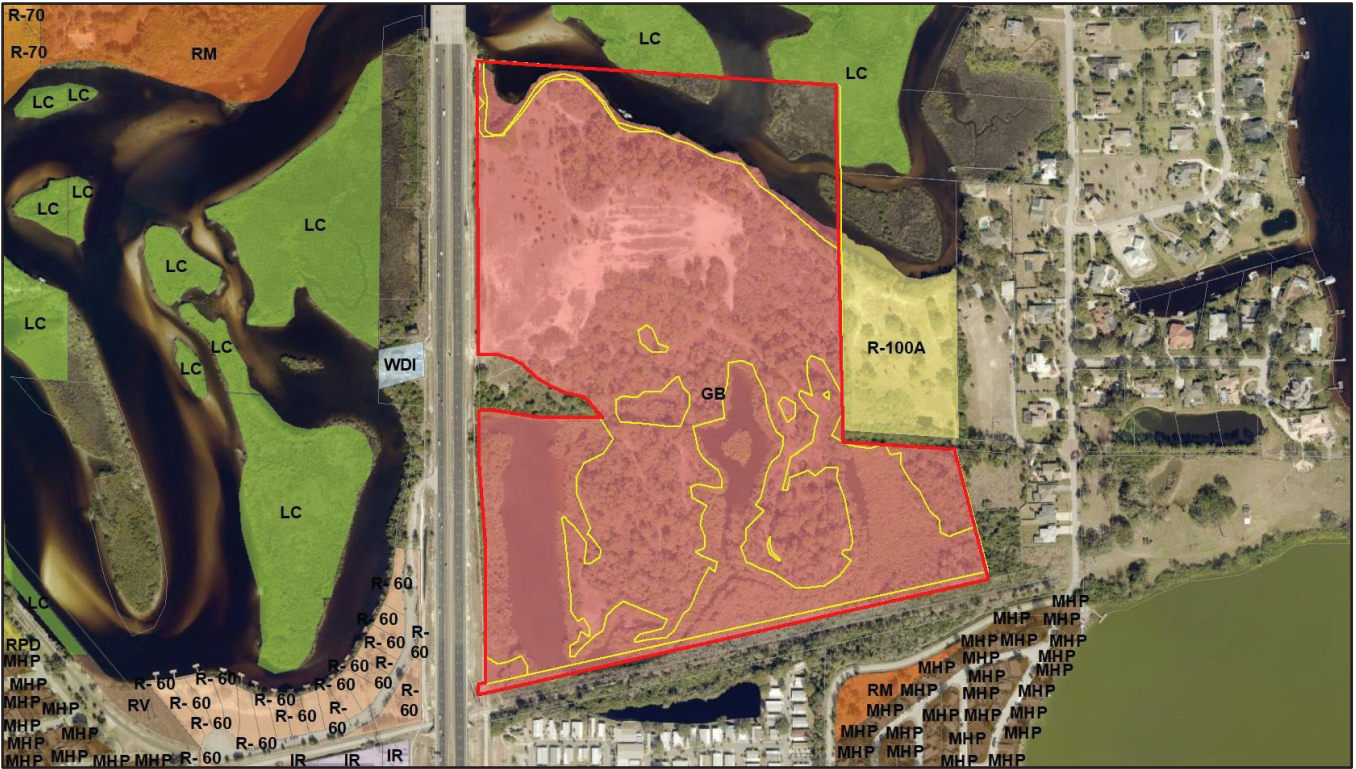


# FUTURE LAND USE





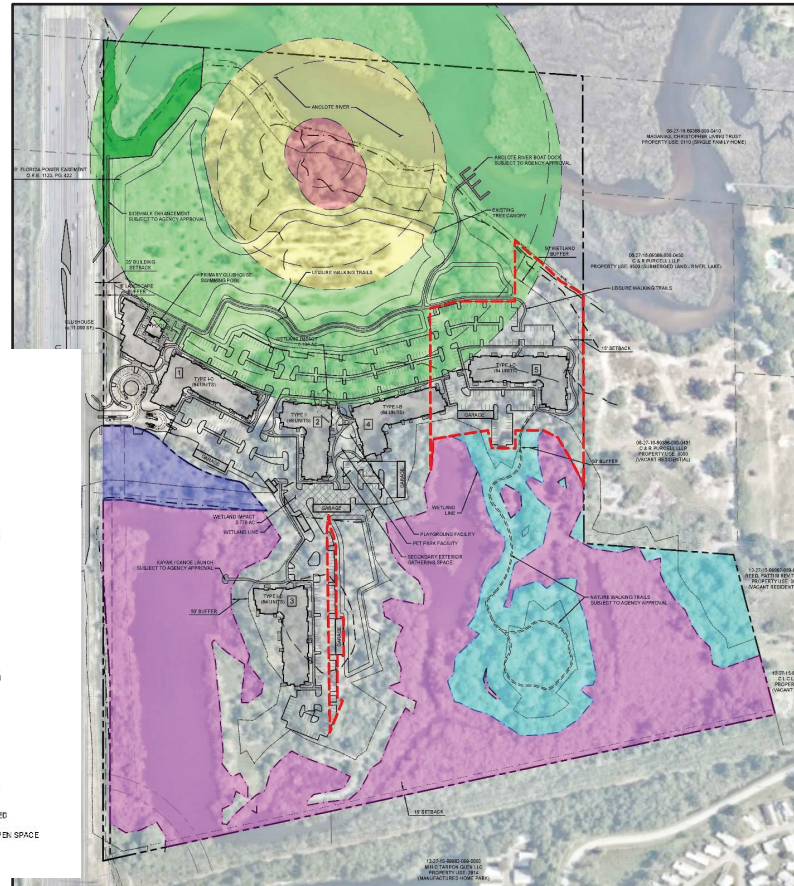
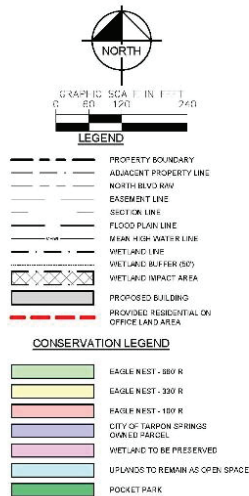
# ZONING





## PROJECT OVERVIEW

- Residential Planned Development
- 404 Multi-Family Units, 5 Buildings
- 64-acre site, 42 acres of uplands
- No change to the Future Land Use
- Proposed rezoning:  
General Business to  
Residential Planned  
Development



[illegible]



Left Elevation

3/32" = 1'-0"

PROPOSED HEIGHT 53 FEET



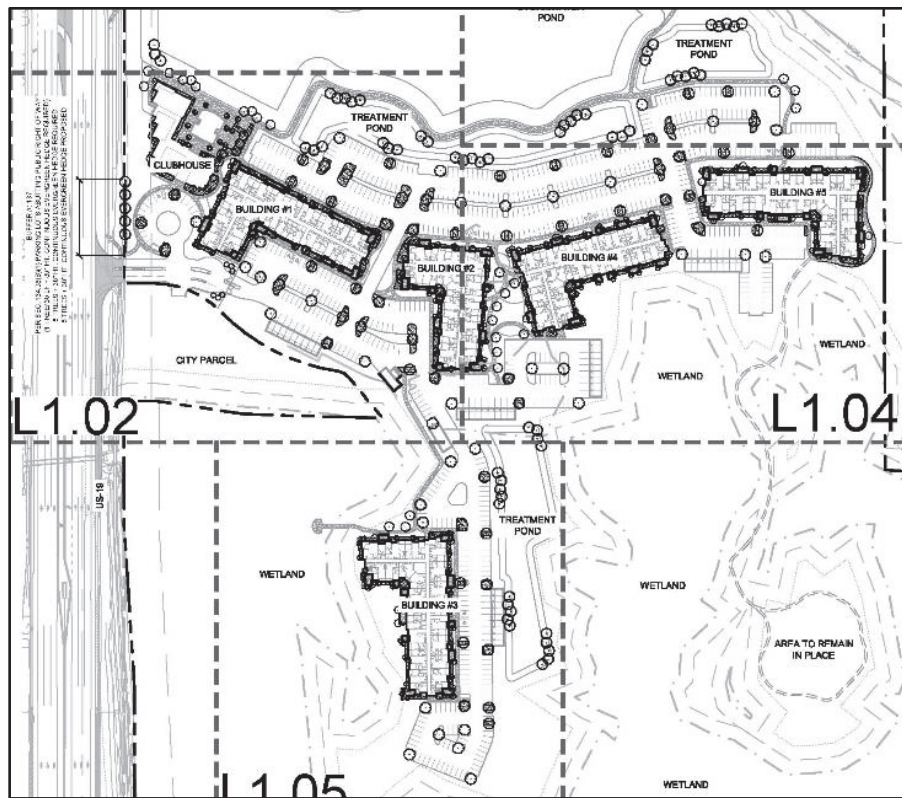
Right Elevation

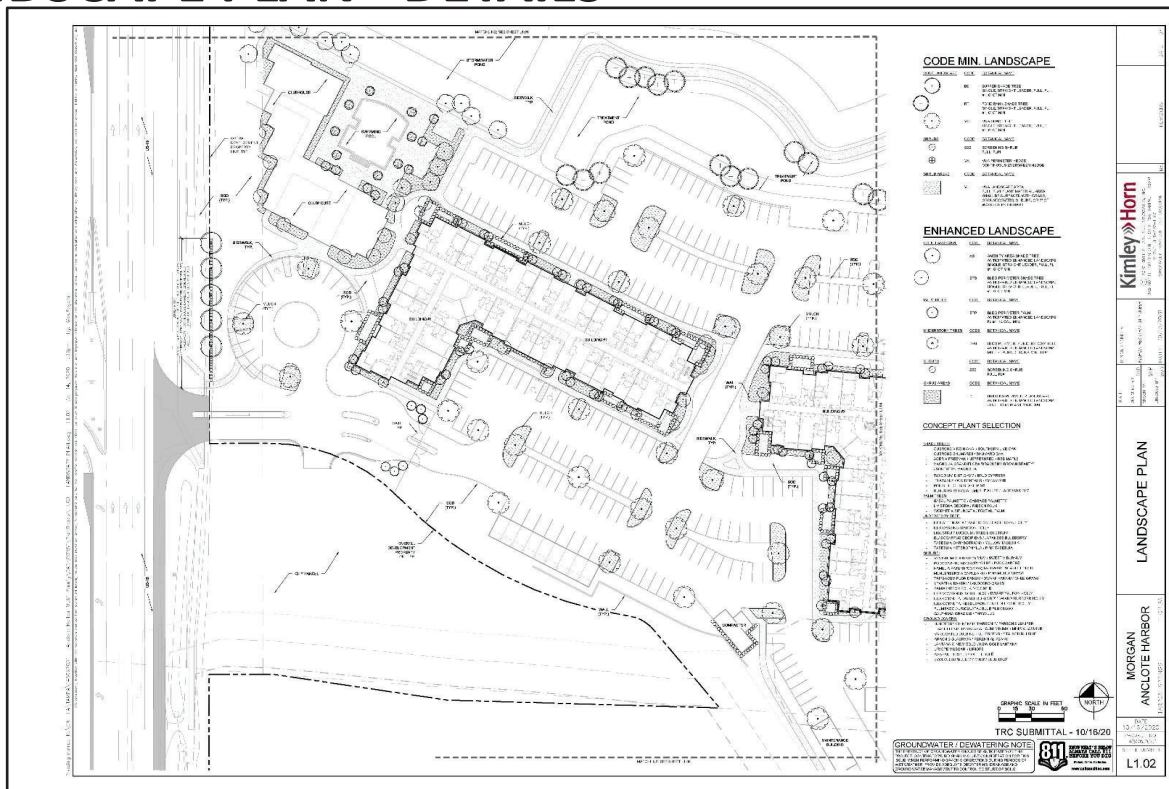
3/32" = 1'-0"

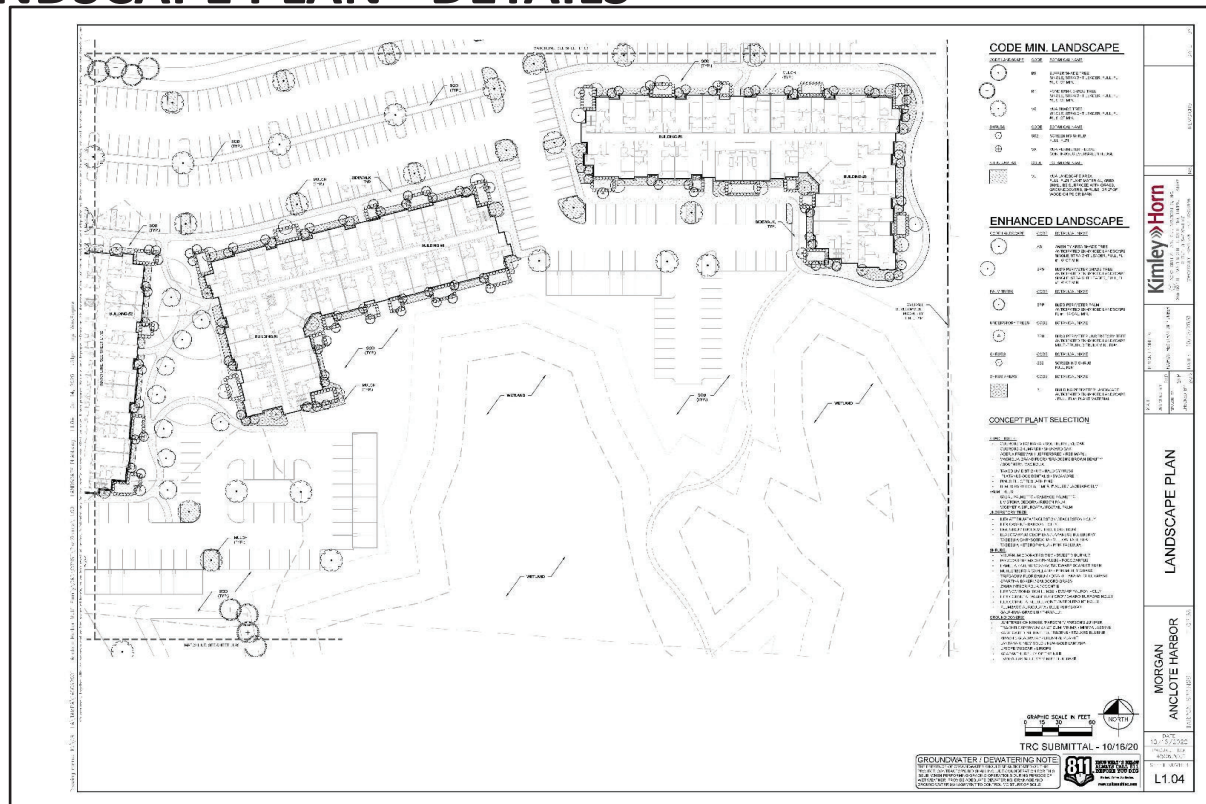
 SW 7005 Pure White Body Color 1, Panel & Trim	 SW 6176 Liveable Green, Body Color 2	 SW 9128 Green Onyx, Body Color 3	 SW 7061 Night Owl Shutters & Doors	 SW 6993 Black of Night Railings	 Georgetown Gray CertainTeed Landmark Shingles,
---	--	---	---	--	--

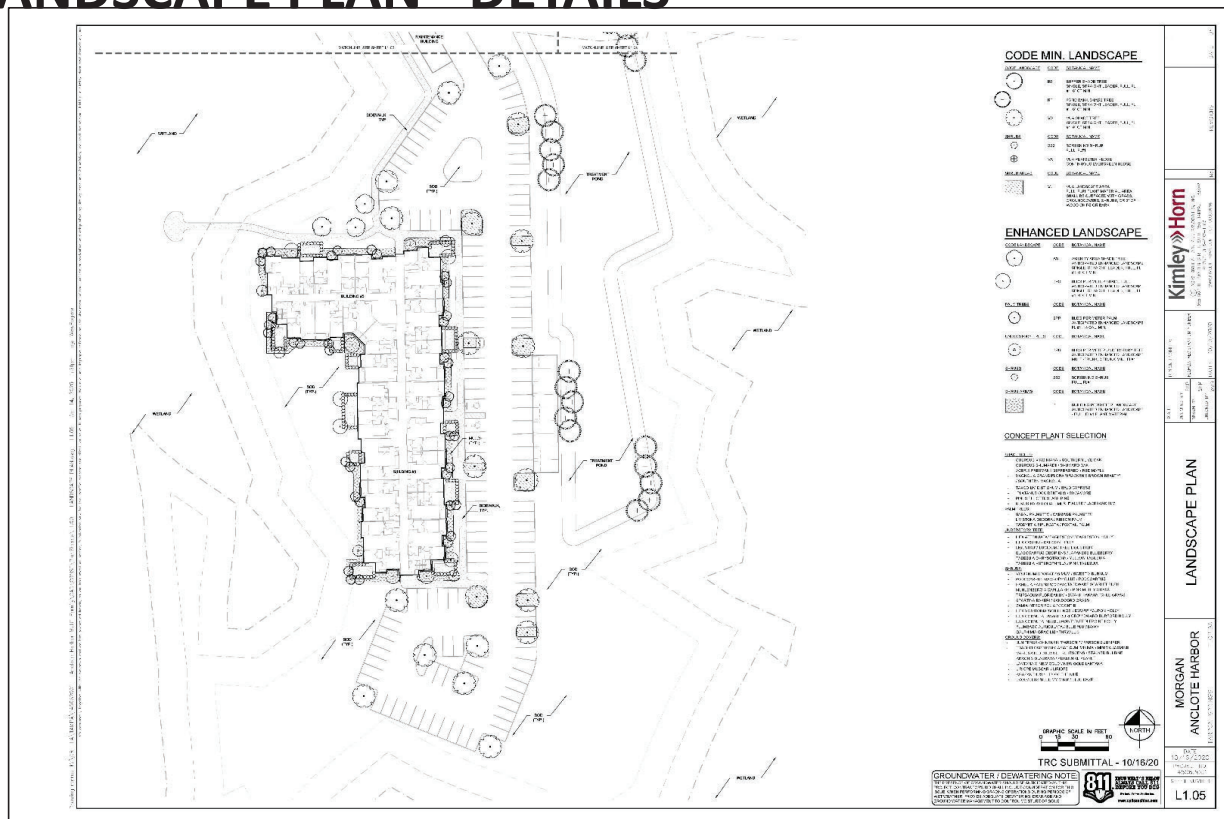
- 1 Primary Clubhouse Swimming Pool
  - +/-2,200 SF recreational swimming pool (per 404 units)
  - Poolside lounge cabanas and shaded community seating
  - Outdoor kitchen and grill area
  - Outdoor firepit
  - Community gathering and lounge space
- 2 Leisure Walking Trails
  - Circulation pathways throughout community and along retention ponds
  - Comfort stations with areas for seating and gathering
- 3 Secondary Exterior Gathering Space
  - Outdoor kitchen and grill area
  - Outdoor fire pit
  - Shaded community seating
  - Recreational yard games
- 4 Playground Facility
  - Recreational playground facilities geared towards families and young children
  - Shaded community seating
  - Water drinking fountains for residents
- 5 Pet Park Facility
  - Gated and fenced area for pet recreation and activity
  - Shaded community seating
  - Water drinking fountains for pets and residents
- 6 Kayak / Canoe Launch
  - Walking pathway with point of access for water recreation (subject to permitting / agency approval)
- 7 Anclote River Boat Dock
  - Walking pathway with boardwalk access for water recreation
  - Boat parking and pick-up / drop-off location (subject to permitting / agency approval)
- 8 Nature Walking Trails
  - Leisure pathway loop through preservation area (subject to permitting / agency approval)

 Pedestrian Circulation Pathway  
 Nature Walking Trail (subject to permitting / agency approval)  
 Pinellas Trail Off-site to the south











## LANDSCAPE PLAN - DETAILS

### US 19 Frontage Buffer:

- Southern Live Oak
- Southern Magnolia

### Surface Parking Lots:

- Southern Live Oak
- Sycamore
- Lacebark Elm
- Japanese Blueberry Tree
- Dahoon Holly
- Southern Wax Myrtle

### Pond Banks and Upland Perimeter:

- Bald Cypress
- Red Maple
- Sycamore
- Sabal Palm
- Slash Pine
- Southern Live Oak

### Building Façade:

- Southern Magnolia
- Sabal Palm
- Dahoon Holly
- Eagleston Holly
- Ligustrum Tree
- Japanese Blueberry Tree

### Amenity Areas:

- Southern Live Oak
- Shumard Oak
- Southern Magnolia
- Sycamore
- Slash Pine
- Sabal Palm
- Ribbon Palm
- Dahoon Holly
- Eagleston Holly
- Ligustrum Tree
- Japanese Blueberry Tree
- Yellow / Pink Tabebuia
- Foxtail Palm



## REVIEW CRITERIA (PRELIMINARY PLANNED DEVELOPMENT, REZONING, CONDITIONAL USE)

- 1) Consistent with Tarpon Springs Comprehensive Plan
- 2) Public facilities capacities sufficient to serve project
  - Transportation and wastewater infrastructure to be installed by the developer
- 3) Environmental criteria are met
  - Clustered multi-family design in 5 buildings, density reduced below allowable maximum
  - Provision of open space, recreational amenities, sustainable features
- 4) Compatibility, Affect on Adjacent Properties
  - Closest uses are residential; Larger surrounding area includes single family, mobile homes, apartments.
  - Site is buffered from adjacent lands via Anclote River, U.S. Highway 19 and proposed open space in the development layout.
  - Intent of conflict avoidance between residential and commercial uses in the Commercial General (CG) Future Land Use Map category is met.



## REVIEW CRITERIA – WAIVERS

(PRELIMINARY PLANNED DEVELOPMENT)

- 1) Request for a waiver to increase building height from a limit of 45 feet to a limit of 53 feet:
  - Increased height allows clustering of the units into 5 buildings and reduction of associated impervious surface/stormwater treatment area
  - Increased height is compatible with the neighborhood at this location
- 2) Request for waiver to allow only one vehicular access point to the development:
  - Proposed design of a four-lane entrance with median is an acceptable alternative to a second access point
  - City Fire Marshal concurs with the proposal



## STAFF RECOMMENDATION

### **#20-106, #20-107 Preliminary Planned Development and Rezoning –**

***Approval*** of the following:

- Ordinance 2020-34, Preliminary Planned Development and Rezoning
  - With waivers for height dimension and single project access point
  - With 19 conditions

### **#20-123 Conditional Use – *Approval*** of the following

- Resolution 2020-72, Conditional Use

### **Public Correspondence**

The project was properly noticed and one comment was received.



**CITY OF TARPON SPRINGS**  
**PLANNING & ZONING BOARD / BOARD OF COMMISSIONERS**  
**November 16, 2020 / December 8, 2020 & December 15, 2020**

**STAFF REPORT – November 10, 2020**

**Application No.** 20-106 Preliminary Planned Development  
20-107 Rezoning  
20-123 Conditional Use

**Project Title:** Anclote Harbor

**Staff:** Patricia L. McNeese, Principal Planner

**Applicant / Owner:** Kamil Salame, Morgan Group Development LLC /  
Wal-Mart Stores East LP

**Property Size:** 72.62 acres (64.17 acres of non-submerged land)

**Current Zoning:** General Business (GB)  
**Proposed Zoning:** Residential Planned Development (RPD)

**Current Land Use:** Commercial General (CG) and Residential/Office General (R/OG)  
**Proposed Land Use:** Commercial General (CG) and Residential/Office General (R/OG)

**Location / Parcel ID:** 42501 U.S. Highway 19 North / 06-27-16-89388-000-0420

**BACKGROUND SUMMARY:**

The Anclote Harbor project is a proposed multi-family development that includes 404 residential apartment units, a clubhouse, on-site recreational amenities, parking and stormwater facilities. The applicant is requesting a rezoning of the entire site to Residential Planned Development (RPD) along with approval of a Preliminary Planned Development. The applicant is also requesting Conditional Use Approval for a residential use in the Commercial General Future Land Use Map category.

**PRELIMINARY STAFF RECOMMENDATION:**

Staff recommends approval of the Conditional Use under Resolution 2020-72.

Staff recommends approval of the Preliminary Planned Development and Rezoning under Ordinance 2020-34 with the following conditions:

1. Details of the proposed method of wetland enhancement and preliminary coordination with the Southwest Florida Water Management District (SWFWMD) showing approval of the jurisdictional determination shall be submitted with the Final Development Plan. Final permits from the SWFWMD may be submitted prior to issuance of a building permit for site work.
2. A conceptual plan detailing the approach for eradication and future management of Brazilian pepper tree (*Schinus terebinthifolius*) for each habitat area of the site shall be submitted with the Final Development Plan. The final plan shall be submitted at the time of application for a building permit for site work in conjunction with the arborist's report and the final tree protection and mitigation plan. The City recognizes that it may be appropriate in some areas of



the site to address the tree protection requirements of Section 133.04(d) of the Land Development Code on an area-wide basis for habitats being preserved rather than using crown spread for individual trees.

3. A landscape plan with a site-specific planting schedule shall be submitted with the Final Planned Development and shall include appropriately sized species for driveway medians within the site.
4. The 50-foot buffer adjacent to the Anclote River shall remain and be managed as undisturbed uplands (hardwood conifer mix) and shall not be graded within the 25-foot wetland buffer required by the Southwest Florida Water Management District.
5. A plan for proposed lighting with shielded lighting and decorative poles shall be submitted with the Final Development Plan.
6. On site signs and sign poles shall be designed to match City of Tarpon Springs specifications for the downtown/Community Redevelopment Area (CRA). Details shall be included with the Final Development Plan.
7. The developer will be responsible for addressing the provision of Public Art pursuant to Article XVII of the Land Development Code as part of the Final Development Plan.
8. A detailed drainage plan meeting the requirements of Section 141.00 of the Land Development Code and requirements of the Southwest Florida Water Management District shall be submitted with the Final Development Plan.
9. Detailed plans for utilities connections and infrastructure, including wastewater forcemain construction shall be submitted with the Final Development Plan along with documented coordination from all applicable agencies and landowners affected by the construction. A Final Development Plan submittal that includes on-site infrastructure only may be scheduled for review by the Technical Review Committee (TRC). The submittal of the plans for the off-site (public) infrastructure will be required to be submitted and reviewed prior to scheduling for review by the Board of Commissioners.
10. The traffic study shall be revised in accordance with the City's comments and submitted with the Final Development Plan along with Florida Department of Transportation approval of the proposed roadway and access configuration.
11. An updated letter from the Florida Department of State documenting no change to the status of archeological resources on the site shall be provided with the Final Development Plan.
12. An application for Future Land Use Map amendment to Recreation Open Space (ROS) for the upland preserve area shall be submitted prior to, or at the time of, Final Development Plan submittal.
13. A map adjustment to the Preservation (P) area on the City's Future Land Use Map will be required to match the category designation to the delineated wetlands on site. The City will process the map adjustment concurrently with the Final Planned Development.
14. The Applicant will donate an approximate 1.84 acre parcel to the City for public recreation. Public access to the park shall be restricted to pedestrians and bicycles from the land, and watercraft from the river. The park site is generally located in the northwest portion of the site adjacent to the Anclote River and as generally located on the Preliminary Development Plan. Upon donation of this passive park land to the City of Tarpon Springs, the Applicant will work with the City to design and install improvements consisting of a riverfront pullout/rest area for kayaks and park furniture for sitting. The City will pursue any jurisdictional permits needed for work in shoreline/water areas. Improvements shall be installed prior to the issuance of a Certificate of Occupancy for the project.
15. The design of the residential buildings and clubhouse submitted for Final Development Plan approval shall be substantially similar to the architectural elevations that are a part of the



Preliminary Development Plan application; however, minor revisions to the architectural features of these buildings may occur without requiring a new Preliminary Development Plan Review. Minor revisions to the architectural features shall include but are not limited to changes to the color palette, the window pattern, siding and roofing materials and other similar features.

16. The proposed boat dock located adjacent to the Anclote River is subject to all applicable permitting requirements; and, upon the issuance of the applicable permits, the timing of construction of the dock will be determined by the Applicant in his sole discretion.
17. A construction management and mitigation plan as required by the applicable jurisdictional agencies to avoid/address listed species impacts including bald eagle, indigo snake and gopher tortoises shall be submitted with the application for a building permit for site work.
18. The developer is responsible for obtaining applicable permits from all other agencies, for meeting the minimum requirements of the Comprehensive Zoning and Land Development Code, and for payment of all requisite fees.
19. The applicant shall complete the process for a Final Development Plan pursuant to Section 82.00 of the Land Development Code. The Final Development Plan shall be submitted within one year of approval of the Preliminary Planned Development.

**CURRENT PROPERTY INFORMATION:**

<b>Use of Property:</b>	Vacant
<b>Site Features:</b>	Site is adjacent to the Anclote River and contains upland and wetland habitats.
<b>Flood Hazards:</b>	Site is located in flood zones X Unshaded, X Shaded and AE 9.00'
<b>Vehicle Access:</b>	Site is located adjacent to U.S. Highway 19 North, a major arterial roadway.

**SURROUNDING ZONING & LAND USE: (INCLUDES PARCELS BOTH WITHIN THE CITY AND WITHIN THE UNINCORPORATED COUNTY)**

	<b>Zoning:</b>	<b>Land Use:</b>
<b>North:</b>	Land Conservation (LC) and Residential Office (RO)	Preservation (P) and Residential/Office General (R/OG)
<b>South:</b>	<u>Right of Way:</u> Residential Agriculture (R-A) and Residential Medium (RM) <u>Residential:</u> Residential Mobile Home (RMH) and Mobile Home Park (MHP)	<u>Right of Way:</u> Preservation (P) and Recreation Open Space (ROS) <u>Residential:</u> Residential Urban (RU)
<b>East:</b>	Single Family Residential (R-100A) and Residential Agriculture (R-A)	Residential Suburban (RS)
<b>West:</b>	R-60 (One and Two Family Residential), WD-I (Waterfront Development), General Commercial and Services (C-2), Residential Mobile Home (RMH)	Preservation (P), Commercial General (CG), and, Residential Office Retail (ROR)



**ZONING DISTRICT SUMMARY (EXISTING / PROPOSED):**

<b>Dimensional Regulations</b>	<b>Current Zoning Standards: GB</b>	<b>Proposed Zoning Standards: RPD</b>	<b>Proposed Project</b>	<b>Compliant?</b>
<b>Max. Residential Density</b>	CG uplands: 400 units CG wetlands: 10 units ROG: 75*	n/a	404 units	<b>X</b>
<b>Total Density:</b>	485 units	n/a	404 units	<b>X</b>
<b>Lot Standards:</b>				
<b>Min. Lot Area</b>	10,000 square feet	10,000 square feet	64.17 acres	<b>X</b>
<b>Min. Lot Width</b>	80 feet	100 feet	2,000± feet	<b>X</b>
<b>Min. Lot Depth</b>	90 feet	n/a	n/a	<b>X</b>
<b>Max. Height</b>	45 feet	45 feet	53 feet	Waiver requested
<b>Setbacks:</b>				
<b>Front Yard</b>	25 feet	25 feet	25 feet to 70 feet	<b>X</b>
<b>Side Yard</b>	20 feet	15 feet	190 feet to 230 feet	<b>X</b>
<b>Side Street</b>	20 feet	15 feet	n/a	<b>X</b>
<b>Rear Yard</b>	20 feet	15 feet	15 feet	<b>X</b>
<b>Between Buildings</b>	25 feet	25 feet	29 feet	<b>X</b>
<b>Wetland/Shoreline Buffers</b>	50 feet	50 feet	50 feet	<b>X</b>
<b>Open Space Ratio</b>				
<b>Entire Site</b>	n/a	25% (18.16 acres - must include less than 50% wetlands/stormwater)	44% (31.71 acres of eligible area)	<b>X</b>
<b>Significant Upland Habitat</b>	30% (8.7 acres)	30% ( 8.7 acres)	40% (11.70 acres)	<b>X</b>
<b>Impervious Surface Ratio</b>				
<b>Entire Site</b>	75% (48.13 acres)	75% (48.13 acres)	17.4% (11.14 acres)	<b>X</b>
<b>Significant Upland Habitat</b>	50% (14.52 acres)	50% (14.52 acres)	To be supplied by applicant	<b>X</b>

\*Physical location of units in the ROG category capped at 98 units based on Countywide Rules standards. Applicant is proposing 96 units in this area.



**PLANNING CONSIDERATIONS:**

When considering this application, the following general site conditions, planning concepts, and other facts should be noted:

1. The property has been under a General Business (GB) zoning designation since 1997 and previous to that (i.e., when the City's current Comprehensive Plan and Land Development Codes were adopted) was located in the Highway Business and Residential Multifamily districts. As vacant sites along U.S. Highway 19 have developed with commercial uses over the years since the GB designation was established, the site has become more attractive for residential development.
2. The applicant has proposed a multi-family project of less than the maximum allowable density and clustered to the least environmentally sensitive portions of the site.
3. The 72.62-acre site includes 8.45 acres of submerged lands, and, 30.53 acres of wetlands of which 0.91 acres (3%) will be impacted with the impacts being mitigated on site.
4. The community will be accessed from U.S. Highway 19 via a gated right-in/right-out entrance. Access improvements to U.S. Highway 19 include a northbound deceleration turn lane and median U-turns to be installed north and south of the project entrance.
5. The project will include installation of a forcemain for the provision of City wastewater service to the site.
6. The project provides amenities designed to encourage on-site leisure and work activities.
7. The project generates a relatively moderate (Tier 1) peak hour traffic impact that can be appropriately mitigated via a Transportation Management Plan. Operational safety improvements to U.S. Highway 19 will also be installed by the applicant.
8. The applicant proposes to install the necessary wastewater collection infrastructure to serve the project.
9. The City has sufficient capacity of public facilities to serve the project.
10. The project is ready for consideration of approval of a Preliminary Planned Development at this time. Submittal of a Final Development Plan will need to include substantial additional design detail addressing drainage, utilities, transportation improvements, environmental site management, tree mitigation and other items.

**REVIEW STANDARDS / STAFF ANALYSIS – PRELIMINARY PLANNED DEVELOPMENT:**

Section 207.03(A) of the Tarpons Springs Comprehensive Zoning and Land Development Code provides that Planned Development Districts may be established by amendment to the Official Zoning Atlas provided they are found to satisfy the criteria list below. The planning staff's analysis is presented below:

- 1. The Planned Development shall be found consistent with the goals, objectives, and policies of the Comprehensive Plan in effect at the time of the review.**

*Staff Analysis:* In the submitted "Rezoning Narrative," the applicant has presented an extensive analysis of the project with regard to consistency with multiple elements of the City's Comprehensive Plan including the Future Land Use Element, Transportation Element, Coastal Planning Area Element, Conservation Element, Housing Element, Recreation and Open Space Element and Utilities Element. The following additional items are noted:



***Future Land Use Element***

Policies 1.1.10 and 1.1.12 state the following:

*“Policy 1.1.10 Where appropriate, require development proposals to evaluate and preserve wetlands and areas of significant upland habitat.*

*Policy 1.1.12 Density and Intensity Standards for Development of areas of significant upland habitat:*

*a) Maximum Impervious Surface: .50*

*b) Minimum Open Space .30; Open Space shall be defined as any land or water in its natural condition and set aside for the use and enjoyment of the owners and occupants of such land or the public if so designated. Open space shall be reserved adjacent to wetlands to the maximum extent practicable.*

*c) These standards are in addition to the density and intensity standards of the underlying future land use designation.*

*For purposes of this Policy significant upland habitat shall be defined as high quality Scrub and Brushlands, Pine Flatwoods, Longleaf Pine/Xeric Oak, or Hardwood Conifer Mix as defined by the Florida Land Use, Cover and Forms Classification System (FLUCCS) and as determined by a qualified professional. Qualified professionals shall be approved by City Staff and shall be confirmed by the Board of Commissioners during the public hearing process.”*

The project is consistent with the above-listed policies. Of the 64.17 acres of non-submerged land, the project proposes to develop approximately 29.19 acres of area including 9.23 acres of stormwater ponds, leaving 34.98 acres (54%) as undeveloped. The applicant has proposed mechanisms to conserve and appropriately use the undeveloped areas with passive recreational amenities. The applicant’s qualified professional has identified 29.04 acres of high quality Hardwood Conifer Mix habitat on the site. The applicant proposes to preserve 11.70 acres (40%) of this habitat in its undisturbed condition. The impervious surface ratio for the project will be supplied prior to the public hearing.

Policy 1.1.11 of the Future Land Use Element states the following:

*“Policy 1.1.11 Require large scale development / redevelopment (40 acres or more) to adhere to mixed use and livable community objectives and policies set out in Goal 5 of this element.”*

The applicant provided an analysis of Goal 5 that includes Policies 5.1.1, 5.1.2 and 5.3.7. Staff concurs with this analysis and also finds the project consistent with Policy 5.3.2 requiring design articulation for the buildings.

With the above-added items, staff concurs with the applicant’s overall conclusion that the project is consistent with the City’s Comprehensive Plan.

**2. Planned Development district sites shall be suitable in location, area, and character for the uses and structures proposed.**

**Staff Analysis:** This large property situated along U.S. Highway 19 and surrounded by residential development is suitable for the multi-family project as proposed.

**Location:** Traffic and on-site activity are oriented to the highway and/or very adequately buffered and inaccessible from the predominantly residential areas to the east and south.



**Area:** The layout is clustered into the most disturbed and least environmentally sensitive portions of the site.

**Character:** The project includes:

- a reduction in density below the maximum allowable by right,
- a layout that provides significant buffering of the Anclote River and eagle's nests,
- a layout that provides for substantial (97%) retention of the existing wetlands with on-site mitigation for the areas that are being impacted,
- a layout that retains a substantial area of uplands to be retained as open space for passive recreational use,
- a proposal to memorialize the conservation of the natural areas being retained on the City's Future Land Use Map under the Preservation (P) and Recreation/Open Space (R/OS) categories, and,
- provision of amenities and site circulation system aimed at encouraging on-site residential work and leisure activities.

**3. Planned Development Districts shall establish a gradual transition of intensities between varying land uses and protect against the potential for the development of incompatible land uses. Nonresidential uses shall be designed to protect residential areas from encroachment.**

*Staff Analysis:* The project presents a gradual transition of intensities by proposing a well-buffered apartment style community near U.S. Highway 19 and surrounded mainly by the submerged lands and wetland islands of the Anclote River complex. Development lying directly to the south includes the Tarpon Glen and Leisure Lake Village mobile home communities, and to the east lies the Sail Harbor single family development. To the north and northwest beyond the Anclote River bridge are the St. Luke's Cataract & Laser Institute, commercial retail, and Riverside Apartments. The proposed Anclote Harbor project provides an appropriate housing product and density for this general area.

**4. Planned Development Districts shall be so located that the existing public facilities are maximized to serve the uses proposed.**

*Staff Analysis:* The following public facilities are maximized to serve this use:

**Transportation Network:** The project is located directly on U.S. Highway 19, an existing major arterial with direct connection to Pinellas County destinations to the south and to Pasco County to the north. See item 5 below for additional discussion of traffic impacts.

**Utilities:** The City's potable water and wastewater facilities have sufficient service capacity. However, the site is not physically served with wastewater collection infrastructure. The applicant proposes to provide a dedicated forcemain to be installed to a manhole/gravity run system located just upstream of the City's wastewater treatment facility. The City agrees that this option would provide the highest degree of assurance that the new sanitary sewer flows generated by the apartment complex will not negatively impact the City's existing collection/forcemain system. Plans for the new forcemain, including preliminary coordination with all applicable agencies will be required at the time of submittal for a Final Planned Development.



**Drainage:** The applicant has presented a preliminary drainage layout that has been accepted by the City in concept. A full drainage plan will be required at the time of submittal for a Final Planned Development.

**Solid Waste:** The applicant has proposed utilization of a trash compactor at the site in lieu of one or more dumpsters. The City can physically serve this method of disposal. There is sufficient solid waste capacity to accommodate the proposed development.

**Recreation:** The applicant has proposed a variety of on-site passive recreational activities including a community clubhouse, dog park, boat dock, two kayak launches, picnic area/playground, and nature trail. The applicant also proposes to dedicate land along the Anclote River to the City for a passive mini-park to serve the City's residents. These proposed facilities help to maximize the efficiency of the City's existing park facilities by retaining residents on site to engage in leisure activities, thereby reducing impact on the City's existing park network.

**Hurricane Sheltering:** The property is located in Pinellas County Evacuation Zone A. The applicant has provided an analysis of shelter capacity for the expected level of shelter participation from this development. The analysis shows that existing County shelter capacity is sufficient to serve this project.

**Education:** The City coordinates with the Pinellas County Schools to provide information for each residential development that is required for that agency to make adjustments. Preliminary coordination has been completed and will be followed up as the project moves through the approval process.

**Fire Protection, Law Enforcement, Library:** The project site is located within the existing City service areas for police and fire protection. The City has sufficient fire protection, law enforcement and library services capacity available to serve the development.

- 5. Planned Development Districts shall be located with respect to thoroughfare streets identified on the applicable Comprehensive Plan and mass transit facilities. The design shall not create excessive traffic on minor streets in residential neighborhoods outside the District.**

**Staff Analysis:** The project is located on U.S. Highway 19, a State road and the busiest thoroughfare within the City. While U.S. Highway 19 in Tarpon Springs is served by transit facilities, the project site location is not currently served. The northern limit for Pinellas Suncoast Transit Authority (PSTA) service is Tarpon Avenue where it connects with the southernmost limit of service from the Pasco County Public Transportation (PCPT) system. As public transportation opportunities such as bus rapid transit evolve for U.S. Highway 19 over time, there may be a future opportunity for this site to participate.

With respect to traffic on minor streets and/or residential neighborhoods, the project avoids this issue altogether by providing sole access via U.S. Highway 19.

It is noted that the project will generate 178 vehicular trips in the afternoon (p.m.) peak hour, triggering a Tier 1 requirement for a transportation management plan that addresses reduction



of the potential for use of the automobile. The proposed transportation management strategies are acceptable and include reduction in development potential of the site, site design features that promote livable communities, pedestrian access throughout the site, and an on-site business center for residents.

**6. The Planned Development shall be designed to take advantage of the natural features and topography of the site, preserve natural resources, and protect archeological or historic sites.**

*Staff Analysis:*

**Habitat:** The site layout clusters the development on the most disturbed and upland areas of the property. The proposal includes the preservation of 97% of the existing wetlands and will also conserve an area of hardwood conifer mix habitat for passive recreation (nature trail). The proposed Future Land Use Map (FLUM) designations of Preservation (P) for the wetlands (boundary adjustment) and Recreation/Open Space (R/OS) for the uplands (new designation) further ensure protection based on the purposes listed in the Comprehensive Plan for the two categories:

- *“Policy 2.6.1 Preservation (P) The Preservation Land Use Category is intended for areas that are now categorized or appropriate to be characterized as a natural resource feature worthy of preservation and to recognize the significance of preserving such major environmental features and their functions.”*
- *“Policy 2.6.2 Recreation/Open Space (R/OS) The purpose of the category is for areas appropriate to be used for open space and/or recreational purposes.”*

**Archeological Resources:** The applicant has submitted an archeological assessment from the Florida Department of State verifying that no significant impacts to archeological resources are expected from development of the site. An updated correspondence from the Florida Department of State regarding the status of archaeological sites on the property should be supplied at the time of submittal for the Final Planned Development.

**Sustainability:** The proposal features some design aspects addressing environmental and energy sustainability including electric car charging stations, bicycle storage, pedestrian network, ride sharing and carpooling, connection to the Pinellas Trail, native landscaping, reduced density and retention of natural areas.

**REVIEW STANDARDS / STAFF ANALYSIS – WAIVERS:**

Section 83.00(a) of the Tarpons Springs Comprehensive Zoning and Land Development Code provides standards for the waiver or modification by the Board of Commissioners of any design requirement of Land Development Code. The applicant has requested two waivers in conjunction with the project. The requests, along with the planning staff’s analysis, is provided below:

**1. The applicant has requested a waiver of Section 78.01(E)(7)(d) requiring a height limit of 45 feet for multifamily dwellings. The proposed height is 53 feet (4 stories) for all five residential apartment buildings.**

*Staff Analysis:* Staff is in support of this waiver request as it facilitates clustering of the development on the site and reduces impervious surface in favor of preserving natural wetlands, natural uplands, the riverbank, and wildlife habitat. The height is compatible with the adjacent



area and landscape since it is significantly buffered and distanced from surrounding development.

- 2. The applicant has requested a waiver to Section 129.00(C)(3) requiring that residential development in excess of 50 units provide a secondary means of access where feasible. The applicant is proposing one gated access point with two double-lane driveways.**

*Staff Analysis:* The main purpose of this standard is to provide alternative access for emergency personnel or residents should the main entrance be blocked. The four driveway lanes with median separator are considered adequate to serve this purpose. The gate would provide for some traffic control and is located far enough to the east to provide for routing of vehicles. The City's Fire Marshal has approved the proposed configuration as sufficient to serve his needs.

**REVIEW STANDARDS / STAFF ANALYSIS - REZONING:**

Section 207.03(A) of the Tarpons Springs Comprehensive Zoning and Land Development Code provides standards for zoning map amendments. These standards, along with planning staff's analysis are provided below:

- 1. The amendment is consistent with the goals, objectives and policies of the Tarpon Springs Comprehensive Plan.**

*Staff Analysis:* See above Item 1 of the Preliminary Planned Development analysis.

- 2. The available uses to which the property may be put are appropriate to the property in question and are compatible with the existing and planned uses in the area.**

*Staff Analysis:* See above Item 3 of the Preliminary Planned Development analysis.

- 3. The amendment shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the City to provide public facilities.**

*Staff Analysis:* This proposed luxury multifamily development is designed to conserve and thereby capitalize on the natural features of the site, including the riverfront, wetlands and remaining undisturbed uplands. It also includes features and amenities that seek to retain recreational and work-related activity on site, thereby providing a quality experience for the residents and reducing impacts on the City's roads and parks. The project will be providing the infrastructure to improve traffic safety and to connect to City wastewater services and will therefore not impact the City's public infrastructure costs or the City's fiscal ability to provide continued services.

- 4. The amendment will not adversely impact nor exceed the capacity or the fiscal ability of the City to provide public facilities, including transportation, waste and sewer, solid waste, drainage, recreation, education, fire protection, library service and other similar public facilities. Compliance with the adopted Levels of Service standards can be demonstrated if necessary.**

*Staff Analysis:* See above Item 4 of the Preliminary Planned Development analysis.



**REVIEW STANDARDS / STAFF ANALYSIS – CONDITIONAL USE:**

The Commercial General (CG) Future Land Use Map category states in Policy 2.4.5 of the Comprehensive Plan: “Secondary Uses shall include Commercial Recreation, **Residential (requires conditional use review for compatibility)**, Residential Equivalent, Institutional, Transportation/Utility, Recreation/Open Space, Research/Development, Light Manufacturing/Assembly” (emphasis added). Therefore the proposed residential use must undergo a Conditional Use review. Section 209.01(A) through (G) of the Tarpon Springs Comprehensive Zoning and Land Development Code provide the standards for review of conditional uses. The planning staff’s analysis is presented below:

**1. Conformance with the requirements of this Code.**

*Staff Analysis:* The Technical Review Committee (TRC) has reviewed the project and determined that the project conforms with the requirements of the City’s Land Development Code. Two waiver requests, associated with the Planned Development are discussed above under the staff analysis for waivers.

**2. The use to which the property may be put is appropriate to the property in question and is compatible with existing and planned uses in the area.**

*Staff Analysis:* See above Item 3 of the Preliminary Planned Development analysis. In the context of the above stated list of secondary uses in the Commercial General (CG) category, the Comprehensive Plan seeks to ensure that the placement of a residential use in areas designated as commercial does not “set up” the potential for current or future land use conflicts and issues arising from incompatibility due to operation of the uses. This area is surrounded by residential land uses and significant buffering by natural features and the U.S. Highway 19 barrier that will serve to prevent and/or mitigate any potential conflicts from future commercial uses along U.S. Highway 19.

**3. The conditional use is consistent with the goals, objectives, and policies of all Elements of the City Comprehensive Plan.**

*Staff Analysis:* See above Item 1 of the Preliminary Planned Development analysis.

**4. The conditional use will not result in significant adverse impacts to the environment or historical resources.**

*Staff Analysis:* See above Item 6 of the Preliminary Planned Development analysis.

**5. The conditional use will not adversely affect adjoining property values.**

*Staff Analysis:* Adjoining property to the east and south is all residentially built and/or zoned. The residential nature of the project and significant buffering from surrounding uses will tend to diminish the presence of the project from the east and south, and, with no traffic from the project traveling through these areas, no impacts to property values are expected. Adjoining property to the north, across the Anclote River is located in the Residential Office (RO) zoning category and is developed with medical office facilities. Adjoining property to the west across



## **CITY OF TARPON SPRINGS**

### **PLANNING & ZONING DEPARTMENT**

---

U.S. Highway 19 is located in both residential and commercial designations. U.S. Highway 19 sufficiently buffers the existing residentially-designated land from this project and property values are not expected to be affected. Future commercial uses along the west side of the highway will also not be affected with respect to property value, and may actually be enhanced to some degree with the addition of available customers to the area.

- 6. The conditional use will not adversely impact nor exceed the capacity or the fiscal ability of the City to provide available public facilities, including transportation, water and sewer, solid waste, drainage, recreation, education, fire protection and emergency services, police protection, library service and other similar public facilities. Compliance with the adopted Levels of Service standards can be demonstrated if necessary.**

*Staff Analysis:* See above Item 4 of the Preliminary Planned Development analysis.

- 7. The conditional use shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the City to provide public facilities.**

*Staff Analysis:* See above Item 4 of the Preliminary Planned Development analysis.

#### **TECHNICAL REVIEW COMMITTEE (TRC):**

The TRC last reviewed this project on October 1, 2020 for completeness and conformance to the Comprehensive Zoning and Land Development Code and the Comprehensive Plan. The TRC determined that the application was complete and ready for processing. The TRC comments from the October 1, 2020 meeting are provided as an attachment.

#### **PUBLIC CORRESPONDENCE:**

The property owners within 500 feet were sent written notification in accordance with Section 206.00(J)(4) of the City of Tarpon Springs Comprehensive Zoning and Land Development Code and Chapter 166.041, Florida Statutes. Notice was advertised in the *Tampa Bay Times* and the property was posted. Staff has received one response to the notices. The response is included with this agenda item packet.

#### **ATTACHMENTS:**

1. Location, Aerial Map, Zoning Map
2. TRC Comments, Traffic Study Comments
3. Surveys (Boundary, Trees, Wetlands)
4. Preliminary Development Plan
5. RPD Project Narrative
6. Rezoning Narrative
7. Residential Building Floor Plans
8. Architectural Elevations
9. Preliminary Landscaping Narrative
10. Landscape Plans
11. Tree Mitigation Plans
12. Stormwater Design Narrative
13. Preliminary Drainage Plan
14. Listed Species Report



**CITY OF TARPON SPRINGS**  
**PLANNING & ZONING DEPARTMENT**

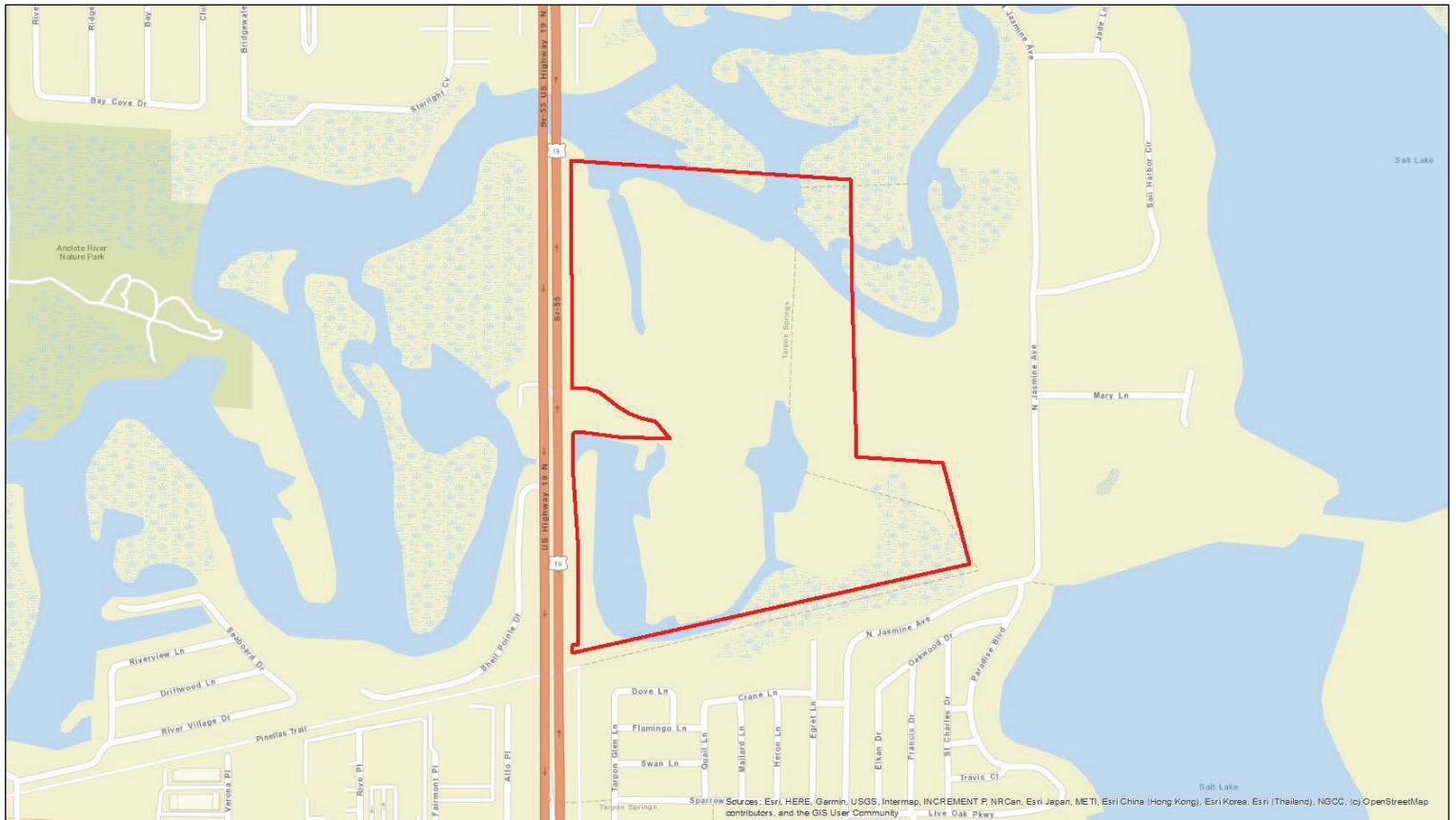
---

15. Wetlands Impacts and Mitigation Plan
16. Traffic Study (without appendices)
17. Hurricane Shelter Analysis
18. Forward Pinellas Letter Regarding Density
19. Citizen Comment – Julie Wade, 9/30/2020
20. Ordinance 2020-34
21. Resolution 2020-72



**CITY OF TARPON SPRINGS**  
**PLANNING & ZONING DEPARTMENT**

**LOCATION MAP: 20-106 & 20-107 ANCLOTE HARBOR**



Application Nos. 20-106, 20-107, 20-123  
Anclote Harbor  
Page 14 of 16

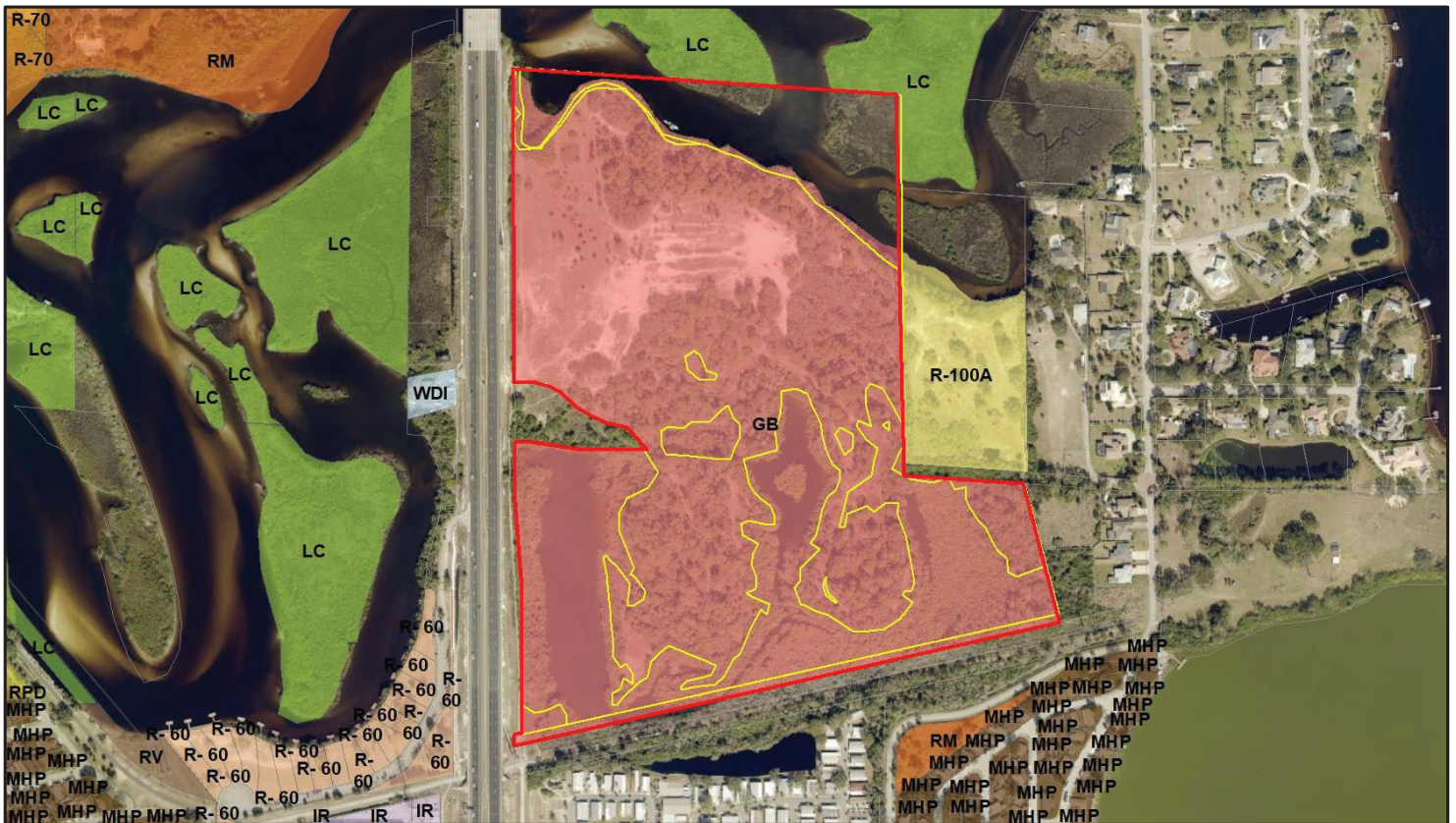


**AERIAL MAP: 20-106 & 20-107 ANCLOTE HARBOR**





**ZONING MAP: 20-106 & 20-107 ANCLOTE HARBOR**





Renea Vincent, AICP, CPM  
Director

# *City of Tarpon Springs, Florida*

PLANNING AND ZONING DEPARTMENT  
324 EAST PINE STREET  
P.O. BOX 5004  
TARPON SPRINGS, FLORIDA 34688-5004  
(727) 942-5611  
FAX (727) 943-4651

Date: October 9, 2020

## TECHNICAL REVIEW COMMITTEE (TRC) MINUTES

PROJECT NAME: Anclothe Harbor

FILE NUMBER:       20-106 – Preliminary Planned Development  
                          20-107 – Rezoning  
                          20-123 – Conditional Use

APPLICATION TYPE: See above

PROJECT DESCRIPTION: Residential Planned Development

PROPERTY LOCATION: 42501 U.S. Highway 19

PARCEL ID / TAX ID NO.: 06-27-16-89399-000-0420

TRC MEETING DATE: October 1, 2020

---

TRC REVIEW RESULTS: Your project was reviewed by the City of Tarpon Springs Technical Review Committee on the above referenced date. The following items have been identified for your review and response:

- ☐ Additional information required from applicant.
- ☐ Redlined plans enclosed.
- ☒ See Member Comments below.
- ☒ Submit revised plans per enclosed redlines or department comments. Three full hard copy sets and one full digital set of revised plans will be required for staff's review.

## TRC MEMBER COMMENTS

### **PLANNING & ZONING REVIEW COMMENTS:**

☐ APPROVED ☐ DENY ☐ DEFER ☒ SEE BELOW ☐ NO COMMENTS

INITIALS: PM

#### **Land Use/Zoning/RPD Standards**

1. The project will undergo review for consistency with the City's Comprehensive Plan and with concurrency standards in addition to the compatibility standards for rezoning and conditional use as applicable.
2. Response to TRC Item 12 does not address conservation of the uplands proposed for preservation. The discussion with the Planning and Zoning Director indicated that a preservation method, either conservation easement or Preservation designation via Future Land Use Map (FLUM) amendment should be utilized to address conservation of all preserved habitat. The applicant has indicated that a FLUM amendment would be appropriate for the wetlands. Please clarify the conservation mechanism proposed for the uplands.
3. The applicant should address the proposed approach for providing Public Art at the Final Development Plan stage.
4. A site review of the property has revealed that management of invasive exotics may present potential significant challenges. The applicant should consult with a biologist and present a plan for the control and maintenance of invasive exotics. This plan should be presented to the City for review as part of the submittal for a Final Planned Development.
5. A lighting plan with cutoff fixtures and decorative poles for any freestanding lights will be required at the time of Final Planned Development.
6. The plan, layout and proposed easements to be provided for utilities connections and upgrade should be provided at the time of Final Planned Development.
7. A sign plan with design standards will be required at the time of Final Planned Development.
8. Comments on the traffic study have been forwarded to the applicant. A revised traffic study addressing comments should be provided with the submittal for public hearing.
9. The transportation management plan is accepted in concept. Details should be provided for review with the submittal for a Final Development Plan.
10. Please re-date the newly submitted plans to avoid confusion.

### **FIRE DEPARTMENT REVIEW COMMENTS:**

☐ APPROVE ☐ DENY ☐ DEFER ☒ SEE BELOW ☐ NO COMMENTS

INITIALS: RK

No new comments at this time, additional comments may follow with submittal of Site and Building Plans.

### **PUBLIC WORKS REVIEW COMMENTS**

☐ APPROVE ☐ DENY ☐ DEFER ☐ SEE BELOW ☒ NO COMMENTS

INITIALS: TF/AM

**BUILDING DEVELOPMENT REVIEW COMMENTS:**

☐ APPROVE ☐ DENY ☐ DEFER ☐ SEE BELOW ☒ NO COMMENTS

INITIALS: DG

**CITY ARBORIST DEVELOPMENT REVIEW COMMENTS:**

☐ APPROVE ☐ DENY ☐ DEFER ☒ SEE BELOW ☐ NO COMMENTS

INITIALS: SHB

1. An ISA Certified Arborist Tree Assessment on all existing trees with the tree's specifications (species, size in DBH, canopy size, condition, etc.) and designation of all tree to remain, and all trees to be removed, relocated or replaced is required at time of permitting.
2. Tree planting must take place before issuance of a Certificate of Occupancy. Due to location of publicly owned utilities minimum clearances shall be provided when installing trees: large species 20 feet, medium species 15 feet and small species 10 feet.
3. Use the following removal breakdown to calculate mitigation:
  - 4" to less than 8" DBH
  - 8" to less than 15" DBH
  - 15" to less than 25" DBH
  - 25" and greater DBH
4. Arborist's concerns regarding landscape plans, especially appropriate planting area dimensions and conditions for the species proposed, are to be addressed at Final Planned Development per the discussion at the TRC meeting.

**PROJECT ADMINISTRATION DEPARTMENT**

☐ APPROVE ☐ DENY ☐ DEFER ☐ SEE BELOW ☒ NO COMMENTS

INITIALS: NM

**PUBLIC SERVICES REVIEW COMMENTS:**

☐ APPROVE ☐ DENY ☐ DEFER ☐ SEE BELOW ☒ NO COMMENTS

INITIALS: FP/RP

**POLICE DEPARTMENT REVIEW COMMENTS:**

☐ APPROVE ☐ DENY ☐ DEFER ☐ SEE BELOW ☒ NO COMMENTS

INITIALS: SG

**PLANNING AND ZONING BOARD REVIEW**

☒ TRC review is complete. Your project is tentatively scheduled for Planning and Zoning Board on November 16, 2020 pending receipt of revised plan addressing all TRC comments by October 16, 2020.

- ☐ Your project remains unscheduled for Planning and Zoning Board because revised plans or additional information is required.
- ☐ Planning and Zoning Board review is not required for this project.

#### BOARD OF ADJUSTMENT REVIEW AND FINAL ACTION (VARIANCES ONLY)

- ☐ Your project is scheduled for BOA review on the following date:
- ☐ Your project remains unscheduled for BOA because additional information is required (see previous page).
- ☒ Board of Adjustment review is not required for this project.

#### BOARD OF COMMISSIONER REVIEW AND FINAL ACTION

- ☐ Your project is scheduled for review and final action by the Board of Commissioners on the following date(s): \_\_\_\_\_
- ☒ Your project remains unscheduled for Board of Commissioners because revised plans or additional information is required.
- ☐ Board of Commissioner's review is not required for this project.

#### HERITAGE PRESERVATION BOARD REVIEW AND FINAL ACTION (CERTIFICATES OF APPROVAL ONLY)

- ☐ Your project is scheduled for HPB review on the following date:
- ☐ Your project remains unscheduled for HPB review because additional information is required (see above).
- ☒ Heritage Preservation Board review is not required for this project.

#### REQUIRED ACTION OF THE APPLICANT

*Please review any checked items above and provide any additional required information. Your project will not be scheduled for Planning and Zoning Board, Board of Adjustments or Board of Commission review until all required information or revised plans are provided. If no additional information is required, your project should be scheduled for the next applicable meeting, if sufficient time is available to meet required advertising deadlines (generally at least 21 days).*

*If TRC comment sheets are attached, please follow up with the department who made the comments. The reviewing individual from each City department is responsible for notifying this department when any and all plan corrections have been made or any conditions that have been established for approval of the project.*

*Please keep in mind that the Planning & Zoning Division has a 90-day suspense from the date of the TRC review for the submission of revisions/additional information. If revised plans/additional information are not submitted within the above referenced time frame, the application will be considered to be "EXPIRED" and a new application will have to be submitted.*

*If you have questions concerning any of the above information, please do not hesitate to contact the Planning Division for assistance.*

cc: Subject File – 20-106 and 20-107  
Applicant – Kamil Salame, Morgan Group Development, LLC

## TRAFFIC IMPACT ANALYSIS REVIEW MEMO

**Date:** November 5, 2020 (Comments Date). October 29, 2020 (Resubmittal)  
**Subject:** Anclothe Harbor Apartments Traffic Impact Analysis (TIA) Review Comments  
City of Tarpon Springs, Florida  
**American Project No:** 5169367

American Consulting staff reviewed the subject TIA and offer the following comments. Also see attached redlines.

**Comment 1:** In the Preliminary Development Plan (PDP-01), indicate the directional U turn arrows in the two turn lanes and site driveways.

**Response:** Figure 9 in the report has been updated to indicate the directional U turn arrows and includes the site plan to clarify the access to/from the site.

**Response Comment:** Response accepted. The Preliminary Development Plan (PDP-01) was not updated but Figure 9 is sufficient.

**Comment 2:** Keep City and Reviewer informed on the status of the FDOT Approval of Permit Plans for the NB right turn lane into the site, and the offset median U turn lanes. Provide a copy of any plans that are provided to FDOT, to the City.

**Response:** Another pre-application meeting was held with the FDOT staff on October 8, 2020. FDOT will review the plans in detail with the submittal of a driveway permit. During the pre-application meeting, FDOT agreed the offset left-turn lanes should be provided for access to/from the site. FDOT noted they reviewed other locations for offset left-turn lanes and generally found the turn lanes to be safer compared to full median openings.

**Response Comment:** Ongoing, continue to keep City informed on the status of the FDOT Approval of Permit Plans for the NB right turn lane into the site, and the offset median U turn lanes. In the design phase it will be important to evaluate the vertical sight distance of the U turn south of the development driveway due to the existing vertical curve of the roadway on US-19.

**Comment 3:** On Page 3, reference was made to Highway Capacity Software (HCS). Synchro software was used (per Appendices), not Highway Capacity Software. Revise verbiage in the report.

**Response:** Synchro software was used to provide results which are based upon the latest Highway Capacity Manual. The report has been updated to reference Synchro software.

**Response Comment:** Response accepted.

**Comment 4:** General Comment on Figures. Dodecanese Blvd is a WB extension of Live Oak St., and ties in at Alt US 19 north of the Live Oak St./Alt US 19 intersection. Please show it correctly in all Figures.

**Response:** Dodecanese Boulevard was analyzed in the analysis. The figures show the intersection of Alt US 19 & Dodecanese Boulevard as it is the signalized intersection (which provides access to Live Oak Street) and the project traffic is anticipated to utilize this intersection. The figures are not drawn to scale and indicate the general location of the intersection.

**Response Comment:** Noted that the figures are not to scale, but Figures 3, 5, 7 and 10 do not match the other figure geometry for Spruce Street and Dodecanese Blvd. The geometry should be consistent among all Figures.

**Comment 5:** Comments on Figure 2,

- a. Live Oak St. southbound through shows 63%, whereas Spruce Street southbound traffic shows 65%. Please clarify.
- b. The Traffic Distribution at the Live Oak St/Alt US 19 does not add up at the adjacent intersections of Live Oak St/US 19 and Spruce St/US 19. Also there is 2% distribution in N-S Direction where are they leading to? Please confirm.

**Response:** The southbound volume was updated to include only 2% of traffic making the southbound right-turn movement at US 19 & Spruce Street.

As the comment requested, the project distribution was updated at Live Oak Street & Alternative US 19 to remove the northbound project traffic.

**Response Comment:** Responses accepted.

**Comment 6:** Comments on Figure 3,

- a. Traffic volumes from Beckett Way/US 19 Intersection add up to 12 vehicles for SB direction. Figure 3 shows 13 vehicles. Please confirm.
- b. Traffic volumes from Beckett Way/US 19 Intersection add up to 37 vehicles for NB direction. Figure 3 shows 38 vehicles. Please confirm.
- c. See Traffic Distribution Percentages comments from Figure 2, which would affect Figure 3.

**Response:** The project traffic volumes have been updated. The volumes were generally rounded based upon the distribution percentage.

**Response Comment:** Responses accepted, all volumes seem to add up correctly.

**Comment 7:** Comments on Figure 4,

- a. Traffic volumes from Beckett Way/US 19 Intersection add up to 37 vehicles for SB direction. Figure 4 shows 38 vehicles. Please confirm.
- b. The traffic volumes do not add up the driveway volumes which is 70 vehicles. Please confirm.
- c. Traffic volumes for SB approach at Live Oak St/US 19 Intersection show 45 vehicles for SB direction, whereas upstream it is 46 vehicles per Figure 4. Please confirm.
- d. See previous comment on Traffic Distribution Figure. The traffic assignment on Figure 4, at the Live Oak St/Dodecanese Blvd does not add up at the adjacent intersections of Live Oak St/US 19 and Spruce St/US 19. Also there is traffic volumes along N-S Direction, where are they leading to? Please confirm.

- e. Traffic volumes for SB approach at Live Oak St/US 19 Intersection show 44 vehicles for SB direction, whereas downstream at Spruce St., it is 45 vehicles per Figure 4. Please confirm.
- f. Traffic volumes for SB approach at Spruce St/US 19 Intersection show 41 vehicles for SB direction, whereas downstream at E Tarpon Ave., it is 42 vehicles per Figure 4. Please confirm.

**Response:** The project traffic volumes have been updated. The volumes were generally rounded based upon the distribution percentage.

**Response Comment:** Responses accepted, all volumes seem to add up correctly.

**Comment 8:** Typical Comment - Determine if comments on Figures 2 through 4, would affect the traffic volumes shown in Figures 5 through 8, and Figures 10, 11.

**Response:** The project and total traffic volumes were updated based upon the comments.

**Response Comment:** Response accepted.

**Comment 9:** Typical Comment - Add link volumes on Figures 5 through 8 between all Study Intersections.

**Response:** The volumes are summarized in the table in the report for the roadway analysis section.

Roadway volumes exiting one study area intersection may not be equivalent to the entering intersection turning movement volumes at the next intersection due to driveway locations between study intersections or minor fluctuations in travel patterns between time periods. To evaluate the study roadway segment based upon typical roadway conditions, volumes for the study roadway segment were determined as the average of entering and exiting vehicles from adjacent street intersections during the a.m. and p.m. peak hours.

**Response Comment:** Response accepted.

**Comment 10:** Comments on Figure 10, 11-

- a. For SB traffic at US 19/Live Oak St., traffic volumes adds up to 3720 at the intersection, whereas upstream volumes shows a lower number 3693. Please confirm why the discrepancy?
- b. For NB traffic between US 19/Live Oak St., traffic volumes adds up to 1481 at the intersection, whereas downstream volumes shows a lower number 1417. Please confirm why the discrepancy?

**Response:** Traffic volumes fluctuate due to the driveway openings between the study area intersections. The median opening was estimated based upon the volumes collected at the intersection of US 19 & Live Oak Street.

Roadway volumes exiting one study area intersection may not be equivalent to the entering intersection turning movement volumes at the next intersection due to driveway locations between study intersections or minor fluctuations in travel patterns between time periods.

**Response Comment:** Responses accepted.

**Comment 11:** Page 22, Study Roadway Segments are anticipated to operate at LOS E. Would FDOT be okay with allowing the Applicant not to pay any impact fees for traffic added by the subject project and other future projects contributing to worsen the LOS to E? LOS D is the acceptable criteria. Please indicate in the narrative that FDOT would accept it for reasons described by Kimley Horn in last discussion with reviewer.

**Response:** The analysis will be reviewed by FDOT as part of the Driveway Permit Application process. FDOT is focused on operational and safety improvements. The applicant will coordinate with the FDOT as previously discussed with the City and the reviewer.

As stated in the City of Tarpon Springs Mobility Management section § 122.11.01, “In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards.”

The updated analysis will be provided to FDOT for their review to receive approval for the FDOT Driveway Permit. The applicant does not propose to widen US 19 and it is our understanding that there are not any planned roadway widenings for the adjacent section of US 19. Instead, as stated in the City of Tarpon Springs Mobility Management section § 122.11.03, “Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts.”

**Response Comment:** There is still no discussion in the text that explains or describes the roadway segments that are forecasted to operate at LOS E or F. Some segments in Table 2 and Table 3 have Year 2022 Total Peak Hour Traffic Volumes that will exceed adopted LOS D Service Volumes and these should be noted in the study.

**Comment 12:** Tables 2 and 3, comments-

- a. Based on comments made on Figure 2 (Project Traffic Distribution Percentages). Confirm if Project Traffic Assignment, Peak Hour values, Project % Service Volumes, etc. in Table 3 will change and update the table.
- b. Last Column under Table, should be LOS D Capacity. It was shown correctly before in the last submittal. Please change it back to LOS D. Update the last column to say YES where applicable, on any roadway segments that exceeds LOS D Service Volumes, which is the acceptable LOS. LOS E and F are unacceptable.

**Response:** Acknowledged. There is no defined unacceptable LOS for the roadway segment based upon the City of Tarpon Springs code. The analysis will be discussed with FDOT as US 19 is under FDOT jurisdiction.

**Response Comment:** See 2<sup>nd</sup> Comment to response provided in comment 11. Roadway segment analysis should note which segments are forecasted to exceed LOS D threshold volumes provided in the table.

**Comment 13:** Page 25 comment, Tables 4 and 5 too –

- a. Previous comment not implemented. In addition to V/C ratios, add LOS for each of movements and overall intersection LOS and corresponding delay in vehicles/second. Mention if LOS D thresholds can be met with any countermeasures to improve the operation of the movements/overall intersection. When would the improvements be needed and who will address operational improvements? Revise narrative under Intersection Analysis, and corresponding Table 4.
- b. General Comment for Tables 4 and 5 - Confirm if any of the previous comments made on the Figures would change any of the V/C ratios listed. Also include LOS.
- c. Previous comment not implemented. It was discussed during comment resolution meeting that the general public and council members do not understand what V/C ratio is. Previous comment "Include a LOS chart with LOS A thru F with corresponding delays so City staff and laymen can understand the operations. Also include the thresholds for V/C (volume/capacity) ratio (such as what is acceptable and what is failure), so it is easily understandable to City council and anyone reviewing this report."

**Response:** Additional language has been added to explain v/c ratio and acceptable thresholds. This comment was discussed with the City and reviewer previously. LOS was not included in the analysis as it is not a standard required to be upheld due to the Pinellas MPO Mobility Plan Report.

As stated in the City of Tarpon Springs Mobility Management section § 122.11.01, "In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards."

The updated analysis will be provided to FDOT for their review to receive approval for the FDOT Driveway Permit. The applicant does not propose to widen US 19 and it is our understanding that there are not any planned roadway widenings for the adjacent section of US 19. Instead, as stated in the City of Tarpon Springs Mobility Management section § 122.11.03, "Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts."

**Response Comment:** Volume over capacity results give a small insight to how traffic operations will be impacted due to the development. The current tables provided do not clearly convey the impact to study intersections due to the future development traffic. Overall intersection delay (in seconds per vehicle) increases due to 2022 total traffic volumes when compared to 2022 background traffic volumes should be provided. Reviewer had to search appendices for this information which was time consuming.

**Comment 14:** Table 6 Comments –

- a. Revise NBL to NB U Turn, and SBL to SB U Turn.

**Response:** Acknowledged. This has been updated in the report.

**Response Comment:** Response accepted.

**Comment 15:** Page 31 Comment-

- a. The Parking Waiver requested by Applicant for Parking is 46 spaces. Work with City of Tarpon Springs on this waiver. This may encourage parking outside community when events occur in the clubhouse or any guests are having parties. Clarify where would overflow parking be accommodated?

**Response:** The applicant is working with the City on the waiver. There is sufficient parking provided on site to accommodate the residents and guests; the waiver is requested for the club house space as residents can park on site and then use the pedestrian paths to access the club house.

**Response Comment:** Response accepted.

**Comment 16:** Page 32, Multimodal Comment-

- a. Since, this is a requirement for Applicant to make Multi-modal improvements. Can it be made contingent upon Applicant to provide Design Construction Plans to City/FDOT and applicant pay for Construction of the same concurrently with the proposed development. A more detailed review will be done by City's Consultant of the Design Plans.

**Response:** The applicant has detailed the multimodal improvements they are proposing in the report. The multi-modal improvements have been approved in concept by the City. Additional details will be provided with the final design plan (SDP).

**Response Comment:** Response accepted.

**Comment 17:** Page 35, Conclusion –

- a. As part of the Conclusion, summarize all Recommendations of what the Applicant will provide?

**Response:** Acknowledged. This has been updated in the report.

**Response Comment:** Response accepted.

**New Comment 18:** Introduction - According to the City of Tarpon Springs Mobility Management section § 122.11.04 (C) this project is a tier 1 project generating between 51 and 300 new peak hour trips not a tier 2 project.

**New Comment 19:** Table 2 in the last column the header reads “Year 2022 Total PM Peak-Hour Traffic Volume” when it should read “Year 2022 Total AM Peak-Hour Traffic Volume”.

For any questions or concerns, please call Patricia at the City to coordinate a meeting if required with Consultant reviewer.

SECTIONS 6 & 7, TOWNSHIP 27 SOUTH, RANGE 16 EAST  
CITY OF TARPON SPRINGS, PINELLAS COUNTY, FLORIDA

LEGAL DESCRIPTION (PER COMMITMENT / LATEST DEED OF RECORD)

A TRACT OF LAND BEING A PORTION OF TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA, LYING IN AND BEING A PART OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA AND A PORTION OF THE OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA LYING IN AND BEING A PART OF THE NORTHEAST 1/4 OF SECTION 7, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; AND RUN NORTH 85° 40' 26" WEST ALONG THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 6 FOR A DISTANCE OF 885.46 FEET TO THE POINT OF BEGINNING BEING AT THE SOUTHEAST CORNER OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA, THENCE RUN NORTH 00° 00' 10" WEST ALONG THE EAST LINE OF THE AFORESAID LOT 42 AND THE EAST LINE OF THE WEST 1/3 OF LOT 41 FOR A DISTANCE OF 1318.40 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 41; THENCE RUN N 85° 42' 06" W ALONG THE NORTH LINE OF LOTS 41 AND 45 FOR A DISTANCE OF 1380.36 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF STATE ROAD 55 (US HIGHWAY 19), RIGHT OF WAY WIDTH MARKS, AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 19150-2548; THENCE RUN SOUTH 00° 02' 04" WEST ALONG SAID EAST RIGHT OF WAY LINE FOR A DISTANCE OF 1545.63 FEET; THENCE CONTINUE SOUTHERLY ALONG THE RIGHT OF WAY LINE AS PER THE ORDER OF TAKING AS RECORDED IN OFFICIAL RECORDS BOOK 6222, PAGE 2159 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR THE FOLLOWING TWO COURSES: THENCE RUN SOUTH 03° 40' 12" EAST FOR DISTANCE OF 308.34 FEET; THENCE RUN SOUTH 00° 02' 54" WEST FOR A DISTANCE OF 504.19 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE AND RUN NORTH 77° 42' 54" EAST ALONG THE NORTHERLY RIGHT OF WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 3268, PAGE 99 AND VACATED PER ORDINANCE 84-07 RECORDED IN OFFICIAL RECORDS BOOK 5740, PAGE 1206, ALL OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR A DISTANCE OF 1958.69 FEET TO A POINT ON THE EAST LINE OF BLOCK 98 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 14° 28' 46" WEST ALONG THE EAST LINE OF BLOCK 96 AND BLOCK 90 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS FOR A DISTANCE OF 474.0 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF A 25 FOOT ROAD RIGHT OF WAY AS DESCRIBED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 2, PAGE 227 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE RUN NORTH 80° 40' 20" WEST ALONG SAID SOUTH RIGHT OF WAY LINE FOR A DISTANCE OF 431.33 FEET; THENCE RUN NORTH 00° 00' 10" WEST ALONG A SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR A DISTANCE OF 25.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LAND CONVEYED PURSUANT TO THAT CERTAIN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 14238, PAGE 1044 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

EXCEPTIONS: (PER COMMITMENT)

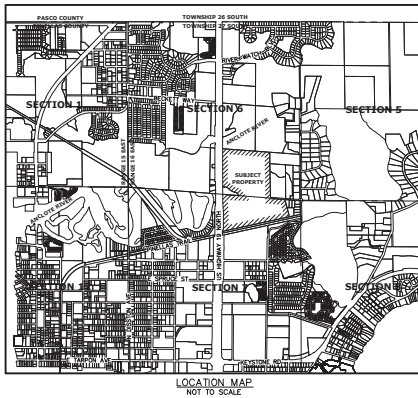
1. ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHED, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART 1 - REQUIREMENTS ARE MET.

2. STANDARD EXCEPTIONS:

- RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.
- EASEMENTS, OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.
- ENCROACHMENTS, OVERLAPS, BOUNDARY LINE DISPUTES, OR OTHER MATTERS WHICH WOULD BE DISCLOSED BY AN ACCURATE SURVEY AND INSPECTION OF THE PREMISES.
- ANY LIEN, OR RIGHT TO A LIEN, FOR SERVICES, LABORS, OR MATERIAL HERETO OR HEREFTER FURNISHED, IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
- ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LANDS INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACQUIRED TO SUCH LANDS.

SPECIAL EXCEPTIONS:

- TAXES FOR THE YEAR 2019 AND SUBSEQUENT YEARS, WHICH ARE NOT YET DUE AND PAYABLE.  
NOT A SURVEY MATTER.
- ANY LIEN ARISING UNDER CHAPTER 159, FLORIDA STATUTES, IN FAVOR OF ANY CITY, TOWN, VILLAGE OR PORT AUTHORITY FOR UNPAID SERVICE CHARGES FOR SERVICE BY ANY WATER SYSTEM, SEWER SYSTEM OR GAS SYSTEM SERVING THE LANDS DESCRIBED HEREIN.  
NOT A SURVEY MATTER.
- EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 4509, PAGE 957, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
EASEMENT LIMITS BEING THE POWERLINE CORRIDOR RECORDED IN DEED BOOK 1123, PAGES 420 AND 421, THE GRAPHIC IN SAID EASEMENT SHOWS THE WATERLINE IN THE SOUTHWEST CORNER OF THE PROPERTY, BUT PROVIDES NO ADDITIONAL GEOMETRY FOR THE WATERLINE EASEMENT.
- WATER SYSTEM UTILITY EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 4534, PAGE 902, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.
- WATER SYSTEM UTILITY EASEMENT RECORDED IN OFFICIAL RECORDS BOOK 4910, PAGE 502, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
SHOWN HEREIN.
- RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA (TIF) RECORDED IN DEED BOOK 982, PAGE 121, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE THE WEST 1/3 OF LOT 41 IN THE SOUTHEAST 1/4 OF SECTION 6, PROPERTY OF TAMPA & TARPON SPRINGS LAND COMPANY, AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. OFFICIAL RECORDS BOOK 14121, PAGE 2490 RELEASES THE RIGHT OF ENTRY AND EXPLORATION FOR PHOSPHATE, MINERALS, METALS AND PETROLEUM.
- RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA (TIF) RECORDED IN DEED BOOK 1016, PAGE 79, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE LOT 42 IN THE SOUTHEAST 1/4 OF SECTION 6, PROPERTY OF TAMPA & TARPON SPRINGS LAND COMPANY, AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. OFFICIAL RECORDS BOOK 14121, PAGE 2490 RELEASES THE RIGHT OF ENTRY AND EXPLORATION FOR PHOSPHATE, MINERALS, METALS AND PETROLEUM.
- FLORIDA POWER CORPORATION EASEMENT RECORDED IN DEED BOOK 1123, PAGE 421, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
SHOWN HEREIN.
- FLORIDA POWER CORPORATION EASEMENT RECORDED IN DEED BOOK 1123, PAGE 420, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
SHOWN HEREIN.



EXCEPTIONS: (CONTINUED)

- FLORIDA POWER CORPORATION EASEMENT RECORDED IN DEED BOOK 1123, PAGE 422, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
SHOWN HEREIN.
- RESERVATIONS IN FAVOR OF THE STATE OF FLORIDA (TIF) RECORDED IN DEED BOOK 1213, PAGE 114, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE BLOCKS 90 AND 91 IN SECTION 7, OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS, AS RECORDED IN PLAT 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. OFFICIAL RECORDS BOOK 14121, PAGE 2490 RELEASES THE RIGHT OF ENTRY AND EXPLORATION FOR PHOSPHATE, MINERALS, METALS AND PETROLEUM.
- ORDINANCE NO. 81-06 (ANNEXATION) RECORDED IN OFFICIAL RECORDS BOOK 5146, PAGE 775, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE LOTS 41 AND 42 IN THE SOUTHEAST 1/4 OF SECTION 6, PROPERTY OF TAMPA & TARPON SPRINGS LAND COMPANY, AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, AND ALL OF THE SUBJECT PROPERTY LYING IN SECTION 7, OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS, AS RECORDED IN PLAT BOOK 4, PAGE 79 OF SAID PUBLIC RECORDS.
- LAND IMPROVEMENT AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 14231, PAGE 1379, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE ALL OF THE SUBJECT PROPERTY.
- RESOLUTION 2005-06 APPROVING DEVELOPMENT AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 14232, PAGE 800, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE ALL OF THE SUBJECT PROPERTY.
- EASEMENT AND RESTRICTIVE COVENANT AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 14238, PAGE 1044, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE ALL OF THE SUBJECT PROPERTY. THE EASEMENTS IN SAID AGREEMENT DO NOT CONTAIN ANY GEOMETRY OR LAND DESCRIPTION AND ARE GRAPHICALLY DEPICTED HEREIN.
- ENCROACHMENT AGREEMENT RECORDED IN OFFICIAL RECORDS BOOK 15041, PAGE 665, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.  
THE LANDS DESCRIBED THEREIN INCLUDE THE FLORIDA POWER CORPORATION (NOW PROGRESS ENERGY) EASEMENTS LOCATED ALONG US HIGHWAY 19 (DEED BOOK 1123, PAGES 420, 421 AND 422).
- ANY ADVERSE OWNERSHIP CLAIM BY THE STATE OF FLORIDA BY RIGHT OF SOVEREIGNTY TO ANY PORTION OF THE LANDS INSURED HEREUNDER, INCLUDING SUBMERGED, FILLED, AND ARTIFICIALLY EXPOSED LANDS AND LANDS ACQUIRED TO SUCH LANDS.  
NOT A SURVEY MATTER.
- THE RIGHTS, IF ANY, OF THE PUBLIC TO USE AS A PUBLIC BEACH OR RECREATION AREA ANY PART OF THE LAND LYING BETWEEN THE BODY OF WATER ABUTTING THE SUBJECT PROPERTY AND THE NATURAL LINE OF VEGETATION, BLUFF, EXTREME HIGH WATER LINE OR OTHER APPARENT BOUNDARY LINE SEPARATING THE PUBLICLY USED AREA FROM THE UP-LAND PRIVATE AREA.  
NOT A SURVEY MATTER.
- THE NATURE, EXTENT OR EXISTENCE OF RIPARIAN RIGHTS ARE HEREBY EXCEPTED.  
NOT A SURVEY MATTER.
- ROYALTY INTERESTS OF COASTAL PETROLEUM COMPANY, ITS SUCCESSORS AND ASSIGNS, PURSUANT TO AGREEMENTS WITH THE TRUSTEES OF THE INTERNAL IMPROVEMENT FUND OF THE STATE OF FLORIDA AS TO THAT PORTION OF THE LAND LYING BENEATH THE WATERS OF THE ANCLOTE RIVER OR OTHER ADJACENT WATERS, WHICH INTERESTS DO NOT INCLUDE RIGHT OF SURFACE OR SUBSURFACE ENTRY OR RIGHTS TO MINE, DRILL OR OTHERWISE OBTAIN ACCESS TO MINERALS BENEATH THE SURFACE OF THE LAND.  
NOT A SURVEY MATTER.
- RIGHTS OF TENANTS UNDER ANY UNRECORDED LEASES.  
NOT A SURVEY MATTER.

SURVEYOR'S NOTES:

- TYPE OF SURVEY: ALTA/NPS LAND TITLE SURVEY, BOUNDARY SURVEY AND TIDAL WATER SURVEY. ANY USE OF THIS SURVEY FOR PURPOSES OTHER THAN THAT WHICH IT WAS INTENDED, WITHOUT TITLE VERIFICATION, WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO THE SURVEYOR. NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO.
- THIS SURVEY WAS PREPARED WITH THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE PREPARED BY STEWART TITLE GUARANTY COMPANY, COMMITMENT NUMBER 1800222606, DATED NOVEMBER 19, 2018 AT 8:00 AM.
- NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND/OR OWNERSHIP WERE FURNISHED TO OR PASSED BY THE UNDERSIGNED OTHER THAN THOSE SHOWN HEREIN. EASEMENTS OR RESTRICTIONS OF RECORD OTHER THAN THOSE SHOWN HEREIN MAY EXIST.
- NO EXCAVATION WAS PERFORMED TO VERIFY THE LOCATION OR EXISTENCE OF ANY UNDERGROUND IMPROVEMENTS, STRUCTURES, OR FOUNDATIONS. UNDERGROUND UTILITIES SHOWN HEREIN ARE SHOWN PER ABOVE GROUND EVIDENCE AND/OR RECORD DRAWINGS OR MUNICIPAL ATLAS INFORMATION AND THE LOCATION OF ALL UNDERGROUND UTILITY LINES ARE APPROXIMATE ONLY. THIS DOCUMENT SHOULD NOT BE RELIED UPON FOR EXCAVATION OR CRITICAL DESIGN FUNCTIONS WITHOUT FIELD VERIFICATION OF UNDERGROUND UTILITY LOCATIONS. UTILITIES OTHER THAN THOSE SHOWN HEREIN MAY EXIST.
- UNLESS IT BEARS THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS DRAWING, SKETCH, PLAT OR MAP AND REPORT IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.
- THE SURVEY DEPICTED HEREIN IS NOT INTENDED TO SHOW THE LOCATION OR EXISTENCE OF ANY WETLAND OR ADJUNCTIONAL AREAS, OR AREAS OF PROTECTED SPECIES OF VEGETATION OTHER NATURAL OR CULTIVATED, ALL SWAMPED WETLAND LINES SHOWN HEREIN ARE ACCORDING TO THE SURVEY REFERENCED IN SURVEYOR'S NOTE 15-A.
- ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
- ADJOINING PROPERTY OWNERS IF SHOWN HEREIN ARE BASED ON INFORMATION OBTAINED FROM THE COUNTY PROPERTY APPRAISER WEB SITE AND IS FOR INFORMATIONAL PURPOSES ONLY. SAID PROPERTY APPRAISER SHOWS THE SUBJECT PROPERTY ADDRESS OF 42501 US HIGHWAY 19 N, TARPON SPRINGS, FL 34689.
- BEARINGS AND DISTANCES SHOWN HEREIN ARE MEASURED UNLESS QUALIFIED OTHERWISE.
- STATE PLANE COORDINATES (FLORIDA WEST ZONE) WERE DERIVED BY REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS AND ARE THE PRODUCT OF REDUNDANT OBSERVATION SESSIONS CONSISTING OF AT LEAST 60 EPOCHS EACH, AND INCLUDED NATIONAL GEODETIC SURVEY (NGS) CONTROL STATIONS "PC030M GPS 53" (PID = DF5829), NAD 83(2011) AND "PC030M GPS 54" (PID = DF5830), NAD 83(2011).
- BEARINGS SHOWN HEREIN, WHEN QUALIFIED AS (M) FOR MEASURED ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, (FLORIDA WEST ZONE), NAD 83(2011) AND WERE DERIVED FROM CONVENTIONAL METHODS AND REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS. AS MEANS OF REFERENCE THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING NORTH 89°37'45" WEST, AS SHOWN HEREIN.
- ELEVATIONS SHOWN HEREIN ARE IN FEET AND ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88). CONTROL MONUMENT UTILIZED IS DESIGNATED AS "A\_754" (PID = 000319), HAVING A PUBLISHED ELEVATION OF 7.78 FEET, AS PUBLISHED BY THE NATIONAL GEODETIC SURVEY. SEE DRAWING FOR ON-SITE TEMPORARY BENCHMARKS (TBMS).
- MULTIPLE DIRT TRAILS CONNECTING THE SUBJECT PROPERTY TO ADJOINING ROADS / RIGHTS-OF-WAY EXIST ON THE PROPERTY. THESE INTERIOR PRIVATE TRAILS ARE NOT SHOWN HEREIN.
- DISTANCES SHOWN HEREIN ARE IN U.S. SURVEY FEET.
- THIS SURVEY WAS PREPARED WITH THE BENEFIT OF THE FOLLOWING:  
A) A SPECIFIC PURPOSE SURVEY PREPARED BY FLORIDA LAND DESIGN AND PERMITTING, INC., TITLED "ANCLOTE HARBOR", PROJECT ID 1046, DATED 8/14/2020.  
B) A TOTAL WATER SURVEY PROCEDURAL APPROVAL FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION, DATED 6/20/2020 FOR 42501 US HIGHWAY 19 N - TARPON SPRINGS, SAID PROCEDURAL APPROVAL ESTABLISHES THE MEAN HIGH WATER ELEVATION FOR ANCLOTE RIVER ADJACENT TO THE SITE AS BEING ELEVATION 0.62- FEET (NAVD 88).  
C) THE OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS, HILLSBOROUGH COUNTY, FLORIDA (OF WHICH PINELLAS WAS FORMERLY A PART) AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA. NOTE THAT SAID PLAT DOES NOT CONTAIN ANY GEOMETRY. THE DEED OF RECORD, AND SCALED INTERPRETATION, WAS UTILIZED TO SHOW THE UNDERLYING LOT GEOMETRY.  
D) A DETERMINATION OF STATE OWNERSHIP OF SOVEREIGN SUBMERGED LANDS LYING BELOW THE MEAN HIGH WATER LINE, AS PROVIDED BY THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION IN A MEMO DATED JULY 29, 2020 RE: 42501 US HIGHWAY 19 N.
- THE MEAN HIGH WATER LINE OF THE SOUTH SIDE OF THE ANCLOTE RIVER IS LOCATED AND SHOWN HEREIN AND WAS ESTABLISHED IN THE FIELD BY FLORIDA LAND DESIGN AND PERMITTING BETWEEN 7/31/2020 AND 8/10/2020 BY LOCATING THE APPROVED MEAN HIGH WATER ELEVATION OF 0.62- FEET (NAVD 88) (SEE SURVEYOR'S NOTE 15-B) AT THE INTERVALS SHOWN HEREIN. THIS TOTAL WATER SURVEY COMPLIES WITH CHAPTER 177, PART 8, FLORIDA STATUTES. THIS MEAN IS SUBJECT TO CHANGE DUE TO NATURAL CAUSES AND MAY OR MAY NOT REPRESENT THE ACTUAL LOCATION OF THE LIMIT OF TITLE.
- BY SCALED DETERMINATION THE SUBJECT PROPERTY APPEARS TO LIE IN FLOOD ZONE "X" (UNSHADED), FLOOD ZONE "X" (SHADED) AND FLOOD ZONE "A2" (BASE FLOOD INSURANCE RATE) FOR FLOOD INSURANCE RATE MAP, MAP NUMBER 12103-2020-06, MAP EFFECTIVE DATE SEPTEMBER 3, 2023, AN ACCURATE ZONE DETERMINATION SHOULD BE MADE BY THE PREPARED BY THE MAP, THE FEDERAL EMERGENCY MANAGEMENT AGENCY, OR THE LOCAL GOVERNMENT AGENCY HAVING JURISDICTION OVER SUCH MATTERS PRIOR TO ANY JUDGMENTS BEING MADE FROM THE ZONE AS NOTED.
- LAST DATE OF FIELD SURVEY: 8/13/2020

SURVEYOR'S CERTIFICATE:

TO MORGAN GROUP DEVELOPMENT, LLC, A TEXAS LIMITED LIABILITY COMPANY; STEWART TITLE GUARANTY COMPANY; AND GREENSPRING MARSH LIPS:  
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2016 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(a), 6, 9, 13, 14, 16 AND 20 OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON 8/13/2020.  
DATE OF PLAT OR MAP: 8/14/2020  
FLORIDA LAND DESIGN & PERMITTING, INC.  
CERTIFICATE OF AUTHORIZATION LHS42  
JOSEPH E. BECKMAN, PSM  
STATE OF FLORIDA L57204

Florida Land Design & Permitting

ANCLOTE HARBOR

MORGAN GROUP DEVELOPMENT, LLC

STEWART TITLE GUARANTY COMPANY

GREENSPRING MARSH LIPS

1 = 3





[illegible]

- [illegible]

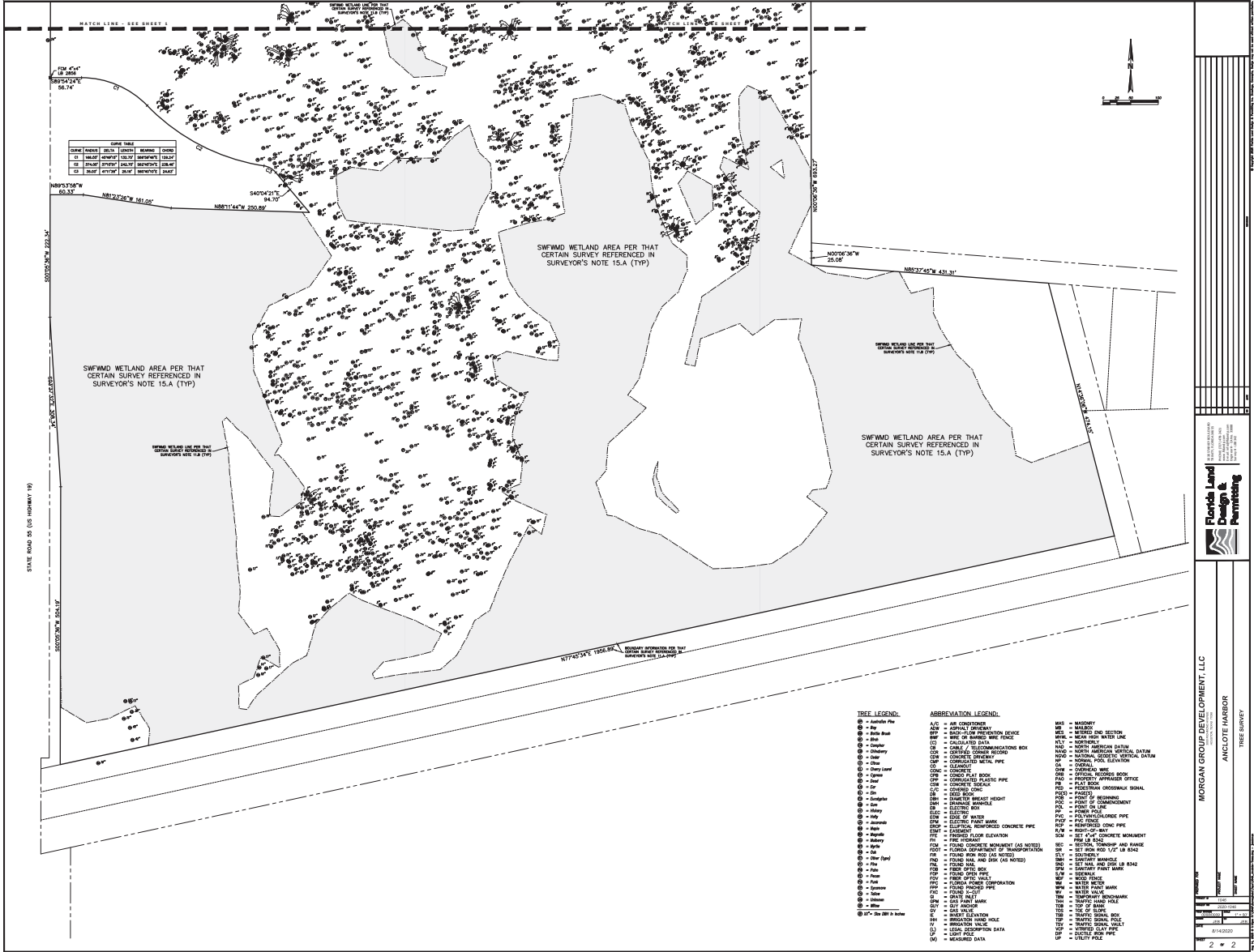
LEGAL DESCRIPTION: (PER SURVEY REFERENCED IN SURVEYOR'S NOTE 11.A)

[illegible]

SURVEYOR'S NOTES:

- [illegible]

JOSEPH E. BECKMAN, PSM  
STATE OF FLORIDA LS7204



SECTIONS 6 & 7, TOWNSHIP 27 SOUTH, RANGE 16 EAST  
CITY OF TARPON SPRINGS, PINELLAS COUNTY, FLORIDA

LEGAL DESCRIPTION: (PER SURVEY REFERENCED IN SURVEYOR'S NOTE 11)

A TRACT OF LAND BEING A PORTION OF TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA, LYING IN AND BEING A PART OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, AND A PORTION OF THE OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, LYING IN AND BEING A PART OF THE NORTHEAST 1/4 OF SECTION 7, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; AND RUN NORTH 85° 40' 26" WEST ALONG THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 6 FOR A DISTANCE OF 888.46 FEET TO THE POINT OF BEGINNING AT THE SOUTHEAST CORNER OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA; THENCE RUN NORTH 00° 09' 16" WEST ALONG THE EAST LINE OF THE AFORESAID LOT 42 AND THE EAST LINE OF THE WEST 1/2 OF LOT 41 FOR A DISTANCE OF 1304.80 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 41; THENCE RUN N 85° 40' 26" W ALONG THE NORTH LINE OF LOTS 41 AND 45 FOR A DISTANCE OF 1306.30 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF STATE ROAD 55 (US HIGHWAY 19), RIGHT-OF-WAY WIDTH VARIES, AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY MAP SECTION NO. 15150-2548; THENCE RUN SOUTH 00° 02' 56" WEST ALONG SAID EAST RIGHT-OF-WAY LINE FOR A DISTANCE OF 1543.53 FEET; THENCE CONTINUE SOUTHERLY ALONG THE RIGHT-OF-WAY LINE AS PER THE ORDER OF TAKING AS RECORDED IN OFFICIAL RECORDS BOOK 6222, PAGE 2159 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR THE FOLLOWING TWO COURSES: THENCE RUN SOUTH 03° 40' 12" EAST FOR DISTANCE OF 308.34 FEET; THENCE RUN NORTH 00° 02' 56" WEST FOR A DISTANCE OF 504.19 FEET; THENCE DEPARTING SAID EAST RIGHT-OF-WAY LINE AND RUN NORTH 77° 42' 54" EAST ALONG THE NORTHERLY RIGHT-OF-WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 3568, PAGE 99 AND VACATED PER ORDINANCE 84-07 RECORDED IN OFFICIAL RECORDS BOOK 2746, PAGE 1029, ALL OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, FOR A DISTANCE OF 1996.89 FEET TO A POINT ON THE EAST LINE OF BLOCK 96 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE RUN NORTH 14° 38' 46" WEST ALONG THE EAST LINE OF BLOCK 96 AND BLOCK 95 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS FOR A DISTANCE OF 474.10 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF A 25 FOOT ROAD RIGHT-OF-WAY AS DESCRIBED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 3, PAGE 227 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE RUN NORTH 86° 40' 26" WEST ALONG SAID SOUTH RIGHT-OF-WAY LINE FOR A DISTANCE OF 431.33 FEET; THENCE RUN NORTH 00° 09' 16" WEST ALONG A SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR A DISTANCE OF 25.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LAND CONVEYED PURSUANT TO THAT CERTAIN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 14238, PAGE 1044 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

SURVEYOR'S NOTES:

1. TYPE OF SURVEY: SPECIFIC PURPOSE SURVEY, THE PURPOSE OF WHICH IS TO SHOW THE RELATIONSHIP OF THE FLAGGED METLAND JURISDICTIONAL LINE TO THE SUBJECT PROPERTY. ANY USE OF THIS SURVEY FOR PURPOSES OTHER THAN THOSE INTENDED BY THE SURVEYOR WITHOUT WRITTEN VERIFICATION, WILL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO ANY SURVEYOR. NOTHING HEREIN SHALL BE CONSTRUED TO GIVE ANY RIGHTS OR BENEFITS TO ANYONE OTHER THAN THOSE CERTIFIED TO.
2. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A COMMITMENT FOR TITLE INSURANCE.
3. THIS IS NOT A BOUNDARY SURVEY. EASEMENTS OR RESTRICTIONS OF RECORD NOT SHOWN HEREON MAY EXIST.
4. UNLESS IT BEARS THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER THIS DRAWING, SKETCH, PLAT OR MAP AND REPORT IS FOR INFORMATIONAL PURPOSES ONLY AND IS NOT VALID.

5. METLAND JURISDICTIONAL POINTS AND LINES SHOWN HEREON ARE BASED ON COORDINATE DATA PROVIDED BY KIMLEY HORN & ASSOCIATES, INC. ON 5/29/2020. SAID POINTS WERE PROVIDED IN LATITUDE / LONGITUDE FORMAT AND WERE CONVERTED TO STATE PLANE COORDINATES, FLORIDA WEST ZONE (US SURVEY FEET) FOR USE IN THIS DRAWING. ALL POINT DATUM CONVERSIONS WERE COMPLETED USING CORPSSON 6.0.1 AS PROVIDED BY THE US ARMY CORPS OF ENGINEERS.
6. ADDITIONS OR DELETIONS TO SURVEY MAPS OR REPORTS BY OTHER THAN THE SIGNING PARTY OR PARTIES IS PROHIBITED WITHOUT WRITTEN CONSENT OF THE SIGNING PARTY OR PARTIES.
7. BEARINGS AND DISTANCES SHOWN HEREON ARE MEASURED UNLESS QUALIFIED OTHERWISE.

8. STATE PLANE COORDINATES (FLORIDA WEST ZONE) WERE DERIVED BY REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS AND ARE THE PRODUCT OF REDUNDANT OBSERVATION SESSIONS CONSISTING OF AT LEAST 60 EPOCHS EACH, AND INCLUDED NATIONAL GEODETIC SURVEY (NIGS) CONTROL STATIONS "PD03N GPS 53" (PD = DF5825), NAD 83(2011) AND "PD03N GPS 54" (PD = DF5830), NAD 83(2011).
9. BEARINGS SHOWN HEREON, WHEN QUALIFIED AS (M) FOR MEASURED ARE BASED ON THE FLORIDA STATE PLANE COORDINATE SYSTEM, (FLORIDA WEST ZONE, NAD 83(2011)) AND WERE DERIVED FROM CONVENTIONAL METHODS AND REAL-TIME KINEMATIC (RTK) GLOBAL POSITIONING SYSTEM (GPS) OBSERVATIONS. AS A MEANS OF REFERENCE THE EAST RIGHT-OF-WAY OF US HIGHWAY 19, BEING SOUTH 00°05'36" WEST, AS SHOWN HEREON.

10. DISTANCES SHOWN HEREON ARE IN U.S. SURVEY FEET.
11. THIS SURVEY WAS PREPARED WITH THE BENEFIT OF AN ALTA/NSPS LAND TITLE, BOUNDARY AND TOTAL WATER SURVEY PREPARED BY TARPON LAND DESIGN & PERMITTING, INC., TITLED "ANCLOTE HARBOR", PROJECT ID 1046, DATED 8/14/2020. ALL BOUNDARY INFORMATION SHOWN HEREON IS ACCORDING TO SAID SURVEY.
12. AERIAL IMAGERY SHOWN HEREON WAS OBTAINED FROM THE FLORIDA LAND AND BOUNDARY INFORMATION SYSTEM (LABINS) WEBSITE AT <http://www.labins.org>. THE 2018 AERIAL IMAGE, IF SHOWN HEREON, IS USED AS A BACKGROUND FOR REFERENCE PURPOSES ONLY AND IS NOT TO BE CONSIDERED SURVEYED DATA FOR THIS SURVEY.

14. LAST DATE OF FIELD SURVEY: 8/11/2020

FLORIDA LAND DESIGN & PERMITTING, INC.  
CERTIFICATE OF AUTHORIZATION LB342

JOSEPH E. BECKMAN, PSJM  
STATE OF FLORIDA LS7024

METLAND JURISDICTIONAL POINTS			METLAND JURISDICTIONAL POINTS			METLAND JURISDICTIONAL POINTS			METLAND JURISDICTIONAL POINTS			METLAND JURISDICTIONAL POINTS		
METLAND ID	NORTHING	EASTING	METLAND ID	NORTHING	EASTING	METLAND ID	NORTHING	EASTING	METLAND ID	NORTHING	EASTING	METLAND ID	NORTHING	EASTING
J0-1-011	1,391,314.75	418,203.93	J0-1-053	1,390,563.48	418,401.31	J0-1-104	1,391,061.81	418,741.59	J0-1-132	1,391,210.80	419,295.78	J0-1-183	1,391,459.27	419,813.89
J0-1-012	1,391,259.44	418,164.94	J0-1-054	1,390,589.60	418,431.15	J0-1-105	1,391,038.64	418,774.86	J0-1-133	1,391,179.80	419,309.81	J0-1-184	1,391,545.75	419,813.93
J0-1-013	1,391,223.88	418,090.47	J0-1-055	1,390,623.04	418,449.97	J0-1-106	1,391,020.38	418,756.52	J0-1-134	1,391,135.50	419,338.12	J0-1-185	1,392,492.78	419,824.34
J0-1-014	1,391,169.62	418,060.70	J0-1-056	1,390,652.53	418,463.71	J0-1-107	1,390,973.90	418,705.59	J0-1-135	1,391,107.89	419,366.25	J0-1-186	1,392,472.98	419,874.73
J0-1-015	1,391,105.90	418,062.82	J0-1-057	1,390,671.09	418,480.92	J0-1-108	1,390,924.14	418,701.65	J0-1-136	1,391,064.32	419,385.35	J0-1-187	1,392,472.16	419,874.37
J0-1-016	1,390,975.95	418,114.43	J0-1-058	1,390,714.64	418,507.67	J0-1-109	1,390,903.23	418,683.55	J0-1-137	1,391,031.32	419,406.41	J0-1-188	1,391,371.37	418,864.69
J0-1-017	1,390,952.00	418,099.51	J0-1-059	1,390,759.78	418,527.12	J0-1-110	1,390,843.88	418,704.11	J0-1-138	1,391,002.21	419,437.29	J0-1-189	1,391,309.34	418,894.84
J0-1-018	1,390,953.44	418,108.33	J0-1-060	1,390,826.20	418,562.87	J0-1-111	1,390,841.61	418,718.05	J0-1-139	1,390,951.81	419,445.42	J0-1-190	1,391,443.10	418,945.86
J0-1-019	1,390,940.81	418,119.95	J0-1-061	1,390,808.92	418,584.95	J0-1-112	1,390,819.96	418,760.06	J0-1-140	1,390,939.29	419,473.78	J0-1-191	1,391,468.38	418,950.80
J0-1-020	1,390,895.43	418,154.61	J0-1-062	1,390,844.94	418,593.78	J0-1-113	1,390,808.58	418,800.45	J0-1-141	1,390,976.72	419,578.50	J0-1-192	1,391,445.86	418,938.28
J0-1-021	1,390,867.89	418,147.91	J0-1-063	1,390,870.15	418,537.19	J0-1-114	1,390,786.49	418,834.60	J0-1-142	1,390,986.84	419,673.95	J0-1-193	1,390,933.34	418,922.90
J0-1-022	1,390,841.18	418,110.32	J0-1-064	1,390,886.88	418,512.34	J0-1-115	1,390,746.41	418,895.60	J0-1-143	1,391,007.89	419,718.47	J0-1-194	1,390,909.85	418,766.77
J0-1-023	1,390,842.26	418,091.53	J0-1-065	1,390,900.33	418,546.33	J0-1-116	1,390,748.65	418,948.12	J0-1-144	1,391,076.89	419,799.49	J0-1-195	1,390,907.91	418,763.55
J0-1-024	1,390,869.45	418,092.15	J0-1-066	1,390,941.27	418,550.29	J0-1-117	1,390,756.16	419,003.29	J0-1-145	1,391,126.89	419,879.49	J0-1-196	1,390,862.28	418,811.21
J0-1-025	1,390,823.04	418,088.87	J0-1-067	1,390,967.18	418,531.36	J0-1-118	1,390,792.34	419,057.70	J0-1-146	1,391,176.89	419,959.49	J0-1-197	1,390,846.98	418,830.34
J0-1-026	1,390,865.58	418,051.05	J0-1-068	1,391,025.05	418,537.98	J0-1-119	1,390,848.81	419,033.28	J0-1-147	1,391,226.89	420,039.49	J0-1-198	1,390,831.38	418,840.30
J0-1-027	1,391,001.42	418,032.02	J0-1-069	1,391,059.04	418,555.42	J0-1-120	1,390,892.82	419,011.96	J0-1-148	1,391,276.89	420,119.49	J0-1-199	1,390,803.88	418,804.33
J0-1-028	1,391,021.50	418,033.09	J0-1-070	1,391,090.18	418,502.69	J0-1-121	1,390,889.35	419,076.64	J0-1-149	1,391,326.89	420,200.49	J0-1-200	1,390,793.37	418,763.33
J0-1-029	1,391,013.68	418,020.34	J0-1-071	1,391,128.42	418,495.78	J0-1-122	1,390,877.03	419,066.35	J0-1-150	1,391,503.42	418,740.56	J0-1-201	1,390,841.00	418,766.34
J0-1-030	1,390,858.85	418,016.95	J0-1-072	1,391,141.59	418,521.78	J0-1-123	1,390,920.66	419,111.21	J0-1-151	1,391,551.21	418,653.54	J0-1-202	1,391,672.97	418,735.73
J0-1-031	1,390,818.76	418,019.30	J0-1-073	1,391,155.82	418,531.71	J0-1-124	1,390,962.84	419,089.05	J0-1-152	1,391,552.64	418,627.32	J0-1-203	1,391,725.26	418,734.34
J0-1-032	1,390,804.44	418,031.21	J0-1-074	1,391,124.46	418,614.45	J0-1-125	1,390,983.69	419,080.77	J0-1-153	1,391,602.64	418,387.90	J0-1-204	1,391,743.72	418,333.37
J0-1-033	1,390,842.26	418,091.53	J0-1-075	1,391,154.44	418,616.46	J0-1-126	1,391,063.89	419,050.89	J0-1-154	1,391,691.11	418,320.87	J0-1-205	1,391,722.26	418,299.59
J0-1-034	1,390,768.82	418,031.07	J0-1-076	1,391,158.44	418,616.46	J0-1-127	1,391,164.25	419,050.89	J0-1-155	1,391,741.61	418,293.29	J0-1-206	1,391,676.57	418,309.25
J0-1-035	1,390,704.77	418,038.33	J0-1-077	1,391,193.12	418,599.88	J0-1-128	1,391,202.15	419,066.44	J0-1-156	1,391,766.80	418,260.47	J0-1-207	1,391,638.57	418,353.34
J0-1-036	1,390,665.90	418,035.00	J0-1-078	1,391,219.70	418,564.41	J0-1-129	1,391,286.56	419,027.76	J0-1-157	1,391,757.04	418,240.78	J0-1-208	1,391,608.41	418,400.80
J0-1-037	1,390,627.86	418,065.51	J0-1-079	1,391,242.28	418,542.55	J0-1-130	1,391,370.34	419,068.08	J0-1-158	1,391,806.85	418,212.02	J0-1-209	1,391,576.41	418,410.30
J0-1-038	1,390,588.69	418,098.51	J0-1-080	1,391,271.96	418,524.24	J0-1-131	1,391,461.58	419,043.95	J0-1-159	1,391,876.89	418,185.53	J0-1-210	1,391,557.00	418,413.32
J0-1-039	1,390,567.07	418,109.82	J0-1-081	1,391,305.97	418,517.62	J0-1-132	1,391,551.60	419,018.77	J0-1-160	1,391,970.07	418,150.54			
J0-1-040	1,390,546.99	418,075.90	J0-1-082	1,391,357.43	418,506.40	J0-1-133	1,391,641.62	418,993.37	J0-1-161	1,392,067.89	418,126.58			
J0-1-041	1,390,548.87	418,063.00	J0-1-083	1,391,374.16	418,560.08	J0-1-134	1,391,731.64	418,978.75	J0-1-162	1,392,137.91	418,100.98			
J0-1-042	1,390,535.68	418,035.46	J0-1-084	1,391,381.03	418,596.55	J0-1-135	1,391,821.66	418,958.75	J0-1-163	1,392,213.94	418,075.99			
J0-1-043	1,390,493.04	418,035.95	J0-1-085	1,391,391.92	418,628.84	J0-1-136	1,391,911.68	418,938.75	J0-1-164	1,392,296.97	418,048.26			
J0-1-044	1,390,491.15	418,050.26	J0-1-086	1,391,461.33	418,616.33	J0-1-137	1,392,001.70	418,918.75	J0-1-165	1,392,377.99	418,019.27			
J0-1-045	1,390,491.15	418,050.26	J0-1-087	1,391,511.60	418,635.55	J0-1-138	1,392,091.72	418,903.37	J0-1-166	1,392,458.98	417,991.40			
J0-1-046	1,390,517.02	418,068.13	J0-1-088	1,391,541.42	418,639.32	J0-1-139	1,392,181.74	418,888.37	J0-1-167	1,392,540.00	417,961.75			
J0-1-047	1,390,574.89	418,132.24	J0-1-089	1,391,588.94	418,642.52	J0-1-140	1,392,271.76	418,873.37	J0-1-168	1,392,621.02	417,934.00			
J0-1-048	1,390,589.15	418,159.04	J0-1-090	1,391,607.53	418,691.92	J0-1-141	1,392,361.78	418,858.37	J0-1-169	1,392,702.04	417,901.45			
J0-1-049	1,390,646.00	418,175.19	J0-1-091	1,391,589.41	418,735.67	J0-1-142	1,392,451.80	418,843.37	J0-1-170	1,392,782.06	417,868.78			
J0-1-050	1,390,675.08	418,201.92	J0-1-092	1,391,544.16	418,750.49	J0-1-143	1,392,541.82	418,828.37	J0-1-171	1,392,852.08	417,836.77			
J0-1-051	1,390,702.49	418,235.64	J0-1-093	1,391,486.50	418,780.14	J0-1-144	1,392,631.84	418,803.00	J0-1-172	1,392,922.10	417,804.76			
J0-1-052	1,390,690.69	418,256.21	J0-1-094	1,391,441.86	418,785.31	J0-1-145	1,392,721.86	418,778.01	J0-1-173	1,392,992.12	417,772.72			
J0-1-053	1,390,675.96	418,291.77	J0-1-095	1,391,391.74	418,797.77	J0-1-146	1,392,816.55	418,750.00	J0-1-174	1,393,052.14	417,741.42			
J0-1-054	1,390,653.17	418,354.34	J0-1-096	1,391,338.31	418,820.82	J0-1-147	1,392,915.52	418,730.69	J0-1-175	1,393,101.61	417,706.61			
J0-1-045	1,390,628.63	418,363.77	J0-1-097	1,391,316.19	418,849.38	J0-1-148	1,393,024.37	418,702.76	J0-1-176	1,393,148.23	417,675.20			
J0-1-047	1,390,595.97	418,385.59	J0-1-098	1,391,287.69	418,848.98	J0-1-149	1,393,130.74	418,673.97	J0-1-177	1,393,195.63	417,644.58			
J0-1-048	1,390,587.29	418,351.47	J0-1-099	1,391,249.46	418,833.33	J0-1-150	1,393,206.14	418,643.33	J0-1-178	1,393,261.32	417,617.22			
J0-1-049	1,390,577.53	418,298.50	J0-1-100	1,391,220.92	418,802.44	J0-1-151	1,393,223.40	418,610.67	J0-1-179	1,393,316.01	417,586.71			
J0-1-050	1,390,558.16	418,278.34	J0-1-101	1,391,180.68	418,767.25	J0-1-152	1,393,272.64	418,571.28	J0-1-180	1,393,362.76	417,552.01			
J0-1-051	1,390,546.49	418,281.74	J0-1-102	1,391,126.07	418,771.97	J0-1-153	1,393,246.34	418,525.01	J0-1-181	1,393,442.89	417,516.83			
J0-1-052	1,390,533.99	418,221.79	J0-1-103	1,391,088.94	418,760.72	J0-1-154	1,393,215.75	418,476.13	J0-1-182	1,393,526.29	417,481.36			

ABBREVIATION LEGEND:

(C) = CALCULATED DATA

CSB = CENTERED CONCRETE RECORD

CO = CONDO PLAT BOOK

DB = DEED BOOK

FCM = FOUND CONCRETE MONUMENT (AS NOTED)

FLN = FOUND LAMP OR FLUOROPOLYMER (AS NOTED)

FR = FOUND IRON ROD (AS NOTED)

FLN = FOUND NAIL AND DISK (AS NOTED)

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

FLN = FOUND NAIL

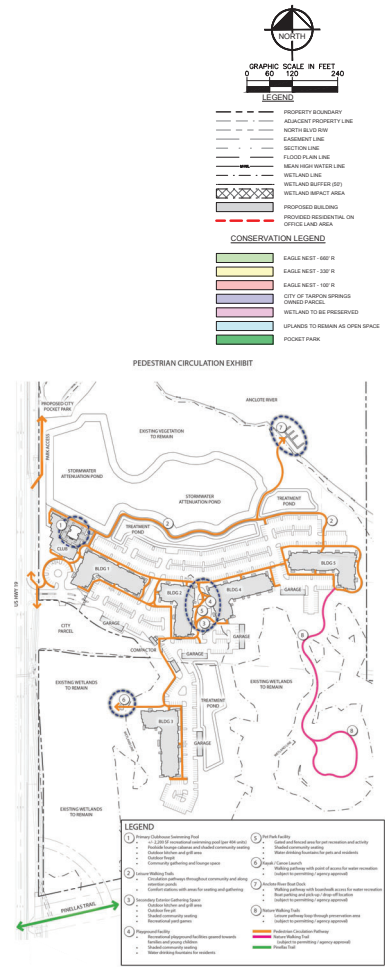
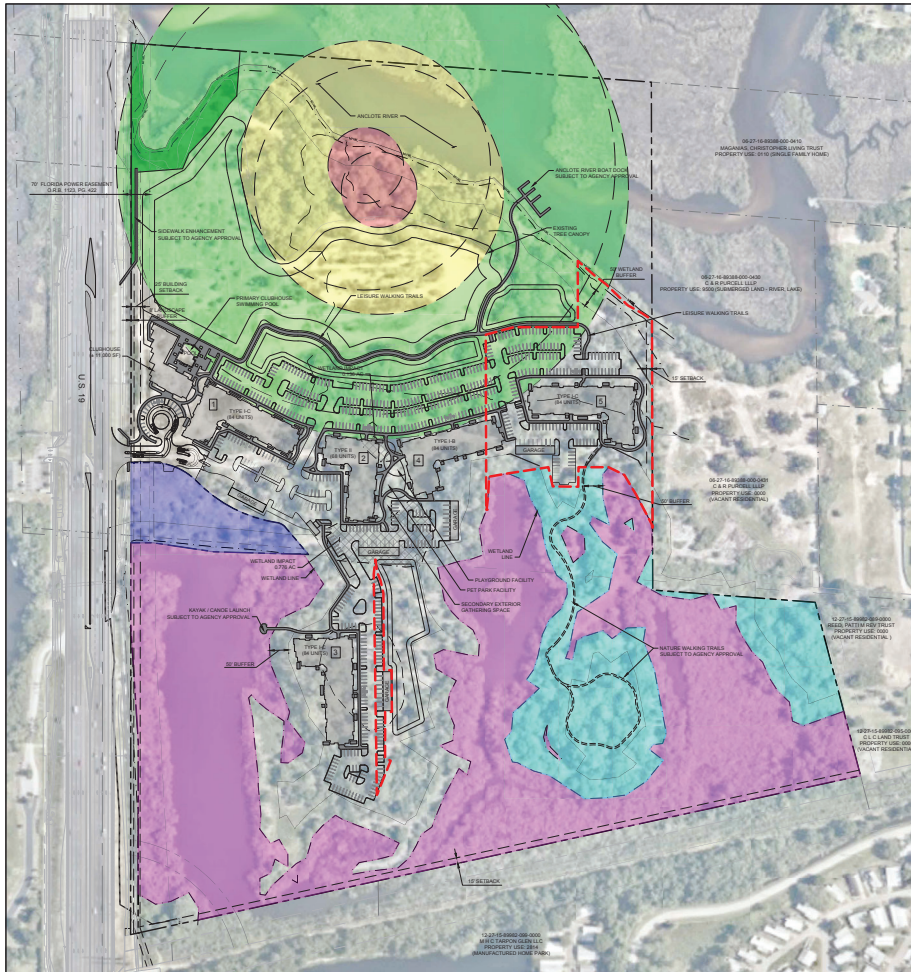
FLN = FOUND NAIL

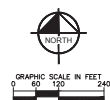
FLN = FOUND NAIL






# ANCLOTE HARBOR PRELIMINARY DEVELOPMENT PLAN





- LEGEND**
- PROPERTY BOUNDARY
  - - - ADJACENT PROPERTY LINE
  - NEIGHBORHOOD BOUNDARY
  - EASEMENT LINE
  - SECTION LINE
  - FLOOD PLAIN LINE
  - MEAN HIGH WATER LINE
  - SIGNIFICANT UPLAND HABITAT BOUNDARY
  - SIGNIFICANT UPLAND HABITAT PRESERVED
  - SIGNIFICANT UPLAND HABITAT DISTURBED
  - PROPOSED BUILDING
  - EXISTING CONTOUR
  - PROPOSED CONTOUR

SITE DATA TABLE	
SIGNIFICANT UPLAND HABITAT PER EIS REPORT	33.48 AC
LESS WETLANDS IN SIGNIFICANT UPLAND HABITAT PER SWFWMD APPROVED JO LINE	4.44 AC
LESS SIGNIFICANT UPLAND HABITAT - IMPACTED	17.34 AC
TOTAL - SIGNIFICANT UPLAND HABITAT PER EIS REPORT	11.70 AC

DATE 10/16/2001	SHEET NUMBER 1450662001	MORGAN ANCLOTE HARBOR ANCLOTE HARBOR TARPON SPRINGS FLORIDA	ANCLOTE HARBOR SIGNIFICANT UPLAND HABITAT	SCALE DESIGN NUMBER DESIGNER UPLAND REGISTRATION NUMBER DRAWN BY EBN CHECKED BY DATE	 <b>Kimley-Horn</b> © 2000 KIMLEY-HORN AND ASSOCIATES, INC. 420 SOUTH MAIN STREET, SUITE 100, TAMPA, FL 33602 WWW.KIMLEY-HORN.COM 813.909.0898	REVISIONS	DATE	BY

**ANCLOTE HARBOR  
RPD PROJECT NARRATIVE  
PRELIMINARY PLAN DEVELOPMENT SUBMITTAL  
CITY OF TARPON SPRINGS**

**I. INTRODUCTION**

Morgan Group Development, LLC, the Applicant, is the contract purchaser of a 72.62 acre site located on the west side of U.S. Highway 19 approximately one mile north of Tarpon Avenue and on the south side of the Anclote River. The site is vacant and is composed of 42.09 acres of uplands and 30.53 acres of wetlands. The site is designated with two City Comprehensive Plan Categories: CG, Commercial General on the western portion and R/OG, Residential Office General on the eastern portion. The site is currently zoned GB, General Business and the Applicant is proposing to rezone the site to RPD, Residential Planned Development and request approval of the Preliminary Development Plan. The Applicant has also submitted a Conditional Use Application to review the proposed residential use for compatibility as required by the CG Plan Category. The Rezoning Application, Preliminary Development Plan and Conditional Use Application are submitted to the City simultaneously for review.

**II. APPLICANT**

Morgan Group Development LLC is an affiliate of The Morgan Group, Inc., a leader in high-end multifamily development, construction, and property management. Morgan Group (“Morgan”) is a vertically integrated, third generation family business that invests in multifamily housing through development and acquisitions in high growth United States’ markets. In its history, Morgan has built or acquired over \$3 billion of multifamily assets, consisting of over 20,000 residential units within mid-rise, mixed-use and suburban properties across the United States. Currently, Morgan’s owned and managed portfolio consists of more than 10,000 units across Texas, California, Arizona, Colorado and Florida.

**III. DESCRIPTION OF PROJECT**

The Anclote Harbor project is proposed for an undeveloped 72 acre site with superior locational advantages within the jurisdiction of the City of Tarpon Springs. The Applicant proposes a luxury multifamily development containing a total of 404 multifamily residential units in five buildings. In addition to the five residential buildings, the development will include a clubhouse and a variety of on-site amenities which are discussed in more detail below in this Narrative.

The site is located in the urbanized area of north Pinellas County, in close proximity to Tarpon Springs' historic downtown and Sponge Docks, with access to the local and regional transportation network, proximity to a variety of parks and recreational facilities, and containing significant environmental features which will be preserved to a high degree.

Future residents of the Anclote Harbor community can easily access the working waterfront of the Sponge Docks via Live Oak Street which is less than one mile south of the development on the west side of U.S. Highway 19. Live Oak Street merges with Dodecanese Street, the main street on the Sponge Docks, to provide access to the historic Sponge Docks with a variety of tourist activities, fishing charters and expeditions, restaurants and retail shops.

Residents can also travel south on U.S. Highway 19 for one mile and turn west on Tarpon Avenue which leads into the City's historic downtown. The historic downtown offers restaurants, retail shops and services, as well as museums and attractions for every interest. These attractions include the National Register Historic District, the City's Performing Arts Center, the historic Train Station Museum, the Cultural Center/ Historic City Hall, the Heritage Museum on Spring Bayou, the Safford House Museum, the Unitarian Church housing the Inness Paintings, St. Nicholas Greek Orthodox Cathedral and St. Michael's Shrine.

The site fronts on U.S. Highway 19 which runs continuously through all of Pinellas County, and continues north through the west coast of Florida to Tallahassee. Traveling U.S. Highway 19 to the north provides easy access to New Port Richey and Trinity communities in Pasco County. Residents may also travel south on U.S. Highway 19 to reach downtown Dunedin, county park Honeymoon Island, and the communities of Palm Harbor and Clearwater. Many retail, restaurants, services and employment opportunities are located along this section of U.S. Highway 19. There are multiple roads that intersect U.S. Highway 19 that create routes to the east for access to Tampa, the Suncoast Parkway, Tampa International Airport, and International Mall and its employment centers.

The site also enjoys a locational advantage of proximity to many parks and recreational facilities. There are two pristine gulf front beach parks within the City limits: the City's Sunset Beach Park and the County's Howard Park. There are multiple golf courses in the vicinity of the development including the City's Golf Course, four courses at Innisbrook Resort and Spa, and the courses at Cypress Run and Crescent Oaks.

The Fred Marquis Pinellas Trail, a recreational trail, is in the immediate vicinity of the site running south and west from the southwest corner of the site. The Pinellas Trail runs through the entire County from the City of Tarpon Springs on the north to the City of St. Petersburg on the south, and through all cities in between. The route of the Pinellas Trail to the south and east of the site travels along Jasmine Avenue and Melon Street to its intersection with Keystone Road. The Trail continues east on Keystone Road to intersect with East Lake Road where it continues south to John Chestnut County Park. Bikers and walkers who travel on the Pinellas Trail to the west of the site can easily reach Anclote Nature Park and ultimately connect to the Pasco County Trail. An extension of the Pinellas Trail is under construction to connect to the Coastal Anclote Trail in

Pasco County which will allow access to the Anclote River, and Pasco County parks Anclote Gulf and Key Vista.

The significant environmental features of the site include more than 1,981 lineal feet of frontage on the Anclote River, a total of 30.53 acres of wetlands and two eagle nests located in close proximity to the Anclote River. The Anclote River will not be impacted by this development due to the site design that locates all of the residential buildings at substantial distances from the waterfront. Of the approximate 31 acres of wetlands on the site, substantially all of the wetlands except for 0.91 acres, will be preserved on site as wetlands. There are two small isolated wetlands (0.776 acres and 0.136 acres in size) located in the approximate center of the site that prevent an efficient design in this area and these wetlands are proposed for on-site mitigation. The balance of 29.62 acres of wetlands will be preserved on site and not impacted by the proposed development. The site has also been designed to protect the existing eagle nest by not locating any improvements within the 330' feet protection zone from the eagle nest and proposing only at-grade improvements such as parking and stormwater ponds within the 660' protection zone.

In summary, the proposed development is a superior location for residential use with good access to local and regional transportation, is in proximity to a variety of recreational facilities, and will preserve the unique environmental features of the site. The specific details about the proposed Anclote Harbor are described in the sections below.

## **1. Proposed Residential Development**

Anclote Harbor proposes a luxury multifamily residential development with a total of 404 multifamily units in five buildings. The five residential buildings are setback substantial distances from the Anclote River and provide views of the River for the residents. Building 5 is the closest residential building to the Anclote River and it is setback from the River approximately 175 feet. Buildings 1-4 are setback from the Anclote River substantial distances ranging from 350 feet to 450 feet from the waterfront.

The project will comply with all of the dimensional requirements, except for the maximum height, of the RPD District as shown in **Table 1** below. Compliance with all of the dimensional requirements for the development are also shown in the Data Table on the Preliminary Development Plan.

All of the residential buildings are proposed to be four stories in height with a maximum height of 53 feet where 45 feet is allowed in the RPD Zoning District. The specific justification for this height waiver is described in more detail in **Section IV** of this Narrative. In general, the reasons for the increased height of approximately 6 feet taller than the RPD district is to minimize the number of residential buildings, minimize the project's overall footprint, create a larger separation between the buildings and Anclote River, and maintain an eagle protection zone of 660' within which no buildings are located.

The development will comply with the required parking for the residential buildings, with a total of 761 spaces, of which 716 at-grade spaces will be conveniently distributed around the five residential buildings. An additional 45 spaces will be provided within five garage buildings each containing 9 spaces. There is one garage located in proximity to each residential building for convenient access by the residents who desire to park their car inside a garage. Parking is also provided at the clubhouse for the convenience of residents using the clubhouse facilities and for prospective residents who are considering living in this development. A minor reduction to the required parking for the clubhouse and pool are requested and this waiver is outlined in detail in **Section IV** of this Report.

**Table 1**  
**Anclote Harbor**  
**Comparison of Required and Proposed Dimensional Requirements**

<b>Standard</b>	<b>RPD Multiple Family Requirements</b>	<b>Proposed Project Requirements</b>
<b>Lot size</b>	10,000 sf	72.62 ac
<b>Lot Width</b>	100'	2,000' ±
<b>Maximum Height</b>	45'	50.67'
<b>Setbacks</b> <ul style="list-style-type: none"> <li>• <b>Front/West</b></li> <li>• <b>Side/ North</b></li> <li>• <b>Side / South</b></li> <li>• <b>Rear/ East</b></li> </ul>	25'  15' 15' 15'	25' to Clubhouse 70' to Building 1 230' to Clubhouse 190' to Building 3 15' to Building 5
<b>Wetland Buffer Setback</b>	50'	50'
<b>Minimum Unit Size</b>	600 sf	674 sf -1,285 sf

The development will include a mixture of one, two and three bedroom units, with varying unit sizes. All of the residential units will exceed the minimum floor area of 600 feet as required by the RPD Zoning District and as shown in **Table 2** below.

**Table 2**  
**Anclote Harbor**  
**Summary of Proposed Unit Types and Sizes**

# of Bedrooms	# Units	Dwelling Size Range (in square feet)
1	205	674 sf- 830 sf
2	159	1,090 sf – 1,204 sf
3	40	1,285 sf
<b>TOTAL</b>	<b>404 Units</b>	<b>726 sf – 1,285 sf</b>

There are four outdoor amenity areas within the development for the use and enjoyment of the residents. Each of these amenity areas is shown on the Preliminary Development Plan. The first and largest amenity area is the clubhouse area located near the project entrance overlooking the Anclote River. The clubhouse area includes a swimming pool, cabanas, outdoor kitchen and grill area, firepit, and poolside lounge and gathering area.

A second outdoor amenity is located in the center of the site between Buildings 2 and 4. This recreational amenity includes an outdoor kitchen and grill, fire pit, shaded gathering area and a playground facility. In close proximity to this central outdoor area and south of Building 4 is a dog park for the enjoyment of residents and their dogs.

The third outdoor amenity for residents is located in the eastern portion of the site adjacent to the Anclote River. This passive park area is proposed for a canoe and kayak launch and a boat dock on the Anclote River for residents, subject to approval of the appropriate permits.

The fourth outdoor amenity area for residents is located in the southwest area of the site west of Building 3. This amenity area is proposed to include a canoe and kayak launch into the large wetland to the west of Building 3 for the use of residents, subject to approval of the appropriate permits.

The development also proposes a pedestrian path that travels throughout the site connecting all of the buildings and the clubhouse. This pedestrian path also travels along the southern edge of the stormwater pond area creating an exercise path and views overlooking the Anclote River and continues as a trail loop through the southeast peninsula's natural upland area.

In addition to the on-site recreational facilities and amenities for the development's residents, the Applicant proposes to donate the land for a river-front pocket park to the City for use by City residents. This pocket park is proposed to be located in the northwest corner of the site adjacent to the Anclote River and the purpose of the park is to provide a resting place for boaters traveling along the Anclote River. This pocket park will be accessible by boaters on the Anclote River and by pedestrians using a new sidewalk section within the U.S. Highway 19 right-of-way to the park. The pocket park will not include parking or a driveway

ensuring that no vehicular access will be available to this park. It should be noted that construction of the new sidewalk section in the U.S. Highway 19 right-of-way to the pocket park is subject to permitting approval by FDOT.

## 2. Compliance with Density Provisions

As mentioned in the Introduction, the site is designated with two City *Comprehensive Plan* Categories: CG, Commercial General, on the western portion and R/OG, Residential Office General, on the eastern portion. The Applicant obtained the boundaries of these two Plan Categories from the City's *Future Land Use Map* of the *Comprehensive Plan* and has prepared an exhibit on the Preliminary Development Plan showing the location and boundaries of the Categories. Both City Plan Categories allow multifamily residential use at a maximum density of 15 units per acre.

The site is also designated with two *Countywide Plan* Categories: R & S, Retail & Services, on the western portion of the site and O, Office, on the eastern portion. The location and boundaries of these Countywide Plan Categories align with the location and boundaries as the related City's Plan Categories. The Office Plan Category allows residential use at a maximum density of 15 units per acre but limits residential development to only five acres on the Office portion of the site. The R & S Category allows 24 units per acre but since the City's related Commercial General category limits residential development to 15 units per acre, the City's lower 15 unit/ acre density applies to the site.

The amount of uplands and wetlands located within each Plan Category is shown in **Table 3** below.

**Table 3**  
**Anclote Harbor**  
**Summary of Uplands and Wetlands by Plan Category**

<b>Plan Category City/ Countywide</b>	<b>Uplands</b>	<b>Wetlands</b>
CG/ R & S	26.65 ac	14.00 ac
R/OG/ O	15.44 ac	16.53 ac
<b>TOTAL</b>	<b>42.09 ac</b>	<b>30.53 ac</b>

Source: Kimley Horn and Survey prepared by Florida Design and Permitting.

The Preliminary Development Plan illustrates the two areas on the site that comprise the five acres of Countywide Office Plan Category. These two areas of Office Plan Category are the land upon which Building 5 and its associated parking are located, a small segment of Building 4, and a portion of the parking to the east of Building 3. The uplands balance of the site that is designated with the Office Plan Category (total of 10.44 acres) will be preserved as passive open space for the development.

The *Countywide Rules* establish regulations for the transfer of development rights from one Plan Category to another Category. The Transfer of Development Rights is proposed to transfer units from the R & S Plan Category to the Office Category for the limit allowed in the *Rules* of 30% of the allowable density. The maximum permitted density of the Ancote Harbor site by Plan Category is shown in **Table 4** below.

**Table 4**  
**Ancote Harbor**  
**Maximum Allowable Density**

Office Portion of Site			
	Acres	Density	Total Units
Base Density (Uplands)	5 ac	15 u/ ac	75 units
TDRs from R & S Site	N.A.	30% of Base Density (75 units)	23 units
<b>Sub-Total Office</b>			<b>98 units</b>
R & S Portion of Site			
	Acres	Density	Total Units
Base Density (Uplands)	26.65 ac	15 u/ ac	400 units
Wetlands	14.00 ac	1 u/ ac	14 units
<b>LESS TDRs sent to Office Site</b>			<b>-23 units</b>
<b>Sub-Total R &amp; S</b>			<b>391 units</b>
<b>Sub-Total Office</b>			<b>98 units</b>
<b>TOTAL- ENTIRE SITE</b>			<b>489 units</b>

**Table 4 Notes:**

1. The Office portion of the site contains a total of 15.44 acres of uplands. Of this 15.44 acre Office upland area, five acres of uplands are proposed to be developed and the balance of 10.44 acres of uplands will be preserved and are not proposed for development.
2. The Office portion of the site contains a total of 16.53 acres of wetlands and no density credits are applied from the wetlands on the Office Portion.

For the Office portion of the site, residential development is limited to five acres and a total of 98 units. The Preliminary Development Plan proposes to locate 96 units on the Office portion of the site including all of Building 5 and a small section of Building 4. Building 5 contains a total of 84 units; the applicable section of Building 4 contains 12 units for a total of 96 units located within the Office portion of the site, which is less than and in compliance with the 98 maximum allowable units in the Office portion of the site.

For the R & S portion of the site, the maximum allowable residential units on this section is 401 units where a total of 308 units are proposed to be located on this section. Therefore, the proposed residential units on the R & S portion of the site is less than and in compliance with the density calculations for this portion.

In summary, the number of units allowed on each Plan Category portion of the site is in compliance with that specific site as described above. Additionally, the overall proposed development of 404 residential units is less than and in compliance with the maximum development potential of 489 residential units on the overall site; and, therefore, the proposed development is in compliance with both the *Countywide Rules* and the City's *Comprehensive Plan* with regard to density.

### **3. Site Access**

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 Hayes 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 Hayes Road right-of-way for access 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. The detailed justification for this waiver request is outlined in **Section IV** of this Narrative.

The proposed project entrance on U.S. Highway 19 is under the jurisdiction of the Florida Department of Transportation (FDOT). The Applicant's Engineer met with FDOT's District 7 staff on May 9, 2018 in a pre-application review for an access permit to discuss the proposed driveway location on U.S. Highway 19. In that pre-application meeting, FDOT indicated that the driveway location was approved in concept, subject to permitting. The project entrance will be limited to right-in right- out turning movements due to the median within U.S. Highway 19 in front of the project site. FDOT has also indicated that a northbound right turn lane from U.S. Highway 19 into the site is warranted which will provide a safe turning movement for residents traveling north of U.S. Highway 19 towards the site. For residents leaving the site and wishing to travel north, they can make a right turn out of the project driveway and continue north on U.S. Highway 19 to their destination. For residents leaving the site and wishing to travel south, they can make a right turn out of the project driveway, continue north for approximately 450 feet to a new median opening, make a U-turn and then travel south on U.S. Highway 19.

For residents approaching the development from the south, they will travel north on U.S. Highway 19 to the new right turn lane and then turn into the project driveway. For residents approaching the development from the north, they will travel south on U.S. Highway 19 to approximately 450 feet south of the project entrance, then make a U-turn and then travel north to the project entrance.

There is an existing northbound left turn lane and left turn median opening that provides access to a small commercial building on the west side of U.S. Highway 19. Although this partial median opening is in the general vicinity of the proposed project entrance, residents leaving the site will not be able to use this turn lane or partial median opening due to raised medians in this area. The project does not propose to alter the existing turning movement and median opening currently in use by these existing businesses on the west side of U.S. Highway 19.

It should be noted that the specific design of all of the proposed revisions to U.S. Highway 19 described above is subject to the review and approval of FDOT and will be constructed by the Applicant at his expense. These improvements include a new project driveway, a new north-bound right turn lane into the project driveway, a revised median opening north of the site to allow a north-bound U-turn movement, and a revised median opening south of the site to allow a south-bound U-turn movement.

The entrance proposes two lanes entering and two lanes exiting the development, for a total of a four- lane divided entrance. The four-lane entrance is designed to provide alternative access to the development by general traffic and emergency vehicles should one lane at the entrance be blocked. Access to the clubhouse is via a driveway that turns north from the main project entrance. To the south of the main entrance, the Applicant proposes a curb cut for future access to the City-owned parcel immediately south of the development's entrance. Due to the narrow frontage of the City's parcel on U.S. Highway 19, it may be difficult to obtain a driveway for this parcel. Therefore, the project proposes to allow visitors to the

City's parcel to enter through the project entrance and then turn south to enter the City parcel.

The multifamily development is proposed to be fenced and will have an entry gate for security purposes. The call box is located 196 feet east of the edge of the entrance pavement which is expected to provide enough stacking area in two lanes for cars entering the development. The gate is 254 feet from the edge of the entrance pavement and there is a turnaround area for cars in front of the gate to use as needed.

#### **4. Environmental Protection**

##### Wetlands

The site contains 42.09 acres of uplands generally located within most of the north portion of the site and in two peninsulas extending into the southern portion of the site. There is a total of 30.53 acres of wetlands on the site generally located in the southern section of the site surrounding the two upland peninsulas. There are two isolated wetlands located in the approximate center of the site with a total size of 0.91 acres and these isolated wetlands are proposed to be impacted and mitigated on site. The balance of the wetlands on the site with a total size of 29.62 acres will be preserved on site, resulting in 97% of the site's wetlands being preserved.

The wetlands that are proposed for mitigation are composed of two small isolated wetlands (individually 0.776 acres and 0.136 acres in size) southwest of Building 2 and between Buildings 2 and 4. The location of these wetlands prevents the provision of at-grade parking and a parking garage in close proximity to and convenient for the residents of Buildings 2 and 4. The Applicant's consultant Bio-Tech Consulting, Inc. has evaluated the retention of these isolated wetlands as compared to an on-site enhancement of wetlands. Bio-Tech Consulting evaluated these two options through the Unified Mitigation Assessment Methodology (UMAM) and concluded that there is an advantage to the on-site wetland enhancement option as compared to retaining the wetlands on site. The Bio-Tech Consulting report is included in this Preliminary Development Plan submittal package.

##### Listed Species

The Applicant's consultant, Ecological Consulting Solutions, Inc, has conducted a Listed Species Report dated November 16, 2018 which is included in this Preliminary Development Plan submittal package. The Listed Species Report concluded that the only listed species that was observed on site was the gopher tortoise. The Florida Wildlife Commission will require a permit to relocate the gopher tortoises to a managed recipient site prior to construction. The Report also noted that there were no Eastern Indigo Snakes observed on the site. However, the United States Fish and Wildlife Service (USFWS) requires mitigation if a site includes habitat suitable for this snake. The mitigation must be accomplished prior to land

clearing or construction activities. The Report also noted the existence of two eagle nests which are described in more detail in the following subsection.

The Listed Species Report also evaluated the presence of “Significant Upland Habitat” on the site as defined in the City’s *Comprehensive Plan*. The Report concluded that there are 33.48 acres of Significant Upland Habitat on the project site. Therefore, since the site does contain Significant Upland Habitat, the *Comprehensive Plan* requires that the site maintain a minimum of 30% of the site as Open Space. For the purposes of the Comprehensive Plan provision, Open Space is defined as “any land or water in its natural conditions and set aside for the use and enjoyment of the owners and occupants of such land....” As confirmed on the Preliminary Development Plan, the development will maintain 43.43 acres or 60 % of the total site as Open Space.

There is another Open Space requirement contained in the RPD District that differs from the Comprehensive Plan requirement described above. The RPD District requires a minimum of 25% of the gross site acreage to be open space but no more than 50% of the required open space may consist of waterbodies, wetlands and jurisdictional areas. As applied to the Anclote Harbor site, the RPD required Open Space is 18.16 acres. As demonstrated on the Preliminary Development Plan, the project will have 31.71 acres of Open Space which represents 44% of the total site, and, therefore, the project meets and exceeds this RPD Zoning District requirement.

In summary, the project exceeds the Open Space requirements of both the *Comprehensive Plan* and the RPD District.

## **5. Protection of On-Site Eagle Nests**

There are two (2) Bald Eagle nests located within the north central portion of the project site near the riverbank. There is a Florida Fish and Wildlife Conservation Commission (FWC) verified nest located on the site with a nest identification number of PI041. This nest was last surveyed and listed as active by the FWC during the 2016-2017 nesting season. There is also an un-documented nest located adjacent to and just north of nest PI041. The location of both of the nests are shown in the Listed Species Report dated November 16, 2018 which is included in this Preliminary Development Plan submittal package.

The Bald Eagle was de-listed by USFWS in 2007 and is no longer considered endangered in the lower 48 United States. However, Bald Eagles are still legally protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The U.S. Fish and Wildlife Service (USFWS) has established a 660-foot protection zone around a Bald Eagle nest. The Bald Eagle nesting season is October 1 through May 15, or until/once fledging has occurred. The Bald Eagle nests on the project site are located within a highly urbanized area of Pinellas County, approximately 660 feet from U.S. Highway 19 North, a well-traveled road with an average daily traffic count above 60,000 cars. Both of the nests are believed to be

constructed by the same Bald Eagle pair based upon the extremely close proximity of the nests ( $\pm 50$  feet).

Since contracting to purchase the site, the Applicant has documented the nests' condition based upon site observations during, and just after, the 2018-2019 nesting season and towards the end of the 2019-2020 nesting season. In November of 2018, the Applicant's then environmental consultant, Ecological Consulting Solutions, (ECS) conducted an onsite evaluation as part of their Listed Species Report. While ECS observed and made note of the two above referenced nests, they did not observe any Bald Eagles to be occupying either of the nests at that time.

In the July, 2019 post-nesting season, the Applicant's current environmental consultant, Bio-Tech Consulting (BTC), conducted an onsite evaluation of the subject property's Bald Eagle nests utilizing a drone to determine the condition of the nests. During BTC's observation, the original nest (smaller, southern nest) was in a state of disrepair. The second, alternate nest located just north of the original nest, contained a significant amount of debris within the nest and no evidence of spatter or forage debris (i.e. fish bones) was observed below the nest. This is an important observation because Eagles are known to maintain their nests to a high standard and forage debris at the base of a nest is a common byproduct from a Bald Eagle's eating habits.

Subsequent to these site inspections by BTC, a review of the Audubon EagleWatch database listed the nest as being active during the 2018-2019 nesting season. Additionally, on May 7, 2020, BTC conducted a site inspection towards the end of the 2019-2020 nesting season. At that time, both nests were vacant, and the condition of the nests was observed to have further degraded since the July 2019 observation, appearing to reflect inactive nests. This position has been further supported based upon Audubon EagleWatch's most recent database, which lists the nests as inactive for the 2019-2020 nesting season.

The USFWS Bald Eagle Management Guidelines describe a variety of activities that determine whether or not an Eagle permit is required and how close to the nests the activities can be permitted to occur. The various activities are categorized based on their proximity to the nest, whether or not there is a visual buffer between the nest and the activity, and the nest's proximity to other existing similar activities. In most cases, and as applicable to the subject Bald Eagle nests and the proposed development, a permit is not required for any activity conducted more than 660 feet from the nest.

A USFWS permit is required for the land-altering activities proposed within 330 feet of the nest, and, in some cases for those nests with no existing vegetative buffer, 660 feet of the nest. Based upon the project's site plan, which includes the construction of stormwater ponds within 330 feet of the nest, an Eagle Permit will be submitted to USFWS.

The Applicant has committed to following the USFWS guidelines during site development. The guidelines are intended to minimize impacts to Bald Eagles particularly where they may constitute disturbance. The nesting season guidelines include maintaining distance buffers between construction activities and the nest, limiting certain types of construction activities, and having an environmentalist monitor the Eagles if they are present in the nests. The Applicant is committed to the preservation of the Eagle nests and has designed a site plan with their preservation in mind, including:

- Preserving the wooded area immediately surrounding the nests to create a visual and wind disturbance shield.
- Within 100 feet of the Eagle nests, there will not be any improvements constructed.
- Within 330 feet of the Eagle nests, the only improvements will be a portion of the stormwater pond; with all construction activities occurring outside of the nesting season.
- Within 660 feet of the Eagle nests, the only improvements will be at-grade construction including stormwater ponds, parking and drive aisles; no vertical construction will occur within the 660 feet of the nests.
- All buildings are located greater than 660 feet from the Eagle nests.

Moreover, construction phasing of the improvements will minimize impact to the habitat with digging of the ponds near the nests occurring outside the Eagle nesting season. For construction activities occurring between 330 feet and 660 feet of the nest and conducted during the nesting season, the Applicant will engage an environmental consultant to monitor the wellbeing of the nests, consistent with USFWS Monitoring Guidelines. The environmental consultant will also train construction crewmembers on best nest disturbance mitigation practices to maintain the integrity of the nests throughout the duration of construction.

## **6. Ownership and Maintenance of Common Elements**

The RPD is proposed to be a private gated development owned by one entity. All of the internal driveways, parking, pedestrian paths, utilities, stormwater management system, amenities and other common elements will be owned and maintained by Morgan Group Property Management, the management affiliate of the Applicant. The Morgan Group Property Management is a leader in the management of high-end multifamily developments with over 9,000 units currently under management in California, Colorado, Arizona, Texas, Missouri and Florida. The senior staff of Property Management has a total combined experience of 60 years of property management for multifamily development and therefore, are professionally qualified to manage this development.

## **7. Subdivision of Site**

The Applicant will retain the property in one ownership and does not proposed to subdivide the site since the proposed development will be a rental community.

## **8. Compliance with Public Art Code**

The Applicant is aware of the City's Public Art Requirement to either provide Public Art on the development site or contribute funds to the Public Art Fund for projects within the City. At the time of Final Development Plan Submittal, the Applicant will confirm which option he selects to meet this requirement.

## IV. COMPLIANCE WITH RESIDENTIAL PLANNED DEVELOPMENT REQUIREMENTS

The Residential Planned Development (RPD) District establishes dimensional and design requirements for each residential style of development. The City's *Land Development Code* Section 83 allows the Board of Commissioners to waive or modify any of these requirements based on specified circumstances outlined in the *Code*.

The proposed Preliminary Development Plan for Anclote Harbor will meet all of the site's dimensional requirements for multifamily development, except for height, as established in the *Land Development Code* Section 78.0. The dimensional standards that will be met or exceeded include minimum lot width and lot area, minimum yards, and distances between buildings. Additionally, the project will comply with the 600 square feet minimum floor area for all residential units as confirmed in **Section III. 1** of this Narrative.

Anclote Harbor requests two waivers/modifications based on compliance with one or more of the waiver criteria outlined in the *Land Development Code*. Each waiver request complies with one or more of the waiver criteria established in *LDC* Section 83.00 and as described in detail below.

### 1. Increase in Building Height

The Applicant requests to increase the height for the five residential buildings from 45 feet to 53 feet, an increase of 8 feet. The clubhouse, maintenance buildings and garages will all comply with the maximum 45 feet height limit.

The requested increase in height is relatively small at only 8 feet in excess of the code requirement and the purpose of the taller buildings is to reduce the number of buildings, minimize the project's overall footprint, create a larger separation between the buildings and Anclote River, and maintain an eagle protection zone of 660' within which no buildings are located. If the height waiver is not granted, it will be necessary to add more buildings to the site that would in turn create a larger footprint on the site and would likely infringe on the eagle protection zone.

Additionally, the Anclote Harbor site is generally isolated from other land uses due to its location on U.S. Highway 19 and south of the Anclote River. The buildings in Anclote Harbor are located at substantial distances from adjacent properties with the Anclote River creating a significant buffer to the north and west. To the south and east, the site's wetlands and preserved uplands create substantial buffers between the site and adjacent properties. Based on these natural buffers that separate the site from adjacent properties, the increased height is not expected to impact adjacent properties. Based on this analysis, the waiver for building height complies with two waiver criteria: Superior Alternatives (fewer buildings and

smaller overall project footprint) and Protection of Significant Features (wetlands, preserved uplands, Anclote River and eagle nest).

## **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 Hayes 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 Hayes 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 Impracticability (right-of-way width not in compliance with City's requirement).

**ANCLOTE HARBOR**  
**RPD PRELIMINARY DEVELOPMENT PLAN APPLICATION**  
**LIST OF SUPPLEMENTAL DOCUMENTS**

- C1- RPD Project Narrative
- C2- Preliminary Development Plan
- C3- Architectural Elevations
- C4- Residential Building Floor Plans
- C5- Proposed Wetlands Impacts and Mitigation Plan
- C6- Preliminary Landscaping Narrative
- C7- Landscape Plans
- C8- Tree Mitigation Plan
- C9- Preliminary Drainage Plan
- C10- Stormwater Design Narrative
- C11- Preliminary Utility Plan
- C12- Listed Species Report
- C13- Certificate of Concurrency
- C14- City Utility Availability Statement
- C15- Landscape Plans Phase 1 and Phase II Environmental Site Assessments
- C16- Archaeological Survey and Correspondence from Florida Department of State

**ANCLOTE HARBOR  
REZONING NARRATIVE  
CITY OF TARPON SPRINGS**

**I. INTRODUCTION**

The Morgan Group, the Applicant, is the contract purchaser of a 72.62 acre site located on the west side of U.S. Highway 19 approximately one mile north of Tarpon Avenue and on the south side of the Anclote River. The site is vacant and is composed of 41.51 acres of uplands and 31.11 acres of wetlands. The site is designated with two City Comprehensive Plan Categories: CG, Commercial General on the western portion and R/OG, Residential Office General on the eastern portion. There are no proposed changes to the Plan Categories of the site. The site is currently zoned GB, General Business and the Applicant is proposing to rezone the site to RPD, Residential Planned Development and request approval of the Preliminary Development Plan. The Rezoning Application and Preliminary Development Plan are submitted to the City simultaneously for review.

**II. REZONING STANDARDS FOR REVIEW**

The City of Tarpon Springs' *Land Development Code* Section 207.03 establishes the standards for review of a Zoning Map Amendment (Section 207.03 (A)) as stated below:

- (A) *Zoning Map Amendments:* All requested amendments shall meet the following standards:
- (1) The amendment is consistent with the goals, objectives and policies of the Tarpon Springs Comprehensive Plan.
  - (2) The available uses to which the property may be put are appropriate to the property in question and are compatible with the existing and planned uses in the area.
  - (3) The amendment shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the City to provide public facilities
  - (4) The amendment will not adversely impact nor exceed the capacity or the fiscal ability of the City to provide available public facilities, including transportation, water and sewer, solid waste, drainage, recreation, education, fire protection, library service and other similar public facilities. Compliance with the adopted Levels of Service Standards can be demonstrated if necessary.

Each of the Standards of Review for a Zoning Map Amendment are shown in **bold** below followed by an analysis of how this application complies with each Standard. In addition to this Narrative demonstrating compliance with the Standards of Review for Rezoning, the Applicant has also submitted a RPD Project Narrative, describing the RPD project's compliance with the RPD requirements.

**Standard 1: The amendment is consistent with the goals, objectives and policies of the Tarpon Springs Comprehensive Plan.**

**Response:** *The Applications are consistent with the following goals, objectives and policies of the City's Comprehensive Plan as analyzed in detail below.*

### **FUTURE LAND USE ELEMENT**

**GOAL 1 PROTECT THE CULTURAL HERITAGE, HISTORIC RESOURCES, TOURIST ECONOMY AND ENVIRONMENTAL SETTING OF TARPON SPRINGS.**

**Objective 1.1** Ensure that all development is reviewed for compatibility with the cultural heritage, historic resources, tourist oriented economy, and impact upon natural resources and the environmental setting of Tarpon Springs.

**Policy 1.1.2** Protect the use of the City's natural resources including waterwells and wellhead protection area, beaches, shores, estuarine systems and wetlands in accordance with the recommendations and policies of this element and of the Coastal Planning Area and Conservation Element.

**Policy 1.1.10** Where appropriate, require development proposals to evaluate and preserve sensitive areas as identified by Figure 19 of the Coastal Planning Area and Conservation Element.

**Response:** *The requested Rezoning Application is not located within the historic district or CRA, but the proposed residential use will provide new patrons for these areas and, therefore will support the tourist oriented economy. The Application is consistent with this Objective and Policy of protecting the natural resources and the environmental setting through the proposed preservation of 97 % of the wetlands on the site, compliance with the RPD's 50 foot wetland buffer requirement throughout the site, and preservation of 74% of the site as open space.*

*Additionally, the Applicant has prepared and submitted a Listed Species Report for the site and included with the Preliminary Development Plan Application. This Report confirms that there are no endangered species on the site, and that the only threatened species on the site is the gopher tortoise. The Applicant will comply with the relocation permit required by the Florida Wildlife Commission for the gopher tortoises on the site.*

*The Report also identified that there are two bald eagle nests on the site generally located in the middle of the site's Anclote River frontage and shown on the Preliminary Development Plan. The Applicant is committed to minimizing the impact to the eagle nest and reducing intrusions into the protection zones as described below and depicted on the Preliminary Development Plan:*

- Preserving the wooded area immediately surrounding the nests to create a visual and wind disturbance shield.*
- Within 100 feet of the eagle nests, there will not be any improvements constructed.*
- Within 330 feet of the eagle nest, the only improvements will be a portion of the stormwater pond, with all construction activities occurring outside of the nesting season.*
- Within 660 feet of the eagle nest, the only improvements will be at-grade construction including stormwater ponds, parking and drive aisles; no vertical construction will occur within 660 feet of the nests.*
- All buildings will be located greater than 660 feet from the eagle nests.*

*The Applicant is aware of and will comply with the obligation to avoid construction during the eagle nesting season, generally from October to May, and will obtain the requisite permit from U.S. Fish and Wildlife Service (USFWS).*

*The Listed Species Report also evaluated the presence of "Significant Upland Habitat" on the site as defined in the City's Comprehensive Plan. The Report concluded that there are 33.48 acres of Significant Upland Habitat on the project site. Therefore, since the site does contain Significant Upland Habitat, the Comprehensive Plan requires that the site maintain a minimum of 30% of the site as Open Space, as compared to the 25% Open Space requirement in the RPD District. For the purposes of the Comprehensive Plan provision, Open Space is defined as "any land or water in its natural conditions and set aside for the use and enjoyment of the owners and occupants of such land..." As confirmed on the Preliminary Development Plan, the development will maintain 53.55 acres or 74% of the total site as Open Space. Therefore, the project exceeds the Open Space requirements of both the Comprehensive Plan and the RPD District.*

*Based on this analysis, the Applications are consistent with this Goal, Objective and Policy.*

**GOAL 2 LAND USE DESIGNATIONS ARE INTENDED TO PROTECT COMMUNITY CHARACTER, DISCOURAGE URBAN SPRAWL, PROMOTE ECONOMIC GROWTH AND PROMOTE COMPATIBILITY BETWEEN USES. THE FUTURE LAND USE MAP SHALL BE THE GUIDING MECHANISM THAT DIRECTS DEVELOPMENT THROUGH GENERAL CATEGORY LOCATIONS, DESCRIPTIONS, DENSITIES AND INTENSITIES OF FUTURE LAND USE.**

**Objective 2.1** The City of Tarpon Springs Future Land Use Map 2025 (FLUM) included in Appendix A of this Element characterizes the long term end toward which land use patterns in the City are ultimately directed. The FLUM also displays Future Land Use categories for unincorporated areas in order to depict the relationship of the City's FLUM with other relevant jurisdictional areas.

**Objective 2.3** Mixed Land Use Categories. The Mixed Land Use categories are provided to allow and encourage a range of complimentary uses in close proximity to facility shorter trips and alternative transportation choices such as walking and cycling. All mixed land use categories shall require a mixture of uses distributed as followed within each category: Residential (5 percent to 30 percent), and Non-residential (70 percent to 95 percent). This requirement may be waived for parcels less than one acre.

**Policy 2.3.1 Residential/ Office General (R/OG):** This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to low-density residential of public/ semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof.

...

**Objective 2.4** Commercial Land Use Categories provide for commercial uses including products and services along major corridors and at roadway intersections to serve residents and visitors on both a localized and regionalized basis. Commercial categories recognize major commercial corridors along portions of U.S. Highway 19 and Alternate Highway 19 along with existing specialized and traditional commercial sections of the City.

**Policy 2.4.3 Commercial General (CG)**

- (a) The primary use shall be to designate existing commercial areas which may be either highway or commercial oriented and include uses of varying degree and intensity;
- (b) Strip commercial development in areas not currently characterized as such shall be restricted. Inf ill of existing strip commercial may be permitted after an examination of the associated transportation impact.
- (c) Intensive commercial uses may be permitted provided they are reviewed for land use compatibility and outdoor storage is restricted or opaquely screened. Screening shall include landscaping techniques;
- (d) Primary Uses shall include Office, Personal Service/ Office Support, Retail commercial, Commercial/ Business Service, Transient accommodation, Wholesale/ Distribution, Storage Warehouse;

- (e) Secondary Uses shall include Commercial Recreation, Residential (requires conditional use review for compatibility), Residential Equivalent, Institutional, Transportation/ utility, Recreation/ Open Space, Research/ Development, Light manufacturing/ assembly.

...

**Response:** The site is designated with two City Comprehensive Plan Categories: CG, Commercial General on the western portion and R/OG, Residential Office General on the eastern portion. The Applicant obtained the boundaries of these two Plan Categories from the City's Future Land Use Map of the Comprehensive Plan and has prepared an exhibit on the Preliminary Development Plan showing the location and boundaries of the Categories. Both City Plan Categories allow multifamily residential use at a maximum density of 15 units per acre. In summary, the Rezoning Application's proposed residential use is consistent with the site's Plan Categories both for the proposed residential use and density.

The site is also designated with two Countywide Plan Categories: R & S, Retail & Services, on the western portion of the site and O, Office, on the eastern portion. The location and boundaries of these Countywide Plan Categories align with the location and boundaries as the related City's Plan Categories. The Office Plan Category allows residential use at a maximum density of 15 units per acre but limits residential development to only five acres on the Office portion of the site. The R & S Category allows 24 units per acre but since the City's related Commercial General category limits residential development to 15 units per acre, the City's lower 15 unit/ acre density applies to the site.

The size of the uplands and wetlands areas located within each Plan Category is shown in **Table 1** below.

**Table 1**  
**Anclote Harbor**  
**Summary of Uplands and Wetlands by Plan Category**

<b>Plan Category City/ Countywide</b>	<b>Uplands</b>	<b>Wetlands</b>
CG/ R & S	27.37 ac	13.08 ac
R/OG/ O	14.14 ac	18.03 ac
<b>TOTAL</b>	<b>41.51 ac</b>	<b>31.11 ac</b>

Source: Kimley Horn and Survey prepared by Florida Land Design and Permitting.

The Preliminary Development Plan illustrates the two areas on the site that comprise the five acres of Countywide Office Plan Category. These two areas of Office Plan Category are the land upon which Building 5 and its associated parking are located, a small segment of Building 4, and a portion of the parking to the east of Building 3. The uplands balance of the site that is designated with the Office Plan Category (total of 9.14 acres) will be preserved as passive open space for the development.

The Countywide Rules establish regulations for the transfer of development rights from one Plan Category to another Category within a site. The Transfer of Development Rights is proposed to occur from the R & S Plan Category to the Office Category for the amount allowed in the Rules of 30% of the allowable density. The maximum density of the Anclote Harbor site by Plan Category is shown in **Table 2** below.

**Table 2**  
**Anclote Harbor**  
**Maximum Allowable Density**

Office Portion of Site			
	Acres	Density	Total Units
Base Density (Uplands)	5 ac	15 u/ ac	75 units
TDR from R & S Site	N.A.	30% of Base Density (75 units)	23 units
<b>Sub-Total Office</b>			<b>98 units</b>
R & S Portion of Site			
	Acres	Density	Total Units
Base Density (Uplands)	27.37 ac	15 u/ ac	411 units
Wetlands	13.08 ac	1 u/ ac	13 units
TDR	N.A.	N.A.	0 units
<b>LESS TDRs sent to Office Site</b>			<b>-23 units</b>
<b>Sub-Total R &amp; S</b>			<b>401units</b>
<b>Sub-Total Office</b>			<b>98 units</b>
<b>TOTAL- ENTIRE SITE</b>			<b>499 units</b>

**Table 2 Notes:**

1. The Office portion of the site contains a total of 14.14 acres of uplands. Of this 14.14 acre Office upland area, five acres of uplands are proposed to be developed and the balance of 9.14 acres of uplands will be preserved and are not proposed for development.

2. The Office portion of the site contains a total of 18.03 acres of wetlands and no density credits are applied from the wetlands on the Office Portion.

*For the Office portion of the site, residential development is limited to five acres and a total of 98 units. The Preliminary Development Plan proposes to locate 96 units on the Office portion of the site including all of Building 5 and a small section of Building 4. Building 5 contains a total of 84 units; the applicable section of Building 4 contains 12 units for a total of 96 units located within the Office portion of the site, which is less than and in compliance with the 98 maximum allowable units in the Office portion of the site.*

*For the R & S portion of the site, the maximum allowable residential units on this section is 401 units where a total of 308 units are proposed to be located on this section. Therefore, the proposed residential units on the R & S portion of the site is less than and in compliance with the density calculations for this portion.*

*In summary, the number of units allowed on each Plan Category portion of the site is in compliance with that specific site as described above. Additionally, the overall proposed development of 404 residential units is less than and in compliance with the site's overall maximum development potential of 499 residential units; and, therefore, the proposed development is in compliance with both the Countywide Rules and the City's Comprehensive Plan with regard to allowable use and density.*

*The section of U.S. Highway 19 in which the site is located contains a substantial amount of residential use including Beckett Bay, Brittany Park and River Watch to the north of the site and north of the Anclote River. Additionally, south of the site on the east side of U.S. Highway 19 is a mobile home park fronting on Live Oak Street. To the east of the site is Sail Harbor, a single family detached neighborhood that is accessed via Jasmine Avenue.*

*On the west side of U.S. Highway 19 at the southern edge of the rezoning site is Anclote Bend, an unconstructed single family subdivision. Other than Anclote Bend, the balance of the area located to the west of the site and on the west side of U.S. Highway 19 is the Anclote River, its marshes and the upland area of the Anclote Nature Park. Even though U.S. Highway 19 is a major commercial corridor to the south of the site, the more typical land uses in the immediate vicinity of the site are residential in nature. Therefore, the proposed residential use for this site is compatible with the existing residential nature of the surrounding area.*

*The site was approved in 1998 as a Development of Regional Impact (DRI) for use by ABR with a total of 400,000 square feet of office and 30,000 square feet of retail uses. After ABR selected another site in south Pinellas County and abandoned the DRI, the Rezoning site was vacant for many years until the City approved a Wal-Mart Supercenter on this site. Since the zoning approval, no development permits or approvals were requested or approved for the Wal-Mart and the site has continued to be vacant until the present time.*

*The site's current General Business Zoning and Plan Categories would allow a substantial amount of commercial and office development on the property as summarized below:*

- *Commercial Uses on Western CG Portion of Site = 460,843 square feet; and*
- *Office Uses on Eastern R/OG Portion of Site= 347,608 square feet;*
- *Total of 808,451 square feet of Commercial and Office Uses.*

*The typical development patterns for commercial and office land uses generally result in more and/ or larger buildings with proportionately more of the site devoted to parking and circulation than a residential project, such as proposed by this Rezoning application. This residential project proposes to cluster the buildings away from the eagle nests and retain a 660' separation from the nests, preserve 97% of the site's wetlands, and preserve 74% of the site as Open Space. Due to the design characteristics of Commercial and Office uses, it is unlikely that a Commercial and Office project could achieve all of these significant design features that preserve the environmental features to an extraordinary degree. Additionally, the amenity of the Anclote River is more attractive, will be more appreciated and enjoyed by residents of this site than retail customers and commercial/ office employees. It should also be noted that the number of new trips that would be generated by Commercial and Office Uses is significantly larger than the new trips generated by the residential project and this comparison is described in detail in the Transportation Element section of this Narrative.*

*In summary, the proposed rezoning application to the RPD District as accompanied by a Preliminary Development Plan results in a lower impact on the land due to fewer buildings, and less land devoted to parking and circulation, and extraordinary preservation of the significant and unique environmental characteristics of the site.*

*The site's wetlands are designated on the City's Future Land Use Map with the Preservation Plan Category. It is expected that the Preservation Plan boundary may not align exactly with the approved jurisdictional line for the site. As of this submittal to the City, the wetlands line has been field approved by the SWFWMD staff and the Applicant intends to submit the jurisdictional line for final approval. It is understood that when SWFWMD approves the final jurisdictional line, the Preservation Plan Category boundary may need to be adjusted so that the Future Land Use Map aligns with the actual jurisdictional line.*

*Based on this analysis, the proposed Rezoning Application is consistent with this Goal, Objectives and Policies.*

**GOAL 3        ENSURE THAT NEW DEVELOPMENT AND REDEVELOPMENT IS CONSISTENT WITH THE PUBLIC FACILITY NEEDS OF CURRENT AND FUTURE RESIDENTS AND DISCOURAGES THE PROLIFERATION OF URBAN SPRAWL.**

**Objective 3.1** Protect the City's municipal water supply from encroachment by incompatible land uses and coordinate future land uses appropriate topography and soil conditions.

***Response:** The project site is within the City's boundaries and within the urbanized area of the City and north Pinellas County. Based on this location, this application does not contribute to the proliferation of urban sprawl and is consistent with this Goal and Objective.*

*The Application's consistency with all public facilities is described in detail under the analysis of the Utilities and Transportation Elements, which demonstrate consistency with this Goal and Objective. Further, the site does not propose any incompatible land uses that would be incompatible with the City's water supply. In summary, based on this analysis, the Application is consistent with this Goal and Objective.*

**GOAL 5        IMPROVE THE QUALITY OF LIFE IN TARPON SPRINGS BY PROVIDING DIVERSE, WELL DESIGNED AND WALKABLE DESTINATIONS BY CREATING AND MAINTAINING CHOICES IN HOUSING, OFFICES, WORKPLACES AND TRAVEL CHOICES. THE PRIMARY IMPLEMENTATION OF THIS GOAL SHALL BE THROUGH THE ADOPTION OF THE MULTI-MODAL TRANSPORTATION DISTRICT (MMTD) SHOWN IN FIGURE 7.**

**Objective 5.1** Create livable, walkable streets that are designed and oriented toward pedestrians, bicycles, and transit. The primary focus for this application shall be within the Multi-Modal Transportation District, however large scale development / redevelopment projects shall also consider application of these standards.

**Policy 5.1.1** Design pedestrian-oriented streets to include continuous sidewalks with a minimum width of five feet, buffered from traffic by on-street parking and/or landscaping, and that include pedestrian amenities such as benches, trash receptacles, bus / transit shelters, and lighting.

**Policy 5.1.2** Provide a sense of vertical enclosure on streets through minimal front setbacks, similar building heights, and street trees. Building heights should be proportional to the width of the street, preferably a ratio of 1:1 to 1:3. Heights in excess of a ratio of 1:1 shall be required to setback proportionally above the first story.

**Objective 5.3** Promote high quality design standards that support the community's image and contribute to its identity and unique sense of place.

**Policy 5.3.7** To promote housing diversity and to avoid creation of monotonous developments, the City of Tarpon Springs shall promote the inclusions of a variety of housing types in all residential communities through the City of Tarpon Springs Comprehensive Land Development Code.

***Response:** The Preliminary Development Plan proposes a coordinated pedestrian path throughout the entire site that connects all of the buildings and the clubhouse with the Anclote River and outdoor recreational amenity areas. This pedestrian path also travels along the southern edge of the stormwater pond area creating an exercise path/ loop with views overlooking the Anclote River. The development also proposes a nature walking trail from Building 5 on the east side of the site south to the preserved upland peninsula. The proposed pedestrian circulation system is shown on the Preliminary Development Plan. The proposed pedestrian circulation system creates a pedestrian-friendly environment within the project and, therefore, is consistent with this Goal, Objectives and Policy.*

*The residential development proposed for this site has been designed to maximize the views and adjacency to the Anclote River. All of the residential buildings are located at substantial distances from the Anclote River, ranging from 175 feet to 450 feet. This clustered design preserves both the view and use of the Anclote River for all of the residents of this development. Therefore, based on this analysis, this Application is consistent with this Goal, Objectives and Policy.*

## TRANSPORTATION ELEMENT

**GOAL 1 PROVIDE FOR A SAFE, CONVENIENT, AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF TARPON SPRINGS.**

**Objective 1.2 To provide a safe traveling environment for automobiles, bicycles and pedestrians.**

**Policy 1.2.3 The City shall require that new sidewalks be constructed where technical feasible, as part of new commercial, residential, industrial and mixed- use projects.**

**Policy 1.2.6 The City shall require the provision of adequate on-site parking and maneuvering space to ensure safe and efficient on-site traffic flow in accordance with the adopted development regulations for new development or redevelopment.**

**Objective 1.4 To maintain the performance of the major road network within the County while furthering development of a multimodal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists.**

**Policy 1.4.1 The City shall manage the impacts of land development projects and increase mobility through application of Transportation Element policies and Land Development Code provisions through the site plan review process in accordance with the Pinellas County Mobility Plan.**

***Response:** With regard to sidewalks, the project proposes a pedestrian circulation system connecting all of the residential buildings with the clubhouse, outdoor amenities and the Anclote River. The specific details of this pedestrian system are shown on the Preliminary Development Plan that accompanies this Rezoning Application. With regard to on-site parking, the project exceeds the number of parking spaces required by the City's Code and has distributed the parking and garages around the five residential buildings for convenient access by all residents.*

*With regard to access to the site, the site has frontage on only one improved road which is U.S. Highway 19 on the western boundary of the site. The Applicant's Engineer has met with FDOT who indicated that the driveway location was approved in concept, subject to permitting. FDOT also indicated that a northbound right turn lane from U.S. Highway 19 into the site is warranted which will provide a safe turning movement for residents traveling north towards the site. FDOT has also conceptually approved two new median openings to allow U-turn movements north and south of the site. The U-turn to the north of the site is for residents who depart the site and wish to travel south- their route is to make a right turn out*

of the project driveway and travel north to the new median opening, make a U-turn and then travel south. The U-turn to the south of the site of for residents who are approaching the site southbound on U.S. Highway 19- their route is to travel south to the median opening, make a U-turn and continue north to the project entrance. The Applicant understands that all of these improvements are subject to the review and approval of FDOT and will be constructed at the expense of the Applicant.

The Applicant's Engineer has prepared a Traffic Impact Study as required by the City's Land Development Code Section 122.11.04. The Applicant's Engineer collected traffic counts for U.S. Highway 19 to develop a more detailed analysis of the existing number of trips on this road, the new trips proposed by the project and compare them to the capacity of the road. The Study found that U.S. Highway 19 between Klosterman Road on the south and the project driveway will operate within the Level of Service D capacity for the road. Level of Service D is the accepted service level for this road and with the project, the road will continue to operate at Level of Service D; therefore, the project is in compliance with the City's requirement for traffic LOS. For the full analysis, please refer to the Traffic Impact Study prepared by Kimley Horn which was submitted as part of this Rezoning Application.

It is important to compare the estimated traffic that would be generated if the site were developed pursuant to its current GG, General Business Zoning District. The site's current zoning would allow 460,843 square feet of Commercial Uses and 347,608 square feet of Office uses for a total non-residential development of 808,451 square feet. The estimated trips that would be generated by this Commercial and Office development is compared to the estimated trips by the Residential project proposed by this Rezoning Application. The trip comparison of the uses allowed in the current zoning as compared to the proposed zoning is shown in **Table 3** below.

**Table 3**  
**Anclote Harbor**  
**Trip Comparison of Current vs. Proposed Zoning**

<b>Current Zoning</b>			<b>Proposed Zoning</b>	<b>Difference Current Zoning Vs. Proposed Zoning</b>
<b>Commercial 460,843 sf</b>	<b>Office 347,608 sf</b>	<b>Total Non-Residential</b>	<b>Residential (404 MF units)</b>	
252 trips AM	353 trips AM	605 trips AM	145 trips AM	<b>460 less AM trips 76% less trips</b>
1,111 trips PM	372 trips PM	1,483 trips PM	178 trips PM	<b>1,305 less PM trips 88% less trips</b>

Source: Kimley Horn Peak Hour Trip Generation.

*As shown in **Table 3**, the number of trips estimated to be generated by the proposed residential development is substantially less than the trips generated by the current zoning. In fact, the number of residential trips ranges between 76% fewer trips in the AM peak to 88% fewer trips in the PM peak than the number of trips generated by the commercial and office uses during the same peak timeframes. Therefore, the proposed rezoning has a substantially lower impact on the transportation network and is consistent with Goal 1, Objective 1.2, Objective 1.4 and Policy 1.4.1.*

*In summary, based on the analysis above, the Application is consistent with this Goal, Objective and Policies.*

## COASTAL MANAGEMENT ELEMENT

**GOAL 1        THE CITY SHALL PRESERVE, PROTECT AND ENHANCE THE NATURAL AND FUNCTIONAL CHARACTERISTICS OF THE COASTAL PLANNING AREA.**

**Objective 1.1    Protect and improve the natural resources of the Coastal Planning Area as identified by Figure 19 of this Element.**

**Policy 1.1.1    Evaluate all wetland areas in Figure 19 for potential preservation designation with a goal of “no net loss of wetlands.” Development projects which may affect wetland areas identified in Figure 19 must meet the following criteria and must also be consistent with Policies 1.6.6 and 1.6.7 of the Conservation Goals, Objectives and Policies:**

- 1.        An overall public benefit is provided by the development and the mitigation plan provides an overall improvement to water quality within the applicable watershed.**
- 2.        Proposed mitigation shall be in the following order of priority:**
  - a.        Mitigation on the same site of the development**
  - b.        Mitigation within the Planning Area Boundary.**
  - c.        Mitigation within the applicable watershed as identified by Southwest Florida Water Management District.**
- 3.        Mitigation plans which rely on 2.c. above shall also be required to perform some mitigation either on site, adjacent to the development, or within the Planning Area that improves water quality and/ or wildlife habitat.**

***Response:** The Application proposes to preserve the natural resources of the site as shown on Figure 19 through the preservation of 97% of the wetlands, protection of the eagle nests and preserving 74% of the site as Open Space. There are two isolated wetlands with a total size of 0.88 acres that are proposed to be mitigated and the remaining 30.23 acres of wetlands will be preserved and not impacted. The wetlands that are proposed for mitigation are composed of two small isolated wetlands (individually 0.74 acres and 0.14 acres in size) and are in the vicinity of Buildings 2 and 4. The location of these isolated wetlands prevents the provision of at-grade parking and a parking garage in close proximity and convenient for the residents of Buildings 2 and 4.*

*The Applicant’s consultant Bio-Tech Consulting, Inc. has evaluated the retention of these isolated wetlands as compared to an on-site enhancement of wetlands. Bio-Tech Consulting evaluated these two options through the Unified Mitigation Assessment Methodology (UMAM) and concluded that there is an advantage in the on-site wetland enhancement option as compared to retaining the wetlands on site. The Bio-Tech Consulting report dated*

*July 27, 2020 is included in the Preliminary Development Plan submitted simultaneously with this Rezoning Application.*

*If these wetlands are not permitted to be mitigated, Buildings 2 and 4 and their related at-grade parking and garage would have to be moved to the north, closer to the eagle nests. With the proposed impact to these isolated wetlands, the project will maintain significant distances from the eagle nests and no buildings will be located within 660 feet of the eagle nests. Therefore, the proposed impact to these wetlands and the onsite mitigation fulfills an overall public benefit by protecting the eagle on the site and is consistent with this Goal, Objective and Policy.*

...

**Policy 1.1.3**    **Require a minimum 15 foot buffer zone adjoining all wetlands.**

***Response:*** *The project proposes a 50' buffer from wetlands to structures which greatly exceeds the 15' buffer required in this Policy and is in compliance with the larger 50' buffer required by the Residential Planned Development District.*

*Based on the project's compliance with the RPD 50' wetland buffer, the Application is consistent with this Goal, Objective and Policies.*

#### **Objective 1.4**   **Restrict direct stormwater runoff into the Gulf of Mexico**

**Policy 1.4.2**    **Require that post development runoff shall not exceed pre-development runoff for the 25 year frequency storm, 24 hour duration in order to limit adverse impacts of water quantity and quality resulting from development or redevelopment.**

***Response:*** *The project has been designed to meet the 25 year storm and 24 hour duration as shown on the Preliminary Development Plan. The Applicant will submit full engineering plans and stormwater calculations as part of the Site Plan review process that demonstrate compliance with this requirement. Based on this analysis, the Application is consistent with this Goal, Objective and Policy.*

## CONSERVATION ELEMENT

**GOAL 1** IT IS THE GOAL OF THE CITY OF TARPON SPRINGS TO PRESERVE, CONSERVE, PROTECT, AND MANAGE THE CITY'S WILDLIFE, INCLUDING ENDANGERED AND THREATENED SPECIES AND SPECIES OF SPECIAL CONCERN, MARINE RESOURCES, NATURAL RESOURCES, AND ENERGY RESOURCES.

**Objective 1.5** Require the preservation of native vegetation during site development by implementing standards of the Land Development Code adopted by May, 1990.

**Policy 1.5.1** Require the use of xeriscape and other water saving landscaping alternatives for new development adopted in the Land Development Code in May, 1990.

***Response:** The Applicant will preserve the native vegetation on the site to the degree possible based on the planned construction and will meet the standards in the Land Development Code with regard to xeriscape and native plant usage as demonstrated during the Final Development Plan review process. Additionally, since the site contains Significant Upland Habitat as defined in the Comprehensive Plan, the project is required to preserve a minimum of 30% of the overall site as Open Space. As shown on the Preliminary Development Plan, the project proposes to preserve 55.55 acres or 74% of the overall site as Open Space. Based on this analysis, the Applications are consistent with this Goal, Objective and Policy.*

**Objective 1.6** Conserve and preserve the vegetative, wildlife and marine communities identified in Figure 19 through the use of transfer of density rights in accordance with the Future Land Use Designation, flexible zoning techniques, tree protection, wetlands protection and other regulations as established in the Land Development Code adopted in May, 1990.

**Policy 1.6.1** Require use of the Planned Development performance zoning techniques to implement the clustering of uses as a mechanism to reserve open space and natural habitat areas identified in Figure 19.

**Policy 1.6.3** Require the conservation and preservation of endangered and threatened species habitats as may be identified during environmental analysis of lands identified in Figure 19.

**Policy 1.6.6** Preserve/ conserve those areas identified by Figure 19 in accordance with specific regulations related to wetlands, protection, preservation of open space, planned development performance zoning, transfer of density/intensity rights, buffers and setbacks, tree protection, clustering of units and other techniques adopted in the Land Development Code in May, 1990. All lands proposed for development identified by Figure 19

shall be evaluated in accordance with Section VII, Paragraph H (Environmental Protection and Urban Infill Designations).

**Response:** *This Rezoning Application is accompanied by a Preliminary Development Plan that proposes to cluster the buildings in the center of the site at great distances from the Anclote River, wetlands and the eagle nests to preserve the wildlife and marine communities of the site and to comply with this Objective and Policies as described in more detail below.*

*The Applicant's consultant, Ecological Consulting Solutions, Inc, has conducted a Listed Species Report dated November 16, 2018 that is included in the Preliminary Development Plan submittal. The Listed Species Report concluded that the only listed species that was observed on site was the gopher tortoise. The Florida Wildlife Commission will require a permit to relocate the gopher tortoises to a managed recipient site prior to construction. The Report also noted that there were no Eastern Indigo Snakes observed on the site. However, the United States Fish and Wildlife Service (USFWS) requires mitigation if a site includes habitat suitable for this snake. The mitigation must be accomplished prior to land clearing or construction activities.*

*The Report also noted the existence of two eagle nests on the site located in close proximity to the Anclote River as shown on the Preliminary Development Plan. The development has been designed to protect the eagle nests and reduce intrusions into the protection zones as described below and depicted on the Preliminary Development Plan:*

- *Preserving the wooded area immediately surrounding the nests to create a visual and wind disturbance shield.*
- *Within 100 feet of the eagle nests, there will not be any improvements constructed.*
- *Within 330 feet of the eagle nest, the only improvements will be a portion of the stormwater pond, with all construction activities occurring outside of the nesting season.*
- *Within 660 feet of the eagle nest, the only improvements will be at-grade construction including stormwater ponds, parking and drive aisles; no vertical construction will occur within 660 feet of the nests.*
- *All buildings will be located greater than 660 feet from the eagle nests.*

*The Applicant is aware of and will comply with the obligation to avoid construction during the eagle nesting season, generally from October to May, and will obtain the requisite permits from the U.S. Fish and Wildlife Service.*

*The site design clusters the residential buildings away from the eagle nests to avoid any vertical construction within 660 feet of the eagle nest to provide the highest protection possible for the eagle nest. As described above, the site contains Significant Upland Habitat as defined by the City's Comprehensive Plan which requires the preservation of 30% of the site as Open Space. As demonstrated on the Preliminary Development Plan, the development*

*proposes to preserve 55.55 acres or 74% of the total site as Open Space, showing compliance with this requirement. In summary, this site design of clustered buildings demonstrates the project's compliance with Policy 1.6.1 to use the Residential Planned Development to preserve open space and natural habitat areas.*

*Based on this analysis that demonstrates the Applicant's commitment to preserve the environmental features of the site, the Rezoning Application is in compliance with this Goal, Objective and Policies.*

**Policy 1.6.7** Wetland identified in Figure 19 that are not designated as "Preservation" or "Recreation Open Space" on the Future Land Use Map shall require a future land use amendment to either of these two designations prior to issuance of any construction permits for adjacent upland development.

**Response:** *The wetlands on the site that are identified in Figure 19 are currently designated as Preservation Plan Category and no Future Land Use Map amendment is needed to protect the wetlands. Therefore, the Rezoning application is consistent with this Policy.*

## HOUSING ELEMENT

**GOAL 1**      **THE CITY OF TARPON SPRING SHALL PROVIDE A MIX OF ADEQUATE HOUSING TO MEET THE NEEDS OF THE EXISTING AND FUTURE POPULATION.**

**Objective 1.1**   **The City shall assist the private sector in providing a mixture and number of housing types to meet the City's housing needs.**

**Policy 1.1.1**    **The City shall provide information and technical assistance to the private sector to maintain a housing production capacity sufficient to meet the need for additional housing units.**

**Objective 1.3**   **The City shall continue to provide adequate services and infrastructure as to adopted level of service identified in the elements of the Comprehensive Plan to accommodate the housing needs of the existing and future population.**

**Policy 1.3.1**    **The City shall continue to use the Technical Review committee (TRC) meeting for development proposals which includes the participation of developers.**

**Policy 1.3.3**    **The City shall continue to enforce site plan review and building permit processes that requires new housing to locate where public facilities and services are available in accordance with the adopted level of service standards identified in the Comp Plan.**

***Response:** The Land Use Data Requirements of the Future Land Use Plan estimate that the City's population will increase to a total population in the range of 29,012 -32,603 persons by 2025 which is an increase in the range of 1,651 to 4,496 persons since 2015. In order to house these new citizens, it is estimated that there will need to be an additional 2,282 housing units to meet the housing needs of the increased population. The proposed project will include a total of 404 multifamily residences to assist in meeting the housing needs of future residents. Additionally, the residential project is located where public facilities and services are available and will comply with the level of service standards. Based on this analysis, the Application is consistent with this Goal, Objectives and Policies.*

## RECREATION AND OPEN SPACE ELEMENT

**GOAL 1** THE CITY SHALL ENSURE THE PROVISION, PROTECTION, AND MAINTENANCE OF A COORDINATED, EFFICIENT AND ACCESSIBLE SYSTEM OF PUBLIC AND PRIVATE RECREATIONAL PARKS AND FACILITIES WHICH MEET THE NEEDS OF CURRENT AND FUTURE RESIDENTS, VISITORS AND TOURISTS.

**Objective 1.1** Eliminate existing recreational deficiencies in order to provide a complete range of recreational opportunities.

***Response:** Currently, the City has deficiencies in many of its recreational facilities to varying degrees. These recreational facilities with deficiencies include baseball fields, basketball courts, boat launching ramps, football/ soccer fields, Little League baseball fields and Nature Trail. With regard to Recreational Sites/ Parks, the City is deficient in mini-parks but meets the requirements for Neighborhood and Community Parks.*

*The Preliminary Development Plan proposes a significant amount and variety of on-site recreational facilities to minimize the potential impact on the City's recreational facilities and parks. The project will include four recreational areas within the development for its residents and one pocket park to serve all City residents as described below.*

- *The first and largest on-site amenity area is the clubhouse area located near the project entrance overlooking the Anclote River. The clubhouse area includes a swimming pool, cabanas, outdoor kitchen and grill area, firepit and poolside lounge and gathering area.*
- *A second outdoor on-site amenity is located in the center of the site between Buildings 2 and 4. This recreational amenity includes an outdoor kitchen and grill, fire pit, shaded gathering area and a playground facility. In close proximity to the central outdoor area and south of Building 4 is a dog park for the enjoyment of residents and their dogs.*
- *The third outdoor on-site amenity for residents is located in the eastern portion of the site adjacent to the Anclote River. This passive park area is proposed for a canoe/kayak launch and a boat dock for residents, subject to approval of the appropriate permits.*
- *The fourth outdoor amenity is a second canoe/kayak launch on the wetland in the southwest portion of the site, in the vicinity of Building 3.*

*It is noted that the boat launches and boat dock are subject to permitting by all appropriate agencies.*

*The development also proposes a pedestrian path that travels throughout the site connecting all of the buildings and the clubhouse. This pedestrian path also travels along the southern edge of the stormwater pond area creating an exercise path and views overlooking the Anclote River.*

*Finally, the Applicant proposes to donate a waterfront parcel along the Anclote River in the northwest corner of the site to the City. The purpose of this waterfront pocket park is to allow boaters, canoeists and kayakers on the Anclote River a location for a respite break during their river activities. This pocket park will be accessible by boat from the Anclote River and by pedestrians via a sidewalk spur from the U.S. Highway 19 right-of-way to the pocket park. The pocket park will not contain parking and will not be accessible via vehicles. It should be noted that construction of the new sidewalk spur in the U.S. Highway 19 right-of-way to the pocket park is subject to permitting approval by FDOT.*

*The Rezoning Application through the Preliminary Development Plan proposes significant on-site recreational facilities for its residents. Additionally, the Rezoning site is in close proximity to off-site recreational facilities including the Pinellas Trail, connection under construction for the Coastal Anclote Trail, Sunset Beach, Fred Howard Park, four golf courses and numerous tourist activities within the City's Historic Downtown and Sponge Docks. Finally, the Applicant proposes to donate a pocket park to the City for the benefits of Anclote River boaters. Based on this analysis, the Application is consistent with this Goal and Objective.*

## UTILITIES ELEMENT

**GOAL 1        THE CITY SHALL PROVIDE EFFICIENT SANITARY SEWER SERVICE TO MEET THE EXISTING AND FUTURE NEEDS OF THE SERVICE AREA POPULATION AND SHALL NOT ADVERSELY AFFECT THE NATURAL ENVIRONMENT.**

**Objective 1.1    To provide the level of service necessary for proper wastewater treatment and disposal in order to ensure the protection of its citizens and the environment.**

**Policy 1.1.2    The City shall only issue new development permits concurrent with adequate wastewater treatment facility capacity.**

**Policy 1.1.5    The City's adopted level of service standard for sanitary sewer is 82 gpcd.**

***Response:** Based on the Data and Analysis in the Utilities Element, the City's wastewater treatment facilities are currently operating at 47% of their capacity, leaving a substantial amount of capacity for growth and new development. The City has issued a Utility Availability Statement indicating that it will be necessary to extend the sewer line to the site from its current location approximately 2,200 feet to the south at the intersection of U.S. Highway 19 and Live Oak Street. The Applicant has also begun coordination with the City's Utility Department to determine the impacts of the proposed development on the City's existing sanitary infrastructure and to discuss options for improvements that may be needed. Based on this analysis, the Applications are consistent with this Goal, Objective and Policies.*

**GOAL 2        COLLECT AND DISPENSE OF SOLID WASTE IN THE MOST EFFICIENT, FINANCIALLY FEASIBLE, AND ENVIRONMENTALLY SAFE MANNER, AND RECOVER RESOURCES WHICH HAVE THE POTENTIAL FOR REUSE.**

**Objective 2.1    To continue to maintain adequate Levels of Service for existing and future populations.**

**Policy 2.1.1    The adopted Level of Service standard for solid waste is 1.3 tons per person per year. This standard is established for the City of Tarpon Springs and shall be used in determining the availability of facility capacity and the demand created by new development.**

***Response:** Solid Waste is collected by the City's franchise contractor and taken to the Pinellas County Resource Recovery Plant for disposal. According to the Data and Analysis Section of the City's Utilities Element, the County's Resource Recovery Plant is operating at an acceptable level of service and it is anticipated that the proposed development can be served by the City's Collection system and the Resource Recovery Plant. Based on this analysis, the Application is consistent with this Objective and Policy.*

**GOAL 3        PROVIDE THE MOST COST EFFECTIVE AND EFFICIENT PROVISION OF STORMWATER MANAGEMENT INCLUDING THE IMPROVEMENT AND ENHANCEMENT OF STORMWATER QUALITY DISCHARGING INTO LOCAL RECEIVING WATERS, AND PROVIDE MAXIMUM PRACTICAL PROTECTION TO PERSONS, PROPERTY AND THE NATURAL ENVIRONMENT.**

**Objective 3.1** To maintain adequate levels of service for existing and future populations.

**Policy 3.1.1**    The adopted Level of Service standard for stormwater management retention facilities is the attenuation of the 25- year frequency storm, 24-hour duration. This standard for the City of Tarpon Springs shall be used in determining the availability of facility capacity and the demand created by new development shall be applied to all new development, redevelopment and for all City stormwater facilities.

**Policy 3.1.2**    The City shall ensure that drainage calculations, signed and sealed by a registered Professional Engineer, are submitted during the site plan review process.

***Response:** Compliance with stormwater management requirements for both attenuation and water quality as required by Southwest Florida Water Management District (SWFWMD) Environmental Resource Permit and the City of Tarpon Springs Land Development Code will be met through a combination of on-site dry retention and wet detention pond systems. The Preliminary Development Plan indicates the location and estimated size of the proposed stormwater management system for the project as designed by a Professional Engineer in compliance with Policy 3.1.1. Further, the proposed water quality and treatment provided will take into account the additional requirements needed for the Anclote River Tidal Watershed and Outstanding Florida Waterbody. The Applicant understands and will comply with the requirement to provide drainage calculations prepared by, signed and sealed by a Professional Engineer during the Final Development Plan Review process. Based on this analysis, the Application is consistent with the Objective and Policies.*

**GOAL 4        PROVIDE, DEVELOP AND MAINTAIN A PERMANENT POTABLE WATER SUPPLY SYSTEM TO MEET ANTICIPATED DEMAND WHILE PROVIDING MAXIMUM PRACTICAL PROTECTION TO THE ENVIRONMENT AT A COST CONSISTENT WITH THE PUBLIC'S ABILITY AND WILLINGNESS TO PAY.**

**Objective 4.1** To maintain adequate Levels of Service for existing and future populations.

**Policy 4.1.1**    The adopted Level of Service standard for potable water is 110 gpcd at a pressure of 50-60 psi. This standard shall be used in determining the availability of facility capacity and demand created by new development.

**Response:** *Approximately 80% of the City's Potable water needs are provided by Tampa Bay Water, the regional water supply provider, and sold to its member government. The balance of approximately 20% of the City's water needs are created by the City's public wells and recently constructed reverse osmosis treatment plant. Tampa Bay Water has an ongoing responsibility for developing new sources of water for its member governments. The City's reverse osmosis plant was constructed and brought into service after the Data and Analysis Section of the Utilities Element was prepared so there is no current data on the amount of water generated by the plant, but it is believed to create a substantial amount of additional water supply for current and future residents. Additionally, the City has issued a Utility Availability Statement that indicates potable water service is currently available to serve the development; sewer service will be available to the site upon an extension from the existing line south of the site. Based on this analysis, the Applications are consistent with this Goal, Objective and Policy.*

**Standard 2: The available uses to which the property may be put are appropriate to the property in question and are compatible with the existing and planned uses in the area.**

**Response:** *The site is of a sufficient size to accommodate the proposed buildings as well as all of the site development requirements including parking, circulation, stormwater management, and recreational amenities as well as protecting the eagle nest, preserving the wetlands and open space. Therefore, the proposed use is appropriate for the site based on its compliance with all of the City's development requirements and providing an extraordinary level of protection for the environmental features of the site as demonstrated on the Preliminary Development Plan.*

*The section of U.S. Highway 19 in which the site is located contains a substantial amount of residential use including Beckett Bay, Brittany Park and River Watch to the north of the site and north of the Anclote River. Additionally, south of the site on the east side of U.S. Highway 19 is a mobile home park fronting on Live Oak Street. To the east of the site is Sail Harbor, a single family detached neighborhood that is accessed via Jasmine Avenue.*

*On the west side of U.S. Highway 19 at the southern edge of the rezoning site is Anclote Bend, an unconstructed single family subdivision. Other than Anclote Bend, the balance of the area located to the west of the site and on the west side of U.S. Highway 19 is the Anclote River, its marshes and the upland area of the Anclote River Park. Even though U.S. Highway 19 is a major commercial corridor to the south of the site, the more typical land uses in the immediate vicinity of the site are residential in nature. Therefore, the proposed residential use for this site is compatible with the existing residential nature of the surrounding area.*

*Based on this analysis, the Application proposes residential use that is appropriate to the site, is compatible with the existing and planned residential uses in the area, and, therefore, is consistent with Standard 2.*

**Standard 3: The amendment shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the City to provide public facilities.**

**Response:** *The site is an undeveloped site on a major road and within the urbanized area of the City of Tarpon Springs. Although the site has previously been approved for commercial and office uses, the more appropriate use for the site is for residential use compatible with the surrounding residential uses and to take advantage of the Anclote River as an amenity for the residents. The site is located within the City's utility service area, City potable water service is currently available to the site, and sanitary sewer service is available with an extension of the line to the site.*

*Based on this analysis, the Application constitutes efficient and orderly development, does not have a negative impact on the City's growth pattern, and, therefore, the Application is consistent with Standard 3.*

**Standard 4: The amendment will not adversely impact nor exceed the capacity or the fiscal ability of the City to provide available public facilities, including transportation, water and sewer, solid waste, drainage, recreation, education, fire protection, library service and other similar public facilities. Compliance with the adopted Levels of Service Standards can be demonstrated if necessary.**

**Response:** *In the section of this report responding to Standard 1, Compliance with the Comprehensive Plan, an analysis has been provided to demonstrate that the public facilities of transportation, water and sewer, solid waste, drainage and recreation are available to the site. Please refer to that analysis for more information.*

*With regard to education, this service is provided on a County-wide basis by the Pinellas County School Board and due to the slow growth in school-age children County-wide, there is adequate capacity with the existing school facilities.*

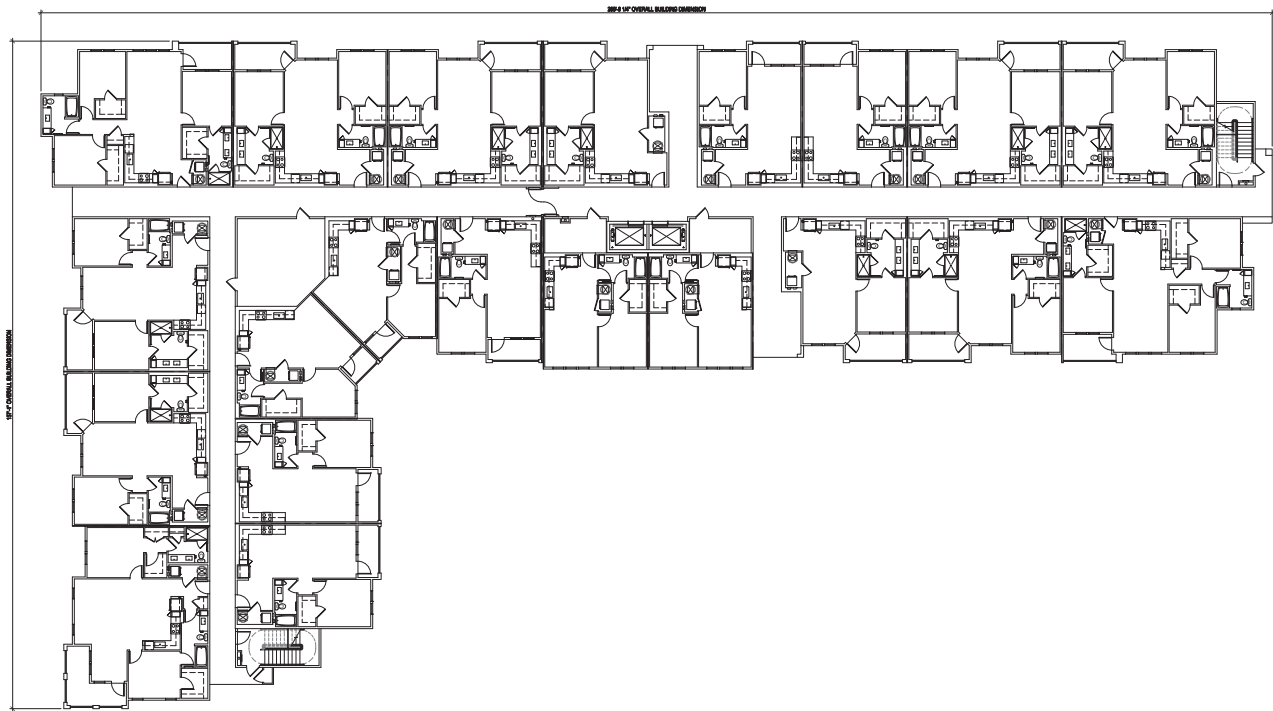
*With regard to fire protection and library facilities, the development will pay City of Tarpon Springs' impact fees for these facilities to mitigate for the project's impact. It should also be noted that upon construction, the new development will be added to the City's tax base, the site's assessed value will increase dramatically based on new construction of 404 multifamily units, and a significant amount of new ad valorem taxes will be provided to the City on an annual basis.*

*Based on this analysis, the Application is consistent with Standard 4.*

**ANCLOTE HARBOR  
REZONING APPLICATION  
LIST OF SUPPLEMENTAL DOCUMENTS**

- A2- Rezoning Narrative
- A3- Boundary, Tree and Wetland Surveys
- A4- Proof of Ownership via a Deed
- A5- Hurricane Shelter Space Impact Study
- A6- Traffic Impact Study

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



1 Building Type I - First Floor Plan

3/32" = 1'-0"

**FORUM**  
ARCHITECTURE &  
INTERIOR DESIGN, INC.

237 S. Westmonte Drive, Suite 200  
Altamonte Springs, FL 32714  
407.853.1400  
AA0002731

www.forumarchitect.com

**Anclo Harbor  
Apartments**

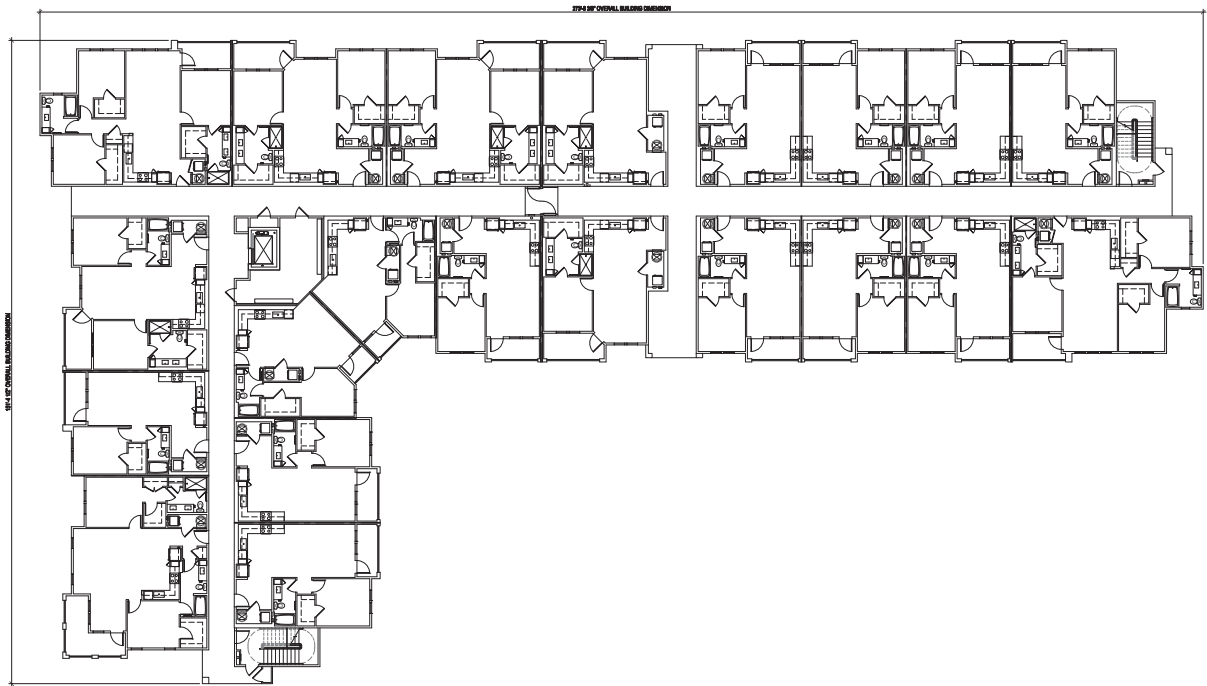
Tarpon Springs, FL

08/13/2020  
Andrew Scott Rount  
AR57153

**Preliminary - Not  
For Construction**

**SET DISTRIBUTIONS:**

Scale: 1/4" = 1'-0"



1 Building Type II - First Floor Plan

3/32" = 1'-0"

**FORUM**  
ARCHITECTURE &  
INTERIOR DESIGN, INC.

237 S. Westmonte Drive, Suite 200  
Altamonte Springs, FL 32714  
407.653.1400  
AA0002731  
www.forumarchitecture.com

**Anclo Harbor  
Apartments**

Tarpon Springs, FL  
08/13/2020  
Andrew Scott Rount  
AR57193

**Preliminary - Not  
For Construction**

**SET DISTRIBUTIONS:**

**SHEET REVISIONS:**

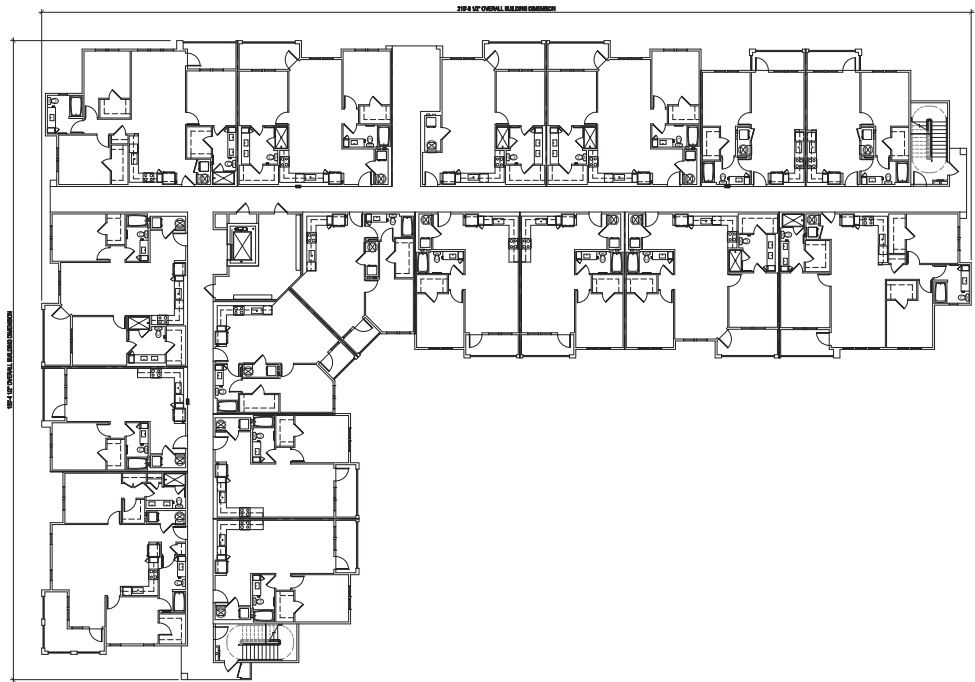
**PROJECT NO.** 3721

Building Type II

First Floor Plan

**A5.21**

Scale: 1/4" = 1'-0"



1 Building Type III - First Floor Plan

3/32" = 1'-0"

**FORUM**  
ARCHITECTURE &  
INTERIOR DESIGN, INC.

237 S. Westmonte Drive, Suite 200  
Altamonte Springs, FL 32714  
407.833.1400  
AA0002731

www.forumarchitect.com

**Anclore Harbor  
Apartments**

Tarpon Springs, FL

08/13/2020  
Andrew Scott Ploork  
AR57153

**Preliminary - Not  
For Construction**

**SET DISTRIBUTIONS:**

**SHEET REVISIONS:**

PROJECT NO. 3721

Building Type III

First Floor Plan

**A5.31**



Rear Elevation

3/32" = 1'-0"





Front Elevation

3/32" = 1'-0"



Inside Corner Elevation

3/32" = 1'-0"

	SW 7005 Pure White Body Color 1, Panel & Trim		SW 6176 Liveable Green, Body Color 2		SW 9128 Green Onyx, Body Color 3		SW 7061 Night Owl Shutters & Doors		SW 6993 Black of Night Railings		Georgetown Gray Certainleed Landmark Shingles,
---	---	---	--	---	-------------------------------------	---	---------------------------------------	--	------------------------------------	---	--



237 S Westmonte Drive • Suite 220 • Altamonte Springs FL 32714  
407-830-1400 • www.ForumArchitecture.com • A402791

© FORUM ARCHITECTURE & INTERIOR DESIGN, INC. This document and its content is the property of Forum Architecture & Interior Design, Inc. and is provided for informational and illustrative purposes only for the project(s) specifically noted. This content of this document is subject to change beyond the date noted. Any reproductions, revisions or modifications of these documents without expressed written consent from Forum Architecture & Interior Design, Inc. is prohibited by law.

Color Elevation

TYPE - IC

ANCLOTE HARBOR APARTMENTS

12 AUG 2020 • Tarpon Springs, FL







Left Elevation

3/32" = 1'-0"



Right Elevation

3/32" = 1'-0"

	SW 7005 Pure White Body Color 1, Panel & Trim		SW 6176 Liveable Green, Body Color 2		SW 9128 Green Onyx, Body Color 3		SW 7061 Night Owl Shutters & Doors		SW 6993 Black of Night Railings		Georgetown Gray Certainleed Landmark Shingles,
---	---	---	--	---	-------------------------------------	---	---------------------------------------	---	------------------------------------	---	--

Color Elevation

## ANCLOTE HARBOR APARTMENTS

12 AUG 2020 • Tarpon Springs, FL

## EXHIBIT A

### PROPOSED LANDSCAPE NARRATIVE

#### OVERVIEW

This document outlines the proposed landscape species along with anticipated locations and anticipated quantities of proposed trees throughout the Anclote Harbor Multi-Family project site. The selection of plant material is designed to celebrate and honor the unique contextual environment and character surrounding the project location. Priority will be placed on utilizing native Florida vegetation species throughout the site. Any additional vegetation will be Florida Friendly certified.

#### PROPOSED LANDSCAPE MATERIAL SPECIES

##### Shade / Canopy Trees

Bald Cypress	<i>Taxodium distichum</i>
Southern Live Oak	<i>Quercus virginiana</i>
Shumard Oak	<i>Quercus shumardii</i>
Red Maple	<i>Acer x freemanii</i> 'Jeffersred'
Sycamore	<i>Plantanus occidentalis</i>
Southern Magnolia	<i>Magnolia grandiflora</i> 'Bracken's Brown Beauty'
Slash Pine	<i>Pinus elliotti</i>
Lacebark Elm	<i>Ulmus parvifolia</i> "Emer II" ALLEE
Japanese Blueberry Tree	<i>Elaeocarpus decipiens</i>

##### Understory / Ornamental Trees

Dahoon Holly	<i>Ilex cassine</i>
Eagleston Holly	<i>Ilex x attenuata</i> 'Eagleston'
Ligustrum Tree	<i>Ligustrum lucidum</i>
Yellow Tabebuia	<i>Tabebuia chrysotricha</i>
Pink Tabebuia	<i>Tabebuia heterophylla</i>
Southern Wax Myrtle	<i>Myrica cerifera</i>

## Palm Trees

Sabal Palm	<i>Sabal palmetto</i>
Ribbon Palm	<i>Livistona decora</i>
Foxtail Palm	<i>Wodyetia bifurcata</i>

## Shrubs

Dwarf Fakahatchee Grass	<i>Tripsacum floridanum</i>
Pink Muhly Grass	<i>Muhlenbergia capillaris</i>
Sandcord Grass	<i>Spartina bakeri</i>
Coontie	<i>Zamia integrifolia</i>
Dwarf Firebush	<i>Hamelia patens 'Compacta' and 'Firefly'</i>
Dwarf Yaupon Holly	<i>Ilex vomitoria 'Schillings'</i>
Dwarf Burford Holly	<i>Ilex cornuta 'Dwarf Burford'</i>
Blue Plumbago	<i>Plumbago auriculate</i>
Needlepoint Holly	<i>Ilex cornuta 'Needlepoint'</i>
Sweet Viburnum	<i>Viburnum odoratissimum</i>
Podocarpus	<i>Podocarpus macrophyllus</i>
Thryallis	<i>Galphimia glauca</i>

## Groundcovers

New Gold Lantana	<i>Lantana x 'New Gold'</i>
Parsonii Juniper	<i>Juniperus chinensis 'Parsonii'</i>
Stalked Bulbine	<i>Bulbine frutescens</i>
Perennial Peanut	<i>Arachis glabrata</i>
Liriope	<i>Liriope muscari 'Super Blue'</i>
Minima Jasmine	<i>Trachelospermum asiaticum 'Minima'</i>
Lily of the Nile	<i>Agapanthus</i>
Blue Daze	<i>Evolvulus 'Blue My Mind'</i>

**ANTICIPATED LOCATIONS OF PROPOSED TREE SPECIES****US 19 Frontage Buffer:**

- Southern Live Oak
- Southern Magnolia

**Surface Parking Lots:**

- Southern Live Oak
- Sycamore
- Lacebark Elm
- Japanese Blueberry Tree
- Dahoon Holly
- Southern Wax Myrtle

**Pond Banks and Upland Perimeter:**

- Bald Cypress
- Red Maple
- Sycamore
- Sabal Palm
- Slash Pine
- Southern Live Oak

**Building Façade:**

- Southern Magnolia
- Sabal Palm
- Dahoon Holly
- Eagleston Holly
- Ligustrum Tree
- Japanese Blueberry Tree

**Amenity Areas:**

- Southern Live Oak
- Shumard Oak
- Southern Magnolia
- Sycamore
- Slash Pine
- Sabal Palm
- Ribbon Palm
- Dahoon Holly
- Eagleston Holly
- Ligustrum Tree
- Japanese Blueberry Tree
- Yellow / Pink Tabebuia
- Foxtail Palm

## EXPECTED QUANTITIES OF PROPOSED TREES

### US 19 Frontage Buffer

Code Requirement – Sec.134.05(B)(1) Parking Lots Abutting Public Right-of-Way

1 Tree / 30 LF required along parking lots abutting US19

Anticipated lineal footage of parking lot abutting US19 = 150 LF

Expected Quantity of Trees Provided = **5 Shade / Canopy Trees**

### Surface Parking Lots

Code Requirement – Sec.134.05(C) Interior Landscaping within Parking Lots

1 Tree / internal landscape area

Anticipated quantity of internal landscape areas = 90 internal landscape areas

Expected Quantity of Trees Provided = **90 Shade / Canopy Trees**

### Pond Banks and Upland Perimeter

Code Requirement – Sec.134.07 Retention / Detention Ponds

Perimeter of the banks of retention / detention ponds to be planted at a coverage rate of 20%

Anticipated retention / detention pond bank area = (100,312 SF x .2) / 300 SF per tree

Expected Quantity of Trees Provided = **67 Shade / Canopy Trees**

### Building Façade

Code Requirement – N/A (anticipated enhanced shade trees)

Expected Quantity of Trees Provided = **40 Shade / Canopy Trees**

### Amenity Areas

Code Requirement – N/A (anticipated enhanced shade trees)

Expected Quantity of Trees Provided = **30 Shade / Canopy Trees**

# Minimum Tree Planting Criteria Calculations:

Code Requirement – Sec. 134.04 Minimum Tree Planting

Lots over 15,000 SF require 8 trees + 1 tree for each 2,000 SF in excess of 15,000 SF

Lot Size ( <i>Total Site Acreage</i> ):	72.62 AC
Wetlands:	30.81 AC
Uplands ( <i>Tree Survey Area</i> ):	41.81 AC
Proposed on-site Stormwater Ponds:	8.83 AC
Qualifying Acreage for Minimum Tree Planting:	32.98 AC (1,436,609 SF)

Total Required Shade Trees: 719 Required Shade Trees

$((1,436,609 \text{ SF} - 15,000 \text{ SF}) / 2,000 \text{ SF per tree}) + 8 \text{ trees} = 719 \text{ Trees}$

Shade Trees Identified per Tree Survey:	2,403 Identified Shade Trees
<i>(excludes palms and invasive species)</i>	
Preserved Shade Trees:	1,184 Preserved Shade Trees
Proposed Code Shade Trees:	162 Proposed Shade Trees
Anticipated Enhanced Shade Trees:	70 Anticipated Enhanced Shade Trees
Total Provided Shade Trees:	1,416 Provided Shade Trees

REFERENCE IMAGES



Sabal Palm



Bald Cypress



Sycamore Tree



Live Oak



Southern Magnolia



Lacebark Elm



Red Maple



Slash Pine



Southern Wax Myrtle



Dahoon Holly



Eagleston Holly



Ligustrum Tree



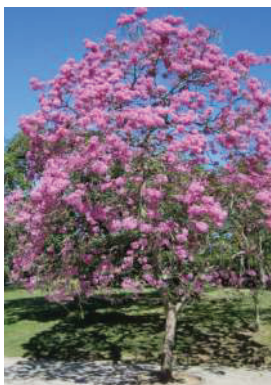
Japanese Blueberry Tree



Ribbon Palm



Yellow Tabebuia



Pink Tabebuia

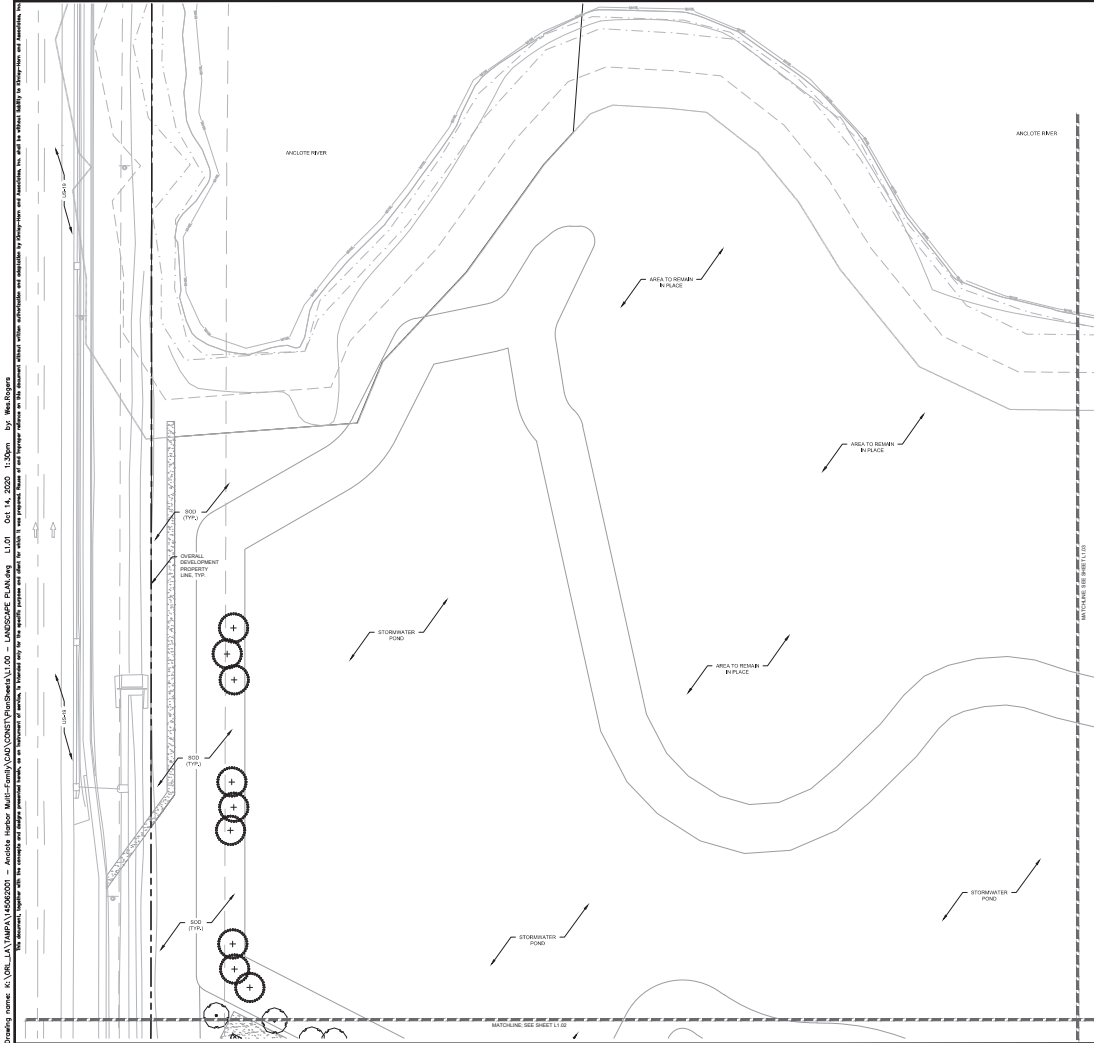


Shumard Oak



Foxtail Palm





### CODE MIN. LANDSCAPE

CODE	MIN. LANDSCAPE	MIN. LANDSCAPE
80	BUTTER SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
81	POND BANK SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
82	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
83	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
84	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
85	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
86	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
87	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
88	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
89	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
90	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
91	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
92	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
93	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
94	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
95	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
96	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
97	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
98	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
99	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL
100	VIA SHINE TREE	SINGLE STRAIGHT LEADER FULL FL

### ENHANCED LANDSCAPE

CODE	ENHANCED LANDSCAPE	ENHANCED LANDSCAPE
80	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
81	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
82	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
83	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
84	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
85	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
86	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
87	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
88	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
89	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
90	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
91	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
92	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
93	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
94	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
95	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
96	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
97	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
98	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
99	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL
100	AMERICAN AREA SHADE TREE	SINGLE STRAIGHT LEADER FULL FL

### CONCEPT PLANT SELECTION

PLANT	CONCEPT PLANT SELECTION
1	QUERCUS VIRGINIANA - SOUTHERN LIVE OAK
2	QUERCUS BICOLOR - WHITE OAK
3	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
4	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
5	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
6	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
7	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
8	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
9	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
10	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
11	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
12	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
13	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
14	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
15	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
16	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
17	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
18	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
19	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
20	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
21	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
22	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
23	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
24	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
25	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
26	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
27	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
28	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
29	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
30	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
31	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
32	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
33	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
34	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
35	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
36	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
37	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
38	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
39	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
40	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
41	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
42	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
43	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
44	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
45	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
46	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
47	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
48	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
49	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
50	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
51	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
52	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
53	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
54	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
55	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
56	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
57	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
58	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
59	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
60	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
61	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
62	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
63	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
64	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
65	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
66	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
67	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
68	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
69	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
70	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
71	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
72	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
73	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
74	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
75	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
76	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
77	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
78	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
79	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
80	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
81	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
82	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
83	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
84	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
85	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
86	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
87	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
88	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
89	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
90	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
91	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
92	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
93	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
94	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
95	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
96	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
97	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
98	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
99	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK
100	QUERCUS LAEVOLEVIS - SWAMP WHITE OAK

GRAPHIC SCALE IN FEET  
0 10 20 30 40 50 60 70 80 90 100

TRC SUBMITTAL - 10/16/20

GROUNDWATER / DEWATERING NOTE

THE PRESENCE OF GROUNDWATER DOES NOT PREVENT THE USE OF THE SITE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF HIGH WATER, PROVIDE ADEQUATE DRAINAGE AND PROTECT THE SITE.

DATE: 10/16/2020  
PROJECT NO: 145062001  
SHEET NUMBER: L1.01

**Kimley-Horn**  
© 2002 KIMLEY-HORN AND ASSOCIATES, INC.  
460 NORTH PARKWAY, SUITE 100, WILSON, CA 95690  
WWW.KIMLEY-HORN.COM

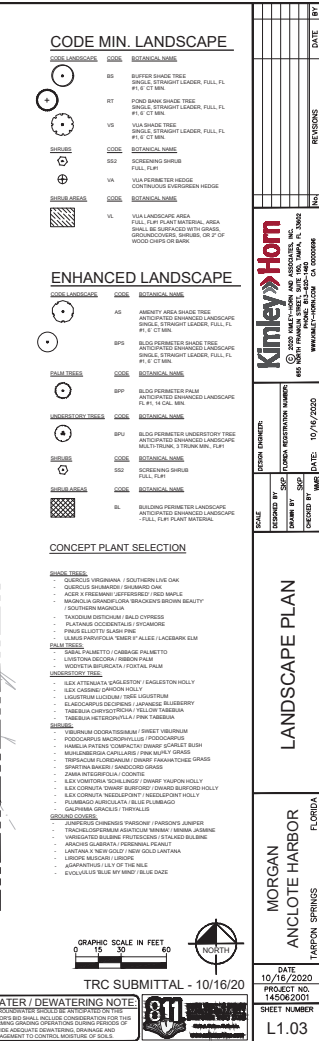
SCALE: AS SHOWN  
DESIGNED BY: JSP  
DRAWN BY: JSP  
CHECKED BY: JSP  
DATE: 10/16/2020

LANDSCAPE PLAN

MORGAN  
ANCLOTE HARBOR  
FLORIDA  
JASON SPRINGS

DATE: 10/16/2020  
PROJECT NO: 145062001  
SHEET NUMBER: L1.01





```

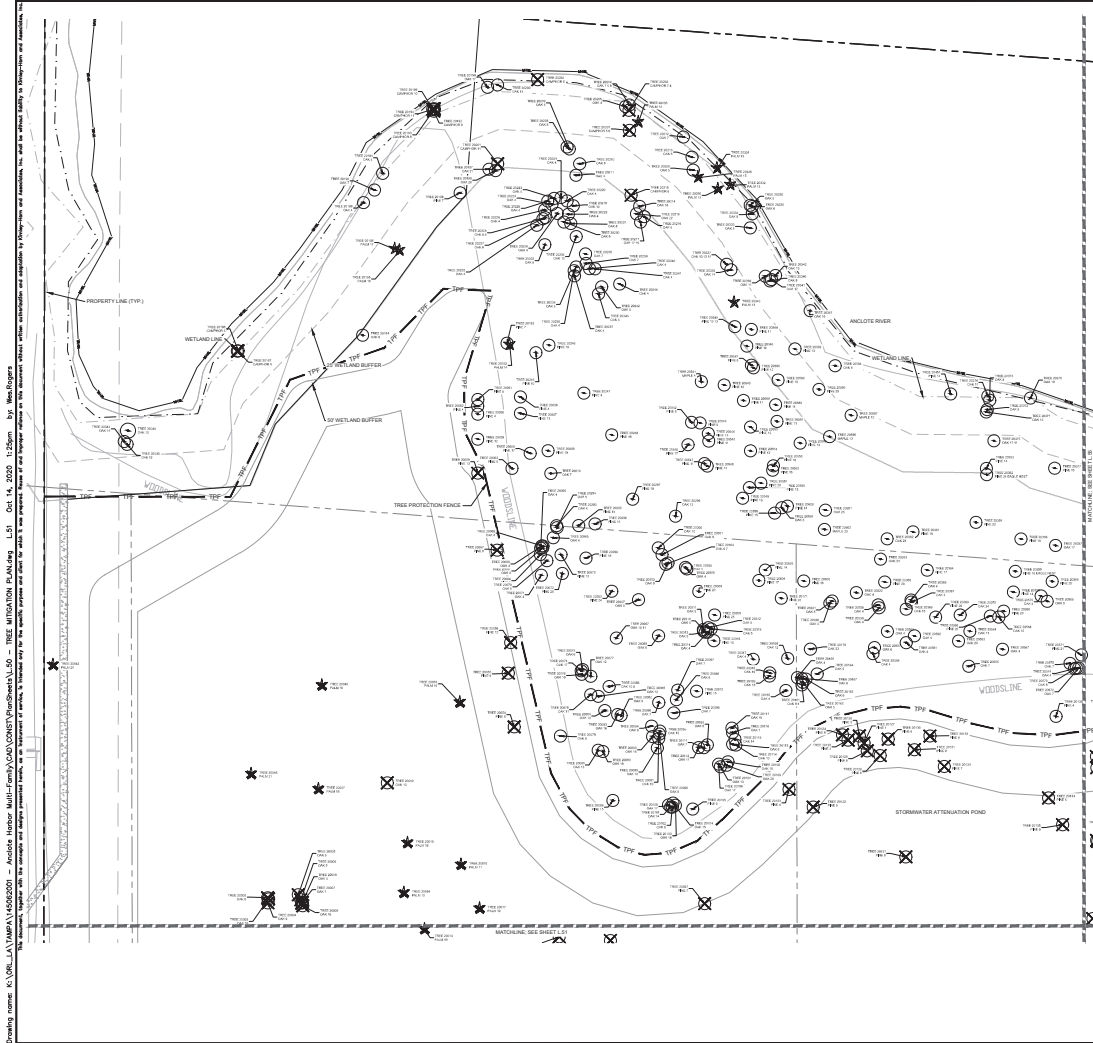
creation name: \\OS
I:\TAMPA\45060001 = Archive Harbor Multi-Forest\CA\CONSTRUCT\Bin\Shells\1.00 = 1.MPSC-ASE Di AM.dan 11.03 09.14 2000 11.03 09.14 2000
for Max Bonare

```

MORGAN ANCLOTE HARBOR TARPON SPRINGS FLORIDA		LANDSCAPE PLAN		KIMLEY-HORN © 2020 KIMLEY-HORN AND ASSOCIATES, INC. 460 NORTH PARRISH STREET SUITE 100, TAMPA, FL 33606 WWW.KH-USA.COM TAMPA 813.247.8600		DATE BY	
DATE 10/16/2020		DATE 10/16/2020		DESIGN EXEMPT		REVISIONS	
PROJECT NO. 145062001		SHEET NUMBER L1.04		FLUIDS REGISTRATION NUMBER SP2		DATE BY	
SHEET NUMBER L1.04		SHEET NUMBER L1.04		DESIGNED BY SP2		DATE BY	
SHEET NUMBER L1.04		SHEET NUMBER L1.04		CHECKED BY SP2		DATE BY	
SHEET NUMBER L1.04		SHEET NUMBER L1.04		DATE 10/16/2020		DATE BY	
SHEET NUMBER L1.04		SHEET NUMBER L1.04		KIMLEY-HORN & ASSOCIATES, INC. 460 NORTH PARRISH STREET SUITE 100, TAMPA, FL 33606 WWW.KH-USA.COM TAMPA 813.247.8600		DATE BY	







**LEGEND**

- EXISTING TREE TO REMAIN
- ⊗ EXISTING TREE TO BE REMOVED
- ★ EXISTING PALM TO REMAIN
- ★ EXISTING PALM TO BE REMOVED
- TREE PROTECTION FENCE

GRAPHIC SCALE IN FEET  
0 15 30 60

TRC SUBMITTAL - 10/16/20

DATE  
10/16/2020

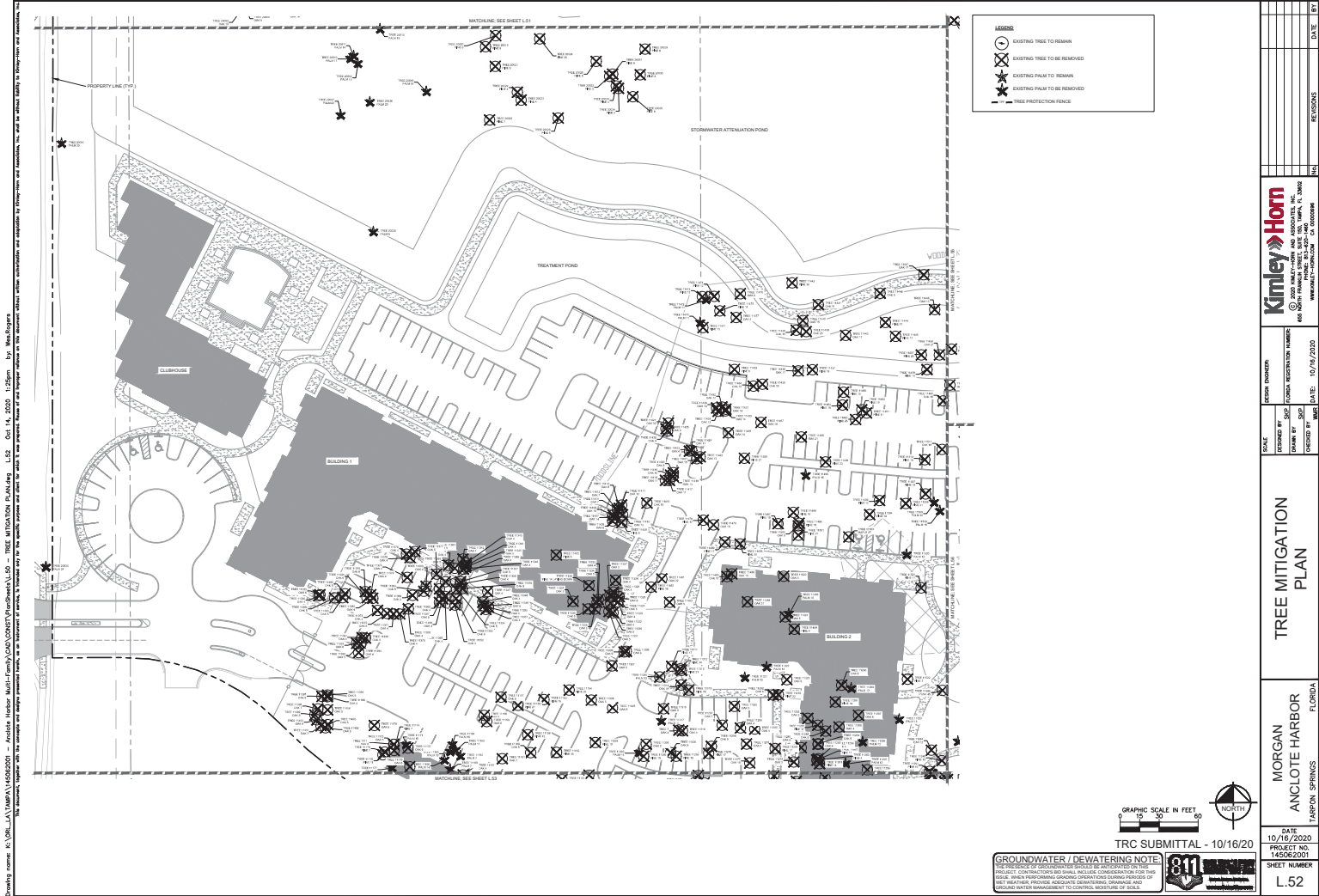
PROJECT NO.  
145062001

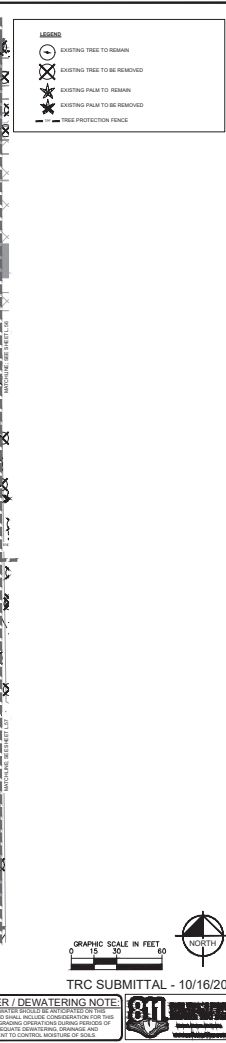
SHEET NUMBER  
L.51

**GROUNDWATER / DEWATERING NOTE**

THE PRESENCE OF GROUNDWATER SHOULD BE DETERMINED BY THE PROJECT CONTRACTOR BEFORE ANY EXCAVATION OR DEWATERING IS BEGUN. IF GROUNDWATER IS PRESENT, THE CONTRACTOR SHALL OBTAIN A PERMIT FROM THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) BEFORE PROCEEDING WITH ANY EXCAVATION OR DEWATERING. THE CONTRACTOR SHALL ALSO OBTAIN A PERMIT FROM THE FLORIDA DEPARTMENT OF AGRICULTURE (FAS) BEFORE PROCEEDING WITH ANY EXCAVATION OR DEWATERING. THE CONTRACTOR SHALL ALSO OBTAIN A PERMIT FROM THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) BEFORE PROCEEDING WITH ANY EXCAVATION OR DEWATERING.

<p><b>Kimley-Horn</b></p> <p>200 KIMLEY-HORN AND ASSOCIATES, INC. 400 NORTH PARKWAY SUITE 200 TAMPA, FL 33606 WWW.KIMLEY-HORN.COM</p>		<p>DATE 10/16/2020</p> <p>PROJECT NO. 145062001</p> <p>SHEET NUMBER L.51</p>
<p>SCALE DESIGNED BY CHECKED BY</p>	<p>DATE 10/16/2020</p> <p>PROJECT NO. 145062001</p> <p>SHEET NUMBER L.51</p>	<p>DATE 10/16/2020</p> <p>PROJECT NO. 145062001</p> <p>SHEET NUMBER L.51</p>

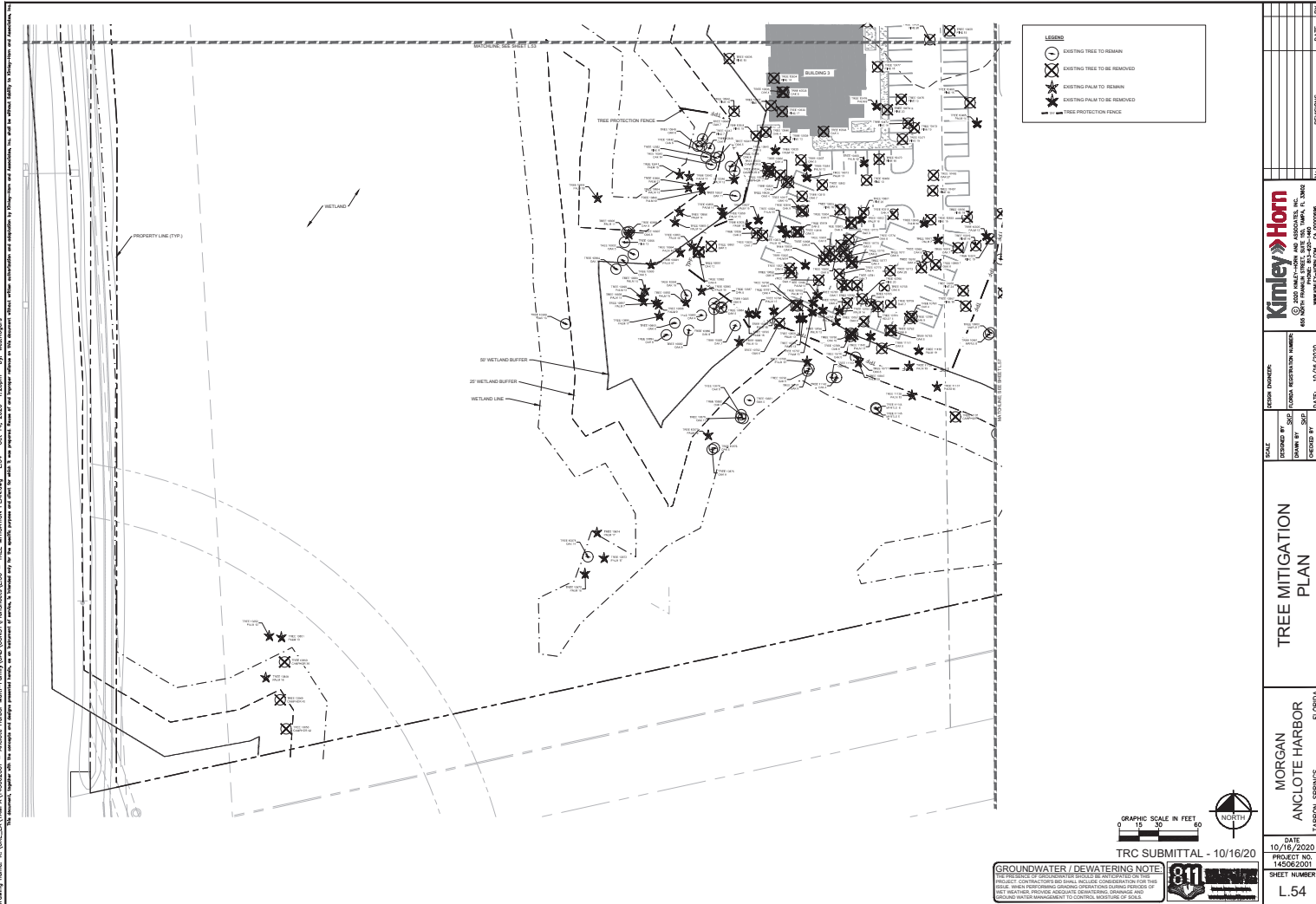


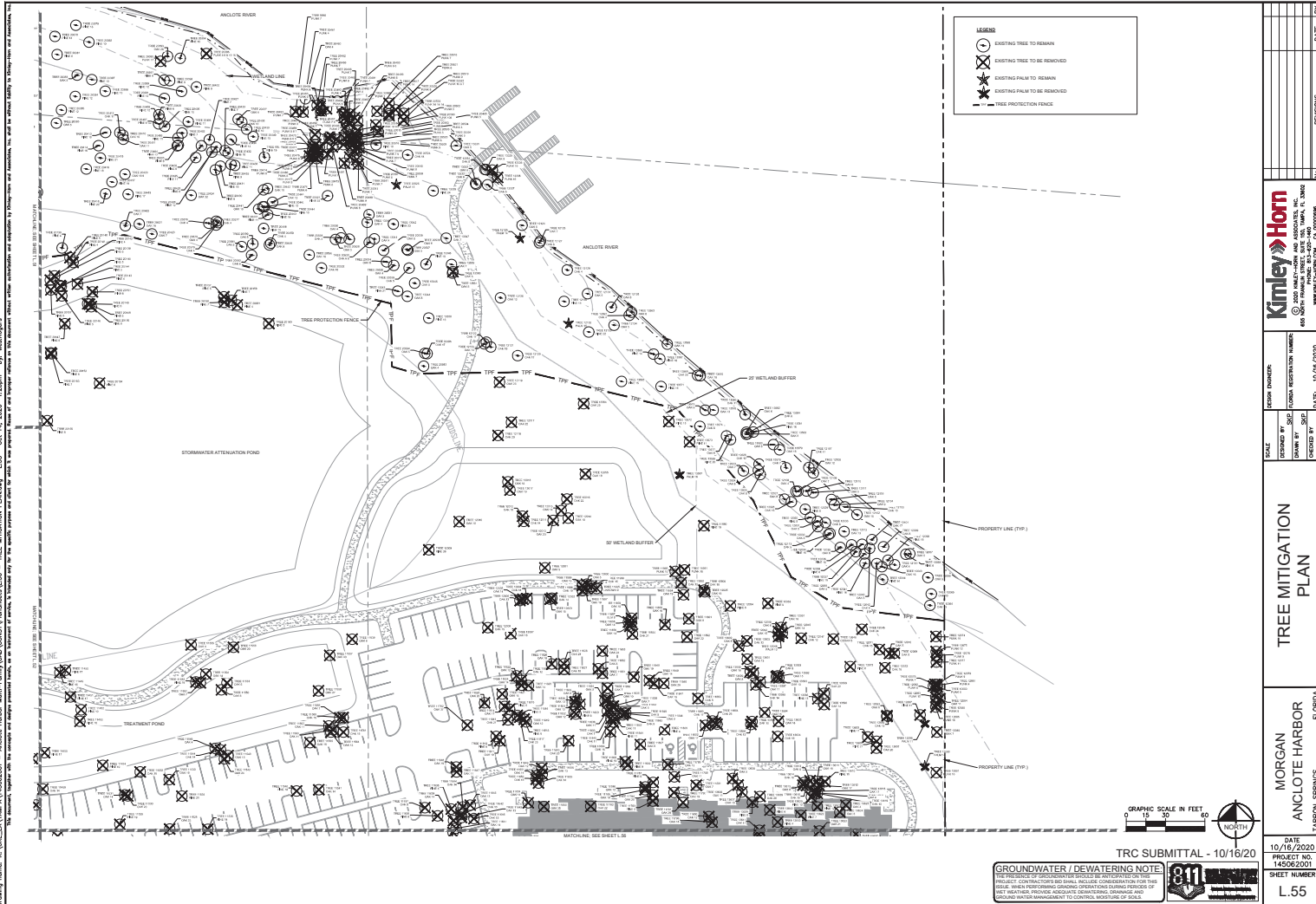
[illegible]

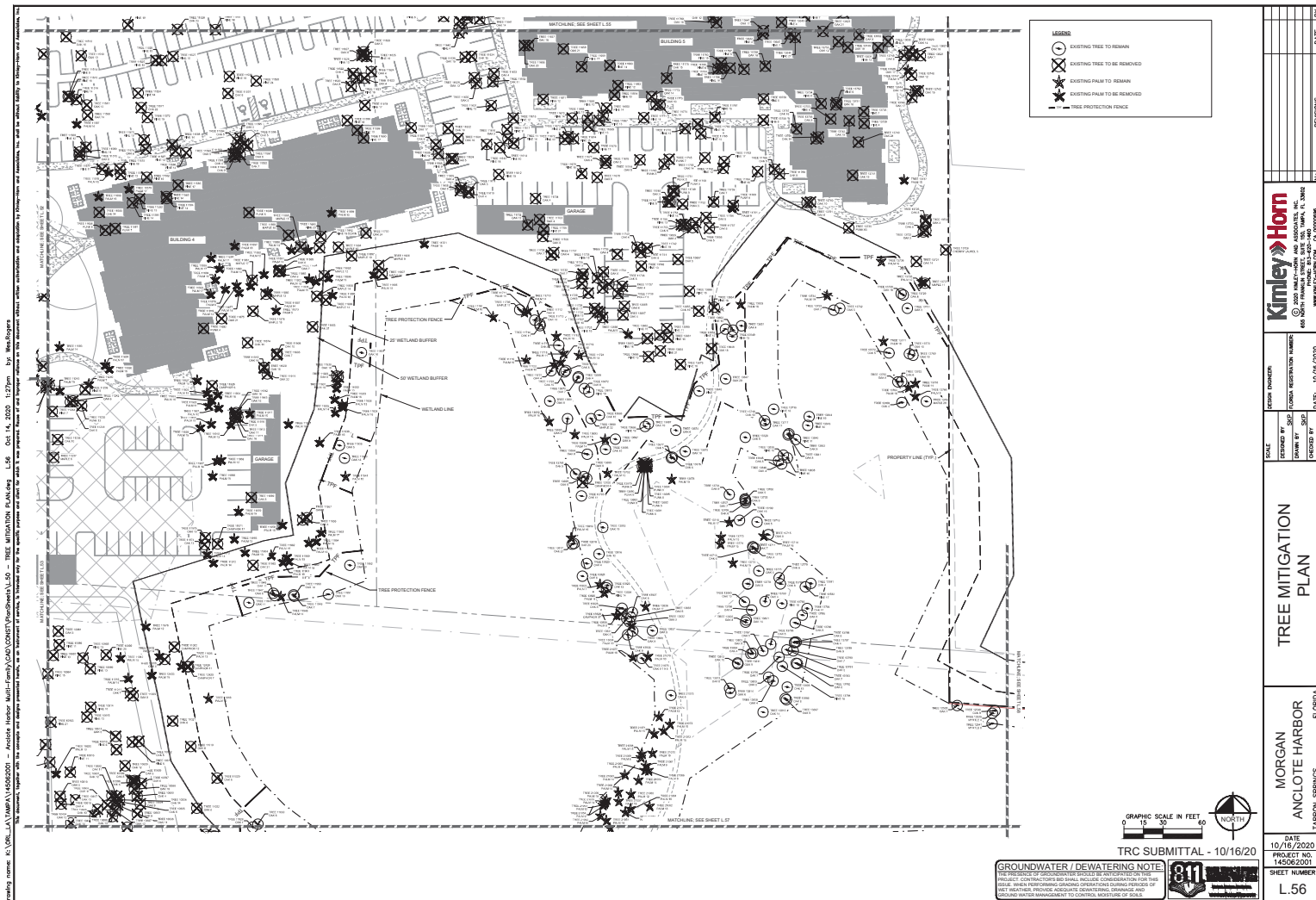
TRC SUBMITTAL - 10/16/20

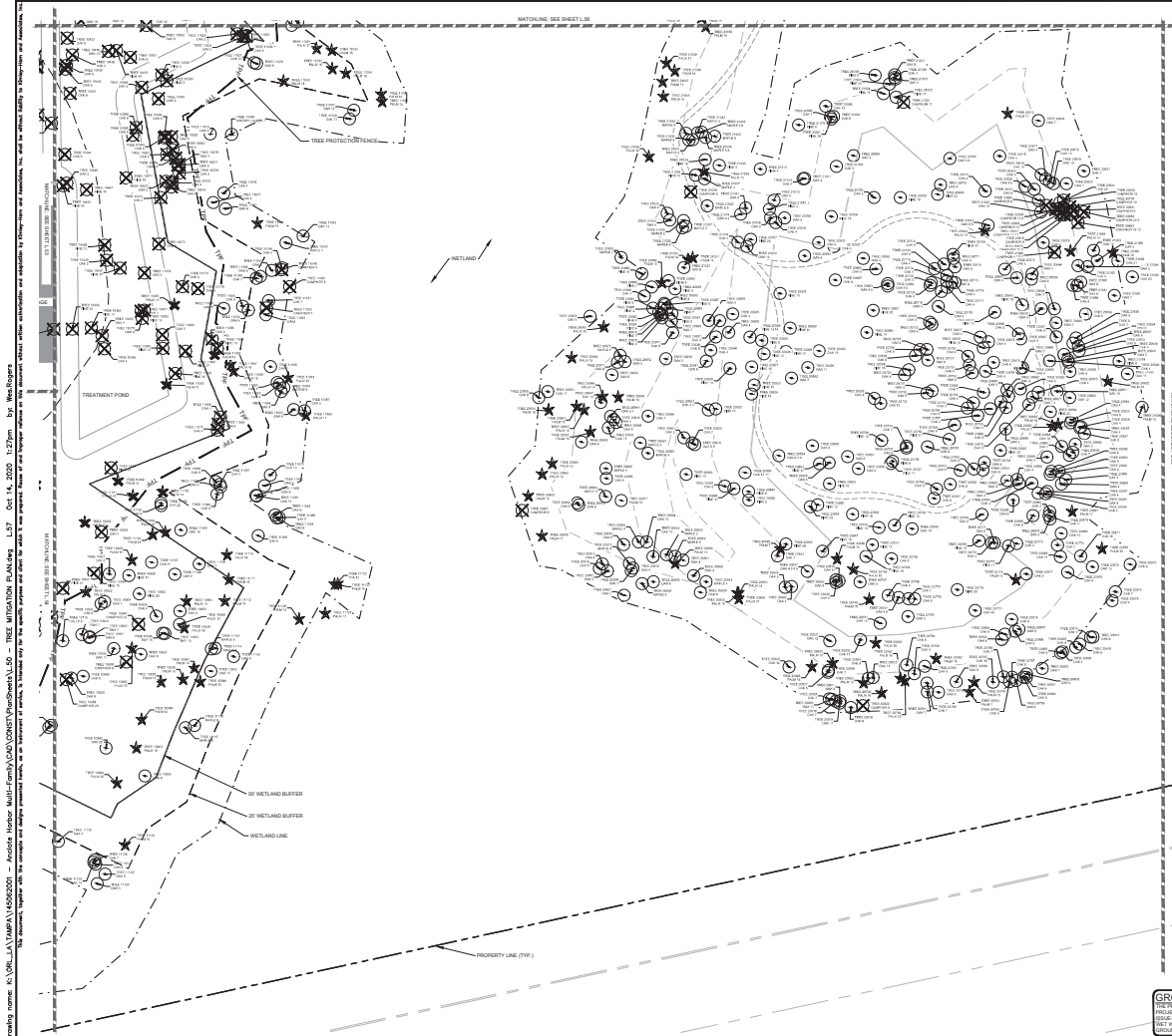
**GROUNDWATER / DEWATERING NOTE**  
THE PRESENCE OF GROUNDWATER SHOULD BE ANTICIPATED ON THIS PROJECT. CONTRACTOR'S BID SHALL INCLUDE CONSIDERATION FOR THIS ISSUE. WHEN PERFORMING GRADING OPERATIONS DURING PERIODS OF WET WEATHER, PROVIDE ADEQUATE DEWATERING, DRAINAGE AND CITY AND WATER MAINS/SEWER TO CONTROL HUMIDITY OF SOILS.

[illegible]









**LEGEND**

- EXISTING TREE TO REMAIN
- ⊗ EXISTING TREE TO BE REMOVED
- ★ EXISTING PALM TO REMAIN
- ★ EXISTING PALM TO BE REMOVED
- TREE PROTECTION FENCE

GRAPHIC SCALE IN FEET  
0 10 20 30 40 50 60

TRC SUBMITTAL - 10/16/20

DATE  
10/16/2020

PROJECT NO.  
145062001

SHEET NUMBER  
L.57

**GROUNDWATER / DEWATERING NOTE**

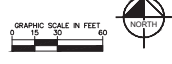
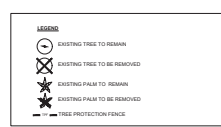
THE PRESENCE OF GROUNDWATER SHOULD BE DETERMINED BY THE PROJECT CONTRACTOR BEFORE ANY CONSTRUCTION OF THE PROJECT. IF GROUNDWATER IS PRESENT, THE CONTRACTOR SHALL OBTAIN NECESSARY PERMITS AND FOLLOW ALL APPLICABLE REGULATIONS FOR GROUNDWATER DEWATERING. THE CONTRACTOR SHALL MAINTAIN ADEQUATE RECORDS OF ALL GROUNDWATER DEWATERING ACTIVITIES.

Drawing name: L:\001\145062001 - Ancote Harbor Master Plan\145062001 - TREE MITIGATION PLAN.dwg L.57 Oct 14, 2020 1:27pm by: [redacted]  
 No warranty is made by the engineer or architect for the use of the drawings for purposes not intended by the engineer or architect. The drawings are to be used only for the purposes intended by the engineer or architect. The drawings are not to be used for any other purpose without the written consent of the engineer or architect.

		PROJECT NO. 145062001		DATE 10/16/2020	
DRAWN BY [redacted]		CHECKED BY [redacted]		REVISIONS	
SCALE AS SHOWN		PROJECT NO. 145062001		DATE 10/16/2020	
SHEET L.57		PROJECT NO. 145062001		DATE 10/16/2020	



working name: K:\GRL\A\TAMPA\145062001 - Andiee Harbor Multi-Family\CAD\CONST\PlanSheets\1.50 - TREE MITIGATION PLAN.dwg L.58 Oct 14, 2020 1:26pm by: Wes.Rogers



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

[illegible]

[illegible]

[illegible]

Tree ID	SPECIES	DBH	ACTION
21071	PALM	15	REMAIN
21072	PALM	15	REMAIN
21073	PALM	15	REMAIN
21074	PALM	12	REMAIN
21075	OMG	6	REMAIN
21076	OMG	9.7.8	REMAIN
21077	PALM	16	REMAIN
21078	PALM	10	REMAIN
21079	OMG	6	REMAIN
21080	CAMPBORN	9.7.3.5	REMOVE
21081	PALM	14	REMAIN
21082	OMG	3	REMAIN
21083	OMG	11	REMAIN
21084	OMG	5	REMAIN
21085	OMG	5	REMAIN
21086	OMG	6	REMAIN
21087	OMG	6	REMAIN
21088	OMG	5	REMAIN
21089	PALM	15	REMAIN
21090	OMG	21	REMAIN
21091	OMG	7	REMAIN
21092	OMG	20	REMAIN
21093	OMG	5	REMAIN
21094	PINE	8	REMAIN
21095	OMG	11	REMAIN
21096	PALM	18	REMAIN

Preliminary Tree Mitigation Calculations	
Total no. of native trees removed:	1,217 Trees
Total DBH inches of native trees removed:	16,182 inches
Total no. of invasive trees removed:	139 Trees
Total DBH inches of invasive trees removed:	2,793 inches
DBH inches requiring mitigation:	14,389 inches
4-7 DBH inches	2,445 inches
8-24 DBH inches	6,540 inches
25+ DBH inches	7,003 inches
DBH inches preserved on site:	14,132 inches
4-7 DBH inches	2,779 inches
8-24 DBH inches	9,011 inches
25+ DBH inches	8,297 inches
25+ DBH inches	148 inches
Tree mitigation balance:	258 inches
Total Native Tree Canopy Inches proposed for planting on site (this calculation assumes an avg 10-foot value per proposed pair with a 1:1 ratio tree: tree. Proposed percentages (L&M) have extra canopy inches).	
Minimum Native Tree Planting (surplus):	1,575 inches
Minimum Site Tree Planting (shortage):	
Loss (Total (Tree Age-weight):	72.40 AC
Wetland:	30.81 AC
Upland (Tree Survey Area):	41.83 AC
Proposed Stormwater Ponds:	1.83 AC
Qualifying SF for Minimum Tree Planting	= 32.98 AC (1,439,609 SF)
Total Required Shade (Canopy Trees)	719 Required Shade Trees
Shade Trees Identified by Tree Survey	2,603 Shade Trees
Proposed Shade Trees	1,184 Shade Trees
Proposed Shade Trees	232 Shade Trees
Total Provided Shade Trees	1,416 Shade Trees
Note: All survey indicated invasive plant species are proposed for removal.	


  

**GROUNDWATER / DEWATERING NOTE:**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND CONDUCTING ALL REQUIRED INVESTIGATIONS AND MONITORING OF GROUNDWATER LEVELS AND QUALITY PRIOR TO, DURING, AND FOLLOWING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND CONDUCTING ALL REQUIRED INVESTIGATIONS AND MONITORING OF GROUNDWATER LEVELS AND QUALITY PRIOR TO, DURING, AND FOLLOWING CONSTRUCTION.

**811**

TRC SUBMITTAL - 10/16/20

SHEET NUMBER	DATE	PROJECT NO.	MORGAN ANCHLOTE HARBOR	TREE MITIGATION DATA	SECTION NUMBER	 © 2020 KIMLEY-HORN AND ASSOCIATES, INC. 410 NORTH HANCOCK STREET, SUITE 100, TAMPA, FL 33602 WWW.KIMLEY-HORN.COM Q.0000086	REVISIONS	DATE	BY
							No.		
1	10/16/2020	1450002001	FLORIDA						

### TREE MITIGATION SPECIFICATIONS

## A. GENERAL

- [illegible]

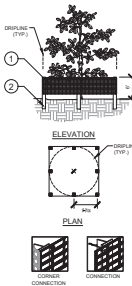
## 4

- [illegible]

- [illegible]

ML	RC
----	----

1. IF DAMAGE TO ANY TREE SHOULD OCCUR BY ACCIDENT OR NEGLIGENCE DURING THE CONSTRUCTION PERIOD, THE PROJECT ARCHITECT SHALL APPRAISE THE DAMAGE AND MAKE RECOMMENDATIONS TO THE OWNER FOR REPAIR BY THE CONTRACTOR.
2. IF ANY TREE DESIGNATED TO BE SAVED IS REMOVED FROM THE SITE WITHOUT PERMISSION OF THE OWNER'S REPRESENTATIVE, THE PROJECT ARCHITECT SHALL APPRAISE THE TREE AND MAKE RECOMMENDATIONS TO THE OWNER FOR REPLACEMENT BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OF THE TREE AND ANY FEES THAT MAY BE ASSESSED TO THE OWNER BY THE GOVERNING AGENCY.



1. EN "PERIMETER PLUS" CONSTRUCTION FENCE BY CONNECTED IN ARTICLES OR OWNERS REPRESENTATIVE APPROVED EQUAL.
2. TALL METAL, 12" POSTS ON 2' X 2' X 1/2" BURNED END, 12" POSTS ON 2' X 2' X 1/2" BURNED END, 12" POSTS ON 2' X 2' X 1/2" BURNED END, 12" POSTS ON 2' X 2' X 1/2" BURNED END.

**INSTALLATION NOTES:**

- A. POST SELECTION SHOULD BE BASED ON EXPECTED STRENGTH NEEDS AND THE LENGTH OF TIME FENCE WILL BE IN PLACE. FIBERGLASS POSTS ARE RECOMMENDED FOR PARKS, ATHLETIC EVENTS AND OTHER APPLICATIONS WHERE THE FENCE WILL BE TREATED WOOD POSTS ARE TYPICALLY USED FOR CONSTRUCTION FENCES AND OTHER APPLICATIONS.
- B. POSTS SHOULD BE DRIVEN INTO THE GROUND TO 1/3 OF THE HEIGHT OF THE POST. FOR EXAMPLE, A POST SHOULD BE SET AT LEAST 12 TO 18 INCHES.
- C. SPACE POSTS EVERY 8' (MAX) TO 10' (MAX).
- D. SECURE FENCING TO POST WITH NYLON CABLE OR STEEL CABLE. FIBERGLASS POSTS SHOULD BE ALSO BE USED TO PROVIDE ADDITIONAL SUPPORT PROTECTION BETWEEN THE TALL POSTS AND POSTS.

**NOTE:** IF WIRE TIES ARE USED, AVOID DIRECT CONTACT WITH FENCE. WIRE MAY CAUSE DAMAGE OVER TIME.

② TREE PROTECT

- 1-10 TREE PROTECTION PLAN  
ELEVATION PLAN NTS

## 1 TYPICAL TREE MITIGATION NOTES

- 181



August 18, 2020

City of Tarpon Springs  
Planning and Zoning Division  
324 East Pine Street  
Tarpon Springs, FL 34689

Subject: ***Anclote Harbor – Preliminary Development Plan  
Stormwater Design Narrative  
KHA Project # 145062001***

To whom it may concern,

On behalf of our client, Morgan Group Development, LLC, Kimley-Horn and Associates, Inc. (Kimley-Horn) respectfully submits the following stormwater design narrative in conjunction with the Preliminary Development Plan submittal for the above-mentioned project.

The project is located on the east side of US-19 along the Anclote River, parcel ID 06-27-16-89388-000-0420. The property is  $\pm 72.62$  acres in size, contains  $\pm 30.81$  acres of wetlands, and is currently undeveloped. The proposed project includes 404 multifamily units, a clubhouse, and accessory garages and maintenance buildings needed to serve the property. The overall stormwater management system will consist of drainage structures, drainage conduits, shallow dry treatment ponds, one larger wet detention pond, and one or more stormwater BMPs to provide water quality treatment.

In existing conditions the project consists of undeveloped land with elevations that range from 22' (NAVD88) to the Anclote River waterline. Approximately half of the property sheet flows to the north directly to the Anclote River while the southern half of the property sheet flows to onsite wetlands. The southern onsite wetlands are directly connected to the Anclote River via an existing 4'x7' box culvert under US-19. The NRCS soil survey shows that the uplands consist largely of Astatula Soils (0-5% slopes, hydrologic group A) and Myakka Soils (0-2% slopes, hydrologic group A/D). Nearly the entire property is located within a tidally influenced FEMA Flood Zone AE at elevation 9'. The property also drains to an Outstanding Florida Waterbody (OFW) and is also located in the Anclote River Tidal Watershed (WBID 1440) which is listed as Waters Not Attaining Standards, impaired for total nitrogen.

In the proposed condition, the developed site will capture onsite runoff via catch basins, drainage conduits, and sheet flow and will first route runoff to shallow dry treatment retention ponds. These treatment ponds will capture and treat stormwater runoff in low storm events. In larger storm events, the treatment ponds will discharge through control structures into the larger wet detention pond on to the north along the Anclote River. The wet detention pond will provide attenuation and additional treatment. An additional nutrient removing BMP is also anticipated, likely through the use of a nutrient removing up-flow filter on the downstream end of the wet detention control structure, or via side-bank filters with nutrient removal filter media. After being

attenuated and treated in the wet detention pond, stormwater will be discharged through a control structure into the Anclote River.

The proposed storm design will meet the requirements of the Southwest Water Management District ERP Applicant's Handbook Volume II dated June 1, 2018 and the City of Tarpon Springs Comprehensive Land Development Code. The project will provide attenuation for the post development minus the pre development peak discharge rates for the 25-year, 24-hour storm event with 6" of freeboard, provide the standard City and SWFWMD water quality treatment, an additional 50% OFW treatment, and a net improvement of total nitrogen. Since all of the proposed earthwork is located within a tidally influenced riverine floodplain, floodplain compensation is not anticipated.

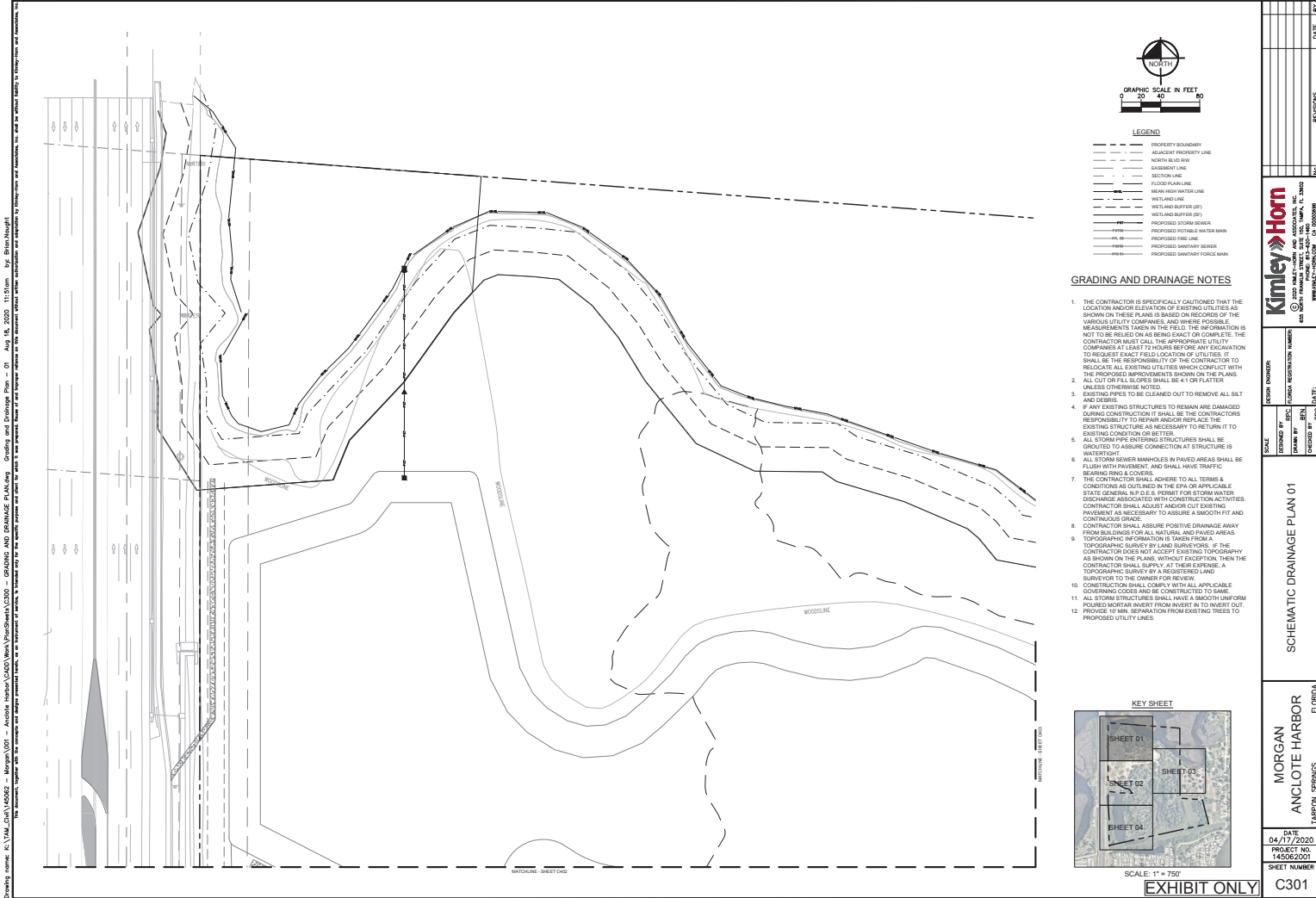
Please contact me at (813) 635-5552 or [ryan.p.clark@kimley-horn.com](mailto:ryan.p.clark@kimley-horn.com) should you have any questions or desire additional information.

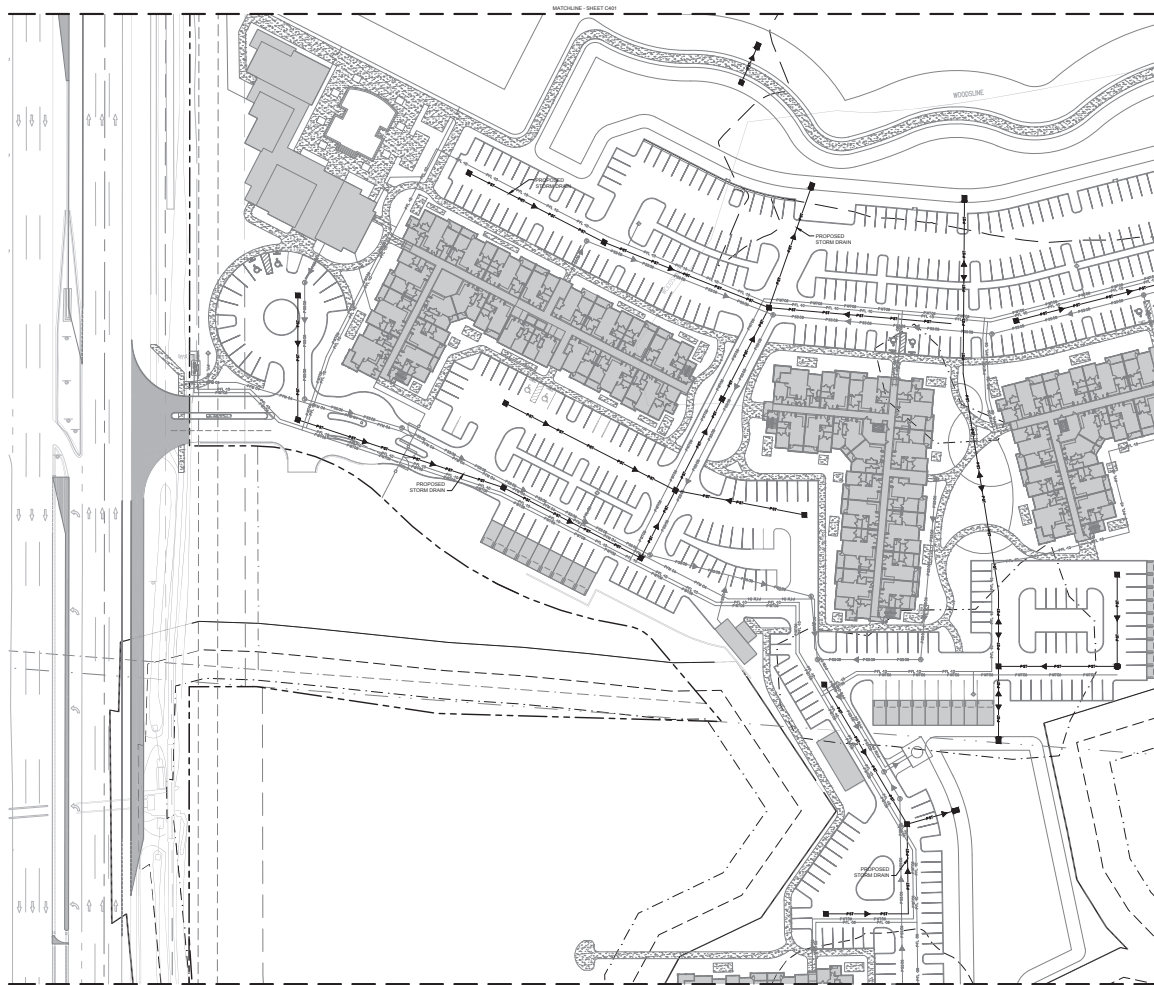
Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**



Ryan Clark, P.E.





NORTH

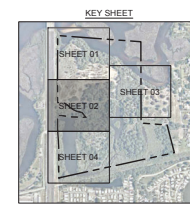
GRAPHIC SCALE IN FEET  
0 20 40 60 80

**LEGEND**

---	PROPERTY BOUNDARY
---	ADJACENT PROPERTY
---	NORTH ELEV. R/W
---	EASEMENT LINE
---	SECTION LINE
---	FLOOD PLAIN LINE
---	MEAN HIGH WATER LINE
---	WETLAND LINE
---	WETLAND BUFFER (30')
---	WETLAND BUFFER (30')
---	PROPOSED STORM SEWER
---	PROPOSED POTABLE
---	PROPOSED FIRE LINE
---	PROPOSED SANITARY
---	PROPOSED SANITARY

## GRADING AND DRAINAGE NOTES

- [illegible]



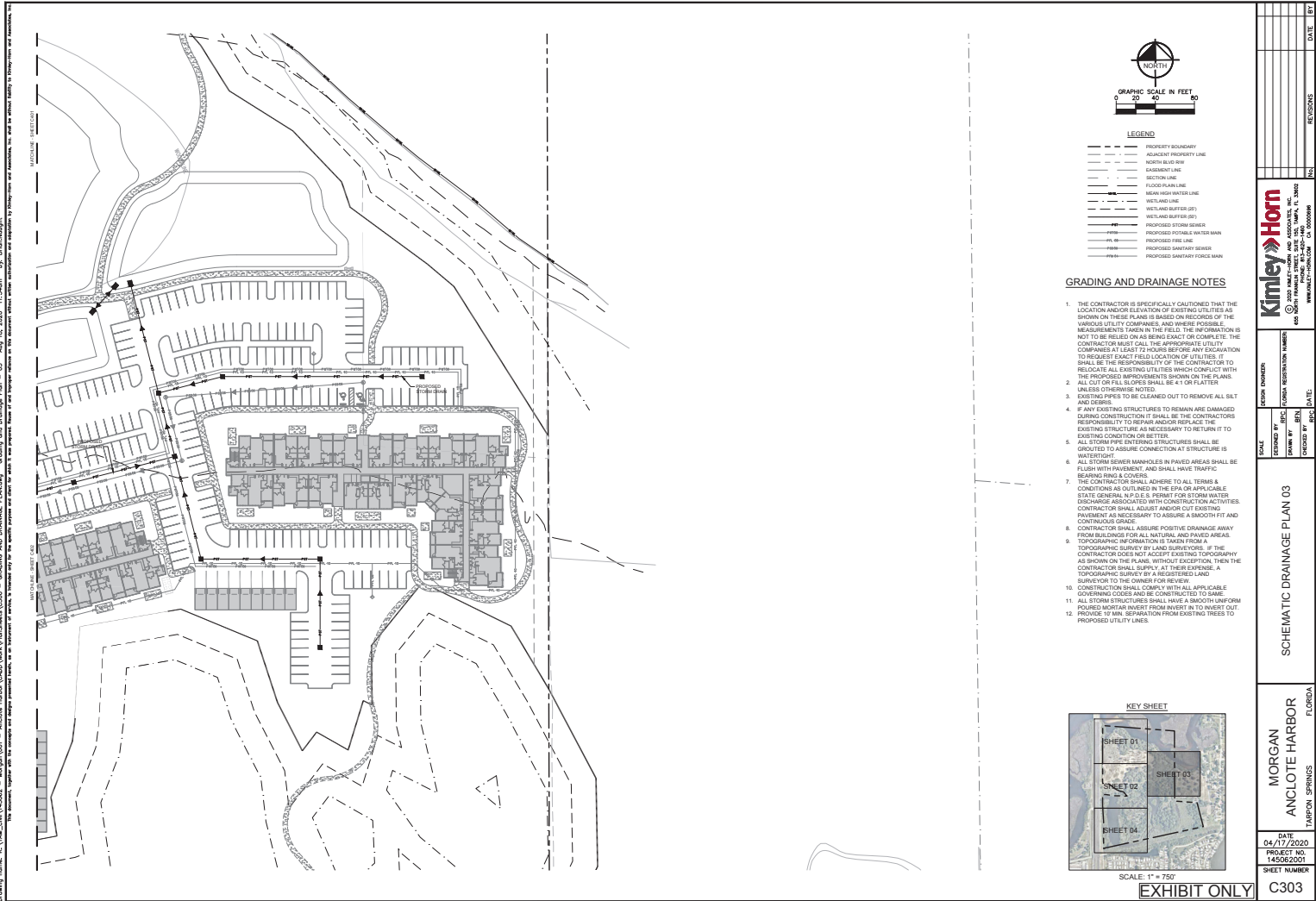
SALE: 1" = 750'

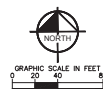
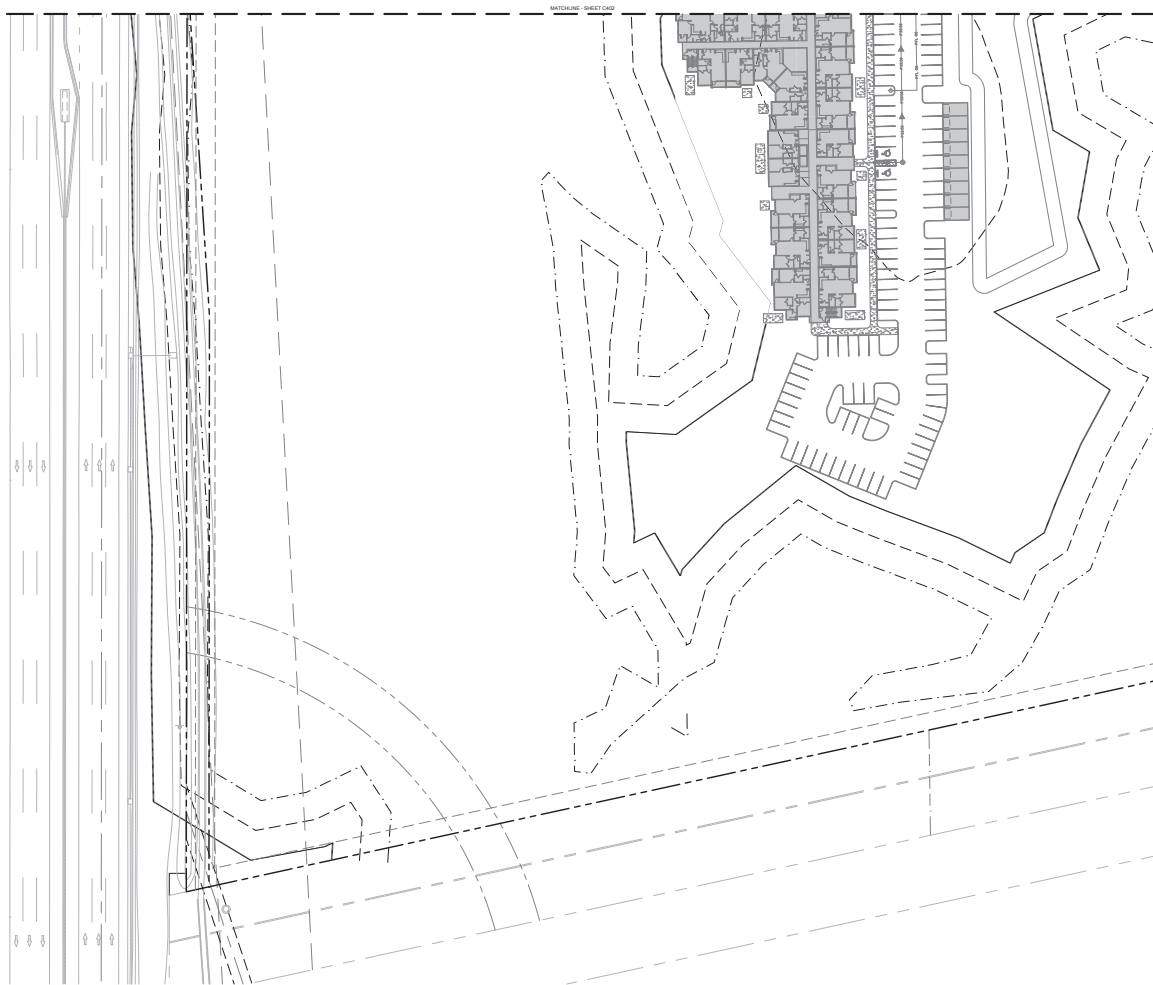
EXHIBIT ONLY

SCHEMATIC DRAINAGE PLAN 02

MORGAN  
ANCLOTE HARBOR  
HARPON SPRINGS FLORIDA

DATE	04/17/2020
PROJECT NO.	145062001
SHEET NUMBER	C302



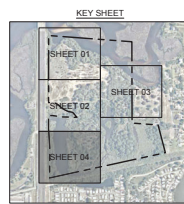


LEGEND

- \_\_\_\_\_ PROPERTY BOUNDARY  
 \_\_\_\_\_ ADJACENT PROPERTY LINE  
 \_\_\_\_\_ NORTH BLVD RW  
 \_\_\_\_\_ EASEMENT LINE  
 \_\_\_\_\_ SECTION LINE  
 \_\_\_\_\_ FLOOD PLAIN LINE  
 \_\_\_\_\_ MEAN HIGH WATER LINE  
 \_\_\_\_\_ WETLAND LINE  
 \_\_\_\_\_ WETLAND BUFFER (25')  
 \_\_\_\_\_ WETLAND BUFFER (50')  
 \_\_\_\_\_ PROPOSED STORM SEWER  
 \_\_\_\_\_ PROPOSED POTABLE WATER MAIN  
 \_\_\_\_\_ PROPOSED FIRE LINE  
 \_\_\_\_\_ PROPOSED SANITARY SEWER  
 \_\_\_\_\_ PROPOSED SANITARY FORCE MAIN

## GRADING AND DRAINAGE NOTES

- [illegible]



SCALE: 1" = 750'

EXHIBIT ONLY

[illegible]



November 16, 2018

Kamil Salame  
The Morgan Group, Inc.  
2750 NW 3rd Ave, Suite 2  
Miami, Florida 33127

**RE: US 19/Walmart Tarpon Springs  
Pinellas County, Florida  
Listed Species Report  
ECS Project No. 677.02.18**

Dear Kamil,

On November 13, 2018 a listed species survey was conducted on the above referenced project site. The 75.14-acre subject property is located immediately north of N Jasmine Avenue, east of US Highway 19 N and west of Booth Avenue and west of Jasmine Blvd. in Tarpon Springs, Florida (Figure 1). More specifically, the project site is located in Section 6, Township 27 South and Range 16 East as well as Section 7, Township 27 South and Range 16 East of Pinellas County, Florida.

The subject property is vacant land with a large wetland on the south side of the property and a large area of open lands throughout the center of the property. A portion of the Anclote River flows through the northern portion of the property. There are two eagle nests present within the project site, one is documented, the nest ID is PI041.

A survey of the vacant lot was conducted to assess the potential occurrence of flora and fauna listed as threatened or endangered by the United States Fish and Wildlife Service (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Department of Agriculture (FDA). Tables 1 and 2 provide a listing of the species known to occur within Pinellas County and their expected occurrence of the project site. The findings and conclusions of the survey are reported in this letter.

The survey was conducted by Ecological Consulting Solutions Inc (ECS) for the purpose of evaluating the site for the presence or absence of wetland habitat and protected flora and fauna or their habitat. The survey was conducted by means of pedestrian transects in the early morning to assure the potential of observing listed fauna as recommended by the FWC and the USFWS.

Longwood Office  
235 Hunt Club Blvd., Suite 202  
Longwood, FL 32779  
Phone: (407) 869-9434  
Fax: (407) 869-9436

Tampa Office  
419 W. Platt St., Suite 103  
Tampa, FL 33606  
Phone: (813) 254-5959

The survey was conducted by Ecological Consulting Solutions Inc (ECS) for the purpose of evaluating the site for the presence or absence of wetland habitat and protected flora and fauna or their habitat. The survey was conducted by means of pedestrian transects in the early morning to assure the potential of observing listed fauna as recommended by the FWC and the USFWS.

The following resources were used for supporting information during the site assessment and letter preparation:

- Color aerial photographs, 2016, Google Earth, Pinellas County, Florida.
- National Wetlands Inventory Mapping, U.S. Fish and Wildlife Service.
- United States Geological Survey (USGS) 7.5-minute quadrangle map, Pinellas County, Florida, (ArcGIS).
- Official Lists of Endangered and Potentially Endangered Fauna and Flora in Florida (USFWS and FWC).

Per the City of Tarpon Springs Ordinance 2018-27, significant upland habitat shall be defined as contiguous areas of five acres or larger of high quality Scrub and Brushlands, Pine Flatwoods, Longleaf Pine/Xeric Oak, or Hardwood Conifer Mix as defined by the Florida Land Use, Cover and Forms Classification System (FLUCCS) and as determined by a qualified professional.

ECS identified Live Oak habitat (FLUCCS 427) onsite which meets the Hardwood Conifer Mix definition as significant habitat. This area is approximately 33.48 acres and is described below.

Pedestrian and vehicular surveys of the project site were conducted in order to qualitatively document the existing vegetation and to assess the present land use patterns according to the Florida Land Use, Cover and Forms Classification System, Department of Transportation (FLUCFCS; DOT 1999). Seven (7) land use type is present (Figure 2). A brief description of the FLUCFCS community is provided below.

### **190 – Open Lands**

This habitat type is present in the central portion of the property. This area has been historically disturbed as evidenced by the lack of canopy trees. This area was reported to have been a former mine. The area is predominately covered by open sand but there are some scattered areas of bahia grass (*Paspalum notatum*) present throughout.

### **310 – Herbaceous (Dry Prairie)**

Found in the northern and southern portion of the project site this area is located near the onsite wetlands.

Vegetation consists of a variety of grasses and weedy species including bahia grass, natal grass (*Melinis repens*), camphorweed (*Heterotheca subaxillaris*), dogfennel (*Eupatorium capillifolium*), hairy indigo (*Indigofera hirsuta*), sedge grass (*Cyperaceae spp.*), lantana (*Lantana spp.*), common beggarticks (*Bidens alba*), bermudagrass (*Cynodon dactylon*), caesarweed (*Urena lobata*), passion vine (*Passiflora incarnate*), and ragweed (*Ambrosia artemisiifolia*).

#### **427 - Live Oak**

This community is the dominate habitat type throughout the project site. Canopy is dominated by mature live oaks (*Quercus virginiana*) with laurel oak (*Quercus hemisphaerica*), longleaf pine (*Pinus palustris*) and scattered sand pine (*Pinus clausa*) and turkey oak (*Quercus laevis*).

The understory and ground cover in these areas have been disturbed as evidenced by the numerous roads and trash debris. Understory vegetation includes beautyberry (*Callicarpa americana*), myrtle oak (*Quercus myrtifolia*), sand live oak (*Quercus geminata*), blackberry (*Rubus spp.*) and saw palmetto (*Serenoa repens*).

#### **510 – Streams and Waterways**

The Anclote River runs through the northern portion of the property. Vegetation along the river bank includes black mangrove (*Avicennia germinans*) and Brazilian pepper (*Schinus terebinthifolius*).

#### **615 – Streams and Lake Swamps**

This flow-way is located in the southern portion of the project site. It is characterized by steep side slopes. Vegetation consists of laurel oak, red maple (*Acer rubrum*), wax myrtle (*Myrica cerifera*), Carolina willow (*Salix caroliniana*), redbay (*Persea borbonia*), slash pine, Brazilian pepper with blackberry, primrose willow (*Ludwigia peruviana*), swamp fern (*Blechnum serrulatum*), cattail (*Typha sp.*), redroot (*Lachnanthes caroliniana*), leather fern (*Rumohra adiantiformis*) and scattered melaleuca (*Melaleuca quinquenervia*).

#### **617 – Mixed Wetland Hardwoods**

A very small isolated wetland is located in the center of the property. The canopy consists of sweetbay (*Magnolia virginiana*) with dahoon holly (*Ilex cassine*). The shrub layer consists of Carolina willow and wax myrtle.

#### **642 – Saltwater Marshes**

Located in the northern portion of the project site within the Anclote River there are marshes that are dominated with saltwater cordgrass (*Spartina alterniflora*).

## **Listed Species Survey**

A survey was conducted using pedestrian transects throughout the site to assess the occurrence, or potential for occurrence, of flora and fauna listed as threatened, endangered, or as species of special concern (SSC) by the Florida Fish and Wildlife Conservation Commission (FWC), United States Fish and Wildlife Service (USFWS), and Florida Department of Agriculture (FDA).

On January 11, 2017, the FWC State listing status changes, originally proposed back in 2010, became official after the approval of Florida's Imperiled Species Management Plan by FWC Commissioners.

- 15 species were removed from Florida's Endangered and Threatened Species List: Eastern chipmunk, Florida mouse, brown pelican, limpkin, snowy egret, white ibis, peninsula ribbon snake (Lower Keys population), red rat snake (Lower Keys population), striped mud turtle (Lower Keys population), Suwannee cooter, gopher frog, Pine Barrens tree frog, Lake Eustis pupfish, mangrove rivulus, and Florida tree snail.
- 23 species changed from State-designated Species of Special Concern to State-designated Threatened species: Sherman's short-tailed shrew, Sanibel rice rat, little blue heron, tricolored heron, reddish egret, roseate spoonbill, American oystercatcher, black skimmer, Florida burrowing owl, Marian's marsh wren, Worthington's Marsh wren, Scott's seaside sparrow, Wakulla seaside sparrow, Barbour's map turtle, Florida Keys mole skink, Florida pine snake, Georgia blind salamander, Florida bog frog, bluenose shiner, saltmarsh top minnow, Southern tessellated darter, Santa Fe crayfish, and Black Creek crayfish.
- 14 species keep their State-designated Threatened status: Everglades mink, Big Cypress fox squirrel, Florida sandhill crane, snowy plover, least tern, white-crowned pigeon, Southeastern American kestrel, Florida brown snake (Lower Keys population), Key ringneck snake, short-tailed snake, rim rock crowned snake, Key silverside, blackmouth shiner, and crystal darter.
- Five species listed as State-designated Species of Special Concern: (list species): Homosassa shrew, Sherman's fox squirrel, osprey (Monroe County population), alligator snapping turtle, and harlequin darter.

## **Birds**

Approximately 35 species (and sub-species) of birds found in Florida are protected by the FWC and/or the USFWS. Overall, about fifteen (15) are expected to occur in central Florida.

For Pinellas County, the USFWS federally lists four (4) bird species. No listed birds were observed at this site (Table 1).

Florida scrub jays (*Aphelocoma c. coerulescens*) were not observed on the project site. This species is listed as threatened at the state and federal levels. The property does not contain scrub habitat. Surveys were conducted for this species per the guidelines outlined in the *Ecology & Development-Related Habitat Requirements of the Florida Scrub Jay (April 1991)*. No scrub jays were observed or vocalizations heard.

Red-cockaded woodpeckers (*Picoides borealis*) are endangered (USFWS) and endangered (FWC). No red-cockaded woodpeckers were observed and the upland habitat type is not suitable. There were no open pine flatwoods with old-growth pines that characterize RCW nesting and foraging habitat.

Listed wading birds such as limpkin (*Aramus guarauna*), snowy egret (*Egretta thula*), tricolored heron (*Egretta tricolor*) white ibis (*Eudocimus albus*) and the wood stork (*Mycteria americana*) were not observed. The Anclote River and flow-way on the southern portion of the property do provide wading bird habitat.

The piping plover (*Charadrius melodus*) is a small, migratory shorebird that breeds on sandy beaches along the Atlantic Ocean. The subject site is not on or near beach habitat.

### **Bald Eagles**

Bald eagles (*Haliaeetus leucocephalus*) or their nests were observed on the site. Bald eagles are protected under the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act. The USFWS has established a 660 foot protection zone around a bald eagle nest. The bald eagle nesting season is 1 October–15 May unless the young fledge before or after 15 May.

ECS searched the FWC website to determine if any documented bald eagle nests are within 660 feet of the site. There is a FWC verified nest located on the site, the nest identification number is PI041 and it was last surveyed in 2014. It is located within the north central portion of the project site near the river bank. There is also an un-documented nest located adjacent to nest PI041. The 660ft protection zone is located almost entirely within the project site. No bald eagles were observed in either of the nest trees when ECS conducted the survey of the project site.

The U.S. Fish and Wildlife Service (USFWS) is the federal permitting agency. In 2017, the Florida Fish and Wildlife Conservation Commission (FWC - state agency) approved revisions to the state's bald eagle rule (68A-16.002, F.A.C.). The approved rule revisions eliminate the need for applicants to obtain both a state and federal permit for activities with the potential to take or disturb bald eagles or their nests. Under the approved revisions, only a federal permit is required.

A bald eagle non-purposeful nest take permit will be required for this project since development will occur within 330 feet of the nest tree. The following information will be prepared by ECS as part of the non-purposeful nest take permit application.

- Identify the specific activities that will result in take
- Quantify impacts to eagles
- Develop and document avoidance and minimization procedures
- Develop a monitoring and reporting program
- Provide compensatory mitigation, if necessary
- Submit application processing fee

Depending on the magnitude of the anticipated disturbance, you may be required to provide basic post-activity monitoring by determining whether the nest site, communal roost, or important foraging area continues to be used by eagles for up to 3 years following completion of the activity for which the permit was issued.

The USFWS requires the project to avoid and minimize the potential for take to the degree practicable. Additional compensatory mitigation may be required for: (a) programmatic take and other multiple take authorizations; (b) disturbance associated with the permanent loss of a breeding territory or important traditional communal roost site; or (c) as necessary to off-set impacts to the local area population. The USFWS generally takes 60 to 90 days to issue a non-purposeful nest take permit.

Concerning the FWC, the Bald Eagle Management Plan was drafted to be compatible with the Federal protection requirements of the Bald and Golden Eagle Protection Act. The FWC has four classifications of a nest tree;

Active Nest – shows signs of breeding by the bald eagle pair during the current or most recent nesting season.

Alternate Nest – a nest that has been used within the past 5 nesting seasons but not the current or most recent nesting season.

Abandoned Nest – a nest that has not been used for more than 5 consecutive nesting seasons.

Lost Nest – nest or tree is destroyed by natural causes and is not rebuilt within the next two nesting seasons.

For US 19/Walmart Tarpon Springs., the nest was classified as active in 2014 and has not been surveyed since 2014. The second nest would be classified as an Alternate Nest given it's close proximity to the active nest. Pages 31 and 32 of the Bald Eagle Management Plan discuss that bald eagle nests may only be removed if the nest poses a threat to human safety or a threat to the safety of bald eagles or their eggs or nestlings.

### **Permitting Requirement to develop within the 660-foot Setback**

If the proposed site plan has development within 660 feet of the bald eagle nest, then a permit is required by the USFWS. The process is listed below;

1. The permit is needed because the current rules do not allow for development within 660 feet of a bald eagle nest. This permit will excuse you from any potential liability should the eagles abandon the nest once development occurs.
2. Implement the Bald Eagle Monitoring Guidelines (USFWS 2007d) for all site work or exterior construction activities. Avoid exterior construction activities within 330 feet of the nest during the nesting season.
3. Avoid construction activity (except those related to emergencies) within 100 feet of an eagle nest during any time of the year except for nests built on artificial structures, or when similar scope may allow construction activities to occur closer than 100 feet. This was a State requirement, the federal guidelines do not address this, but it may still apply.
4. Avoid the use or placement of heavy equipment within 50 feet of the nest tree at any time to avoid potential impacts to the tree roots. This minimization does not apply to existing roads, trails, or other linear facilities near an eagle nest or to nests built on artificial structures.

5. Schedule construction activities so that construction farther from the nest occurs before construction closer to the nest.
6. Shield new exterior lighting so that lights do not shine directly onto the nest.
7. Create, enhance, or expand the visual vegetative buffer between construction activities and the nest by planting appropriate native pines or hardwoods.
8. Design stormwater ponds no closer than 100 feet from the eagle nest, and construct them outside the nesting season. Consider planting native pines or hardwoods around the pond to create, enhance, or expand the visual buffer.
9. Incorporate industry-approved avian-safe features for all new utility construction <[www.fws.gov/migratorybirds/issues/](http://www.fws.gov/migratorybirds/issues/).
10. Retain the largest native pines for use as potential roost or nest sites.

Exterior construction activities and site work within 330 feet of an active or alternate bald eagle nest should be conducted during the non-nesting season (16 May–30 September). Site work and exterior construction activities between 330 and 660 feet from the nest may be conducted during the nesting season when the Bald Eagle Monitoring Guidelines (USFWS 2007d) are followed. The use of dump trucks within 660 feet of an eagle nest should occur during the nesting season only when the Bald Eagle Monitoring Guidelines (USFWS 2007d) are followed. Minimize noise and human activity associated with interior construction during the nesting season.

Construction activities may occur during the nesting season if nest monitoring, following the Bald Eagle Monitoring Guidelines (USFWS 2007d), confirms that eagles have not returned to the nest by 1 October, or that nestlings have fledged before 15 May. In either situation, the regional USFWS biologist should be notified.

Managers of any project that follows these guidelines and use nest monitoring to allow construction within 660 feet during the nesting season must provide monitoring reports to the USFWS. In addition to ensuring that the eagles are not disturbed while nesting, this will also provide data to analyze the appropriateness of the protective measures.

## **Amphibians and Reptiles**

About thirty (30) species of Florida's amphibians and reptiles are protected. For Pinellas County, the USFWS federally lists six (6) reptile species. Four of these are species of sea turtles, which do not apply to this site. The USFWS does not list any amphibian species in Pinellas County. Only a few reptiles could occur on this site.

### **Sand Skink**

The sand skink (*Neoseps reynoldsi*) is listed as threatened by both FWS and FWC. The sand skink is primarily found in rosemary scrub, sand pine and oak scrub. Sand skinks require loose sand with large area of no groundcover or canopy cover.

On April 4, 2011, the U.S. Fish and Wildlife Service published a revised sand and bluetail mole skink survey protocol, which impacts owners of properties in interior Central Florida. The known range of the sand skink now includes Highlands, Lake, Marion, Orange, Osceola, Polk, and Putnam Counties with principal populations along the Lake Wales Ridge, the Winter Haven Ridge, and the Mount Dora Ridge. The habitat of the sand skink and bluetail mole skinks is affected by the conversion of citrus groves to pasture lands as well as to residential land uses.

According to the revised protocol, if a property lies within the sand skink consultation area, has an elevation of 80 feet above sea level and contains sandy soils, the presence of sand skinks is presumed.

ECS did not observe sand skinks or their tracks. The property is not within the mapped sand skink consultation area. In addition, the property's habitat does not support sand skinks.

### **Gopher Tortoise**

During the listed species surveys, gopher tortoise burrows (*Gopherus polyphemus*) were observed. The gopher tortoise is a species listed by the FWC as a Threatened. During the 100% survey, thirty-one (31) gopher tortoise burrows were observed (Figure 3). Several commensal species associated with gopher tortoise burrows, including the gopher frog (*Rana capito*) and eastern indigo snake (*Drymarchon corais couperi*) also receive protection, but were not observed.

Currently, there are four suitable options to conduct activities that may adversely impact tortoises. The options are to:

1. Avoid developing the area occupied by the tortoises.
2. Avoid individual burrow entrances to ensure the protection of the entire burrow, usually a distance of 50 feet.
3. Capture and relocate the tortoises to a separate onsite location.
4. Capture and relocate the tortoises to an offsite FWC-approved recipient site.

Tortoises may be relocated to an on-site preserve at a density of up to four tortoises per acre of suitable upland habitat.

Onsite recipient sites must be suitable set-aside areas that are not disturbed by construction activities, that provide a safe environment, and that exclude (through temporary fencing or other means) tortoises from development areas until such development activities have been completed.

Gopher tortoises need access to the following: 1) sufficient areas of forage (herbaceous and low-growing plants including native broadleaf grasses, legumes [bean/pea family], asters, blackberries and other fruits, prickly pear cactus, and a variety of other non-native grasses, except cogon grass); 2) sandy, well-drained, open (uncanopied), sunny sites for burrows and basking; 3) protection from dogs, cats, other exotic predators, human harassment, and busy roads. Such general conditions must remain after development, outside the built footprint on the site.

Small sites typically have gopher tortoises that normally "roam" between adjoining neighboring parcels to forage or burrow, so this should be considered as well. The herbaceous vegetation must be maintained (mowing, burning, etc.), and pesticides/herbicides should not be used in the recipient area.

A permanent FWC-approved easement must also be placed over the onsite recipient area to be maintained in perpetuity. If the project site does not have a dedicated onsite preserve for tortoises, then offsite relocation will be necessary.

In this event, tortoises can be relocated by biologists to an FWC approved recipient site. ECS biologists are authorized by the FWC to relocate gopher tortoises by various means including backhoe extraction. ECS also manages four (4) gopher tortoise recipient sites, which are long-term protected sites.

The tasks associated with conducting an offsite relocation of tortoises would include reserving as yet to be determined number of acres at the recipient site, submitting an application to the FWC for the relocation, removing the tortoises from the donor site to the recipient site and reporting the results of the

relocation to the FWC. It typically takes 14 to 30 days to obtain the permit to relocate the onsite gopher tortoise population to an approved recipient site. Once the relocation permit is received, ECS can complete the relocation using either the backhoe or bucket trapping extraction methods.

### **Eastern Indigo Snake**

Concerning the eastern indigo snake, ECS conducted survey transects to identify potential above-ground and underground refugia which eastern indigo snakes may inhabit. Underground refugia includes active or inactive gopher tortoise burrows, mammal burrows, hollows at the base of trees and other similar formations.

Above ground refugia includes thick shrub formations, stumps, the base of thick palmetto, ground litter, brush piles, trash piles, and abandoned structures, and crevices of rock-lined ditch walls and other similar refugia.

Surveys for eastern indigo snakes are recommended by the USFWS during the time period of October 01<sup>st</sup> through April 30<sup>th</sup>. There were little suitable refugia for the eastern indigo snake onsite. No eastern indigo snakes were observed.

The USFWS has established new programmatic effect determination key (Key) as part of the eastern indigo snake management. The Key allows the USFWS to require mitigation for eastern indigo snake habitat if 25 or more acres of suitable habitat will be impacted for development.

The mitigation fee is \$7,500 for 50 acres, which equates to \$150 per acre of habitat. Therefore, the acreage determined to be eastern indigo snake habitat can be multiplied by \$150 to determine the mitigation fee.

The USFWS has established a fund that a developer can pay into for mitigation.

A developer can pay up front and then no surveys for the eastern indigo snakes are required. The survey is a minimum 5-day survey. To save time and monies associated with the surveys, the developer can pay a fee and expedite the permitting process.

To determine if the site has eastern indigo snake habitat will be up to the USFWS reviewer assigned to the project.

The Key only applies if a project has Army Corps of Engineers jurisdictional wetlands. It was designed to speed up the permitting process for indigo snakes when there are Army Corps of Engineers jurisdictional wetlands onsite. The idea is a developer pays into the fund and gets a permit quickly.

If a project site does not have Army Corps of Engineers jurisdictional wetlands, then the programmatic key cannot be used. Under this circumstance, formal consultation with the USFWS would have to be conducted which can take up to 6 months to obtain a permit to impact eastern indigo snake habitat.

The USFWS requires the developer to notify the local field office via email at least **30 days prior** to any clearing/land alteration activities. The notification has to include an eastern indigo snake protection/education plan. As long as the signatory of the e-mail certifies compliance with the protection/education plan (including use of the USFWS informational poster and brochure), no further written confirmation or “approval” from the USFWS is needed and the applicant may move forward with the project.

The USFWS requires the developer to notify the local field office via email at least **30 days prior** to any clearing/land alteration activities.

The notification has to include an eastern indigo snake protection/education plan. This notification can occur via email with the protection/education plan attached. As long as the signatory of the e-mail certifies compliance with the protection/education plan (including use of the USFWS informational poster and brochure), no further written confirmation or “approval” from the USFWS is needed and the applicant may move forward with the project.

## **Mammals**

Thirty-three (33) mammals are currently protected in Florida. For Pinellas County, the USFWS federally lists one (1) mammal species, the West Indian Manatee. About four State-listed mammals could occur in the region of this project site. None were observed on this site.

We focused our search on fox squirrels (*Sciurus niger shermani*) and the Florida mouse (*Peromyscus floridanus*) and their possible den or nest sites. The presence of gopher tortoise burrows increases the likelihood for the Florida mouse. Listed mammals or their potential den sites were not observed.

## **Listed Plants**

There were no protected plant species found on the project site (Table 2). Protected plants are not expected to occur on the project sites since the area has been previously cleared and graded.

Currently, there are no technical reports available by the state or federal agencies mentioned in this letter report for the survey of the nearly 400 protected plant species. None of the agencies require relocation or mitigation for protected plant species.

The Department of Agriculture and Consumer Services (DACS) designates and regulates plants listed as “endangered”, “commercially exploited” and “threatened”. There is no statutory prohibition against a landowner from harvesting an endangered or threatened plant from his property.

However, it is unlawful for an individual to harvest an endangered or threatened species from the private land of another or any public land without first obtaining written permission of that landowner and a permit from DACS. Additionally, harvesting three or more commercially exploited plants from the private land of another or any public land will also require a DACS permit.

### **Summary**

In summary, one listed species, the gopher tortoise, was observed onsite. There are thirty-one (31) gopher tortoise burrows within the subject property.

ECS can obtain a permit to relocate the gopher tortoise population within 30 to 45 days. Once the permit is received, ECS can conduct the gopher tortoise relocation and release the gopher tortoises onto an ECS managed gopher tortoise recipient site. This is estimated to take three days to complete.

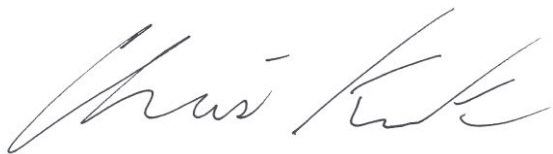
Prior to any land clearing or construction activities, the USFWS must be provided with an eastern indigo snake protection/education plan. The USFWS must approve the protection/education plan prior to construction. There were no other environmental concerns observed for this project.

ECS recommends meeting with the USFWS to discuss the proposed site plan and how it relates to the two bald eagle nests. This is important to determine how the USFWS interprets the proposed site plan, any required modifications and what, if any, mitigation may be required.

Ecological Consulting Solutions Inc. appreciates the opportunity to provide you with our services. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

ECOLOGICAL CONSULTING SOLUTIONS INC

A handwritten signature in dark ink, appearing to read "Chris Krack", written in a cursive style.

Chris Krack

Attachments

## Photos of the Property

**Photo 1**



**Herbaceous area in the north western portion of the project site.**

**Photo 2**



**Open lands in the center of the property.**

**Photo 3**



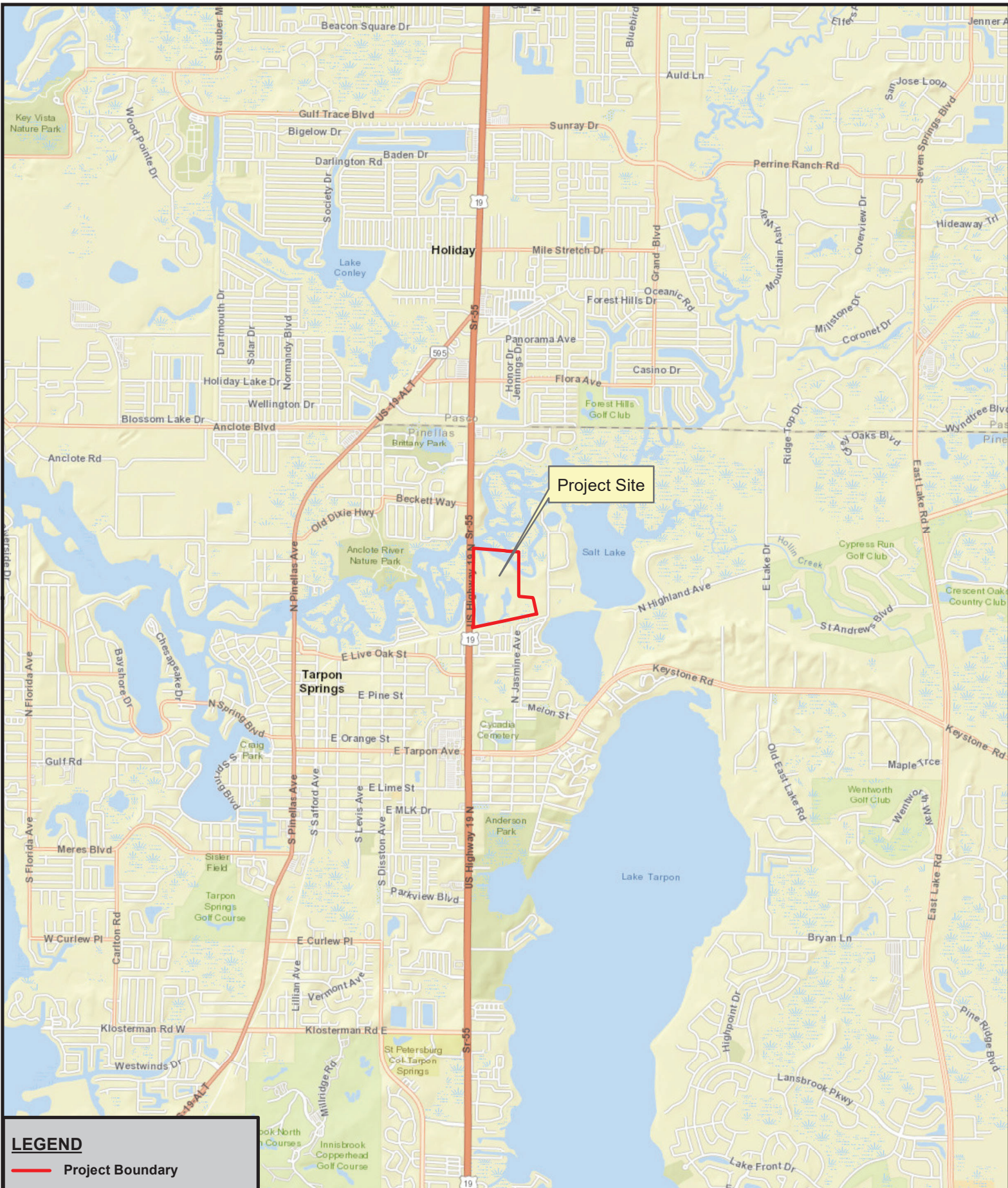
**Anclote River in the northern portion of the project site.**

**Photo 4**



**Two bald eagle nests present on site.**

## FIGURES





# LEGEND

<span style="color: red;">—</span>	Project Boundary		
<b>190</b>	Open Lands	<b>615</b>	Streams and Lake Swamps
<b>310</b>	Herbaceous (Dry Prairie)	<b>617</b>	Mixed Wetland Hardwoods
<b>427</b>	Live Oak	<b>642</b>	Saltwater Marshes
<b>510</b>	Streams and Waterways		





## TABLES

**TABLE 1: PROTECTED FAUNA FOUND IN PINELLAS COUNTY, FLORIDA AND THEIR EXPECTED OCCURRENCE ON THE US 19/WALMART TARPON SPRINGS PROPERTY.**

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURRENCE (4)
<b>REPTILES</b>				
<u>Drymarchon corais couperi</u> Eastern indigo snake	T	T	Dry habitats bordered by water; often occupy <i>G. polyphemus</i> burrows	Low: habitat available, gopher tortoise burrows present
<u>Gopherus polyphemus</u> Gopher tortoise	SSC	—	Well drained soil; xeric pine-oak hammocks and scrub; pine flatwoods	High: habitat available, burrows observed
<u>Neoseps reynoldsii</u> Sand Skink	T	T	Well drained sandy soil, open areas, sand pine-rosemary scrub	Low: habitat limited, none sighted, outside known range
<u>Pituophis melanoleucus mugitus</u> Florida pine snake	SSC	—	Dry, sandy barrens in xeric oak and pine-wooded sandhills	Low: habitat available, none observed
<u>Stilosoma extenuatum</u> Short-tailed snake	T	—	Sandy upland ridges; xeric oak pine woods; xeric oak hammocks	Low: habitat not present, none sighted
<b>AMPHIBIANS</b>				
<u>Rana areolata aesopus</u> Florida gopher frog	SSC	-	Dry, xeric habitats with wetlands such as isolated permanent ponds and cypress domes	Low: habitat limited, gopher tortoise burrows observed
<b>BIRDS</b>				
<u>Aphelocoma coerulescens</u> Florida scrub jay	T	T	Level, sterile, white sand with low, xeric oak scrub	Low: no suitable scrub available on site, none sighted
<u>Aramus guarauna</u> Limpkin	SSC	—	Densely vegetated swamps, lakeshores and slow streams	Low: open water available, none sighted
<u>Egretta caerulea</u> Little blue heron	SSC	—	Lake littorus; shallow ponds and marshes	Medium: open water available, no birds sighted
<u>Egretta thula</u> Snowy egret	SSC	—	Lake littorus; shallow ponds and marshes	Medium: open water available, no birds sighted

**TABLE 1: PROTECTED FAUNA FOUND IN PINELLAS COUNTY, FLORIDA AND THEIR EXPECTED OCCURRENCE ON THE US 19/WALMART TARPON SPRINGS PROPERTY.**

SPECIES	FWC STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURRENCE (4)
<b>BIRDS (cont..)</b>				
<u>Egretta tricolor</u> Tricolored heron	SSC	—	Lake littorus; shallow ponds and marshes	Medium: open water available, none sighted
<u>Eudocimus albus</u> White ibis	SSC	-	Beaches, mudflats, wet fields and prairies, forested wetlands and marshes	Low: habitat not available, none sighted
<u>Falco peregrinus tundrius</u> Peregrine falcon	E	—	Coastal beaches, prairies, and marshes	Low: no habitat available, none sighted.
<u>Falco sparverius paulus</u> Southeastern American kestrel	T	—	Forest edges, and clearings; nests in mature pines	Low: habitat not available, none sighted
<u>Grus canadensis pratensis</u> Florida sandhill crane	T	—	Marshes, wet prairies, pastures, and open herbaceous rangeland	Low: habitat not available, birds not sighted
<u>Haliaeetus leucocephalus</u> Bald eagle	T	T	Open (<60% canopy cover), mature pine forests < 2 km from expansive open waters	High: habitat available, nests observed, no birds sighted
<u>Mycteria americana</u> Wood stork	E	E	Nests in cypress swamps; forage sites range from shallow marshes to roadway borrow pits	Low: habitat not available, birds not sighted
<u>Picoides borealis</u> Red-cockaded Woodpecker	E	E	Old-growth pine flatwoods with regular fire occurrence are required for nesting	Low: habitat not available, none sighted
<b>MAMMALS</b>				
<u>Podomys floridanus</u> Florida mouse	SSC	—	Sand pine scrub; xeric oak-pine flatwoods; often associated with <i>G. polyphemus</i> burrows	Low: habitat / gopher tortoise burrows present, none sighted
<u>Sciurus niger shermani</u> Sherman's fox squirrel	SSC	—	Mature flatwoods of sandhills; occasional in tall cypress-bay forests	Low: habitat not available, none sighted
<u>Ursus americanus floridanus</u> Florida black bear	T	—	Nearly-impenetrable wooded thickets and swamps	Low: habitat not available, none sighted

#### Footnotes to Table 1

- 1 FWC - Florida Fish and Wildlife Conservation Commission, formerly the Florida Game and Fresh Water Fish Commission; Official Lists of Florida's Endangered Species, Threatened Species and Species of Special Concern, published August 1997.
- 2 USFWS – United States Fish and Wildlife Service; List obtained from FWC's Florida's Endangered Species, Threatened Species and Species of Special Concern, published August 1997.  
  
(E-endangered, T-threatened, SSC-species of special concern, CE-commercially exploited). C1 (candidate for federal listing, with enough substantial information on biological vulnerability and threats to support proposals for listing) and C2 (candidate for listing, with some evidence of vulnerability, but for which not enough data exists to support listing) are no longer official categories.
- 3 Habitats described by:  
  
Ashton, R.E. and P.S. Ashton. 1985 Handbook of Reptiles and Amphibians of Florida (3 vols.). Windward Publ. Inc. Miami.  
Conant, R. 1975 A Field Guide to Reptiles and Amphibians of Eastern/Central North America (2nd ed.). Houghton Mifflin Co. Boston 430 pp.  
Kale, H.W. 1978. Volume Two; Birds. In P.C.H. Pritchard (ed.), Rare and Endangered Biota of Florida. University Presses of Florida. Gainesville. 121 pp.  
Kale, H.W. and D.S. Maehr. 1990. Florida's Birds: A Handbook and Reference. Pineapple Press. Sarasota. 288 pp.  
Layne, L.N. 1978 Volume One: Mammals. In P.C.H. Pritchard (ed.), Rare and Endangered Biota of Florida. University Presses of Florida. Gainesville, 52 pp.  
McLane, W.M. 1985. The Fishes of the St. Johns River, Florida. Ph.D. diss. University of Florida, Gainesville. 361 pp.  
Peterson, R.T. 1980. A Field Guide to the Birds of East of the Rockies (4th ed.). Houghton Mifflin Co. Boston. 384 pp.
- 4 Likelihood of occurrence: Low, Moderate or High, based on the best available data and selective field observations.

**TABLE 2: PROTECTED FLORA FOUND IN PINELLAS COUNTY, FLORIDA AND THEIR EXPECTED OCCURRENCE ON THE US 19/WALMART TARPON SPRINGS PROPERTY.**

SPECIES	FDA STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURRENCE (4)
<u>Calopogon barbatus</u> Bearded grass pink	T	—	Damp pinelands	Low: habitat not available, none found
<u>Calopogon multiflorus</u> Many-flowered grass pink	E	—	Open, damp, occasionally recently burned pinelands and meadows	Low: habitat not available, none found
<u>Deerinfothamnus rugelii</u> Rugel's pawpaw	E	E	Mesic flatwoods	Low: habitat not available, none found
<u>Encyclia tampensis</u> Butterfly orchid	CE	—	Cypress swamps, hardwood swamps and hammocks	Low: habitat not available, none found
<u>Epidendrum conopseum</u> Greenfly orchid	CE	—	Cypress swamps, hardwood swamps and hammocks	Low: habitat not available, none found
<u>Hartwrightia floridiana</u> Florida Hartwrightia	T	—	Wet, open areas, moist grasslands, and sphagnum bogs	Low: habitat not available, none found
<u>Lilium catesbaei</u> Southern red lily	T	—	Mesic flatwoods, wet prairies, usually in graminoid systems	Low: habitat not available, none found
<u>Listera australis</u> Southern tway blade	T	—	Hammocks, low moist woods in deep humus, ravines, shady stream banks, sphagnum	Low: habitat not available, none found
<u>Nemastylis floridana</u> Fall-flowering ixia	E	—	Marshes; grassy openings of wet hammocks moist flatwoods	Low: no habitat available, none found
<u>Platanthera blephariglottis</u> Large white fringed orchid	T	—	Inhabits sphagnum bogs, meadows, damp fields and woods	Low: habitat not available, none found
<u>Platanthera cristata</u> Golden fringed orchid	T	—	Low moist meadows and damp pine woods	Low: habitat not available, none found
<u>Platanthera flava</u> Southern tubercled orchid	T	—	Very wet habitats such as swamps, bogs and wet forests with thick, black mud	Low: habitat not available, none found

**TABLE 2: PROTECTED FLORA FOUND IN PINELLAS COUNTY, FLORIDA AND THEIR EXPECTED OCCURRENCE ON THE US 19/WALMART TARPON SPRINGS PROPERTY.**

SPECIES	FDA STATUS (1)	USFWS STATUS (2)	PREFERRED HABITAT (3)	PROBABILITY OF OCCURRENCE (4)
<u>Platanthera integra</u> Southern yellow fringeless orchid	E		Marshes and wet pine flatwoods	Low: no habitat available, none found
<u>Platanthera nivea</u> Snowy orchid	T	—	Open bogs and sunny, wet meadows	Low: habitat not available, none found
<u>Pogonia ophioglossoides</u> Rose pogonia	T	—	Open, wet meadows and sphagnum bogs, poorly drained roadside ditches	Low: habitat not available, none found
<u>Polygala lewtonii</u> Scrub (Lewton's) milkwort	E	E	Dry oak woodlands and scrub	Low: habitat not available, none found.
<u>Rhapidophyllum hystrix</u> Needle palm	CE	—	Wet to mesic woods and hammocks; spring fed stream bottoms	Low: habitat not available, none found
<u>Spiranthes brevilabris floridana</u> Florida Ladies' tresses	E	—	Open meadows and damp pinelands, road shoulders, ditches	Low: habitat not available, none found
<u>Spiranthes laciniata</u> Lace-tip ladies' tresses	T	—	Marshes and cypress swamps; road banks and ditches	Low: habitat not available, none found
<u>Spiranthes longilabris</u> Long-tip ladies' tresses	T	—	Marshes and wet prairies	Low: habitat not available, none found
<u>Stenorrhynchos lanceolatus</u> var. <u>lanceolatus</u> Leafless beaked orchid	T	—	Vacant lots, open pastures, pine flatwoods and mowed roadsides	Low: habitat available, none found
<u>Tillandsia fasciculata</u> Common wild pine	E	—	Cypress swamps and hammocks	Low: habitat not available, none found
<u>Tillandsia utriculata</u> Giant wild pine	E	—	Hammocks and cypress swamps	Low: habitat not available, none found
<u>Zephyranthes simpsonii</u> Simpson zephyr lily	T	—	Dome swamps, wet flatwoods, ditches, wet pastures, often burned-over areas	Low: habitat not available, none found

Table 2 Footnotes

- 1 FDA – Florida Department of Agriculture and Consumer Services; List obtained from FWC’s Florida’s Endangered Species, Threatened Species and Species of Special Concern, published August 1997. Supporting information from FNAI - Florida Natural Inventory; Matrix of habitats and distribution by county of rare/endangered fauna and flora in Florida, published April 1990.
- 2 USFWS – United States Fish and Wildlife Service; List obtained from FWC’s Florida’s Endangered Species, Threatened Species and Species of Special Concern, published August 1997.  
  
[E-endangered, T-threatened, SSC- species of special concern, CE-commercially exploited.] C1 (candidate for federal listing, with enough substantial information on biological vulnerability and threats to support for listing) and C2 (candidate for listing with some evidence of vulnerability, but for which not enough data exist to support listing) are no longer official categories.
- 3 Habitats described by:  
  
Bell, C.R. and B.J. Taylor. 1982. Florida Wild Flowers and Roadside Plants. Laurel Hill Press, Chapel Hill, NC 308pp.  
FNAI - Florida Natural Inventory; Matrix of Habitats and Distribution by County of Rare/Endangered Species in Florida, published April 1990.  
Godfrey, R.K. 1988. Trees, Shrubs, and Woody Vines of Northern Florida, and Adjacent Georgia and Alabama. University Georgia Press. Athens, GA 734 pp.  
Ward, D.B. (publ. date not listed). Volume Five,. Plants, in P.C.H. Pritchard (ed.), Rare and Endangered Biota of Florida. University Presses of Florida, Gainesville. 175 pp.  
Wunderlin, R.P. 1982. Guide to Vascular Plants of Florida. University Presses of Florida, Gainesville, FL. 472 pp.
- 4 Likelihood of occurrence: Low, Moderate, or High, based on the best available data and selective field observations.

October 15, 2020

Harvey Gonzalez  
**Morgan Group**  
2750 NW 3<sup>rd</sup> Avenue, Suite 2  
Miami, FL 33127

**Proj: Anclote Harbor Site – Pinellas County, Florida**  
**(BTC File #1119-03)**  
**Re: Proposed Wetland Impacts and Mitigation Plan**

Dear Mr. Gonzalez:

Based on the site plan provided by Kimley Horn, the Anclote Harbor Project Site is proposing to impact two isolated wetland systems (0.78 acres and 0.14 acres) that total 0.91 acres. A Unified Mitigation Assessment Methodology (UMAM) evaluation has been conducted on the proposed wetland impacts, as well as the enhancement of the remaining post-development on-site wetlands (29.62 acres). The UMAM evaluation calculated a 0.53 functional loss with the proposed direct wetland impacts and a 1.80 functional gain with the on-site wetland enhancement. Therefore, the proposed wetland impacts should be adequately offset with the on-site wetland enhancement activities.

The wetland enhancement area will be monitored on a bi-annual basis so that exotic species, per the current FLEPPC list, do not exceed 5% aerial coverage in the wetlands. Maintenance will be implemented on a monthly basis with the goal of the event being the elimination the exotic component (i.e., 0% after event). Additionally, these areas will be placed under a conservation easement dedicated to the SWFWMD.

The monitoring will consist of general qualitative observations in the wetland enhancement areas. A summary of the data collected will be included in an annual report submitted to SWFWMD each year. The recorded data obtained from the vegetative monitoring will be provided to SWFWMD in report form and will be submitted on an annual basis. Reports will include the following:

- A. The dates and time of the monitoring event.
- B. The person responsible for performing the measurements.
- C. The analytical techniques or methods utilized.

Orlando: Main Office  
3025 East South Street  
Orlando, FL 32803

Vero Beach Office  
4445 N A1A  
Suite 221  
Vero Beach, FL 32963

Jacksonville Office  
1157 Beach Boulevard  
Jacksonville Beach, FL 32250

Tampa Office  
6011 Benjamin Road  
Suite 101 B  
Tampa, FL 33634

Key West Office  
1107 Key Plaza  
Suite 259  
Key West, FL 33040

Aquatic & Land  
Management Operations  
3825 Rouse Road  
Orlando, FL 32817

407.894.5969  
877.894.5969  
407.894.5970 fax

- D. The results of such analyses including:
1. Status of invader species
  2. Coverage by wetland and FACW vegetation.
  3. A description of any problems encountered during evaluation and proposed solutions.
  4. Panoramic photographs of the area.

In addition to the vegetative portion of the monitoring to be conducted, wildlife information will also be gathered and described in the report.

### **Success Criteria**

The success criteria for the wetland enhancement areas will consist of greater than 85 percent coverage by desirable species after 5 years, and less than 5 percent areal coverage by exotic species in the wetland.

Should you have any questions or require any additional information, please do not hesitate to contact our office at (407) 894-5969. Thank you.

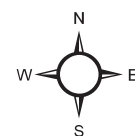
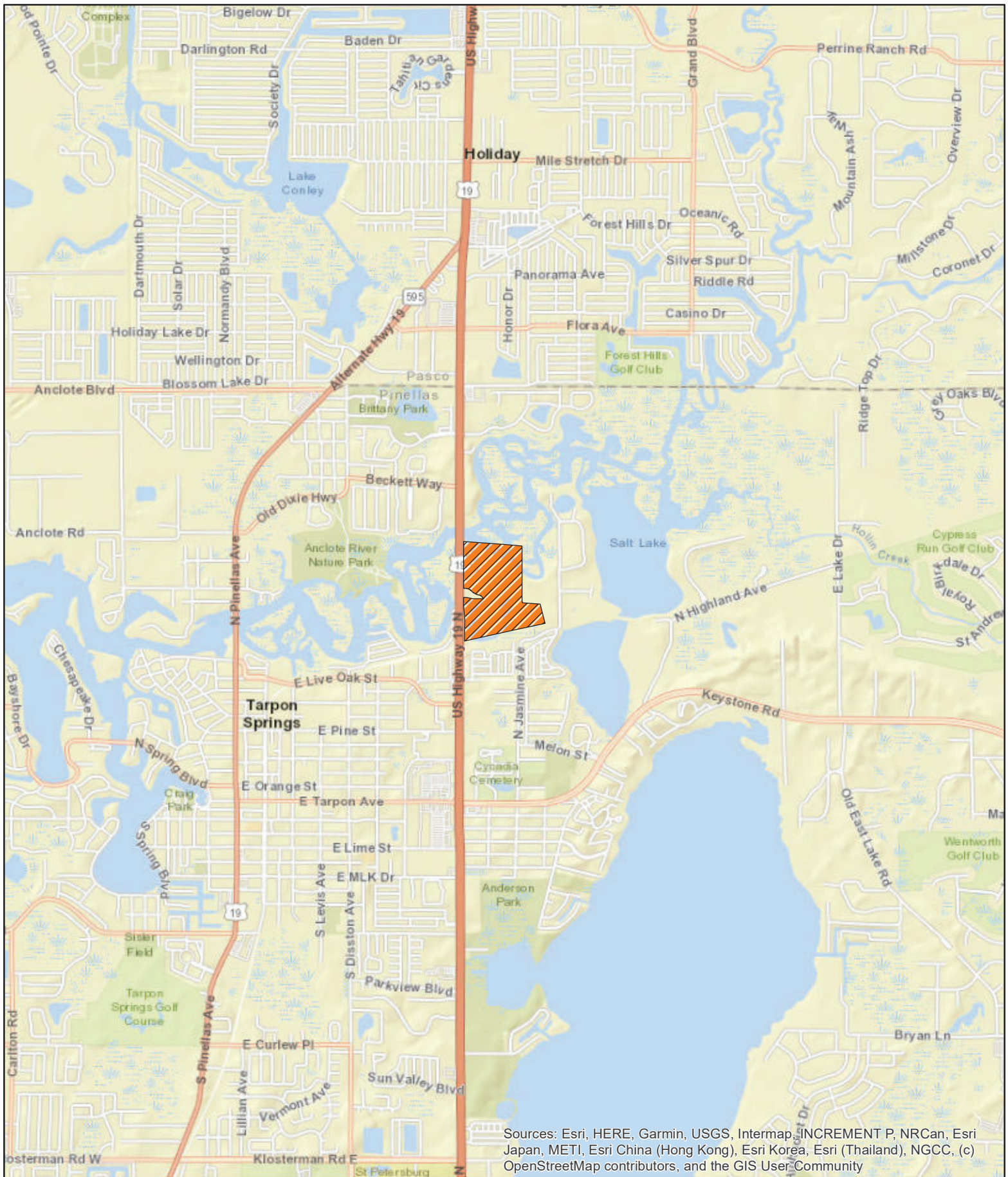
Regards,

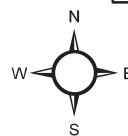


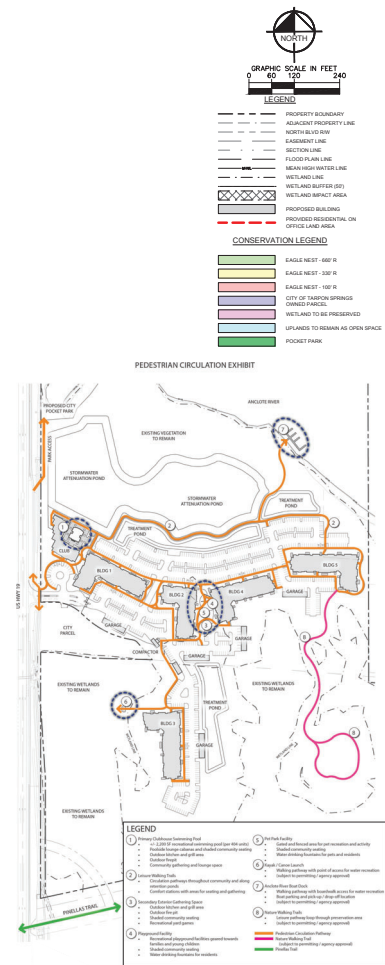
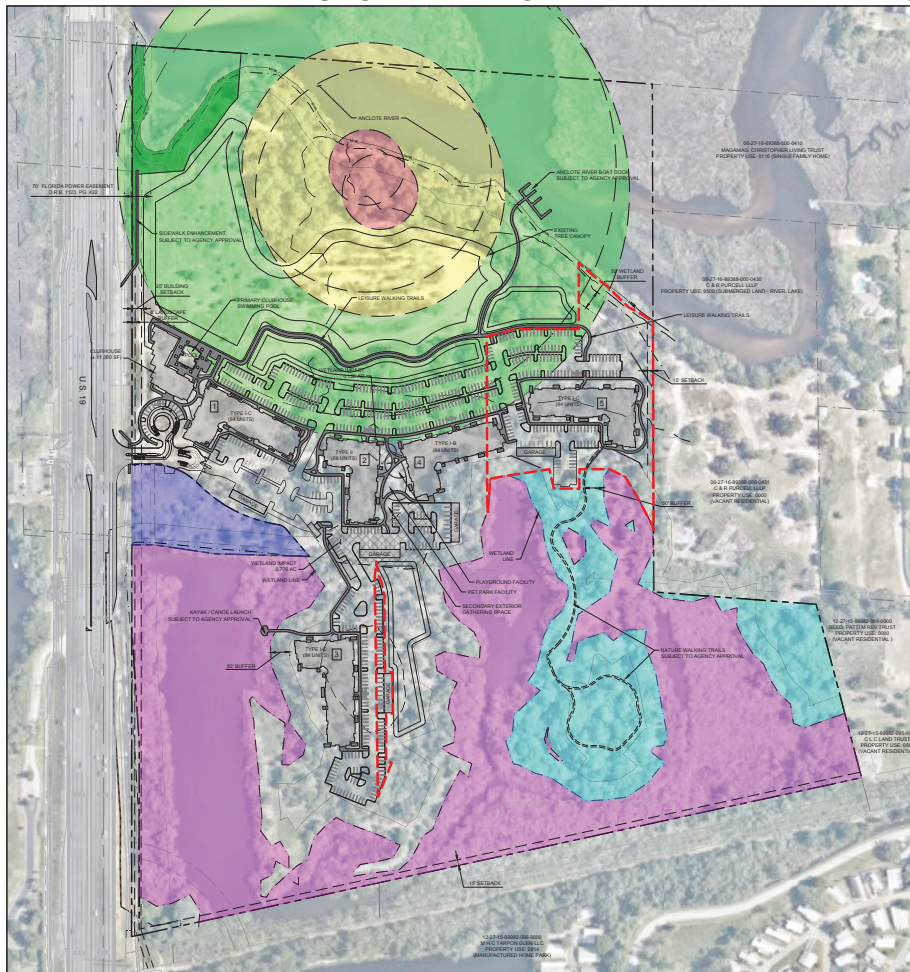
Daniel Gough  
Project Manager



John Miklos  
President





[illegible]



October 12, 2020

Ms. Patricia L. McNeese, AICP  
Principal Planner  
City of Tarpon Springs  
324 East Pine Street  
Tarpon Springs, Florida 34688

Subject: Anclote Harbor Traffic Impact Analysis (TIA) Review  
American Project No: 5169367  
Response to TIA Review Comments

Dear Ms. McNeese,

On behalf of our client, Kimley-Horn, is providing you with the following responses to comments dated October 5, 2020 and as discussed with the City on October 13, 2020. One (1) copy of the updated Traffic Impact Analysis (TIA), addressing these comments, for the Anclote Harbor project will also be submitted to the City for their review.

**Comment 1: In the Preliminary Development Plan (PDP-01), indicate the directional U turn arrows in the two turn lanes and site driveways.**

Response 1: Figure 9 in the report has been updated to indicate the directional U turn arrows and includes the site plan to clarify the access to/from the site.

**Comment 2: Keep City and Reviewer informed on the status of the FDOT Approval of Permit Plans for the NB right turn lane into the site, and the offset median U turn lanes. Provide a copy of any plans that are provided to FDOT, to the City.**

Response 2: Another pre-application meeting was held with the FDOT staff on October 8, 2020. FDOT will review the plans in detail with the submittal of a driveway permit. During the pre-application meeting, FDOT agreed the offset left-turn lanes should be provided for access to/from the site. FDOT noted they reviewed other locations for offset left-turn lanes and generally found the turn lanes to be safer compared to full median openings.

**Comment 3:** On Page 3, reference was made to Highway Capacity Software (HCS). Synchro software was used (per Appendices), not Highway Capacity Software. Revise verbiage in the report.

Response 3: Synchro software was used to provide results which are based upon the latest Highway Capacity Manual. The report has been updated to reference Synchro software.

**Comment 4:** General Comment on Figures. Dodecanese Blvd is a WB extension of Live Oak St., and ties in at Alt US 19 north of the Live Oak St./Alt US 19 intersection. Please show it correctly in all Figures.

Response 4: Dodecanese Boulevard was analyzed in the analysis. The figures show the intersection of Alt US 19 & Dodecanese Boulevard as it is the signalized intersection (which provides access to Live Oak Street) and the project traffic is anticipated to utilize this intersection. The figures are not drawn to scale and indicate the general location of the intersection.

**Comment 5:** Comments on Figure 2,

- a. Live Oak St. southbound through shows 63%, whereas Spruce Street southbound traffic shows 65%. Please clarify.
- b. The Traffic Distribution at the Live Oak St/Alt US 19 does not add up at the adjacent intersections of Live Oak St/US 19 and Spruce St/US 19. Also, there is 2% distribution in NS Direction where are they leading to? Please confirm.

Response 5: The southbound volume was updated to include only 2% of traffic making the southbound right-turn movement at US 19 & Spruce Street.

As the comment requested, the project distribution was updated at Live Oak Street & Alternative US 19 to remove the northbound project traffic.

**Comment 6:** Comments on Figure 3,

- a. Traffic volumes from Beckett Way/US 19 Intersection add up to 12 vehicles for SB direction. Figure 3 shows 13 vehicles. Please confirm.
- b. Traffic volumes from Beckett Way/US 19 Intersection add up to 37 vehicles for NB direction. Figure 3 shows 38 vehicles. Please confirm.
- c. See Traffic Distribution Percentages comments from Figure 2, which would affect Figure 3.

Response 6: The project traffic volumes have been updated. The volumes were generally rounded based upon the distribution percentage.

**Comment 7:** Comments on Figure 4,

- a. Traffic volumes from Beckett Way/US 19 Intersection add up to 37 vehicles for SB direction. Figure 4 shows 38 vehicles. Please confirm.
- b. The traffic volumes do not add up the driveway volumes which is 70 vehicles. Please confirm.
- c. Traffic volumes for SB approach at Live Oak St/US 19 Intersection show 45 vehicles for SB direction, whereas upstream it is 46 vehicles per Figure 4. Please confirm.
- d. See previous comment on Traffic Distribution Figure. The traffic assignment on Figure 4, at the Live Oak St/Dodecanese Blvd does not add up at the adjacent intersections of Live Oak St/US 19 and Spruce St/US 19. Also there is traffic volumes along N-S Direction, where are they leading to? Please confirm.
- e. Traffic volumes for SB approach at Live Oak St/US 19 Intersection show 44 vehicles for SB direction, whereas downstream at Spruce St., it is 45 vehicles per Figure 4. Please confirm.
- f. Traffic volumes for SB approach at Spruce St/US 19 Intersection show 41 vehicles for SB direction, whereas downstream at E Tarpon Ave., it is 42 vehicles per Figure 4. Please confirm.

Response 7: The project traffic volumes have been updated. The volumes were generally rounded based upon the distribution percentage.

**Comment 8:** Typical Comment - Determine if comments on Figures 2 through 4, would affect the traffic volumes shown in Figures 5 through 8, and Figures 10, 11.

Response 8: The project and total traffic volumes were updated based upon the comments.

**Comment 9:** Typical Comment - Add link volumes on Figures 5 through 8 between all Study Intersections.

Response 9: The volumes are summarized in the table in the report for the roadway analysis section.

Roadway volumes exiting one study area intersection may not be equivalent to the entering intersection turning movement volumes at the next intersection due to driveway locations between study intersections or minor fluctuations in travel patterns between time periods. To evaluate the study roadway segment based upon typical roadway conditions, volumes for the study roadway segment were determined as the average of entering and exiting vehicles from adjacent street intersections during the a.m. and p.m. peak hours.

**Comment 10:** Comments on Figure 10, 11-

- a. For SB traffic at US 19/Live Oak St., traffic volumes adds up to 3720 at the intersection, whereas upstream volumes shows a lower number 3693. Please confirm why the discrepancy?
- b. For NB traffic between US 19/Live Oak St., traffic volumes adds up to 1481 at the intersection, whereas downstream volumes shows a lower number 1417. Please confirm why the discrepancy?

Response 10: Traffic volumes fluctuate due to the driveway openings between the study area intersections. The median opening was estimated based upon the volumes collected at the intersection of US 19 & Live Oak Street.

Roadway volumes exiting one study area intersection may not be equivalent to the entering intersection turning movement volumes at the next intersection due to driveway locations between study intersections or minor fluctuations in travel patterns between time periods.

**Comment 11:** Page 22, Study Roadway Segments are anticipated to operate at LOS E. Would FDOT be okay with allowing the Applicant not to pay any impact fees for traffic added by the subject project and other future projects contributing to worsen the LOS to E? LOS D is the acceptable criteria. Please indicate in the narrative that FDOT would accept it for reasons described by Kimley Horn in last discussion with reviewer.

Response 11: The analysis will be reviewed by FDOT as part of the Driveway Permit Application process. FDOT is focused on operational and safety improvements. The applicant will coordinate with the FDOT as previously discussed with the City and the reviewer.

As stated in the City of Tarpon Springs Mobility Management section § 122.11.01, "In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards."

The updated analysis will be provided to FDOT for their review to receive approval for the FDOT Driveway Permit. The applicant does not propose to widen US 19 and it is our understanding that

there are not any planned roadway widenings for the adjacent section of US 19. Instead, as stated in the City of Tarpon Springs Mobility Management section § 122.11.03, "Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts."

**Comment 12:** Tables 2 and 3, comments

- a. Based on comments made on Figure 2 (Project Traffic Distribution Percentages). Confirm if Project Traffic Assignment, Peak Hour values, Project % Service Volumes, etc. in Table 3 will change and update the table.
- b. Last Column under Table, should be LOS D Capacity. It was shown correctly before in the last submittal. Please change it back to LOS D. Update the last column to say YES where applicable, on any roadway segments that exceeds LOS D Service Volumes, which is the acceptable LOS. LOS E and F are unacceptable.

Response 12: Acknowledged. There is no defined unacceptable LOS for the roadway segment based upon the City of Tarpon Springs code. The analysis will be discussed with FDOT as US 19 is under FDOT jurisdiction.

**Comment 13:** Page 25 comment, Tables 4 and 5 too –

- a. Previous comment not implemented. In addition to V/C ratios, add LOS for each of movements and overall intersection LOS and corresponding delay in vehicles/second. Mention if LOS D thresholds can be met with any countermeasures to improve the operation of the movements/overall intersection. When would the improvements be needed and who will address operational improvements? Revise narrative under Intersection Analysis, and corresponding Table 4.
- b. General Comment for Tables 4 and 5 - Confirm if any of the previous comments made on the Figures would change any of the V/C ratios listed. Also include LOS. Previous comment not implemented. It was discussed during comment resolution meeting that the general public and council members do not understand what V/C ratio is. Previous comment "Include a LOS chart with LOS A thru F with corresponding delays so City staff and laymen can understand the operations. Also include the thresholds for V/C (volume/capacity) ratio (such as what is acceptable and what is failure), so it is easily understandable to City council and anyone reviewing this report."

Response 13: Additional language has been added to explain v/c ratio and acceptable thresholds. This comment was discussed with the City and reviewer previously. LOS was not included in the analysis as it is not a standard required to be upheld due to the Pinellas MPO Mobility Plan Report.

As stated in the City of Tarpon Springs Mobility Management section § 122.11.01, "In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards."

The updated analysis will be provided to FDOT for their review to receive approval for the FDOT Driveway Permit. The applicant does not propose to widen US 19 and it is our understanding that

there are not any planned roadway widenings for the adjacent section of US 19. Instead, as stated in the City of Tarpon Springs Mobility Management section § 122.11.03, "Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts."

**Comment 14:** Table 6 Comments –

- a. Revise NBL to NB U Turn, and SBL to SB U Turn.

Response 14: Acknowledged. This has been updated in the report.

**Comment 15:** Page 31 Comment

- a. The Parking Waiver requested by Applicant for Parking is 46 spaces. Work with City of Tarpon Springs on this waiver. This may encourage parking outside community when events occur in the clubhouse or any guests are having parties. Clarify where would overflow parking be accommodated?

Response 15: The applicant is working with the City on the waiver. There is sufficient parking provided on site to accommodate the residents and guests; the waiver is requested for the club house space as residents can park on site and then use the pedestrian paths to access the club house.

**Comment 16:** Page 32, Multimodal Comment

- a. Since, this is a requirement for Applicant to make Multi-modal improvements. Can it be made contingent upon Applicant to provide Design Construction Plans to City/FDOT and applicant pay for Construction of the same concurrently with the proposed development. A more detailed review will be done by City's Consultant of the Design Plans.

Response 16: The applicant has detailed the multimodal improvements they are proposing in the report. The multi-modal improvements have been approved in concept by the City. Additional details will be provided with the final design plan (SDP).

**Comment 17:** Page 35, Conclusion –

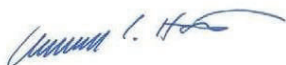
- a. As part of the Conclusion, summarize all Recommendations of what the Applicant will provide?

Response 17: Acknowledged. This has been updated in the report.

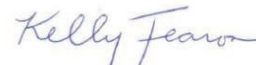
Please contact me should you have any questions or desire additional information.

Sincerely,

**KIMLEY-HORN AND ASSOCIATES, INC.**



Christopher Hatton, P.E.  
Project Manager



Kelly Fearon, P.E.  
Transportation Engineer



*Traffic Impact Analysis  
Prepared for City of Tarpon Springs*

# **Anclore Harbor Apartments**

## **City of Tarpon Springs, Florida**

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Tampa, Florida

©Kimley-Horn and Associates, Inc.  
October 2020

**Kimley»Horn**

*Traffic Impact Analysis*  
*Prepared for City of Tarpon Springs*

## **Anclore Harbor Apartments**

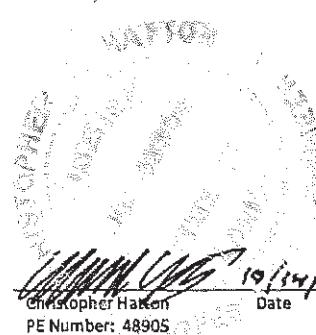
### **City of Tarpon Springs, Florida**

*Prepared by:*

Kimley-Horn and Associates, Inc.  
Tampa, Florida

©Kimley-Horn and Associates, Inc.  
October 2020

The entirety of this document, including text and images, is property of Kimley-Horn and Associates, Inc., protected under U. S. copyright law. Copyright © 2020 Kimley-Horn and Associates, Inc.

  
Christopher Haken  
PE Number: 48905  
10/14/20  
Date

## TABLE OF CONTENTS

<b>INTRODUCTION .....</b>	<b>1</b>
<b>PROJECT SITE INFORMATION .....</b>	<b>4</b>
<i>Trip Generation.....</i>	<i>4</i>
<i>Trip Distribution and Assignment .....</i>	<i>5</i>
<b>SCHEDULED IMPROVEMENTS .....</b>	<b>9</b>
<b>STUDY AREA DETERMINATION .....</b>	<b>10</b>
<b>TRAFFIC VOLUMES.....</b>	<b>11</b>
<b>BUILD-OUT YEAR TRAFFIC CONDITIONS.....</b>	<b>15</b>
Project Trip Distribution and Assignment.....	18
Roadway Capacity Analysis.....	23
Intersection Analysis .....	26
<b>MULTIMODAL ANALYSIS.....</b>	<b>33</b>
<b>TRANSPORTATION MANAGEMENT STRATEGIES .....</b>	<b>34</b>
<b>CONCLUSION .....</b>	<b>36</b>

## LIST OF FIGURES

	<u>Page</u>
Figure 1: Project Location Map.....	2
Figure 2: Project Traffic Distribution.....	6
Figure 3: A.M. Peak-Hour Project Traffic.....	7
Figure 4: P.M. Peak-Hour Project Traffic.....	8
Figure 5: Existing A.M. Peak-Hour Peak Season Traffic .....	13
Figure 6: Existing P.M. Peak-Hour Peak Season Traffic.....	14
Figure 7: A.M. Peak-Hour Background Traffic .....	16
Figure 8: P.M. Peak-Hour Background Traffic .....	17
Figure 9: Offset Left-Turn Median Opening Example .....	19
Figure 10: A.M. Peak-Hour Total Traffic Volumes .....	21
Figure 11: P.M. Peak-Hour Total Traffic Volumes.....	22

**LIST OF TABLES**

	<u>Page</u>
Table 1: Project Trip Generation.....	4
Table 2: Roadway Analysis (A.M. Peak-Hour).....	24
Table 3: Roadway Analysis (P.M. Peak-Hour).....	25
Table 4: Intersection Analysis (A.M. Peak).....	28
Table 5: Intersection Analysis (P.M. Peak) .....	29
Table 6: Intersection Queue Analysis.....	30

**LIST OF APPENDICES**

- Appendix A:   Approved Methodology
- Appendix B:   Peak Season Factor Category Report
- Appendix C:   Traffic Count Reports, Intersection Diagrams, and Signal Timing Plans
- Appendix D:   Existing and Future Traffic Volumes
- Appendix E:   Intersection Analysis Reports

## INTRODUCTION

This Traffic Impact Analysis (TIA) for the residential development of Anclote Harbor was conducted following the pre-application meeting with the Florida Department of Transportation (FDOT) on May 9, 2019 and methodology meeting and follow up discussions held on July 16, 2020 and August 7, 2020 with Patricia McNeese, Mo Gopalakrishna, and Linda Hess. Methodology comments were received and discussed on August 7, 2020. The updated methodology and comments are attached to this report. A description of the proposed land use and the results of the TIA are provided below.

The analysis is provided based upon the requirements in the Tarpon Springs Code of Ordinances Section 122.11 for Mobility Management. This project meets the criteria for a deficient road corridor and a Tier 2 project based upon Section 122.11.04 for Deficient Road Corridors, Transportation Management Plan Strategies Applied. The requirements include a traffic study and transportation management plan identifying improvements necessary to mitigate the impacts of the project. The cost of transportation management strategies implemented for tier 2 projects may be applied as credit toward the project's multimodal impact fee assessment or payment of the fee could be included as part of a transportation management plan.

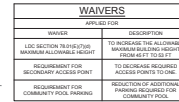
The proposed residential development site is located along US 19 in Pinellas County, Florida, north of the Pinellas Trail. This development is proposed to include up to 404 mid-rise multi-family dwelling units. The project location map is illustrated in **Figure 1**.

This document, together with the concepts and designs presented herein, is an instrument of service, is intended only for the specific purpose and client for which it was prepared, remains the confidential property and creation of the undersigned and its subsidiaries and affiliates, and is not to be distributed, copied, or otherwise used by any third party without the written authorization and signature of the undersigned and its subsidiaries and affiliates, and is to be returned to the undersigned upon completion of the project.

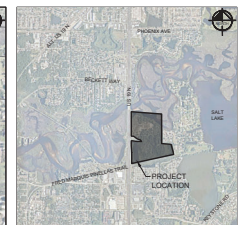


**LEGEND**

PRO  
ADJ  
NOM  
EAS  
SEG  
FLO  
ME  
PRO  
PRO



WAIVERS	
APPLIED FOR	
WAIVER	DESCRIPTION
LDC SECTION 78.01(d)(3)(viii) MAXIMUM ALLOWABLE HEIGHT	TO INCREASE THE ALLOWABLE MAXIMUM BUILDING HEIGHT FROM 45 FT TO 53 FT
REQUIREMENT FOR SECONDARY ACCESS POINT	TO DECREASE REQUIRED ACCESS POINTS TO ONE.
REQUIREMENT FOR COMMUNITY POOL PARKING	REDUCTION OF ADDITIONAL PARKING REQUIRED FOR COMMUNITY POOL



DELIVERY CIRCULATION DETAIL

**LOCATION MAP**  
SCALE: 1" = 2,000'

Access to the property will be provided at one access connection along US 19 and a pre-application meeting was held with the Florida Department of Transportation (FDOT) on May 9, 2019. A follow up pre-application meeting was held with FDOT on October 8, 2020 to discuss the proposed offset left-turn lanes. The pre-application comments are attached. Based upon comments received at the pre-application meeting, the project access is to consist of a proposed offset left-turn median opening along US 19.

Prior to undertaking this analysis, a transportation study methodology was prepared and discussed on July 16, 2020 and August 7, 2020 with Patricia McNeese, Mo Gopalakrishna, and Linda Hess (American Consulting Professionals). The approved methodology is included in **Appendix A**.

In general, the following procedural steps were undertaken:

- Traffic volumes anticipated to be generated by the proposed development were estimated using the Institute of Transportation Engineers', *Trip Generation Manual*, 10<sup>th</sup> Edition;
- Project traffic was distributed and assigned to the public roadway network based upon the results of a FSUTMS analysis;
- Existing a.m. and p.m. peak-hour traffic volumes in the study area were collected and adjusted to reflect the peak season conversion factor volumes, and considered in the development of future background volumes;
- Work Programs of Pinellas County and the FDOT were reviewed to identify scheduled roadway improvements in the area;
- Intersection and level of service (LOS) analyses within the study area for existing and future scenarios were completed using analytical methods using the Synchro program and the Florida Department of Transportation's "*Quality/Level of Service Handbook*."

## PROJECT SITE INFORMATION

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the development. These trips were distributed and assigned throughout the study roadway network.

### Trip Generation

The trip generation potential of the proposed residential development was estimated for the a.m. and p.m. peak-hours using the equations from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition, for land use code (LUC) 221: Multi-Family Housing Mid-Rise. The estimated net, new trips expected to be generated by the proposed development are 145 a.m. peak-hour trips (37 entering, 108 exiting) and 178 p.m. peak-hour trips (108 entering, 70 exiting), as shown in **Table 1**.

No pass-by or internal capture trips were assumed. Based upon the trip generation, this project meets the criteria for a Tier 2 project (between 51 and 300 new peak hour trips). Therefore, transportation management strategies are included in this report.

**Table 1: Project Trip Generation**

Land Use	ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS TRIPS			INTERNAL CAPTURE		PASS-BY CAPTURE		NET, NEW EXTERNAL TRIPS		
	Period	ITE Edition	ITE Code	Scale	ITE Units	Percent		In	Out	Total	%	Trips	%	Trips	In	Out	Total
						In	Out										
Multi-family Housing Mid-Rise	Daily	10	221	404	DU	50%	50%	1,100	1,100	2,200	0%	0	0%	0	1,100	1,100	2,200
Multi-family Housing Mid-Rise	AM	10	221	404	DU	26%	74%	37	108	145	0%	0	0%	0	37	108	145
Multi-family Housing Mid-Rise	PM	10	221	404	DU	61%	39%	108	70	178	0%	0	0%	0	108	70	178

Notes:

1. Daily Trip Generation Fitted Curve:  $T = 5.45(X) - 1.75$
2. AM Trip Generation Average Rate:  $T = 0.36(X)$
3. AM Trip Generation based upon average rate as  $R^2 < 0.75$
4. PM Trip Generation Average Rate:  $T = 0.44(X)$
5. PM Trip Generation based upon average rate as  $R^2 < 0.75$

### Trip Distribution and Assignment

New traffic expected to be generated by the proposed residential project was distributed to the roadway network based on the existing turning movement volume counts at the study intersections and the Florida Standard Urban Model Structure (FSUTMS) for District 7 (version 9.1). The model distribution is attached. Approximately 35% of the vehicles entering and exiting the site are anticipated to utilize US 19 to the north while 65% of the vehicles entering and exiting the site are anticipated to utilize US 19 to the south. The project traffic distribution calculation is attached for reference.

The resulting percentages were applied to the trip generation estimates shown in Table 1 to estimate project trips within the vicinity of the project site. The distribution of project traffic, in terms of trip percentages, is shown in **Figure 2**.

The a.m. peak-hour project traffic is shown in **Figure 3**. The p.m. peak-hour project traffic is shown in **Figure 4**.

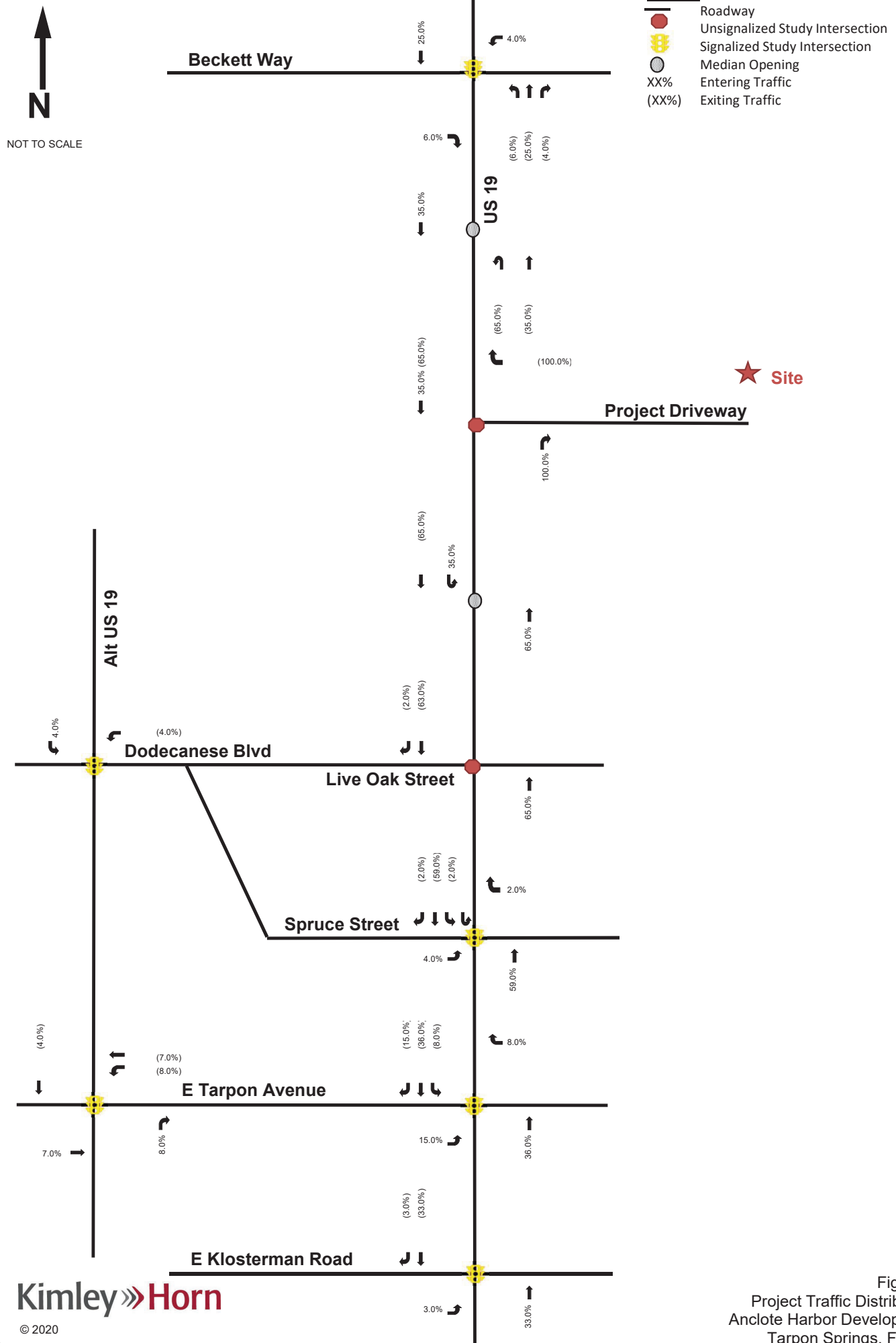


Figure 2  
Project Traffic Distribution  
Ancote Harbor Development  
Tarpon Springs, Florida

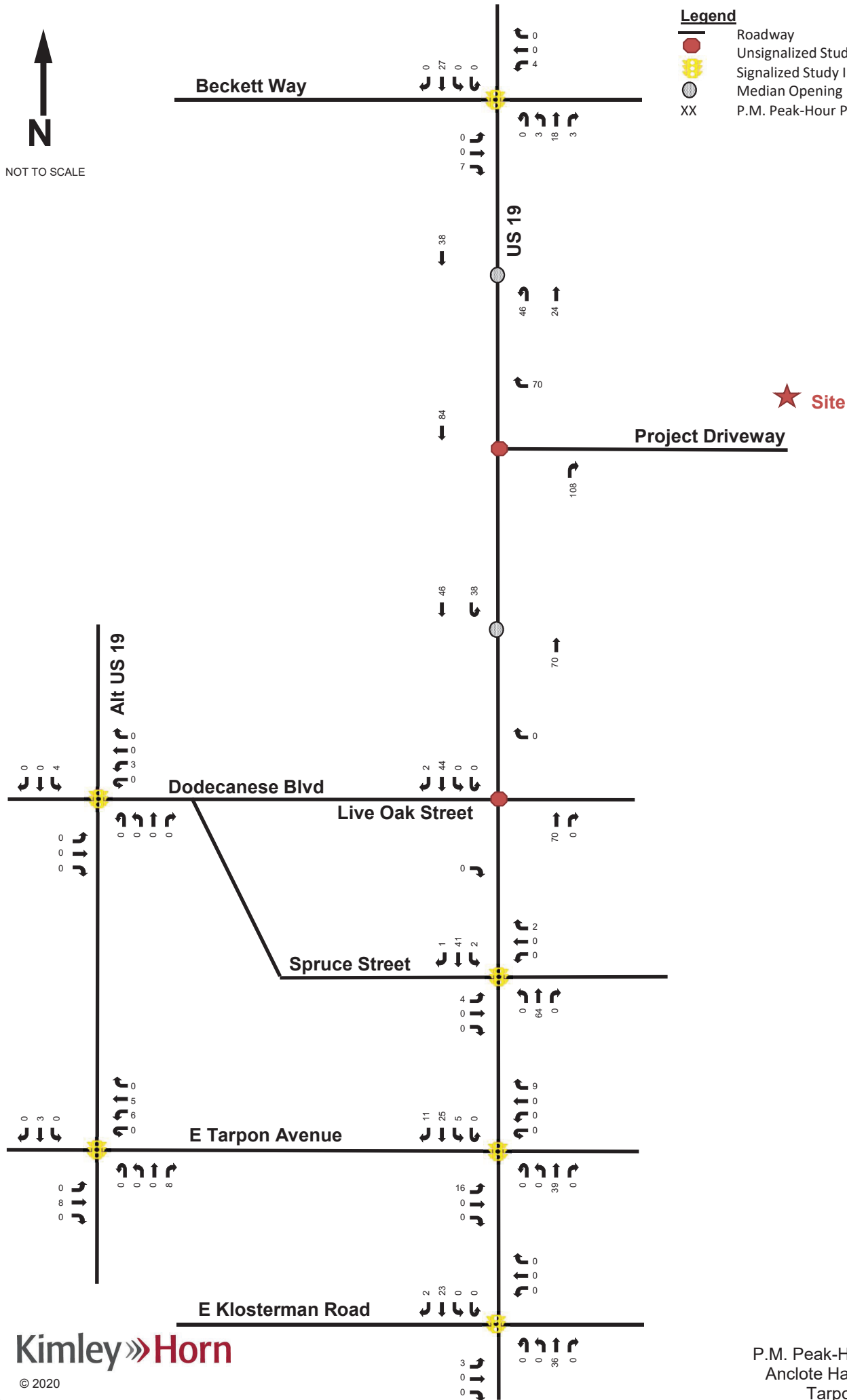


NOT TO SCALE



**Legend**

- Roadway
- Unsignalized Study Intersection
- Signalized Study Intersection
- Median Opening
- P.M. Peak-Hour Project Traffic



## **SCHEDULED IMPROVEMENTS**

A review of the Five-Year Work Program for Pinellas County and FDOT District Seven revealed that there are no roadway capacity projects near the project site which are scheduled to be funded within five years.

A drainage improvement project along US 19 from North of Anclote River Bridge to South of Brittany Park Boulevard is identified in the Five-Year Work Program (Item 434807-3).

## STUDY AREA DETERMINATION

The study area was based upon the *2019 Annual Level of Service Report* for Forward Pinellas and consists of the adjacent roadway segments of US 19 from Beckett Way to Klosterman Road. The study area intersections included were discussed during the methodology phase. The study area roadway segments were determined to be the roadway segments, defined in the *2019 Annual Level of Service Report*, that were significantly impacted by the project (greater than 1% of the service volume for directional peak hour traffic).

The study area roadway segments were determined to be the adjacent roadway segments of US 19 from Beckett Way to Klosterman Road, Tarpon Avenue from US 19 to Alt US 19, and Live Oak Street from US 19 to Alt US 19.

The study intersections were determined to be the following signalized intersections:

- US 19 & Klosterman Road
- US 19 & Tarpon Avenue
- US 19 & Spruce Street
- US 19 & Live Oak Street
- US 19 & Beckett Way
- Live Oak Street & Alt US 19
- Tarpon Ave & Alt US 19

According to the *Annual Level of Service Report* for Forward Pinellas, the roadway segment of US 19 from Klosterman Road to Tarpon Avenue currently operates at Level of Service F based upon a generalized roadway analysis.

## **TRAFFIC VOLUMES**

Existing traffic conditions were evaluated within the study network. The procedures used in this analysis are discussed below.

Vehicle turning movement volume counts were conducted at the intersections of US 19 & Klosterman Road, US 19 & Tarpon Avenue, US 19 & Spruce Street, US 19 & Live Oak Street, and US 19 & Beckett Way during the a.m. peak period (7:00 a.m. to 9:00 a.m.) and p.m. peak period (4:00 p.m. to 6:00 p.m.) on June 20, 2019 to quantify existing peak-hour conditions within the study area. The raw counts are attached for reference.

As a result of the methodology meeting an updated FSUTMS model (v 9.1), the study area was updated. Therefore, additional data was collected on August 2020 for the study area intersections of Live Oak Street & Alt US 19 and Tarpon Avenue & Alt US 19. The traffic data was reviewed based upon the volumes provided in the Forward Pinellas 2019 Level of Service Report. The p.m. peak-hour traffic counts were collected again at the intersection of US 19 & Klosterman Road and determined to be within 4% of the 2019 traffic volumes at the same intersection for the p.m. peak-hour. Therefore, the August 2020 peak-hour traffic volumes were increased by 4% to provide a conservative analysis.

The a.m. peak-hour traffic counts were collected again at the intersection of US 19 & Klosterman Road and determined to be 8% less than the 2019 traffic volumes at the same intersection for the a.m. peak-hour. The traffic volumes for the a.m. peak-hour were also compared to the peak hour volumes in the Pinellas County Level of Service Report for E Live Oak Street and Tarpon Avenue. Therefore, the a.m. peak-hour volumes were increased by 8% to account for fluctuations in normal traffic patterns due to COVID at the two study area intersections of Live Oak Street & Alt US 19 and Tarpon Avenue & Alt US 19 (the only study area intersections collected in 2020).

To provide a conservative analysis, the existing conditions were analyzed for the year 2020. The data collected at the study area intersections in 2019 was adjusted by the approved background growth rate of 2% for one year.

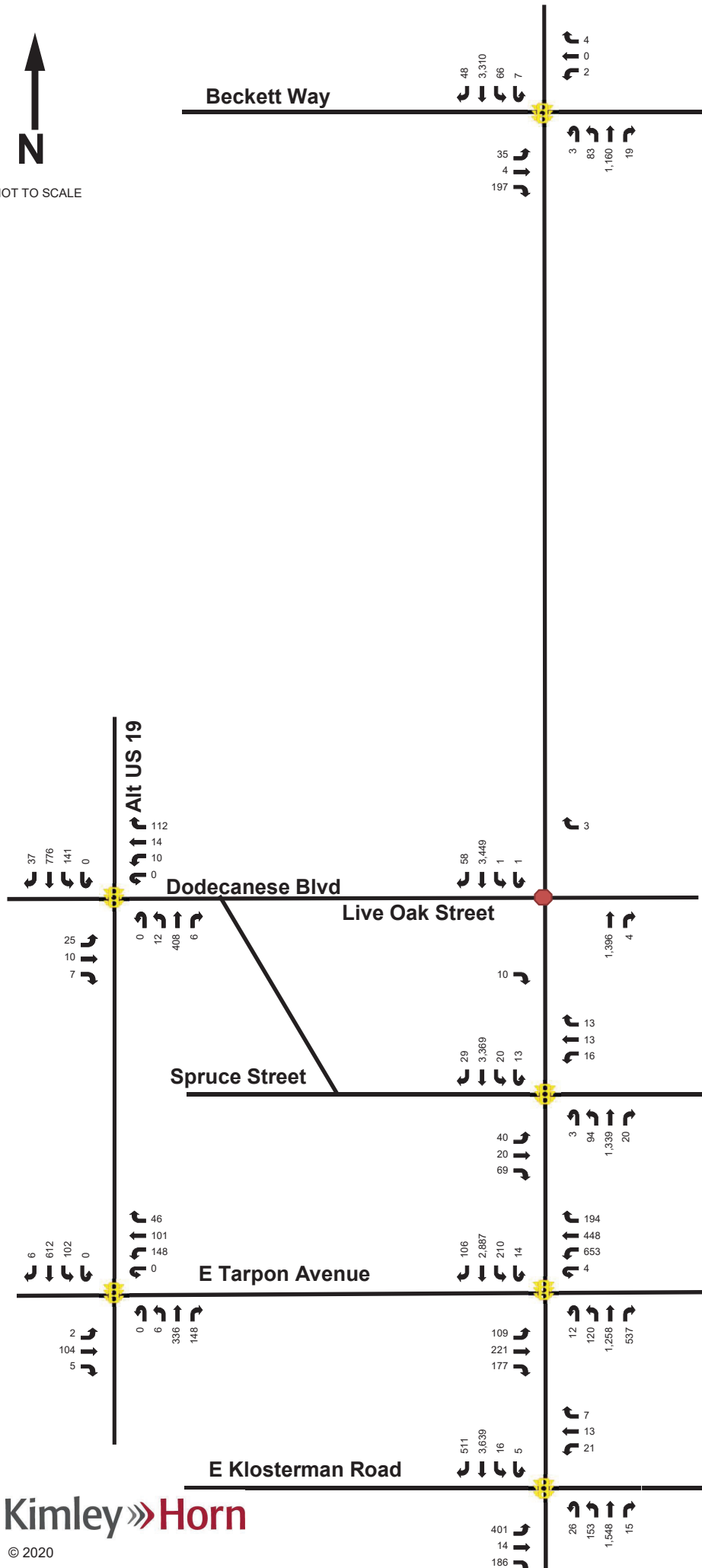
All of the vehicle counts at the study intersections were adjusted to reflect peak-season conditions. This modification was performed using the Florida Department of Transportation (FDOT) peak-season conversion factor (PSCF), which corresponds to the data collection date for Pinellas County. The peak-season conversion factors are attached.

The peak season conversion factors (PSCF) are provided in **Appendix B** and the existing seasonally adjusted traffic volumes are provided in **Figure 5** and **Figure 6**. The traffic count data sheets are included in **Appendix C**.



### Legend

- Roadway
- Unsignalized Intersection
- Signalized Intersection
- A.M. Peak-Hour Existing Traffic

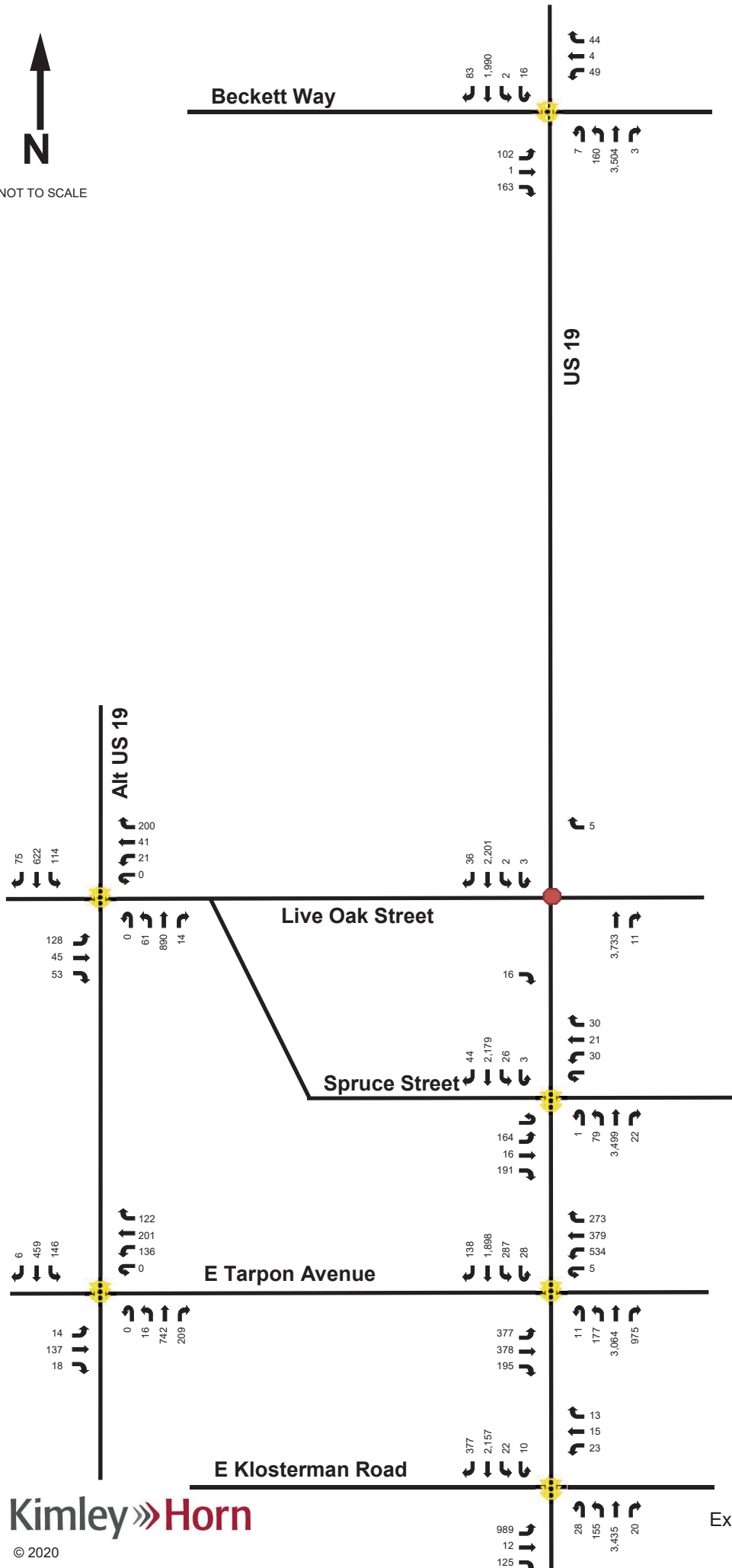




# **Legend**

- Roadway
- Unsignalized Study Intersection
- Signalized Study Intersection
- P.M. Peak-Hour Existing Traffic

XX



## BUILD-OUT YEAR TRAFFIC CONDITIONS

Future traffic volumes consist of two components: project traffic and future background traffic (non-project) traffic estimates. Future background traffic is defined as expected non-project traffic on the roadway network in the future year at buildout of the proposed project. For the purposes of this analysis, it was determined that 2022 would be the buildout year of the development and, thus, 2022 conditions were evaluated as the “future” year scenario.

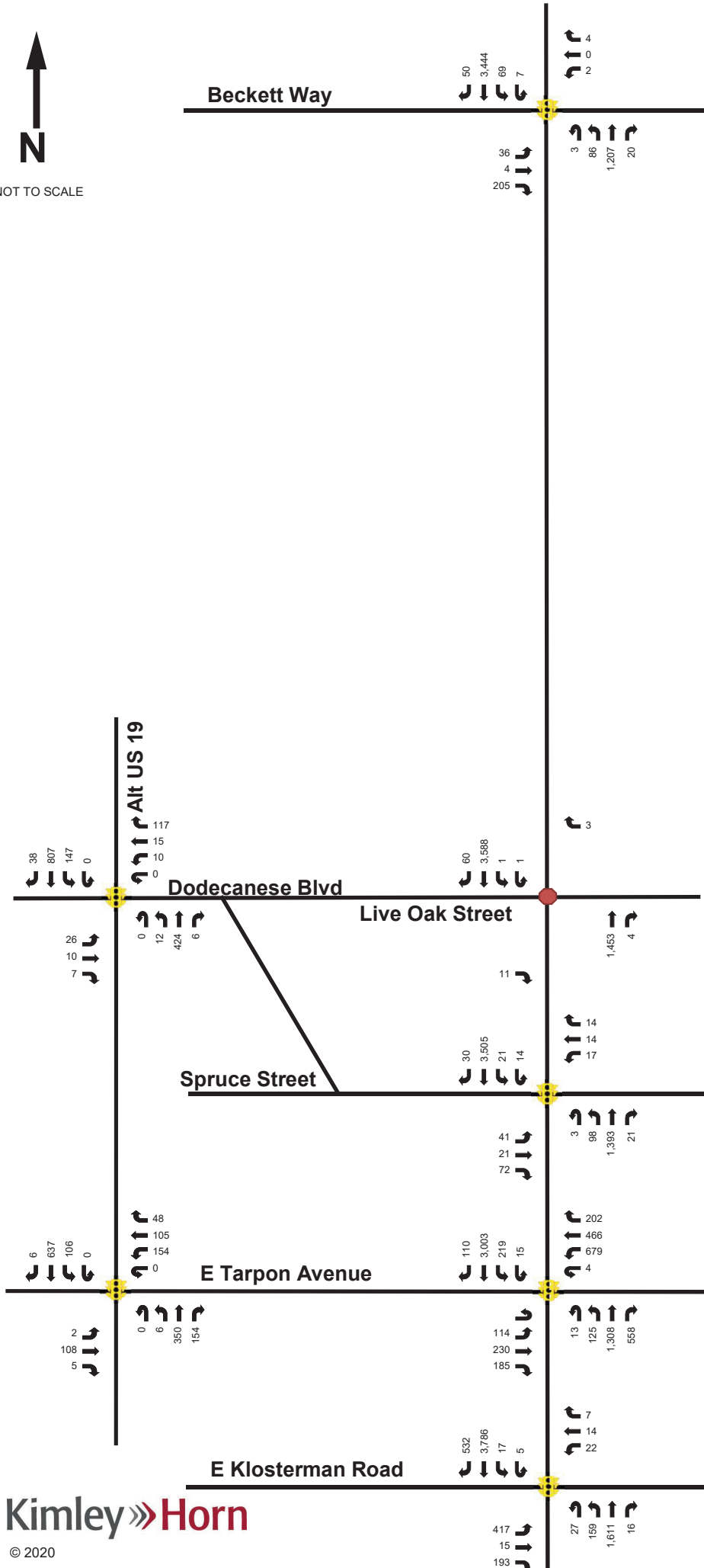
The future background volumes were developed by growing existing traffic 2.0% annually based upon historical Annual Average Daily Traffic (AADT) volumes along US 19. The growth rate calculations are attached. As discussed during the methodology phase, a growth rate of 1.3% was calculated. However, to account for projects in Tarpon Springs, a 2% background growth rate was used to provide a conservative estimate. The future background volumes include the 2% annual growth factor for 3 years for the data collected in 2019 and for 2 years for the data collected in 2020.

**Figure 7** and **Figure 8** illustrate the peak-hour background traffic volumes.



### Legend

- Roadway
- Unsignalized Study Intersection
- Signalized Study Intersection
- A.M. Peak-Hour Background Traffic

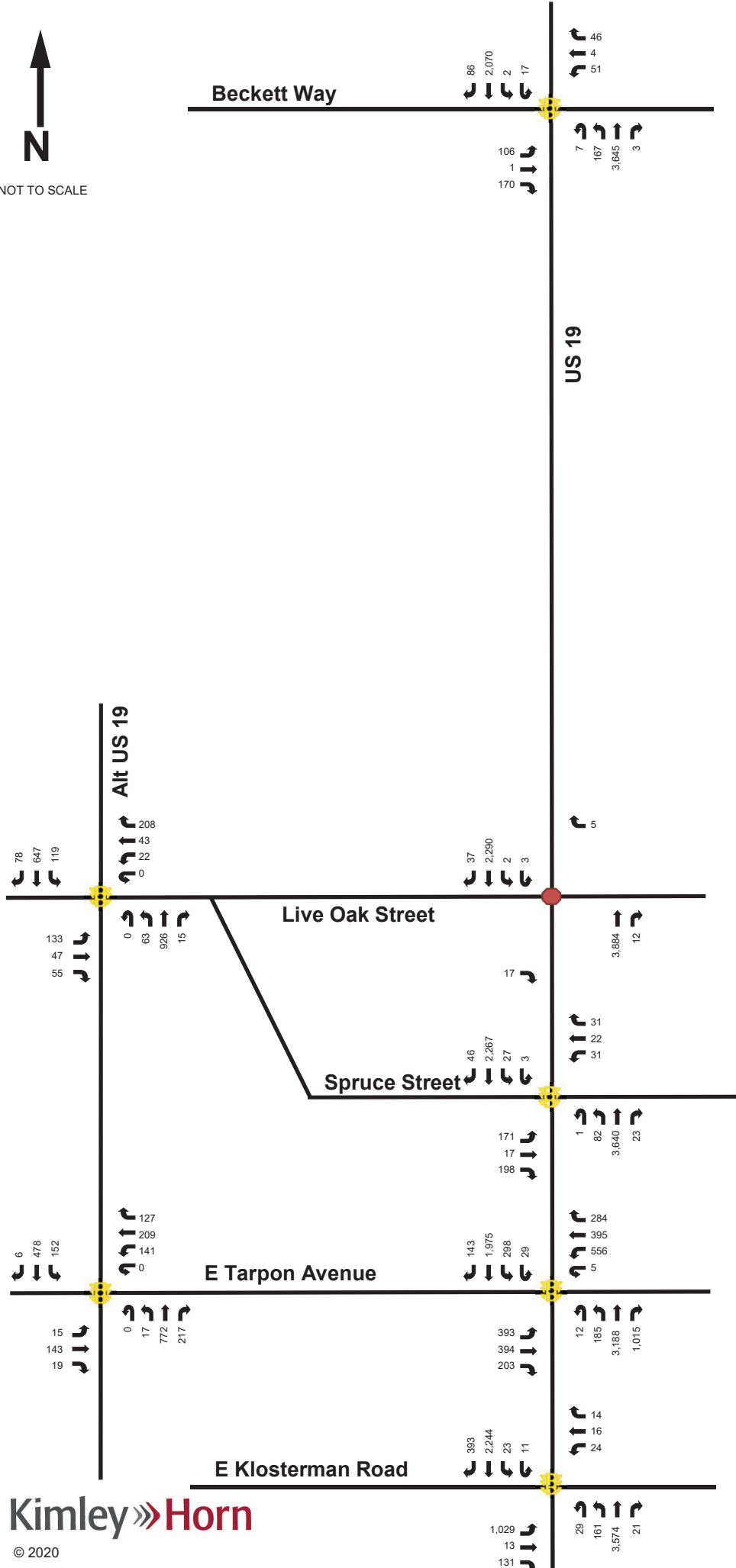




### Legend

- Roadway
- Unsignalized Study Intersection
- Signalized Study Intersection
- P.M. Peak-Hour Background Traffic

XX



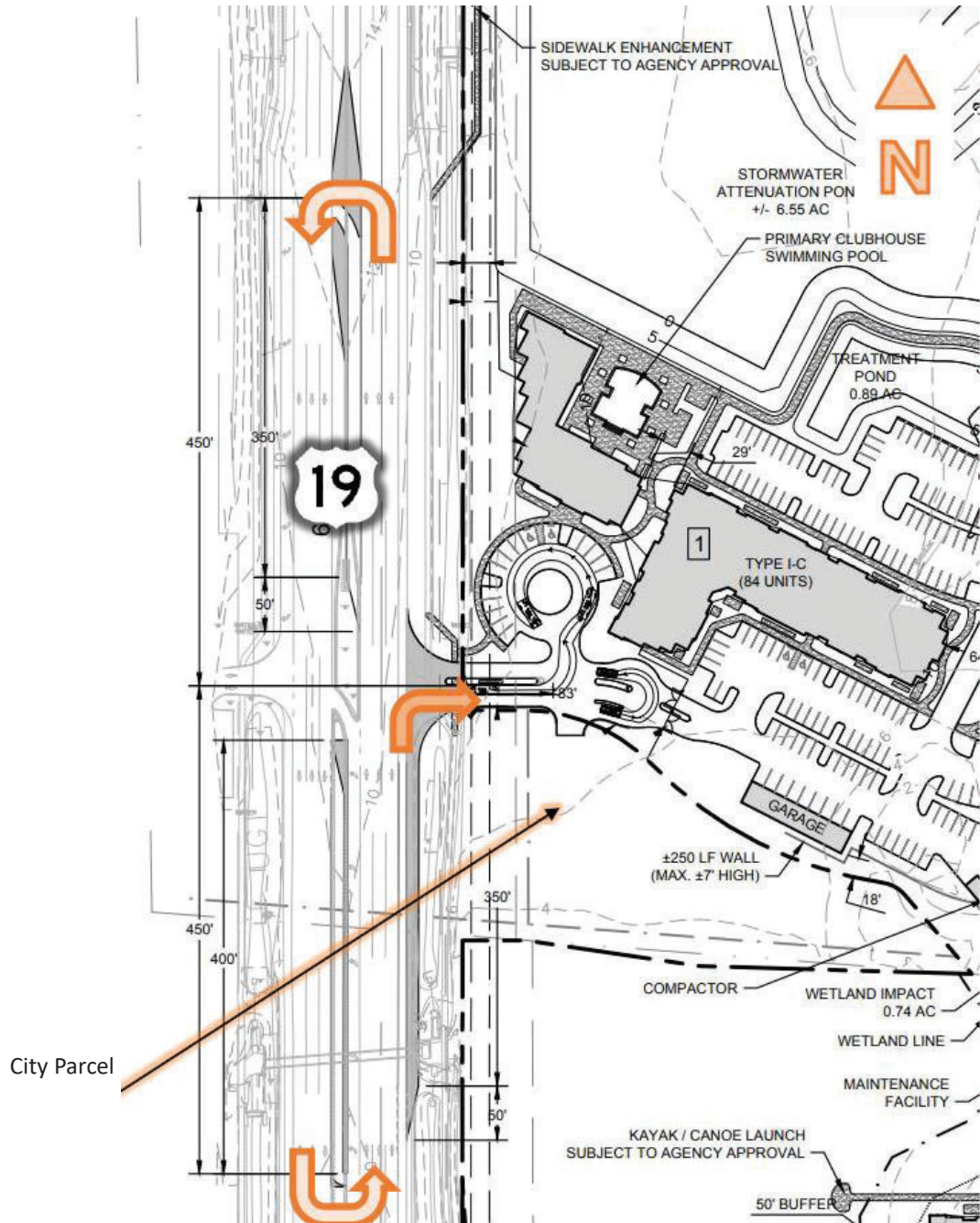
### **Project Trip Distribution and Assignment**

The study area roadway segments were determined to be the adjacent roadway segments of US 19 from Beckett Way to Klosterman Road, Tarpon Avenue from US 19 to Alt US 19, and Live Oak Street from US 19 to Alt US 19. New traffic expected to be generated by the proposed residential project was distributed to the roadway network based on the existing turning movement volume counts at the study intersections and the Florida Standard Urban Model Structure (FSUTMS) for District 7 (version 9.1). The model distribution is attached. Approximately 35% of the vehicles entering and exiting the site are anticipated to utilize US 19 to the north while 65% of the vehicles entering and exiting the site are anticipated to utilize US 19 to the south.

### **Project Access**

An example of the project access, off-set left-turn median opening, is included in **Figure 9** and was provided by the FDOT to illustrate the offset left-turn lane median opening at the project access connection. The driveway allows for only right-in/right-out access. Vehicles entering from the southbound approach make a u-turn at the median opening and then a right-in at the driveway. Vehicles leaving the site would make a westbound right-turn and then a u-turn to travel south at the median opening. The median locations and turn lane lengths will be coordinated and reviewed by FDOT.

Figure 9: Offset Left-Turn Median Opening Example



The build-out year (2022) traffic conditions were evaluated within the study network. The intersection analyses were performed using *Synchro*. **Figure 10** and **Figure 11** illustrate the total traffic volumes (2022 background traffic volumes + project traffic) for the a.m. peak-hour and p.m. peak-hour, respectively.

NOT TO SCALE



# Legend

- Roadway
- Unsignalized Study Intersection
- Signalized Study Intersection
- Median Opening
- XX A.M. Peak-Hour Total Traffic

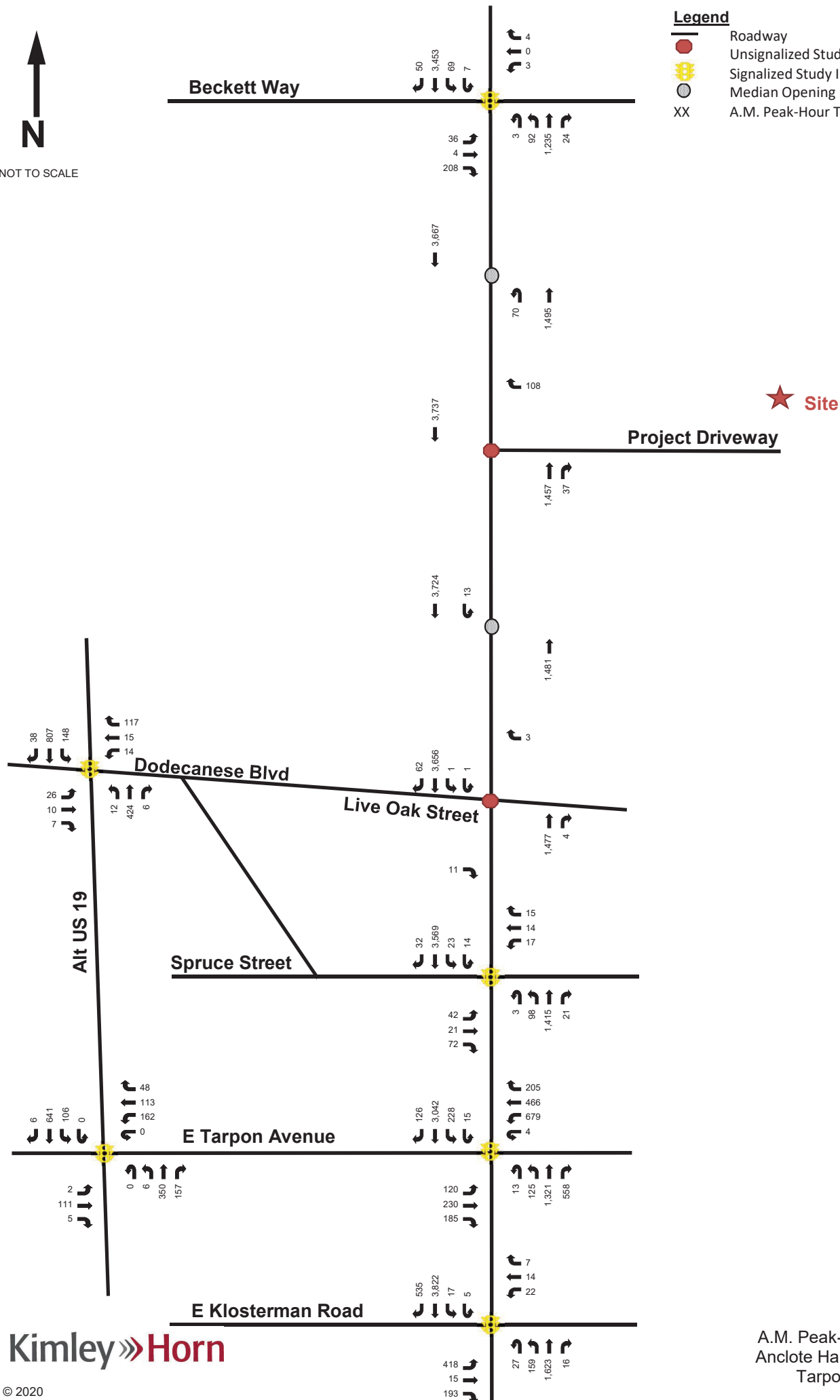
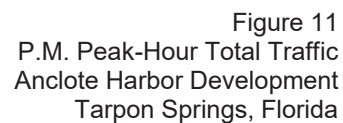


Figure 10  
A.M. Peak-Hour Total Traffic  
Anclote Harbor Development  
Tarpon Springs, Florida



**Roadway Capacity Analysis**

Roadway volumes exiting one study area intersection may not be equivalent to the entering intersection turning movement volumes at the next intersection due to driveway locations between study intersections or minor fluctuations in travel patterns between time periods. To evaluate the study roadway segment based upon typical roadway conditions, volumes for the study roadway segment were determined as the average of entering and exiting vehicles from adjacent street intersections during the a.m. and p.m. peak hours.

US 19 is a six-lane divided roadway from Tarpon Avenue to Beckett Way and an eight-lane divided roadway from Klosterman Road to Tarpon Avenue. As indicated in **Table 2**, an analysis was provided for existing (year 2020) and future total (year 2020 with project) traffic.

As stated in the City of Tarpon Springs Mobility Management section § 122.11.01, “In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards.”

The updated analysis will be provided to FDOT for their review to receive approval for the FDOT Driveway Permit. Instead, as stated in the City of Tarpon Springs Mobility Management section § 122.11.03, “Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts.”

**Table 2: Roadway Analysis (A.M. Peak-Hour)**

Roadway	From	To	Direction	Road Laneage	Adopted LOS D Service Volumes <sup>1</sup>	PSCF	Year 2020 Existing Peak Season Directional Volume <sup>2</sup>	Year 2022 Background Peak-Hour Volumes	Project Traffic Assignment	Peak-Hour Project Volumes	Project % of Service Volume	Year 2022 Total P.M. Peak-Hour Traffic Volume
US 19	Klosterman Road	Tarpon Avenue	NB	8D	4,040	1.09	1,333	2,022	36%	13	0.32%	2,035
			SB	8D	4,040	1.09	3,511	4,110	36%	39	0.97%	4,149
	Tarpon Avenue	Live Oak Street	NB	6D	3,020	1.09	1,488	1,548	59%	22	0.73%	1,570
			SB	6D	3,020	1.09	3,338	3,473	59%	68	2.25%	3,541
	Live Oak Street	Project Access	NB	6D	3,020	1.09	1,944	1,387	100%	37	1.23%	1,424
			SB	6D	3,020	1.09	3,950	3,652	100%	108	3.58%	3,760
	Project Access	Beckett Way	NB	6D	3,020	1.09	1,944	1,387	100%	108	3.58%	1,495
			SB	6D	3,020	1.09	3,950	3,652	65%	83	2.78%	3,735
E Live Oak St	US 19	Alt US 19	EB	2D	572	1.13	143	140	6%	1	0.17%	141
			WB				136	134	6%	4	1.05%	138
E Tarpon Ave	US 19	Alt US 19	EB	2D	792	1.13	431	423	15%	6	0.70%	429
			WB				485	474	15%	16	2.02%	490

## Notes:

- Based on Forward Pinellas LOS Report and FDOT QLOS Tables
- Based on turning movement counts collected

**Table 3: Roadway Analysis (P.M. Peak-Hour)**

Roadway	From	To	Direction	Road Laneage	Adopted LOS D Service Volumes <sup>1</sup>	PSCF	Year 2020 Existing Peak Season Directional Volume <sup>2</sup>	Year 2022 Background Peak-Hour Volumes	Project Traffic Assignment	Peak-Hour Project Volumes	Project % of Service Volume	Year 2022 Total P.M. Peak-Hour Traffic Volume
US 19	Klosterman Road	Tarpon Avenue	NB	8D	4,040	1.09	4,337	4,514	36%	39	0.97%	4,553
			SB	8D	4,040	1.09	2,602	2,709	36%	25	0.62%	2,734
	Tarpon Avenue	Live Oak Street	NB	6D	3,020	1.09	3,743	3,895	59%	64	2.12%	3,959
			SB	6D	3,020	1.09	2,284	2,376	59%	41	1.36%	2,417
	Live Oak Street	Project Access	NB	6D	3,020	1.09	3,708	3,857	100%	108	3.58%	3,965
			SB	6D	3,020	1.09	2,226	2,315	100%	70	2.32%	2,385
	Project Access	Beckett Way	NB	6D	3,020	1.09	3,708	3,857	100%	70	2.32%	3,927
			SB	6D	3,020	1.09	2,226	2,315	65%	84	2.78%	2,399
E Live Oak St	US 19	Alt US 19	EB	2D	572	1.13	272	284	6%	4	1.05%	288
			WB				203	212	6%	3	0.70%	216
E Tarpon Ave	US 19	Alt US 19	EB	2D	792	1.13	721	751	15%	16	2.02%	767
			WB				577	600	15%	11	1.39%	611

Notes:

1. Based on Forward Pinellas LOS Report and FDOT QLOS Table
2. Based on turning movement counts collected

**Intersection Analysis**

*Synchro* (v10) software was used to determine existing and future total peak-hour operational conditions for the study area intersections.

The intersection movements were evaluated based upon the volume to capacity ratio (v/c ratio). The volume to capacity ratio is a measure of traffic congestion on a roadway which is calculated by dividing the traffic volume by the capacity for a system element. A v/c ratio greater than or equal to 1.0 indicates that the approach is operating above capacity.

A v/c ratio for each movement that is less than 1.0 is considered to operate acceptably.

The following movements are anticipated to operate with v/c ratios greater than 1.0 during the a.m. peak-hour periods in background conditions as indicated in **Table 4**.

- US 19 & Beckett Way
  - Southbound left-turn
- US 19 & Spruce Street
  - Southbound through
- US 19 & Tarpon Avenue
  - Westbound left-turn
  - Southbound through
- US 19 & Klosterman Road
  - Northbound left-turn
  - Southbound right-turn

The following movements are anticipated to operate with v/c ratios greater than 1.0 during the p.m. peak-hour periods in background conditions as indicated in **Table 5**.

- US 19 & Spruce Street
  - Northbound through
- US 19 & Tarpon Avenue
  - Eastbound left-turn
  - Westbound left-turn
  - Northbound through
- US 19 & Klosterman Road
  - Southbound left-turn

As stated in the Tarpon Spring's Land Development Code:

"In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to replace local transportation concurrency management programs with a system that provides local governments with the means to manage the traffic impacts of development projects without requiring developers to meet adopted level of service standards.

The transportation element of the comprehensive plan identifies a number of highway system facilities operating under deficient level of service conditions. These require the application of Mobility Plan provisions in order to manage transportation impacts and to increase mobility through the use of multimodal impact fees to fund transportation improvements."

Therefore, based upon House Bill 7207, as these are existing and background deficiencies, no roadway capacity improvements are identified. The access improvements, construction of offset left-turn lanes, are proposed along US 19.

**Table 4: Intersection Analysis (A.M. Peak)**

Existing Conditions (2020) v/c Ratio <sup>1</sup>													
{Background Conditions (2022) v/c Ratio} <sup>2</sup>													
[Total Conditions (2022) v/c Ratio] <sup>3</sup>													
Intersection	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
US 19 & Beckett Way	AM	0.29	0.86		0.06			0.85	0.30	0.01	1.34	0.88	0.04
		{0.29}	{0.87}		{0.06}			{0.85}	{0.31}	{0.01}	{1.40}	{0.92}	{0.04}
		[0.26]	[0.87]		[0.09]			[0.86]	[0.32]	[0.02]	[1.40]	[0.93]	[0.04]
US 19 & E Live Oak Street	AM	--	--	0.17	--	--	0.01	--	--	--	0.01	--	--
		--	--	{0.20}	--	--	{0.01}	--	--	--	{0.01}	--	--
		--	--	[0.21]	--	--	[0.01]	--	--	--	[0.01]	--	--
US 19 & Spruce Street	AM	0.56	0.15		0.46		0.04	0.26	0.42	0.02	0.13	1.19	0.02
		{0.56}	{0.17}		{0.47}		{0.04}	{0.28}	{0.44}	{0.02}	{0.15}	{1.24}	{0.02}
		[0.56]	[0.17]		[0.47]		[0.05]	[0.28]	[0.44]	[0.02]	[0.15]	[1.26]	[0.03]
US 19 & E Tarpon Avenue	AM	0.79	0.50	0.91	1.79	0.66	0.64	0.82	0.48	0.65	0.91	1.04	0.12
		{0.79}	{0.50}	{0.91}	{1.86}	{0.68}	{0.66}	{0.82}	{0.51}	{0.69}	{0.95}	{1.09}	{0.13}
		[0.80]	[0.50]	[0.91]	[1.86]	[0.68]	[0.67]	[0.82]	[0.51]	[0.69]	[0.99]	[1.10]	[0.15]
US 19 & E Klosterman Road	AM	0.84	0.00	0.57	--	0.78	--	1.07	0.34	--	0.63	0.94	1.01
		{0.85}	{0.00}	{0.59}	--	{0.79}	--	{1.12}	{0.36}	--	{0.65}	{0.98}	{1.06}
		[0.85]	[0.00]	[0.59]	--	[0.79]	--	[1.12]	[0.36]	--	[0.65]	[0.99]	[1.06]
E Live Oak Street/ Dodecanese Blvd & Alt US 19	AM	0.17	0.12		0.06	0.09	0.82	0.03	0.29		0.21	0.63	
		{0.17}	{0.12}		{0.06}	{0.09}	{0.83}	{0.03}	{0.31}		{0.22}	{0.66}	
		[0.17]	[0.11]		[0.08]	[0.09]	[0.82]	[0.03]	[0.30]		[0.22]	[0.64]	
E Tarpon Ave & Alt US 19	AM	0.65			0.51	0.39		0.01	0.46		0.20	0.48	
		{0.66}			{0.53}	{0.40}		{0.01}	{0.48}		{0.21}	{0.51}	
		[0.66]			[0.54]	[0.40]		[0.01]	[0.49]		[0.22]	[0.52]	

1. Existing Conditions: Year 2020 Traffic volumes

2. Background Conditions: Year 2022 Traffic volumes = Existing Traffic Volumes + 2% annual growth

3. Total Conditions: Background + Project Traffic Volumes: Year 2022 Traffic Volumes + Project Traffic

**Table 5: Intersection Analysis (P.M. Peak)**

Existing Conditions (2020) v/c Ratio <sup>1</sup>													
{Background Conditions (2022) v/c Ratio} <sup>2</sup>													
[Total Conditions (2022) v/c Ratio] <sup>3</sup>													
(Total Conditions with Signal Timing Adjustment (2022) v/c Ratio) <sup>4</sup>													
Intersection	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
US 19 & Beckett Way	PM	0.71	0.33			0.59		0.90	0.89	0.00	0.50	0.57	0.04
		{0.72}	{0.36}			{0.62}		{0.91}	{0.94}	{0.00}	{0.51}	{0.60}	{0.04}
		[0.69]	[0.39]			[0.67]		[0.91]	[0.94]	[0.00]	[0.51]	[0.61]	[0.04]
US 19 & E Live Oak Street	PM	--	--	0.10	--	--	0.11	--	--	--	0.40	--	--
		--	--	{0.11}	--	--	{0.12}	--	--	--	{0.47}	--	--
		--	--	[0.12]	--	--	[0.13]	--	--	--	[0.52]	--	--
US 19 & Spruce Street	PM	0.74	0.17		0.60	0.02	0.50	1.05	0.02	0.67	0.73	0.03	
		{0.78}	{0.19}		{0.73}	{0.02}	{0.52}	{1.09}	{0.02}	{0.69}	{0.75}	{0.03}	
		[0.78]	[0.19]		[0.76]	[0.02]	[0.52]	[1.11]	[0.02]	[0.72]	[0.77]	[0.03]	
US 19 & E Tarpon Avenue	PM	1.10	0.89	0.00	1.46	0.84	0.00	0.85	1.21	0.00	0.84	0.69	0.00
		{1.15}	{0.89}	{0.00}	{1.52}	{0.85}	{0.00}	{0.86}	{1.26}	{0.00}	{0.91}	{0.72}	{0.00}
		[1.20]	[0.89]	[0.00]	[1.52]	[0.85]	[0.00]	[0.86]	[1.27]	[0.00]	[0.92]	[0.73]	[0.00]
US 19 & E Klosterman Road	PM	1.01	0.00	0.14	--	0.78	--	0.84	0.83	--	0.77		0.66
		{1.05}	{0.00}	{0.16}	--	{0.78}	--	{0.84}	{0.87}	--	{0.77}		{0.69}
		[1.05]	[0.00]	[0.16]	--	[0.78]	--	[0.84]	[0.88]	--	[0.77]		[0.70]
E Live Oak Street/ Dodecanese Blvd & Alt US 19	PM	0.66	0.37		0.12	0.14	0.82	0.15	0.70		0.39		0.62
		{0.67}	{0.37}		{0.12}	{0.14}	{0.82}	{0.17}	{0.74}		{0.46}		{0.64}
		[0.67]	[0.37]		[0.13]	[0.14]	[0.82]	[0.17]	[0.74]		[0.47]		[0.66]
E Tarpon Ave & Alt US 19	PM	0.76			0.51	0.78		0.03	0.92		0.77		0.37
		{0.77}			{0.52}	{0.79}		{0.03}	{0.98}		{0.98}		{0.39}
		[0.78]			[0.54]	[0.78]		[0.03]	[1.00]		[1.07]		[0.40]
		(0.91)			(0.73)	(0.79)		(0.03)	(0.98)		(0.96)		(0.39)

1. Existing Conditions: Year 2020 Traffic volumes

2. Background Conditions: Year 2022 Traffic volumes = Existing Traffic Volumes + 2% annual growth

3. Total Conditions: Background + Project Traffic Volumes: Year 2022 Traffic Volumes + Project Traffic

4. Total Conditions: Background + Project Traffic Volumes: Year 2022 Traffic Volumes + Project Traffic

The following movements are anticipated to operate with v/c ratios greater than 1.0 during the p.m. peak-hour periods in total conditions as indicated in **Table 5**.

- Alternative US 19 & Tarpon Avenue
  - Southbound left-turn

Future signal timing adjustments are recommended with the addition of the project. With additional green time for the southbound left-turn, the intersection of Alternative US 19 & Tarpon Avenue can operate acceptably (all v/c ratios for all movements less than 1.0).

## Project Access Analysis

Per discussion with the FDOT, the project access location is required to consist of offset left-turn median openings along US 19. The approved pre-application notes from FDOT are provided in the approved methodology in the appendix. Another pre-application meeting was held with the FDOT staff on October 8, 2020. FDOT will review the plans in detail with the submittal of a driveway permit. During the pre-application meeting, FDOT agreed the offset left-turn lanes should be provided for access to/from the site. FDOT noted they reviewed other locations for offset left-turn lanes and generally found the off-set turn lanes to be safer compared to full median openings.

A queue analysis was performed for the median openings north and south of the project driveway. The results are summarized in **Table 6**.

The median opening for the project northbound u-turn lane (at the median north of the project driveway) is anticipated to require 605 feet. This includes the 200 feet of queue storage and 405 feet for deceleration/taper based upon FDOT Standard Index 711-001. The southbound u-turn lane (at the median south of the project driveway) is anticipated to require 520 feet. This includes the 115 feet of queue storage and 405 feet for deceleration/taper based upon FDOT Standard Index 711-001.

**Table 6: Intersection Queue Analysis**

Total Conditions (2022) Queue Analysis (feet) <sup>12</sup>													
Intersection	Peak Hour	Eastbound			Westbound			Northbound			Southbound		
		EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBT	NBR	SBU	SBT	SBR
US 19 & North Median	AM	--			--			191	--		--		
	PM	--			--			28	--		--		
US 19 & Project Driveway	AM	--			--		23	--			--		
	PM	--			--		75	--			--		
US 19 & South Median	AM	--			--			--			3	--	
	PM	--			--			--			112	--	

1. 95<sup>th</sup> Percentile Queue from Synchro

2. Total Conditions: Background + Project Traffic Volumes: Year 2022 Traffic Volumes + Project Traffic

An analysis based on FDOT's *Access Management Guidebook (2019)* was performed for northbound right-turn volumes at the driveway access connection along US 19 to determine if a right-turn lane may be warranted for the proposed development. A right-turn lane may be warranted for a roadway with a speed limit over 45 miles per hour if the number of right-turns per hour is between 35 to 55 vehicles. The p.m. peak-hour project traffic right-turn volume is 108 vehicles. Therefore, a northbound right-turn lane of 405 feet (based upon a design speed of 55 miles per hour and FDOT Standard Index 711-001) is warranted at this location and the turn radii for the project site shall be designed accordingly with respect to FDOT turn lane specifications.

**Parking**

Parking will be provided on-site. The total number of proposed parking spaces is 761 spaces which includes 45 spaces in the garage and 716 at grade spaces. The number of required spaces is 807 which includes 56 spaces for the community pool, 44 spaces for the clubhouse, and 707 parking spaces for the residential units. A waiver has been requested for a reduction for the number of required parking spaces for the pool area. Pedestrian connections will be provided from the residential parking spaces to the club house.

## **MULTIMODAL ANALYSIS**

Sidewalks and bicycle lanes currently exist along both sides of US 19. The Fred Marquis Pinellas trail is south of the site and will be connected to the site. The sidewalk connection will be provided from the site to the existing sidewalk along US 19. A map illustrating the existing multi-modal including transit stops and routes is attached in the appendix.

A circulation exhibit will be provided with the site plan showing the proposed sidewalk connections on site. Pedestrian facilities will be provided on site as well as additional gathering spaces including a pocket park, playground and pet park.

## **TRANSPORTATION MANAGEMENT STRATEGIES**

As required by the City of Tarpon Springs, transportation management strategies are included for this project. The project is proposing an intensity reduction as the current zoning is commercial. The project is also proposing a density reduction since the density allows for the development of 499 units but the applicant is seeking approval for 404 dwelling units.

To provide access to the site, offset left-turn lanes will be constructed along US 19. This improvement will allow vehicles traveling on US 19 to make a southbound or northbound u-turn movement and will improve existing conditions as it provides an opportunity for vehicles to make a u-turn in both directions prior to the existing northbound and southbound left-turn lanes at the intersections of US 19 & E Live Oak Street and US 19 & Beckett Way. This will reduce the northbound and southbound u-turns at the adjacent signalized intersections and existing median openings and improve their intersection operations for these movements.

Additionally, coordination with the FDOT for access management and review will be required. The project is requesting only one access connection on US 19 to reduce impacts to the overall network. It is proposed to construct a northbound right-turn lane at the project entrance to reduce impacts to the existing network and improve safety.

Anclote Harbor Apartments will encourage traffic reduction by promoting a livable community through site design features. The apartments will enable a live-work-play lifestyle and promote a pedestrian friendly design with connected walking paths.

Residents will enjoy access to recreational amenities such as resort style pool, fitness center with yoga, cardio and strength training studios, dog park, grill stations, on-site boat dock access, kayak/canoe launch areas, and walking paths with sidewalk connection to the Pinellas trail. The project will also enable working-from-home by featuring a co-working inspired business center with large collaborative spaces, private conference room, and private office spaces. The

community will feature electric car chargers and foster multimodal transportation by providing bike storage and encouraging ride sharing and resident carpooling programs.

## CONCLUSION

The proposed residential development, Anclore Harbor Apartments, is proposed to be located in the City of Tarpon Springs, Florida, east of US 19. The residential development is proposed to include up to 404 multi-family dwelling units.

As required by the City of Tarpon Springs in section § 122.11.03 of their Land Development Code:

*“Transportation management plans are to be submitted by applicants of development projects in conjunction with their site plans. Transportation management plans are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts.”*

The applicant is proposing several transportation management strategies/improvements to address the development impacts, including:

- Intensity reduction: The current zoning is commercial, and the project is proposing residential units which generate fewer peak-hour trips.
- Density reduction: Although the density would allow the development of 499 units, the applicant is seeking approval for 404 dwelling units.
- Access management strategies:
  - Anclore Harbor Apartments will construct a northbound deceleration turn lane into the proposed project.
  - Anclore Harbor Apartments, as agreed upon with the FDOT, will construct an “Offset Left-Turn Median Opening” on US 19 with a corresponding right-in/right-out only project driveway access connection (in lieu of a full access median opening adjacent to the project site) in order to enhance safety for the ingress and egress of project traffic.

- The applicant is proposing only one access connection to minimize impacts to the roadway network.
- Demand management/commuter assistance: Anclore Harbor Apartment community will feature electric car chargers and foster multimodal transportation by providing bike storage and encouraging ride sharing and resident carpooling programs.
- Bicycle/pedestrian improvements: Anclore Harbor Apartments will promote traffic reduction by enabling a live-work-play lifestyle, including walking paths with sidewalk connection to the Pinellas Trail.
- Livable community site design features: Anclore Harbor Apartments will promote traffic reduction by enabling a live-work-play lifestyle. Residents will enjoy access to recreational amenities such as resort style pool, fitness center with yoga, cardio and strength training studios, dog park, grill stations, on-site boat dock access, kayak/canoe launch areas, and walking paths with sidewalk connection to the Pinellas trail. The project will also enable working-from-home by featuring a co-working inspired business center with large collaborative spaces, private conference room, and private office spaces.

Per discussion with the FDOT, the project access location is required to consist of offset left-turn median openings along US 19. FDOT noted they reviewed other locations for offset left-turn lanes and generally found the off-set turn lanes to be safer compared to full median openings. This improvement will allow vehicles traveling on US 19 to make a southbound or northbound u-turn movement and will improve existing conditions as it provides an opportunity for vehicles to make a u-turn in both directions prior to the existing northbound and southbound left-turn lanes at the intersections of US 19 & E Live Oak Street and US 19 & Beckett Way. This will reduce the northbound and southbound u-turns at the adjacent signalized intersections and existing median openings and improve the intersection operations for these movements.

# ANCLOTE HARBOR HURRICANE SHELTER IMPACT STUDY

## I. INTRODUCTION

The Morgan Group, the Applicant, has submitted a Rezoning Application from GB, General Business, to RPD, Residential Planned Development, and an application for Preliminary Development Plan for Anclote Harbor. Anclote Harbor is a new multifamily development located on the east side of U.S. Highway 19 and approximately one mile north of Tarpon Avenue. The Anclote Harbor site is currently undeveloped and is proposed for a total of 404 multifamily residential units.

The City's *Land Development Code* requires that a Hurricane Shelter Impact Study be prepared if a rezoning request proposes to develop 50 or more units in a Category 3 Storm evacuation area. Anclote Harbor has submitted a rezoning application, is proposing more than 50 residential units and is in the Category 3 Storm Evacuation Area. Therefore, this Hurricane Shelter Impact Study has been prepared to meet the City's requirements.

## II. SHELTER SPACE DEMAND FOR PROJECT

Section 122.12 of the City's *Land Development Code* prescribes the following methodology for calculating the shelter space demand for a project:

- The shelter space demand for a project is determined to be 25% of the total population of the development.
- The total population of a project is calculated as the total number of residential units times the Persons Per Household (PPH) in Pinellas County.
- The Persons Per Household shall be based on the most recent U.S. Census, Florida Statistical Abstract or other acceptable documented source.

Based on the City's methodology, the shelter space demand for Anclote Harbor is calculated as follows:

- Total Number of Residential Units X 2.14 PPH X 0.25 = Residents seeking use of Public Shelter
- 404 du X 2.14 = 865 persons X 0.25 = 216 persons

In summary, of the total population of 865 persons residing in Anclote Harbor, the City's methodology estimates that 216 persons will seek a public shelter. The balance of the Anclote Harbor residents will seek shelter with family, friends or hotel accommodations. The source for the Persons Per Household ratio of 2.14 in Pinellas County is the "Households and Average

Household Size in Florida: April 1, 2019,” Bureau of Economic and Business Research, University of Florida, December 2019 (Excerpt attached as **Exhibit 1**). It should be noted that the 2020 Census data is not yet available so the 2019 estimates of Persons Per Household prepared by the Bureau of Economic and Business Research is the most current data available. It should also be noted that the Bureau has been known for decades as a credible and professionally researched entity that produces a wide variety of population data for Florida.

### III. AVAILABLE SHELTER SPACE IN NORTH PINELLAS COUNTY

Hurricane shelters are located throughout Pinellas County and are operated and managed by the County’s Emergency Management Department. The County’s website for Evacuation Zones & Shelters includes a map and list of 36 shelters at various locations throughout the County. For the purposes of this Study, it is assumed that residents who decide to use a public shelter will seek a shelter in proximity to their homes in the City of Tarpon Springs. Based on this assumption, there are five public shelters in proximity to the City of Tarpon Springs. A sixth shelter located at Tarpon Springs Middle School was recently removed by the County as a shelter for the 2020 hurricane season due to the potential for flooding in the area of the School. Therefore, this School was not included in this analysis as an available shelter for Anclote Harbor residents.

Tarapani Planning Strategies requested the capacity and most recent usage for the five public shelters near the City of Tarpon Springs. The Emergency Management Department provided the capacity for each shelter but only had recent usage data for two of the five shelters (**Exhibit 2**, Letter from Pinellas County Emergency Management to Cyndi Tarapani, November 5, 2019). The five shelters that may be used by Anclote Harbor residents, their capacity and usage if available, is shown in **Table 1** below.

**Table 1**  
**Summary of Available Public Shelters**

<b>Shelter Name</b>	<b>Capacity (Persons)</b>	<b>Usage (Hurricane Irma) (Persons)</b>
Brooker Creek Elementary School	869	N.A.
East Lake High School	2,855	N.A.
Carwise Middle School	2,373	1,734
Palm Harbor University High School	3,600	1,800
Palm Harbor Middle School	1,743	N.A.
<b>TOTAL</b>	<b>11,440 Persons</b>	

The average usage for the two shelters for which usage data is available results in an average usage proportion of 59%. This usage data means that there is an estimated 41% capacity remaining at the five shelters for persons who wish to use the public shelters. When the 41% availability ratio is applied to the total capacity of these five shelters, there is an estimated space available for 4,686 persons that can be sheltered at the five shelters in the vicinity of the City.

Based on the calculations in **Section II** above, it is estimated that 216 residents of Anclote Harbor would seek public shelter as opposed to other shelter methods (i.e., family, friends, or hotel accommodations). Based on Pinellas County data, there is available capacity in the five shelters in proximity to the City of Tarpon Springs of an estimated total amount of 4,686 persons. The estimated 216 Anclote Harbor residents who would seek public shelter is a very small proportion of the estimated available capacity of 4,686 persons at the five shelters in proximity to the City. Therefore, the Anclote Harbor residents can be accommodated by the existing available capacity at the public shelters. Since there is available shelter capacity in the event of a hurricane for the Anclote Harbor residents, no further analysis or mitigation is required.

#### **IV. SUMMARY**

1. The estimated population of Anclote Harbor's 404 residential units is 865 persons, based on the most recent Persons Per Household data for Pinellas County as prepared by the Bureau of Economic Business Research, University of Florida.
2. Of the total 865 persons residing in Anclote Harbor, the City's *LDC* estimates that 25% of the total residents or 216 residents would seek to stay in a public shelter with the balance of the residents seeking shelter with family, friends or hotel accommodations.
3. Pinellas County Emergency Management Department operates and manages 36 shelters at various locations throughout the County.
4. There are five public shelters located in proximity to the City of Tarpon Springs that are available to the City's residents needing public shelter.
5. According to Pinellas County Emergency Management Department, these five shelters have a total capacity of 11,440 persons with space available for an estimated 4,686 persons, based on the County's usage data.
6. Therefore, there is more than adequate capacity of an estimated 4,686 persons available at five shelters in the vicinity of the City's residents to house the estimated 216 Anclote Harbor residents that may seek public shelter.

7. Since there is available shelter capacity in the event of a hurricane for the Anclote Harbor residents, no further analysis or mitigation is required.
8. Based on the results of this Hurricane Shelter Study, the proposed Anclote Harbor development is in compliance with the City's *Land Development Code* Section 122.12.

# **ANCLOTE HARBOR HURRICANE SHELTER IMPACT STUDY**

## **EXHIBITS**

- Exhibit 1**      Excerpt of “Households and Average Household Size in Florida, April 1, 2019,”  
Bureau of Economic and Business Research, University of Florida, December,  
2019.
- Exhibit 2**      Letter from Pinellas County Emergency Management to Cyndi Tarapani,  
November 5, 2019.

Prepared by: Cynthia Tarapani, Owner/ Authorized Member  
Tarapani Planning Strategies, LLC

**ANCLOTE HARBOR  
HURRICANE SHELTER IMPACT STUDY**

**EXHIBIT 1**

Excerpt of "Households and Average Household Size in Florida, April 1, 2019,"  
Bureau of Economic and Business Research, University of Florida,  
December, 2019.

# Households and Average Household Size in Florida: April 1, 2019

Stefan Rayer, Population Program Director

Ying Wang, Research Demographer

Richard Doty, GIS Coordinator/Research Demographer

Suzanne Roulston-Doty, GIS Project Manager/Research Demographer

Stanley K. Smith, Professor Emeritus

The Bureau of Economic and Business Research (BEBR) at the University of Florida produces population estimates for Florida and each of its cities and counties using the housing unit method. In this method, changes in population are based on changes in occupied housing units (or households), average household size, and the group quarters population. This is the most commonly used method for making local population estimates in the United States, because it can utilize a wide variety of data sources, can be applied at any level of geography, and can produce estimates that are at least as accurate as those produced by any other method.

In most places, the two primary components of the housing unit method are the number of households and average household size. In this report, we provide estimates of these two components for Florida and each of its counties for April 1, 2019. For purposes of comparison, we also provide estimates of households and average household size for 2000 and 2010, based on decennial census data.

Households are defined as housing units occupied by permanent residents. They should not be confused with total housing units, which include vacant and seasonally occupied units as well as units occupied by

permanent residents. According to Census Bureau guidelines, a person's permanent residence is the place that person lives and sleeps most of the time. Because we follow these guidelines, temporary residents such as tourists and snowbirds are not included in the estimates shown here.

## Households

We estimate that there were 8,427,696 households in Florida on April 1, 2019, an increase of 1,006,894 (13.6%) since April 1, 2010. Miami-Dade County had the largest increase in households between 2010 and 2019, growing by 118,801. Other large increases occurred in Orange (88,203), Hillsborough (83,513), Broward (65,769), Palm Beach (54,064), Lee (49,980), and Duval (47,425) counties. In percentage terms, the largest increases occurred in Sumter (49.1 percent), Osceola (36.3 percent), St. Johns (35.0 percent), Walton (28.9 percent), Orange (20.9 percent), Manatee (20.7 percent), and Lake (20.4 percent) counties. In the following three counties we estimated a small net loss of households between 2010 and 2019: Calhoun (-1.0 percent), Jackson (-0.8 percent), and Putnam (-0.3 percent).

(Continued on Page 6)

**Table 1. Number of Households and Average Household Size in Florida  
and Its Counties 2019, 2010, and 2000**

State and County	Estimates, April 1, 2019		Census, April 1, 2010		Census, April 1, 2000	
	Households	Average Household Size	Households	Average Household Size	Households	Average Household Size
FLORIDA	8,427,696	2.46	7,420,802	2.48	6,338,075	2.46
Alachua	109,920	2.30	100,516	2.32	87,509	2.34
Baker	9,305	2.73	8,772	2.82	7,043	2.86
Bay	68,575	2.38	68,438	2.41	59,597	2.43
Bradford	9,784	2.50	9,479	2.53	8,497	2.58
Brevard	255,527	2.30	229,692	2.33	198,195	2.35
Broward	751,816	2.53	686,047	2.52	654,445	2.45
Calhoun	5,010	2.48	5,061	2.52	4,468	2.53
Charlotte	84,833	2.11	73,370	2.14	63,864	2.18
Citrus	66,997	2.17	63,304	2.20	52,634	2.20
Clay	79,059	2.70	68,792	2.76	50,243	2.77
Collier	157,483	2.36	133,179	2.38	102,973	2.39
Columbia	26,519	2.46	24,941	2.52	20,925	2.56
DeSoto	11,956	2.70	11,445	2.71	10,746	2.70
Dixie	6,455	2.29	6,316	2.37	5,205	2.44
Duval	389,875	2.43	342,450	2.47	303,747	2.51
Escambia	127,165	2.38	116,238	2.41	111,049	2.45
Flagler	45,713	2.40	39,186	2.42	21,294	2.32
Franklin	4,660	2.26	4,254	2.29	4,096	2.28
Gadsden	17,184	2.50	16,952	2.61	15,867	2.69
Gilchrist	6,616	2.53	6,121	2.58	5,021	2.61
Glades	4,723	2.47	4,533	2.52	3,852	2.51
Gulf	5,615	2.26	5,335	2.33	4,931	2.42
Hamilton	4,820	2.47	4,617	2.54	4,161	2.60
Hardee	8,316	3.10	8,245	3.12	8,166	3.06
Hendry	12,728	3.10	12,025	3.09	10,850	3.09
Hernando	78,718	2.37	71,745	2.38	55,425	2.32
Highlands	45,062	2.26	42,604	2.28	37,471	2.30
Hillsborough	557,543	2.55	474,030	2.55	391,357	2.51
Holmes	7,480	2.44	7,354	2.47	6,921	2.43
Indian River	68,483	2.24	60,176	2.26	49,137	2.25
Jackson	17,273	2.36	17,417	2.40	16,620	2.44
Jefferson	5,900	2.29	5,646	2.38	4,695	2.53
Lafayette	2,785	2.59	2,580	2.63	2,142	2.66

**Table 1. Number of Households and Average Household Size in Florida  
and Its Counties 2019, 2010, and 2000 (Continued)**

State and County	Estimates, April 1, 2019		Census, April 1, 2010		Census, April 1, 2000	
	Households	Average Household Size	Households	Average Household Size	Households	Average Household Size
Lake	146,017	2.42	121,289	2.42	88,412	2.34
Lee	309,798	2.34	259,818	2.35	188,599	2.31
Leon	120,900	2.32	110,945	2.35	96,521	2.34
Levy	16,964	2.41	16,404	2.45	13,867	2.44
Liberty	2,639	2.54	2,525	2.57	2,222	2.51
Madison	7,289	2.41	6,985	2.48	6,629	2.57
Manatee	163,892	2.33	135,729	2.34	112,460	2.29
Marion	151,577	2.31	137,726	2.35	106,755	2.36
Martin	70,261	2.19	63,899	2.23	55,288	2.23
Miami-Dade	986,153	2.81	867,352	2.83	776,906	2.84
Monroe	34,557	2.15	32,629	2.18	35,086	2.23
Nassau	34,399	2.45	28,794	2.53	21,980	2.59
Okaloosa	81,779	2.40	72,379	2.43	66,269	2.49
Okeechobee	14,715	2.63	14,013	2.68	12,593	2.69
Orange	510,050	2.64	421,847	2.64	336,286	2.61
Osceola	123,464	2.97	90,603	2.93	60,977	2.79
Palm Beach	598,291	2.39	544,227	2.39	474,179	2.34
Pasco	215,278	2.42	189,612	2.42	147,567	2.30
Pinellas	447,984	2.14	415,876	2.16	414,974	2.17
Polk	261,811	2.59	227,485	2.59	187,233	2.52
Putnam	29,329	2.45	29,409	2.48	27,839	2.48
St. Johns	101,675	2.47	75,338	2.49	49,614	2.44
St. Lucie	121,546	2.52	108,523	2.53	76,933	2.47
Santa Rosa	67,909	2.54	56,910	2.59	43,793	2.63
Sarasota	199,207	2.11	175,746	2.13	149,940	2.13
Seminole	186,744	2.51	164,706	2.55	139,573	2.59
Sumter	61,672	1.95	41,361	2.04	20,779	2.27
Suwannee	17,346	2.47	15,953	2.52	13,460	2.54
Taylor	8,370	2.39	7,920	2.44	7,176	2.51
Union	4,159	2.56	4,048	2.66	3,367	2.76
Volusia	228,596	2.30	208,236	2.31	184,723	2.32
Wakulla	11,532	2.58	10,490	2.61	8,450	2.57
Walton	28,741	2.36	22,301	2.38	16,548	2.35
Washington	9,154	2.49	8,864	2.50	7,931	2.46

**Table 2. Change in Households and Average Household Size in Florida  
and Its Counties, 2010–2019 and 2000–2010**

State and County	Numerical Change				Percentage Change			
	Households		Average Household Size		Households		Average Household Size	
	2010–19	2000–10	2010–19	2000–10	2010–19	2000–10	2010–19	2000–10
FLORIDA	1,006,894	1,082,727	-0.02	0.02	13.6	17.1	-0.8	0.8
Alachua	9,404	13,007	-0.02	-0.02	9.4	14.9	-0.9	-0.9
Baker	533	1,729	-0.09	-0.04	6.1	24.5	-3.2	-1.4
Bay	137	8,841	-0.03	-0.02	0.2	14.8	-1.2	-0.8
Bradford	305	982	-0.03	-0.05	3.2	11.6	-1.2	-1.9
Brevard	25,835	31,497	-0.03	-0.02	11.2	15.9	-1.3	-0.9
Broward	65,769	31,602	0.01	0.07	9.6	4.8	0.4	2.9
Calhoun	-51	593	-0.04	-0.01	-1.0	13.3	-1.6	-0.4
Charlotte	11,463	9,506	-0.03	-0.04	15.6	14.9	-1.4	-1.8
Citrus	3,693	10,670	-0.03	0.00	5.8	20.3	-1.4	0.0
Clay	10,267	18,549	-0.06	-0.01	14.9	36.9	-2.2	-0.4
Collier	24,304	30,206	-0.02	-0.01	18.2	29.3	-0.8	-0.4
Columbia	1,578	4,016	-0.06	-0.04	6.3	19.2	-2.4	-1.6
DeSoto	511	699	-0.01	0.01	4.5	6.5	-0.4	0.4
Dixie	139	1,111	-0.08	-0.07	2.2	21.3	-3.4	-2.9
Duval	47,425	38,703	-0.04	-0.04	13.8	12.7	-1.6	-1.6
Escambia	10,927	5,189	-0.03	-0.04	9.4	4.7	-1.2	-1.6
Flagler	6,527	17,892	-0.02	0.10	16.7	84.0	-0.8	4.3
Franklin	406	158	-0.03	0.01	9.5	3.9	-1.3	0.4
Gadsden	232	1,085	-0.11	-0.08	1.4	6.8	-4.2	-3.0
Gilchrist	495	1,100	-0.05	-0.03	8.1	21.9	-1.9	-1.1
Glades	190	681	-0.05	0.01	4.2	17.7	-2.0	0.4
Gulf	280	404	-0.07	-0.09	5.2	8.2	-3.0	-3.7
Hamilton	203	456	-0.07	-0.06	4.4	11.0	-2.8	-2.3
Hardee	71	79	-0.02	0.06	0.9	1.0	-0.6	2.0
Hendry	703	1,175	0.01	0.00	5.8	10.8	0.3	0.0
Hernando	6,973	16,320	-0.01	0.06	9.7	29.4	-0.4	2.6
Highlands	2,458	5,133	-0.02	-0.02	5.8	13.7	-0.9	-0.9
Hillsborough	83,513	82,673	0.00	0.04	17.6	21.1	0.0	1.6
Holmes	126	433	-0.03	0.04	1.7	6.3	-1.2	1.6
Indian River	8,307	11,039	-0.02	0.01	13.8	22.5	-0.9	0.4
Jackson	-144	797	-0.04	-0.04	-0.8	4.8	-1.7	-1.6
Jefferson	254	951	-0.09	-0.15	4.5	20.3	-3.8	-5.9
Lafayette	205	438	-0.04	-0.03	7.9	20.4	-1.5	-1.1

**Table 2. Change in Households and Average Household Size in Florida  
and Its Counties, 2010–2019 and 2000–2010 (Continued)**

State and County	Numerical Change				Percentage Change			
	Households		Average Household Size		Households		Average Household Size	
	2010–19	2000–10	2010–19	2000–10	2010–19	2000–10	2010–19	2000–10
Lake	24,728	32,877	0.00	0.08	20.4	37.2	0.0	3.4
Lee	49,980	71,219	-0.01	0.04	19.2	37.8	-0.4	1.7
Leon	9,955	14,424	-0.03	0.01	9.0	14.9	-1.3	0.4
Levy	560	2,537	-0.04	0.01	3.4	18.3	-1.6	0.4
Liberty	114	303	-0.03	0.06	4.5	13.6	-1.2	2.4
Madison	304	356	-0.07	-0.09	4.4	5.4	-2.8	-3.5
Manatee	28,163	23,269	-0.01	0.05	20.7	20.7	-0.4	2.2
Marion	13,851	30,971	-0.04	-0.01	10.1	29.0	-1.7	-0.4
Martin	6,362	8,611	-0.04	0.00	10.0	15.6	-1.8	0.0
Miami-Dade	118,801	90,446	-0.02	-0.01	13.7	11.6	-0.7	-0.4
Monroe	1,928	-2,457	-0.03	-0.05	5.9	-7.0	-1.4	-2.2
Nassau	5,605	6,814	-0.08	-0.06	19.5	31.0	-3.2	-2.3
Okaloosa	9,400	6,110	-0.03	-0.06	13.0	9.2	-1.2	-2.4
Okeechobee	702	1,420	-0.05	-0.01	5.0	11.3	-1.9	-0.4
Orange	88,203	85,561	0.00	0.03	20.9	25.4	0.0	1.1
Osceola	32,861	29,626	0.04	0.14	36.3	48.6	1.4	5.0
Palm Beach	54,064	70,048	0.00	0.05	9.9	14.8	0.0	2.1
Pasco	25,666	42,045	0.00	0.12	13.5	28.5	0.0	5.2
Pinellas	32,108	902	-0.02	-0.01	7.7	0.2	-0.9	-0.5
Polk	34,326	40,252	0.00	0.07	15.1	21.5	0.0	2.8
Putnam	-80	1,570	-0.03	0.00	-0.3	5.6	-1.2	0.0
St. Johns	26,337	25,724	-0.02	0.05	35.0	51.8	-0.8	2.0
St. Lucie	13,023	31,590	-0.01	0.06	12.0	41.1	-0.4	2.4
Santa Rosa	10,999	13,117	-0.05	-0.04	19.3	30.0	-1.9	-1.5
Sarasota	23,461	25,806	-0.02	0.00	13.3	17.2	-0.9	0.0
Seminole	22,038	25,133	-0.04	-0.04	13.4	18.0	-1.6	-1.5
Sumter	20,311	20,582	-0.09	-0.23	49.1	99.1	-4.4	-10.1
Suwannee	1,393	2,493	-0.05	-0.02	8.7	18.5	-2.0	-0.8
Taylor	450	744	-0.05	-0.07	5.7	10.4	-2.0	-2.8
Union	111	681	-0.10	-0.10	2.7	20.2	-3.8	-3.6
Volusia	20,360	23,513	-0.01	-0.01	9.8	12.7	-0.4	-0.4
Wakulla	1,042	2,040	-0.03	0.04	9.9	24.1	-1.1	1.6
Walton	6,440	5,753	-0.02	0.03	28.9	34.8	-0.8	1.3
Washington	290	933	-0.01	0.04	3.3	11.8	-0.4	1.6

## Average Household Size

We estimate that average household size has changed only moderately since 2010 in most counties, and that it has decreased very slightly for the state as a whole (2.46). Average household size varies considerably among counties in Florida. In 2019, it was largest in Hardee (3.10), Hendry (3.10), Osceola (2.97), Miami-Dade (2.81), Baker (2.73), Clay (2.70), and DeSoto (2.70) counties; it was smallest in Sumter (1.95), Sarasota (2.11), Charlotte (2.11), Pinellas (2.14), Monroe (2.15) and Citrus (2.17) counties.

In general, average household size tends to be higher for black than white households, for Hispanic than non-Hispanic households, and for households headed by young or middle-aged persons than for households headed by older persons. Although there is not a perfect correlation, the counties in Florida with the largest average household sizes tend to have low proportions of older residents and high proportions of black or Hispanic residents, whereas counties with the smallest average household sizes tend to have high proportions of older residents and low proportions of black and Hispanic residents.

## Methodology

These estimates of the number of households and average household size were produced with the so-called headship rate model, in which headship rates are applied to population estimates. Headship rates represent the share of the population that head a household; they are constructed by dividing the number of household heads by the number of people. A more detailed description of the methodology used for these estimates can be found in "Revised Estimates of Households and Average Household Size for Florida and Its Counties, 2000–2016, with Estimates for 2017," *Florida Population Studies*, Bulletin 179, December 2017.

## Acknowledgement

Funding for these estimates was provided by the Florida Legislature.

Copyright © 2019 by the University of Florida.

**ANCLOTE HARBOR  
HURRICANE SHELTER IMPACT STUDY**

**EXHIBIT 2**

Letter from Pinellas County Emergency Management to Cyndi Tarapani,  
November 5, 2019.

**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
Kathleen Peters  
Karen Williams Seel  
Kenneth T. Welch



November 5, 2019

Tarapani Planning Strategies, LLC  
Cyndi Tarapani  
128 E. Tarpon Avenue  
Tarpon Springs, FL. 34689

RE: Public Records Request Direct Notice to Emergency Management dated 11/5/19;  
Hurricane Shelter Capacity and Utilization

Dear Ms. Tarapani,

We are in receipt of your request dated November 5, 2019. As requested, capacity and utilization of the six (6) shelters provided is listed below:

Shelter	Capacity (15 sq. ft. per person)	Usage (Hurricane Irma)
Tarpon Springs Middle School, 501 N. Florida Avenue, Tarpon Springs	1464	683
Brooker Creek Elementary School, 3139 Forelock Road, Tarpon Springs	869	N/A
East Lake High School, 1300 Silver Eagle Drive, Tarpon Springs	2855	N/A
Carwise Middle School, 3301 Bentley Drive, Palm Harbor	2373	1734
Palm Harbor University High School, 1900 Omaha Street, Palm Harbor	3600	1800
Palm Harbor Middle School, 1800 Tampa Road, Palm Harbor	1743	N/A

This concludes are responsive duties to your request.

Sincerely,

Elizabeth D. Farley  
Administrative Support Specialist II  
Pinellas County Emergency Management

REPLY TO:  
10750 Ulmert Road  
Building 1, Suite 267  
Largo, FL. 33778  
Main: (727) 464-5550  
Fax: (727) 464-4024  
TDD: (727) 464-4431

[www.pinellascounty.org](http://www.pinellascounty.org)



**BOARD OF COUNTY  
COMMISSIONERS**

Dave Eggers  
Pat Gerard  
Charlie Justice  
Janet C. Long  
Kathleen Peters  
Karen Williams Seel  
Kenneth T. Welch



**Jewel White  
County Attorney**

July 21, 2020

E.D. Armstrong III  
Hill Ward Henderson  
600 Cleveland Street, Suite 800  
Clearwater, Florida 33755

Dear Ed,

Please be advised that upon further review as requested by Cyndi Tarapani, Forward Pinellas has amended its position regarding the transfer of development rights pursuant to Section 5.2.1.1.1.D of the Countywide Rules as it relates to the Anclote Harbor development. Specifically, the third interpretation provided in the July 2, 2020 correspondence from Forward Pinellas has been amended as follows:

Pursuant to Section 5.2.1.1.1.D of the Countywide Rules, the maximum allowable transfer of development rights to the proposed receiving parcel, which provides or contains Manufacturing, Office, or Research Development uses, is 30%. With a maximum of 75 units allowed on the Office portion of the site before transfer, the maximum number of units that can be transferred pursuant to the Countywide Rules is 23 units.

Please contact me with any further questions or concerns.

Thank you,

Chelsea D. Hardy  
Assistant County Attorney

CC: Rodney Chatman  
Cyndi Tarapani

PCAO 287315

315 Court Street  
Clearwater, FL 33756  
Phone: (727) 464-3354  
FAX: (727) 464-4147  
TDD: (727) 464-4431



## Patricia McNeese

---

**From:** the1midge@aol.com  
**Sent:** Wednesday, September 30, 2020 12:05 AM  
**To:** Patricia McNeese  
**Subject:** TRC meeting October 1, 2020

**External Email** - Use caution with links and attachments

Please share these thoughts at the TRC meeting.

Thank you all for working so diligently to ensure that the new projects comply with City standards. A couple of thoughts on the Anclote River Project -

1. In the description of the project, both at the beginning, introductory section, and on page 1021 when it is repeated, the project is said to be on the WEST side of US 19. It is clearly on the east side.
2. The extensive traffic studies demonstrate the difficulty of accessing the site. Although I think the U-turns required are extremely problematic and will result in accidents, it seems the only way to make the site useable. It appears to be FDOT approved.

If the development proceeds, please look at some of these details -

1. The landscape plan does not include any mangroves. Although most buildings are kept at a distance from the river, mangroves provide the most natural way to maintain our clean water, support aquatic nurseries, and mitigate the damage that having more people causes.
2. If history is any guide, permitting a kayak launch in that area will be difficult.
3. As the lighting plan for the project progresses, stress the use of "dark sky" lighting to avoid light trespass.
4. The elevation of the entrance and the angle of car lights entering and exiting need to be evaluated so the car headlights do not impede drivers on US 19.
5. As the actual construction draws closer, could we please have exteriors with a little more personality? Other than palm trees, nothing shown signified Florida or Tarpon Springs. The exterior is boring. It does not fulfill the promise of being a gateway invitation to live here. I'm certain their talented architects can do better.
6. Please provide more information and/or drawings of the "garages". Are they covered carports or individual doored spaces or a large space into which many cars drive?
7. As sidewalks and paved areas are considerable, please use permeable surfaces whenever possible.
8. Would the Developer be willing to contribute to affordable housing in our community? With 400+ units, could some be allocated to helping families find homes? If not at this site, perhaps they could contribute to a City fund which helps lower income residents.

Thank you for adding these thoughts to the planning process.

Julie Wade  
1095 Mainsail Drive  
34689

## **ORDINANCE 2020-34**

**AN ORDINANCE OF THE CITY OF TARPON SPRINGS, FLORIDA AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF TARPON SPRINGS, FLORIDA, FOR 72.62 ACRES, MORE OR LESS, OF REAL PROPERTY LOCATED AT 42501 U.S. HIGHWAY 19 NORTH, ON THE EAST SIDE OF U.S. HIGHWAY 19 NORTH, FROM ZONING DESIGNATION GB (GENERAL BUSINESS) TO ZONING DESIGNATION RPD (RESIDENTIAL PLANNED DEVELOPMENT); APPROVING PRELIMINARY PLANNED DEVELOPMENT FOR ANCLOTE HARBOR RESIDENTIAL PLANNED DEVELOPMENT; PROVIDING FOR WAIVERS OF DESIGN REQUIREMENTS OF THE RPD DISTRICT; PROVIDING FOR FINDINGS; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the property owner of record of said parcel has requested to amend to the zoning district designation of said parcel from General Business (GB) district to Residential Planned Development (RPD) district; and,

**WHEREAS**, the applicant is also requesting approval of a Preliminary Planned Development under the RPD (Residential Planned Development) zoning district; and,

**WHEREAS**, the applicant is also requesting approval of a conditional use to allow for establishment of a residential use on the property in the Commercial General (CG) Future Land Use Map (FLUM) category; and,

**WHEREAS**, the proposed RPD, Residential Planned Development, zoning district is consistent with the Commercial General (CG) and Residential/Office General (R/OG) Future Land Use Map category designations of the subject property; and,

**WHEREAS**, the planned uses within the RPD District are compatible with surrounding and existing land uses; and,

**WHEREAS**, the Planning and Zoning Board conducted a public hearing on this rezoning Ordinance on November 16, 2020; and

**WHEREAS**, published legal notice of this Ordinance has been provided pursuant to the requirements of Chapter 166.041, F.S. and Section 206 of the Tarpon Springs Comprehensive Zoning and Land Development Code.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF TARPON SPRINGS, FLORIDA:**

**Section 1. FINDINGS**

1. That the Board of Commissioners finds that this Ordinance is consistent with the Tarpon Springs Comprehensive Plan.
2. That available uses to which the property may be put are appropriate to the property in question and are compatible with the existing and planned uses in the area.
3. That the amendment shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the City to provide public facilities.
4. That the amendment will not adversely impact nor exceed the capacity or the fiscal ability of the City to provide public facilities including transportation, water and sewer, solid waste, drainage, recreation, education, fire protection, library service and other similar public facilities.

**Section 2. MAP AMENDMENT**

That the Official Zoning Atlas of the City of Tarpon Springs is hereby amended for property legally described in Exhibit A, attached hereto.

**Section 3. PRELIMINARY PLANNED DEVELOPMENT APPROVAL**

The Preliminary Planned Development for Anclote Harbor multifamily residential development is hereby approved with the following waivers of design requirements:

1. Allowance of a maximum building height of 53 feet.
2. Allowance of a single access point to the development with multiple lanes as shown on the approved preliminary plan.

and with the following conditions:

1. Details of the proposed method of wetland enhancement and preliminary coordination with the Southwest Florida Water Management District (SWFWMD) showing approval of the jurisdictional determination shall be submitted with the Final Development Plan. Final permits from the SWFWMD may be submitted prior to issuance of a building permit for site work.
2. A conceptual plan detailing the approach for eradication and future management of Brazilian pepper tree (*Schinus terebinthifolius*) for each habitat area of the site shall be submitted with the Final Development Plan. The final plan shall be submitted at the time of application for a building permit for site work in

- conjunction with the arborist's report and the final tree protection and mitigation plan. The City recognizes that it may be appropriate in some areas of the site to address the tree protection requirements of Section 133.04(d) of the Land Development Code on an area-wide basis for habitats being preserved rather than using crown spread for individual trees.
3. A landscape plan with a site-specific planting schedule shall be submitted with the Final Planned Development and shall include appropriately sized species for driveway medians within the site.
  4. The 50-foot buffer adjacent to the Anclote River shall remain and be managed as undisturbed uplands (hardwood conifer mix) and shall not be graded.
  5. A plan for proposed lighting with shielded lighting and decorative poles shall be submitted with the Final Development Plan.
  6. On site signs and sign poles shall be designed to match City of Tarpon Springs specifications for the downtown/Community Redevelopment Area (CRA). Details shall be included with the Final Development Plan.
  7. The developer will be responsible for addressing the provision of Public Art pursuant to Article XVII of the Land Development Code as part of the Final Development Plan.
  8. A detailed drainage plan meeting the requirements of Section 141.00 of the Land Development Code and requirements of the Southwest Florida Water Management District shall be submitted with the Final Development Plan.
  9. Detailed plans for utilities connections and infrastructure, including wastewater forcemain construction shall be submitted with the Final Development Plan along with documented coordination from all applicable agencies and landowners affected by the construction.
  10. The traffic study shall be revised in accordance with the City's comments and submitted with the Final Development Plan along with Florida Department of Transportation approval of the proposed roadway and access configuration.
  11. An updated letter from the Florida Department of State documenting no change to the status of archeological resources on the site shall be provided with the Final Development Plan.
  12. An application for Future Land Use Map amendment to Recreation Open Space (ROS) for the upland preserve area shall be submitted prior to, or at the time of, Final Development Plan submittal.
  13. A map adjustment to the Preservation (P) area on the City's Future Land Use Map will be required to match the category designation to the delineated wetlands on site. The City will process the map adjustment concurrently with the Final Planned Development.
  14. The Applicant will donate an approximate 1.84 acre parcel to the City for public recreation. Public access to the park shall be restricted to pedestrians and bicycles from the land, and watercraft from the river. The park site is generally located in the northwest portion of the site adjacent to the Anclote River and as generally located on the Preliminary Development Plan. Upon donation of this passive park land to the City of Tarpon Springs, the Applicant will work with the City to design and install improvements consisting of a riverfront pullout/rest area for kayaks and park furniture for sitting. The City will pursue any jurisdictional

- permits needed for work in shoreline/water areas. Improvements shall be installed prior to the issuance of a Certificate of Occupancy for the project.
15. The design of the residential buildings and clubhouse submitted for Final Development Plan approval shall be substantially similar to the architectural elevations that are a part of the Preliminary Development Plan application; however, minor revisions to the architectural features of these buildings may occur without requiring a new Preliminary Development Plan Review. Minor revisions to the architectural features shall include but are not limited to changes to the color palette, the window pattern, siding and roofing materials and other similar features.
  16. The proposed boat dock located adjacent to the Anclote River is subject to all applicable permitting requirements; and, upon the issuance of the applicable permits, the timing of construction of the dock will be determined by the Applicant in his sole discretion.
  17. A construction management and mitigation plan as required by the applicable jurisdictional agencies to avoid/address listed species impacts including bald eagle, indigo snake and gopher tortoises shall be submitted with the application for a building permit for site work.
  18. The developer is responsible for obtaining applicable permits from all other agencies, for meeting the minimum requirements of the Comprehensive Zoning and Land Development Code, and for payment of all requisite fees.
  19. The applicant shall complete the process for a Final Development Plan pursuant to Section 82.00 of the Land Development Code. The Final Development Plan shall be submitted within one year of approval of the Preliminary Planned Development.

#### Section 4. EFFECTIVE DATE

This Ordinance shall be effective upon approval and in conjunction with approval of Resolution 2020-72.

**Ordinance 2020-34. Exhibit A**

**ANCLOTE HARBOR  
LEGAL DESCRIPTION:**

A TRACT OF LAND BEING A PORTION OF TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA, LYING IN AND BEING A PART OF THE SOUTHEAST 1/4 OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY FLORIDA AND A PORTION OF THE OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA LYING IN AND BEING A PART OF THE NORTHEAST 1/4 OF SECTION 7, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE SOUTHEAST CORNER OF SECTION 6, TOWNSHIP 27 SOUTH, RANGE 16 EAST, PINELLAS COUNTY, FLORIDA; AND RUN NORTH 85° 40' 26" WEST ALONG THE SOUTH LINE OF THE SOUTHEAST 1/4 OF SAID SECTION 6 FOR A DISTANCE OF 885.46 FEET TO THE POINT OF BEGINNING BEING AT THE SOUTHEAST CORNER OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS (FORMERLY HILLSBOROUGH) COUNTY, FLORIDA; THENCE RUN NORTH 00° 09' 16" WEST ALONG THE EAST LINE OF THE AFORESAID LOT 42 AND THE EAST LINE OF THE WEST 1/3 OF LOT 41 FOR A DISTANCE OF 1319.40 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 41; THENCE RUN N 85° 42' 06" W ALONG THE NORTH LINE OF LOTS 41 AND 45 FOR A DISTANCE OF 1380.36 FEET TO A POINT ON THE EAST RIGHT OF WAY LINE OF STATE ROAD 55 (US HIGHWAY 19), RIGHT OF WAY WIDTH VARIES, AS SHOWN ON FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP SECTION NO. 15150-2548; THENCE RUN SOUTH 00° 02' 56" WEST ALONG SAID EAST RIGHT OF WAY LINE FOR A DISTANCE OF 1543.63 FEET; THENCE CONTINUE SOUTHERLY ALONG THE RIGHT OF WAY LINE AS PER THE ORDER OF TAKING AS RECORDED IN OFFICIAL RECORDS BOOK 6222, PAGE 2159 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR THE FOLLOWING TWO COURSES; THENCE RUN SOUTH 03° 40' 12" EAST FOR DISTANCE OF 308.34 FEET; THENCE RUN SOUTH 00° 02' 56" WEST FOR A DISTANCE OF 504.19 FEET; THENCE DEPARTING SAID EAST RIGHT OF WAY LINE AND RUN NORTH 77° 42' 54" EAST ALONG THE NORTHERLY RIGHT OF WAY LINE AS RECORDED IN OFFICIAL RECORDS BOOK 3268, PAGE 99 AND VACATED PER ORDINANCE 84-07 RECORDED IN OFFICIAL RECORDS BOOK 5746, PAGE 1209, ALL OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR A DISTANCE OF 1956.89 FEET TO A POINT ON THE EAST LINE OF BLOCK 96 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS AS RECORDED IN PLAT BOOK 4, PAGE 79 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, THENCE RUN NORTH 14° 38' 46" WEST ALONG THE EAST LINE OF BLOCK 96 AND BLOCK 90 OF THE AFORESAID OFFICIAL MAP OF THE TOWN OF TARPON SPRINGS FOR A DISTANCE OF 474.10 FEET TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF A 25 FOOT ROAD RIGHT OF WAY AS DESCRIBED IN THAT CERTAIN DEED RECORDED IN OFFICIAL RECORDS BOOK 2, PAGE 227 OF THE PUBLIC RECORD OF PINELLAS COUNTY, FLORIDA; THENCE

RUN NORTH 85° 40' 26" WEST ALONG SAID SOUTH RIGHT OF WAY LINE FOR A DISTANCE OF 431.33 FEET; THENCE RUN NORTH 00° 09' 16" WEST ALONG A SOUTHERLY EXTENSION OF THE EAST LINE OF LOT 42 OF THE TAMPA AND TARPON SPRINGS LAND COMPANY AS RECORDED IN PLAT BOOK H-1, PAGE 116 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA FOR A DISTANCE OF 25.08 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT LAND CONVEYED PURSUANT TO THAT CERTAIN SPECIAL WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 14238, PAGE 1044 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

## **RESOLUTION NO. 2020-72**

**A RESOLUTION OF THE CITY OF TARPON SPRINGS, FLORIDA, APPROVING APPLICATION #20-123 REQUESTING A CONDITIONAL USE PERMIT TO ALLOW THE ESTABLISHMENT OF A RESIDENTIAL USE IN THE COMMERCIAL GENERAL (CG) FUTURE LAND USE DISTRICT ON PROPERTY LOCATED AT 42501 U.S. HIGHWAY 19 NORTH; PROVIDING FOR FINDINGS; PROVIDING FOR CONDITIONS; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, the City of Tarpon Springs has received an application for a Conditional Use to allow for establishment of a residential use in the Commercial General (CG) Future Land Use Map (FLUM) category; and,

**WHEREAS**, Policy 2.4.3(e) of the City's Comprehensive Plan requires conditional use approval for such uses within the Commercial General FLUM category; and,

**WHEREAS**, the Planning and Zoning Board held a public hearing on this application at its meeting of November 16, 2020 and recommended approval; and,

**WHEREAS**, the Board of Commissioners must approve, deny or approve subject to conditions, each application for conditional use approval; and,

**WHEREAS**, written notice of this action has been provided in accordance with Article XII of the Comprehensive Zoning and Land Development Code.

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COMMISSIONERS OF THE CITY OF TARPON SPRINGS, FLORIDA, THAT:**

### **SECTION 1: FINDINGS**

Application #20-123 meets the criteria for approving a Conditional Use as set forth in Section 209.01 of the Land Development Code.

### **SECTION 2: CONDITIONAL USE APPROVAL**

Application #20-123 under Resolution 2020-72, requesting Conditional Use approval to allow establishment of a residential use on property located at 42501 U.S. Highway 19 North in the Commercial General (CG) Future Land Use Map category is approved.

### **SECTION 3: EFFECTIVE DATE**

This Resolution shall be effective upon adoption of Ordinance 2020-34.