



Anclote Harbor Apartments

Thursday, January 7, 2021

Board of City Commissioners Hearing

City of Tarpon Springs

Mobility Management (Section 122.11)

Section 122.11.01

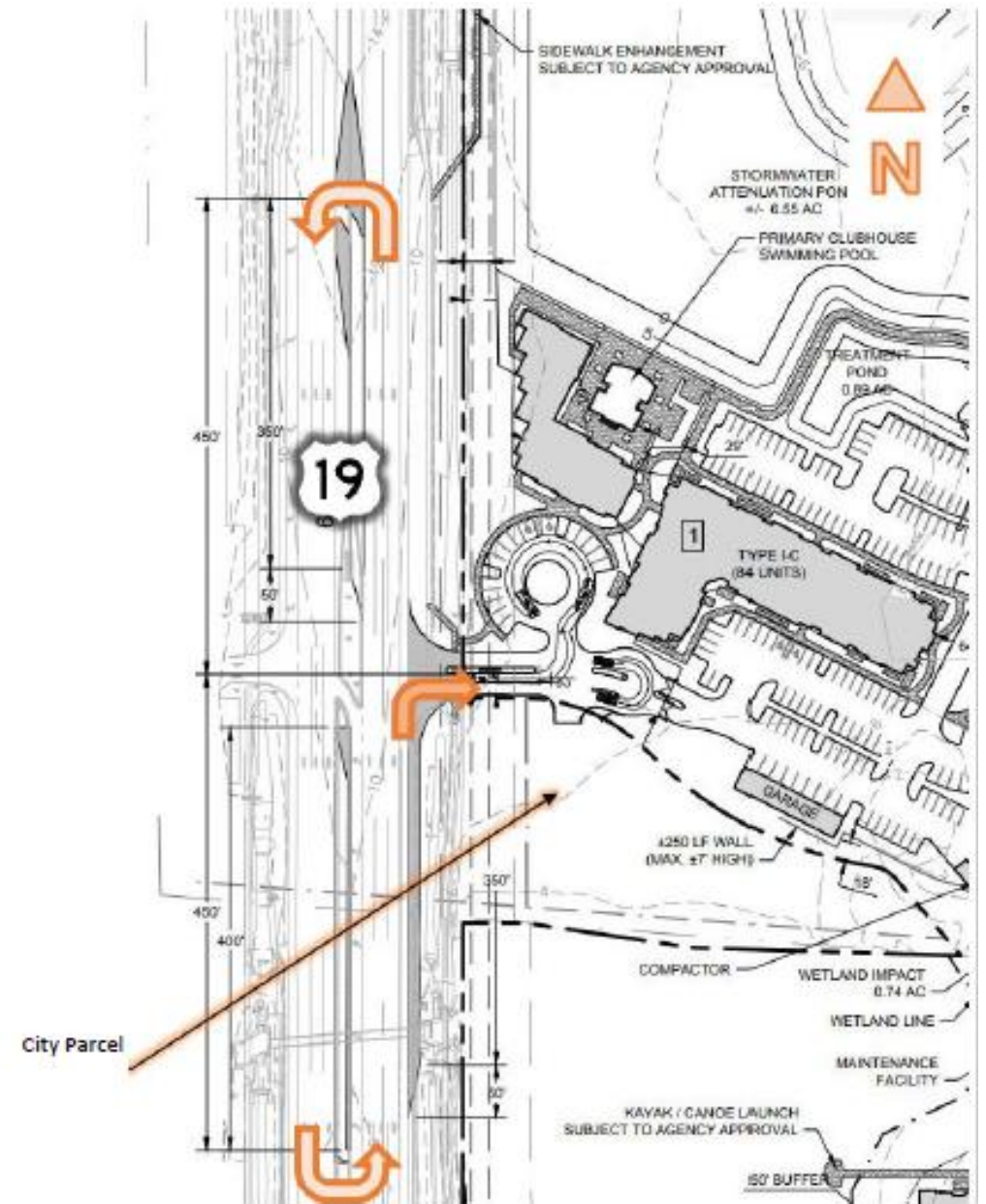
- “In 2013, the Pinellas County Metropolitan Planning Organization approved the Pinellas County Mobility Plan Report. The intent of the Mobility Plan is to **replace local transportation concurrency management programs** with a system that provides local governments with the means to manage the traffic impacts of development projects **without requiring developers to meet adopted level of service standards.**”

Section 122.11.03

- “**Transportation management plans** are required for development applications seeking to utilize transportation management strategies/improvements to address their development impacts”

Transportation Analysis

- Worked extensively with City of Tarpon Springs (and their consultant) and Florida Department of Transportation (FDOT) Staff (Joel Provenzano)
- Access based upon direction from the FDOT to construct “Offset Left-Turn Median Opening” to improve safety over a “Full” or “Directional” Median Opening centered on the Project’s Driveway Access
- Conducted Traffic Operational Analysis as required by City and for submittal to the FDOT as part of the permitting process for the “Offset Left-Turn Median Opening” Design



Traffic Study

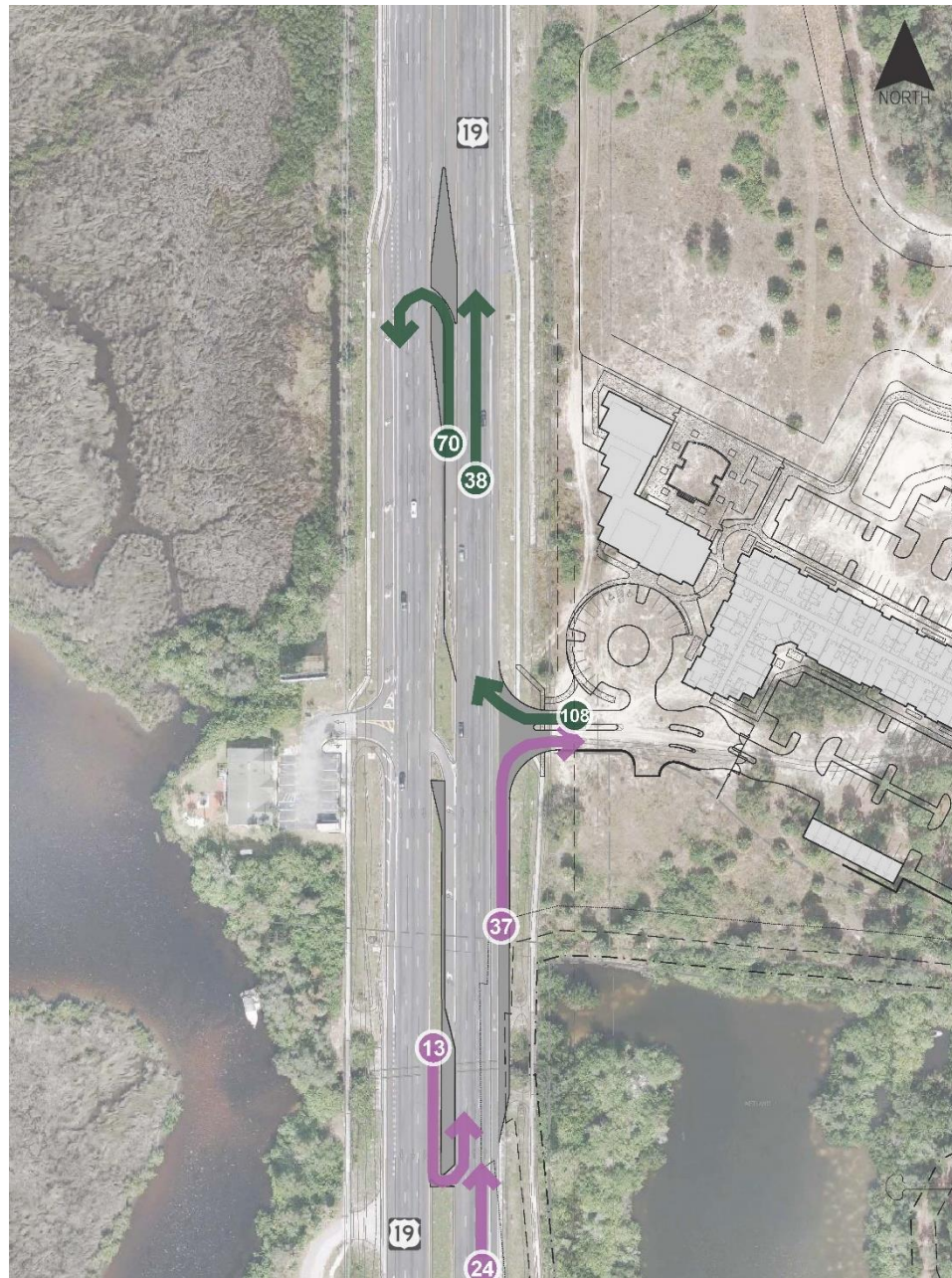
- Project Traffic

- AM Peak Hour

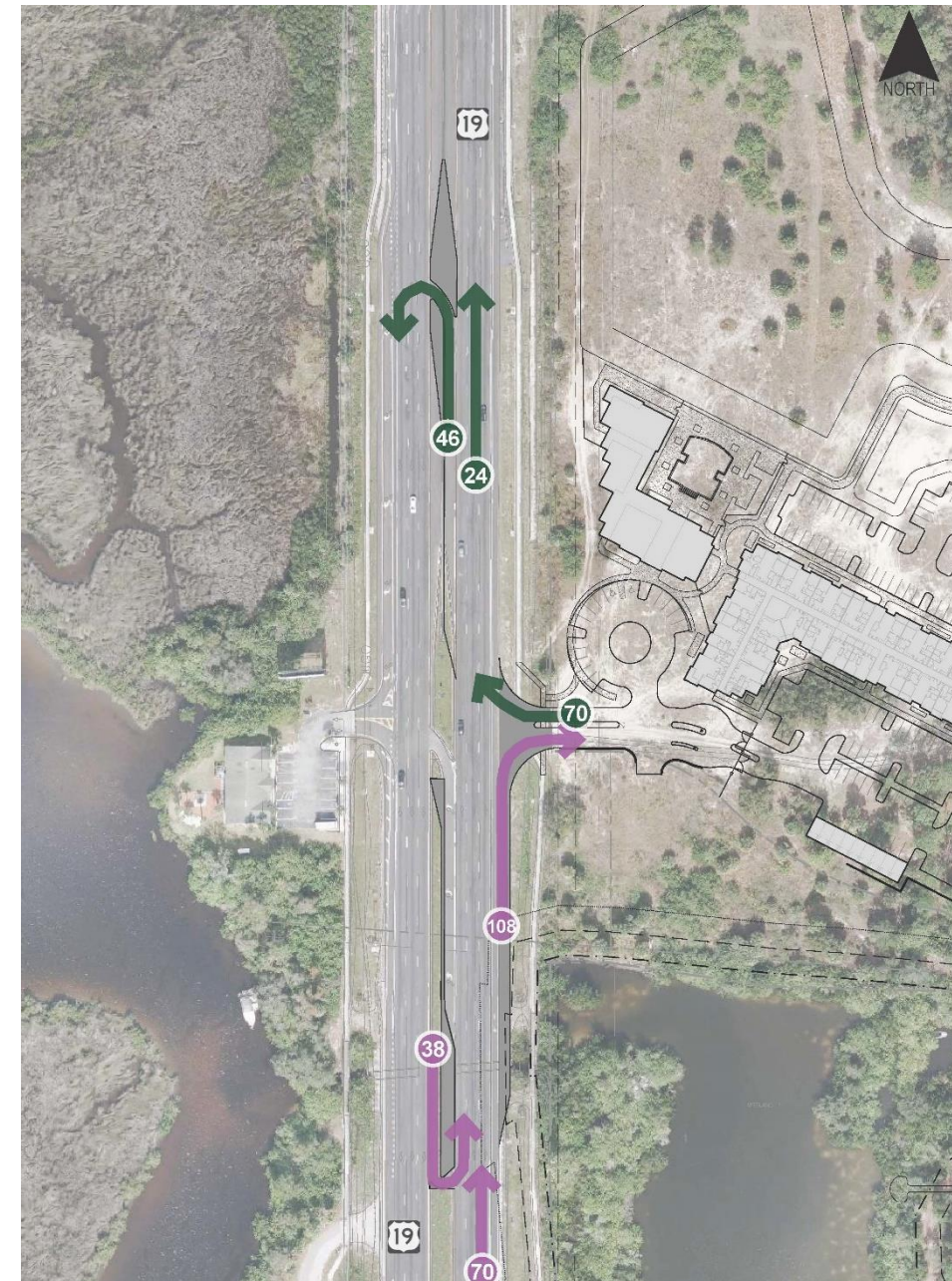
- 37 Ingress
- 108 Egress

- PM Peak Hour

- 108 Ingress
- 70 Egress



AM Peak Hour Project Traffic



PM Peak Hour Project Traffic

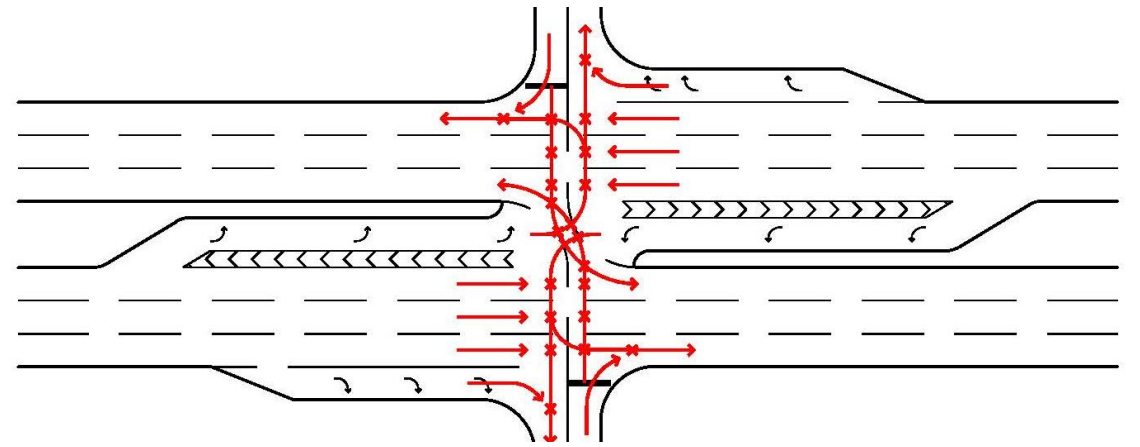
Comparable Site Analysis (Other Potential Uses)

Land Use	A.M. Peak-Hour Trips	P.M. Peak-Hour Trips	% Increase Over Apartment
460,000 square feet Shopping Center	252	1,111	74% AM 524% PM
347,000 square feet Office Building	353	372	143% AM 109% PM
404 Apartment Units	145	178	--

Conflict Graphics

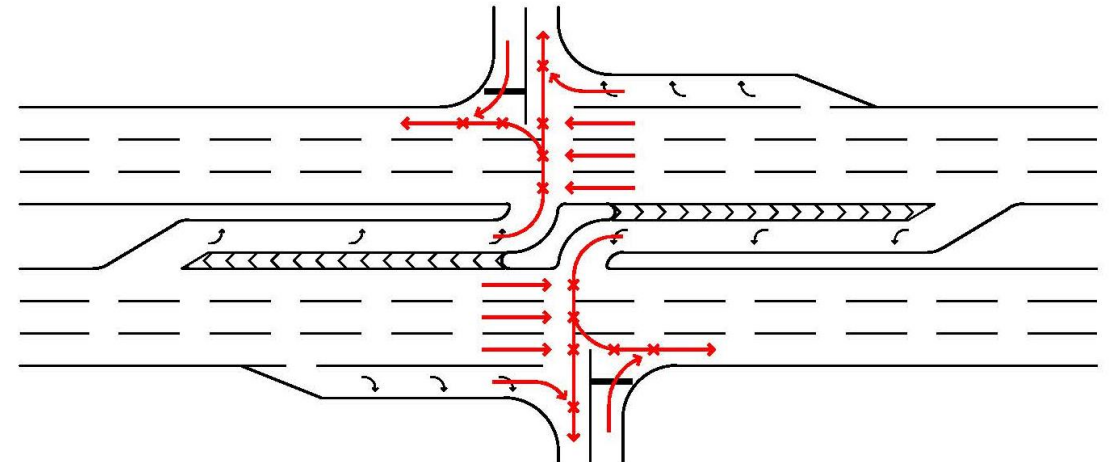
Full Directional Median Opening

- ✘ 22 Conflict Points
(Left Turn Movements)



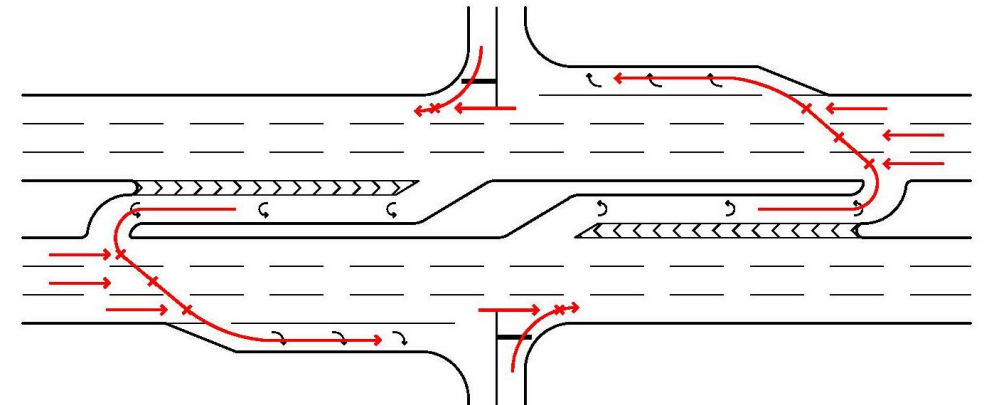
Bi-Directional Median Opening

- ✘ 12 Conflict Points
(Left Turn Movements)



Offset Left-Turn Median Opening

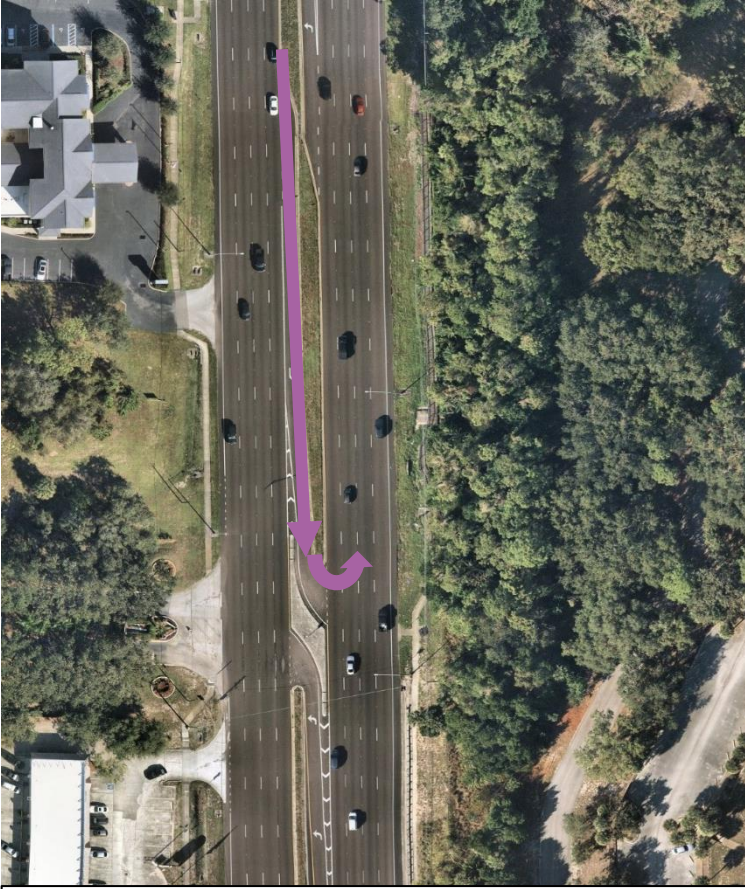
- ✘ 8 Conflict Points
(Left Turn Movements)



Existing Examples on US 19 of Offset Left-Turn Median Openings



North of 46th St N on US 19
(Crystal Lake MHP | 167 Homes)

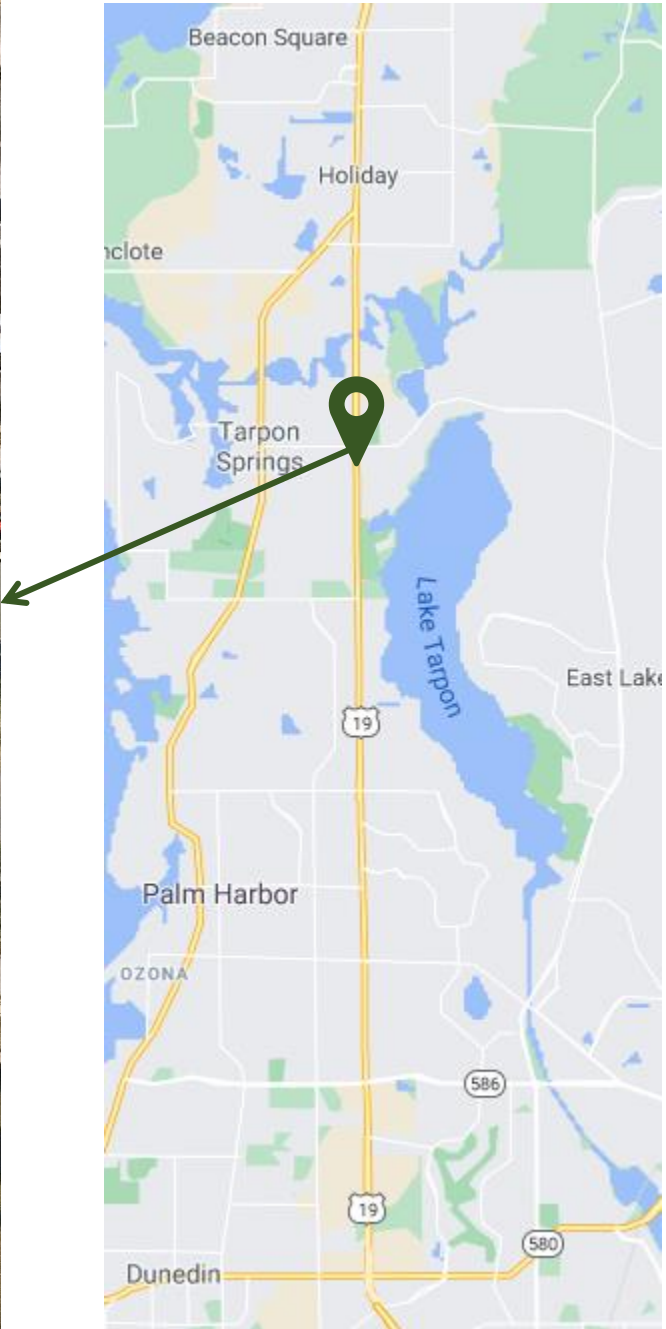
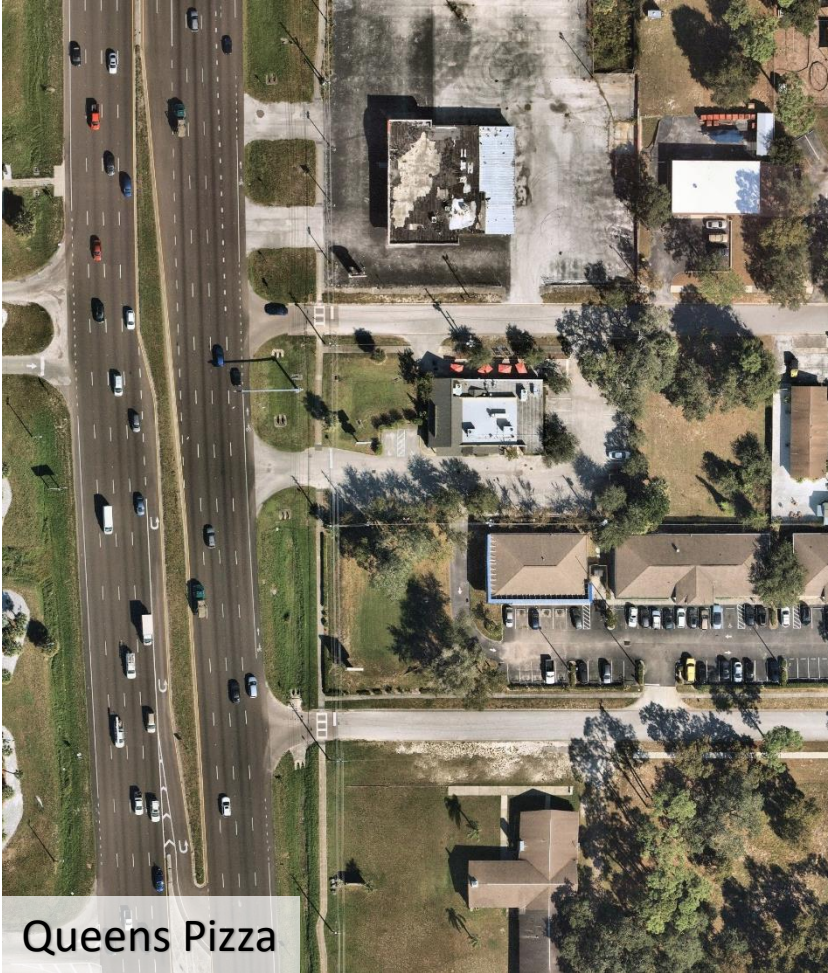


At Sun Valley Blvd on US 19
(Sun Valley MHP | 257 Homes)

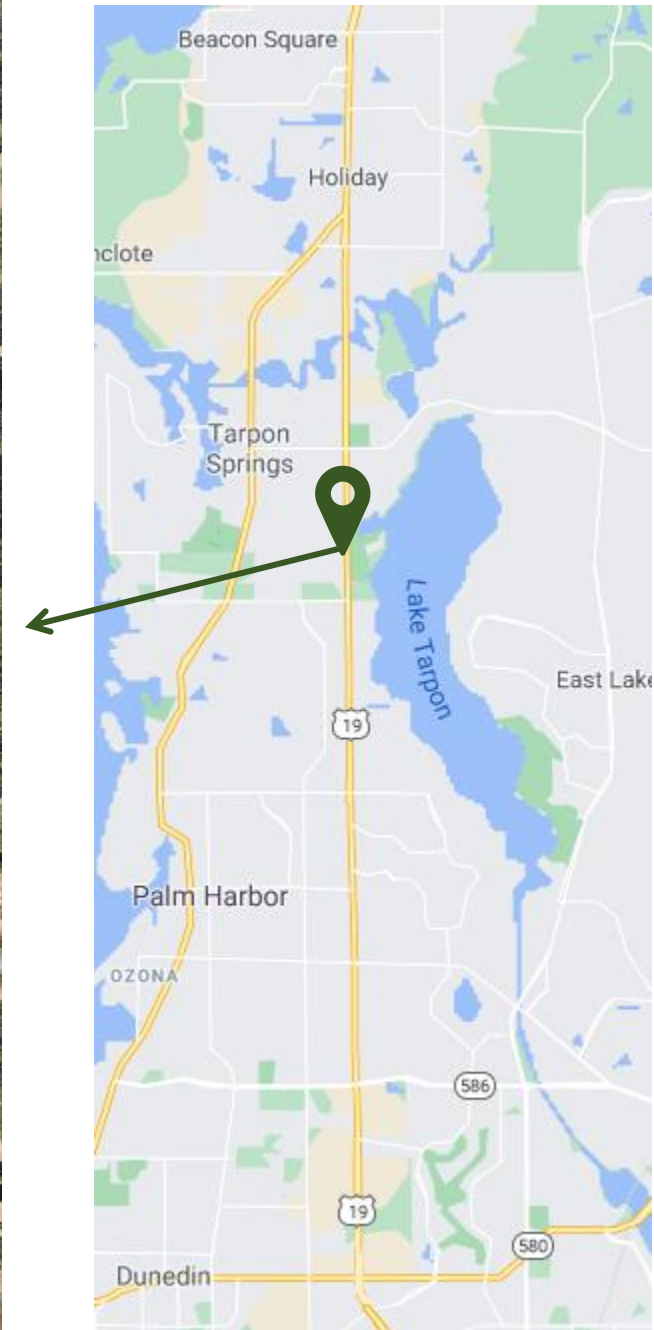
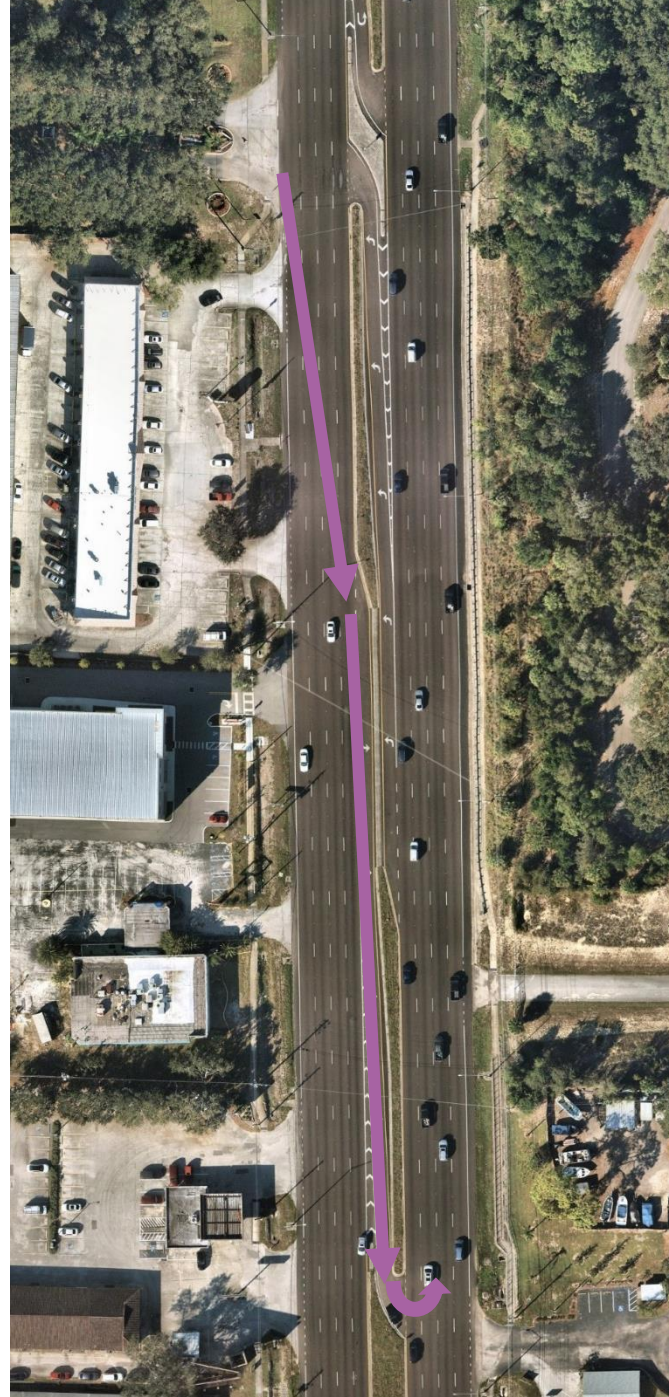


At River Watch Blvd on US 19
(River Watch | 138 Homes)

Existing Examples on US 19 of Offset Left-Turn Median Openings



Existing Examples on US 19 of Offset Left-Turn Median Openings

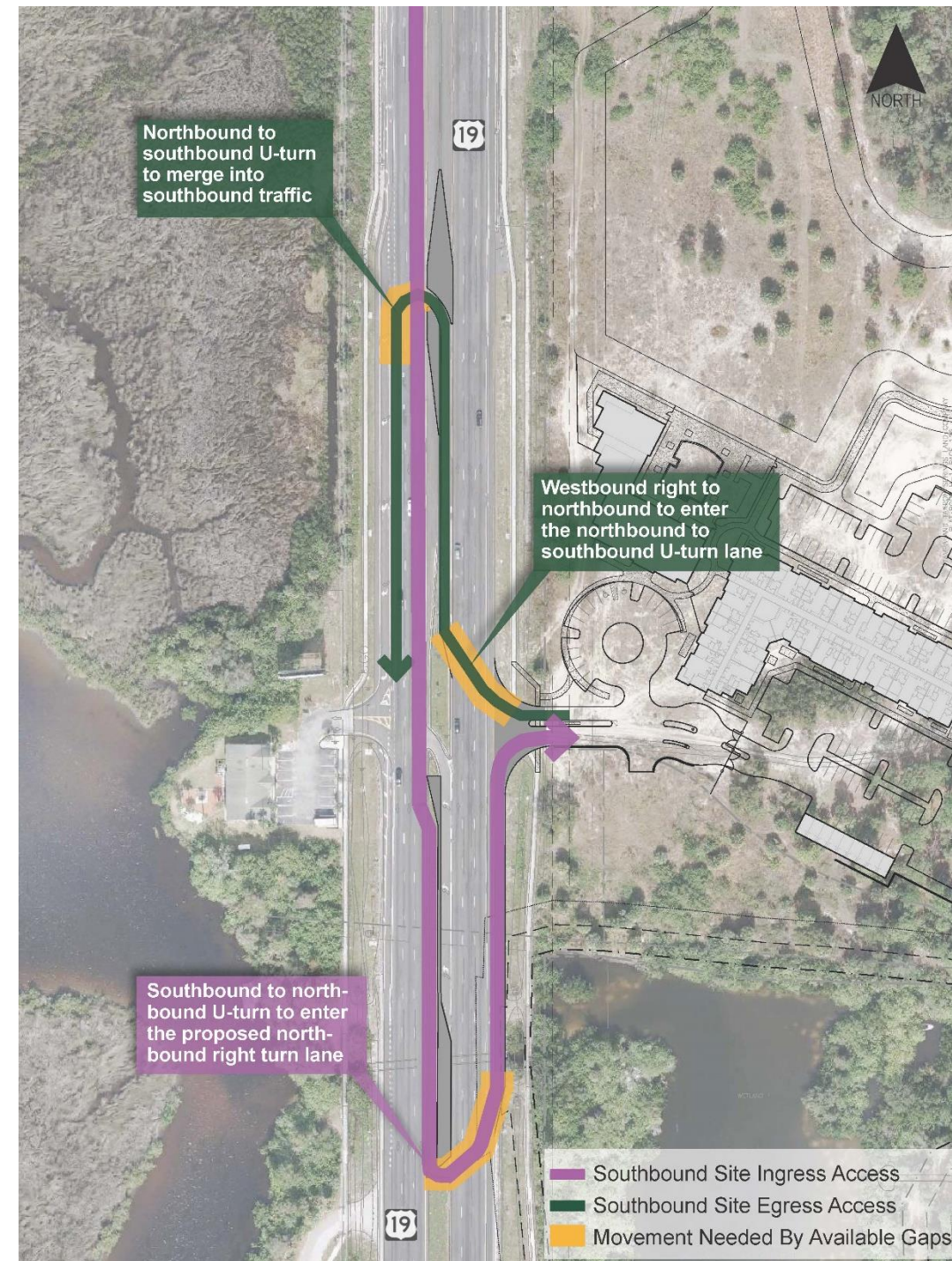


Offset Left-Turn Median Openings:

Safety Improvements

- Eliminates two of the highest risk movements (exiting *left-turn*, and entering/exiting *through* movement)
 - **40%+ reduction** in **injury** crashes
 - **70% reduction** in **fatal** crashes
 - Approx. **50% decrease** in number and severity of **conflict points**
- Reduces delay and congestion and minor road queuing
- Increased pedestrian and bicycle safety

Source: Federal Highway Administration and Georgia Department of Transportation



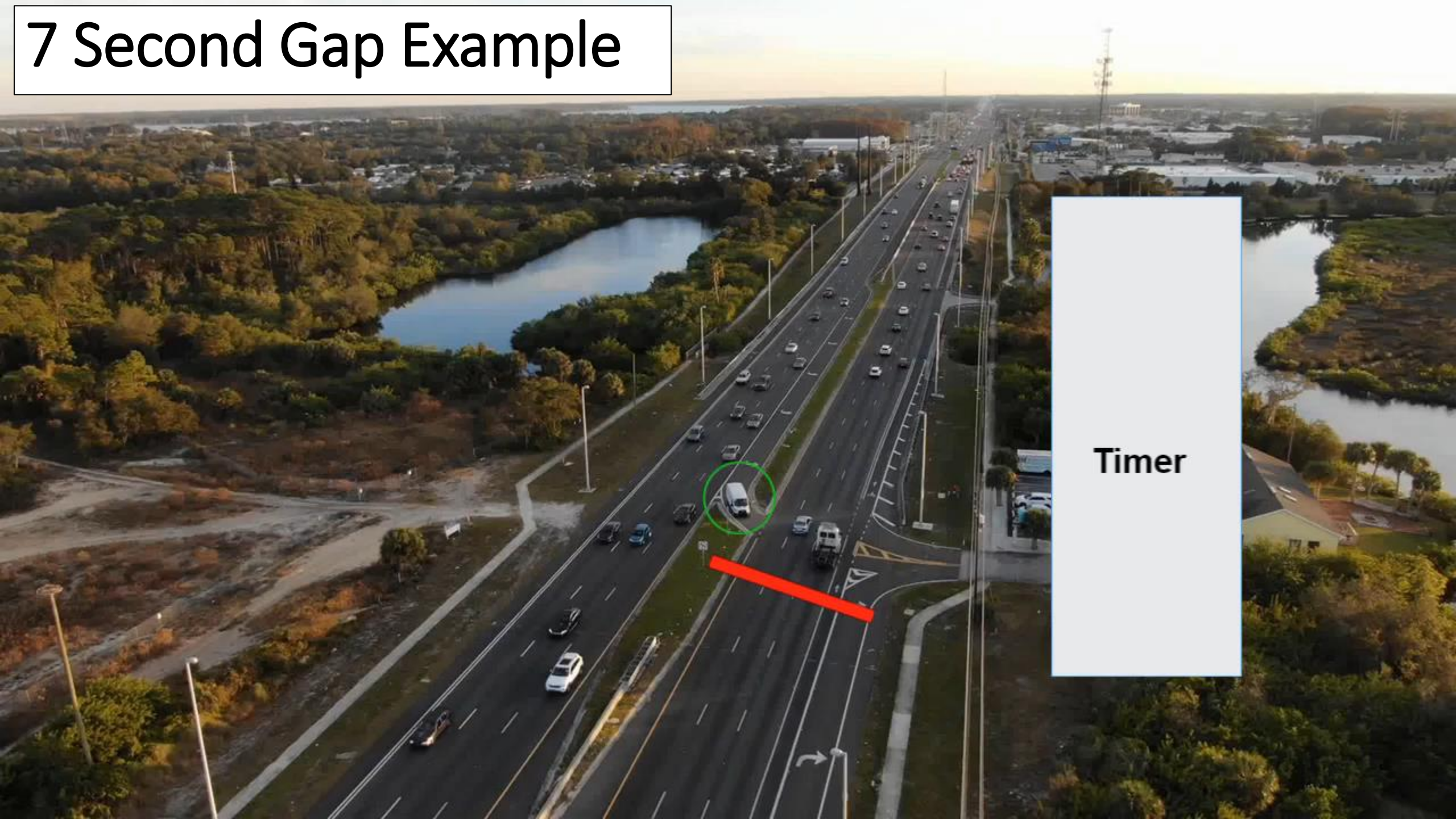
US 19 Gap Study

- Conducted to estimate available gaps on US 19 at the proposed Anclothe Harbor project site driveway
- Gaps are best estimated by vehicles through existing conditions (i.e. conducting the proposed maneuvers required by the Offset Left-Turn Median Opening access along US 19)
- Based upon Field Trials, a 5 second gap was identified to be sufficient for maneuvers associated with the Offset Left-Turns
- Gaps based upon FDOT Manual on Uniform Traffic Studies (MUTS), Table 8-1, Transportation Research Board, Highway Capacity Manual, Washington, D.C., TRB 2010, Exhibit 19-10, Page 19-15



Example of 5 Second Gap (Looking Southbound on US 19)

7 Second Gap Example

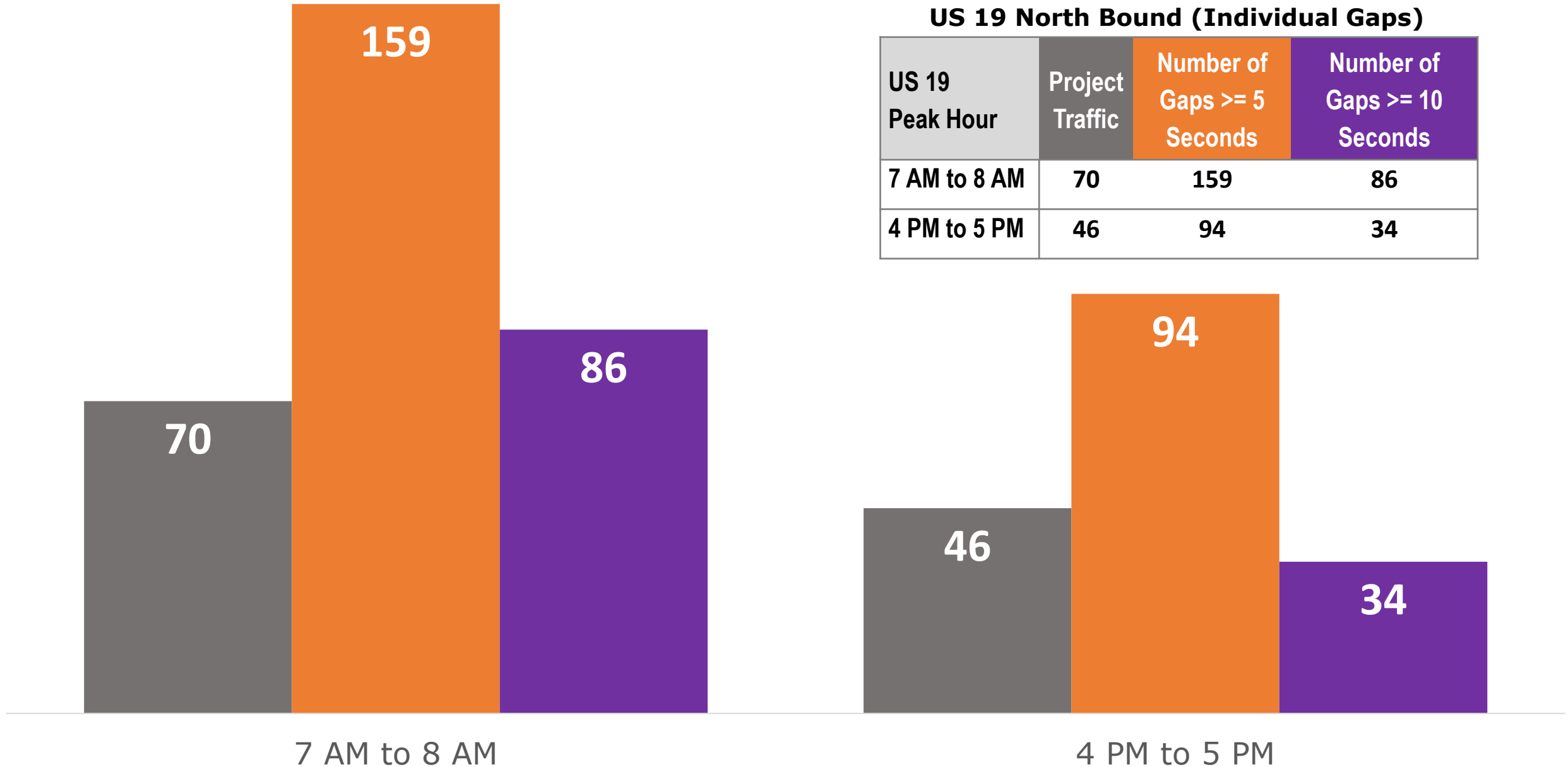


Timer

Gap Study Results

US 19 North Bound (Individual Gaps)

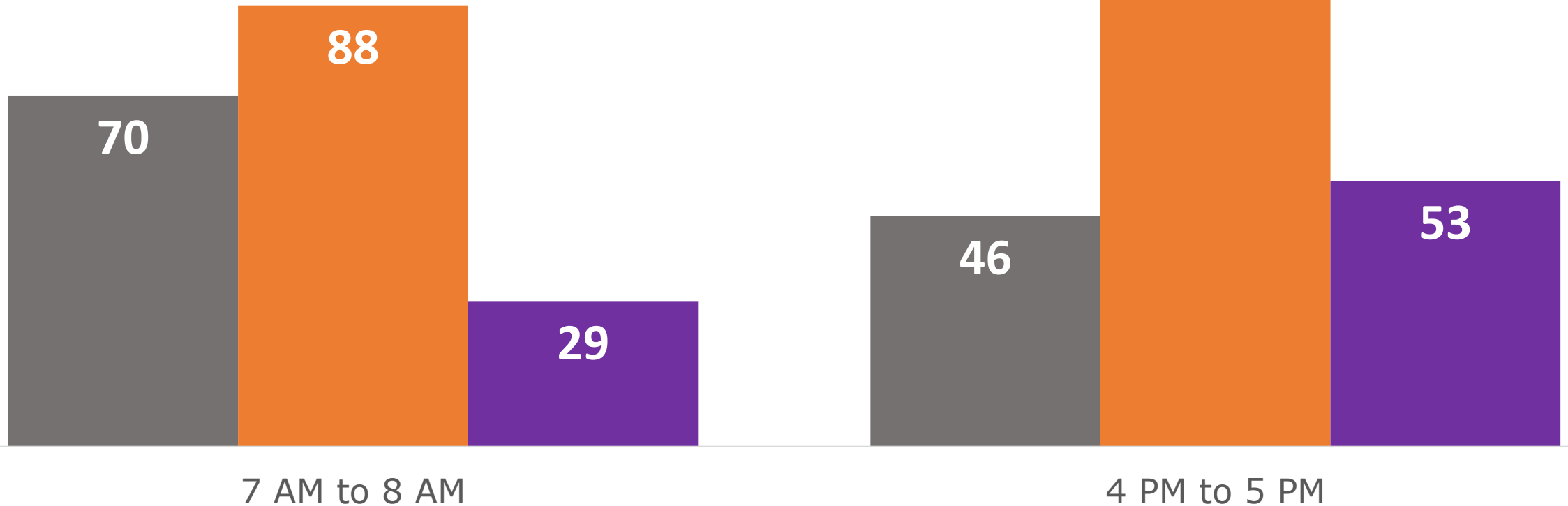
US 19 Peak Hour	Project Traffic	Number of Gaps \geq 5 Seconds	Number of Gaps \geq 10 Seconds
7 AM to 8 AM	70	159	86
4 PM to 5 PM	46	94	34



Gap Study Results

US 19 South Bound (Individual Gaps)

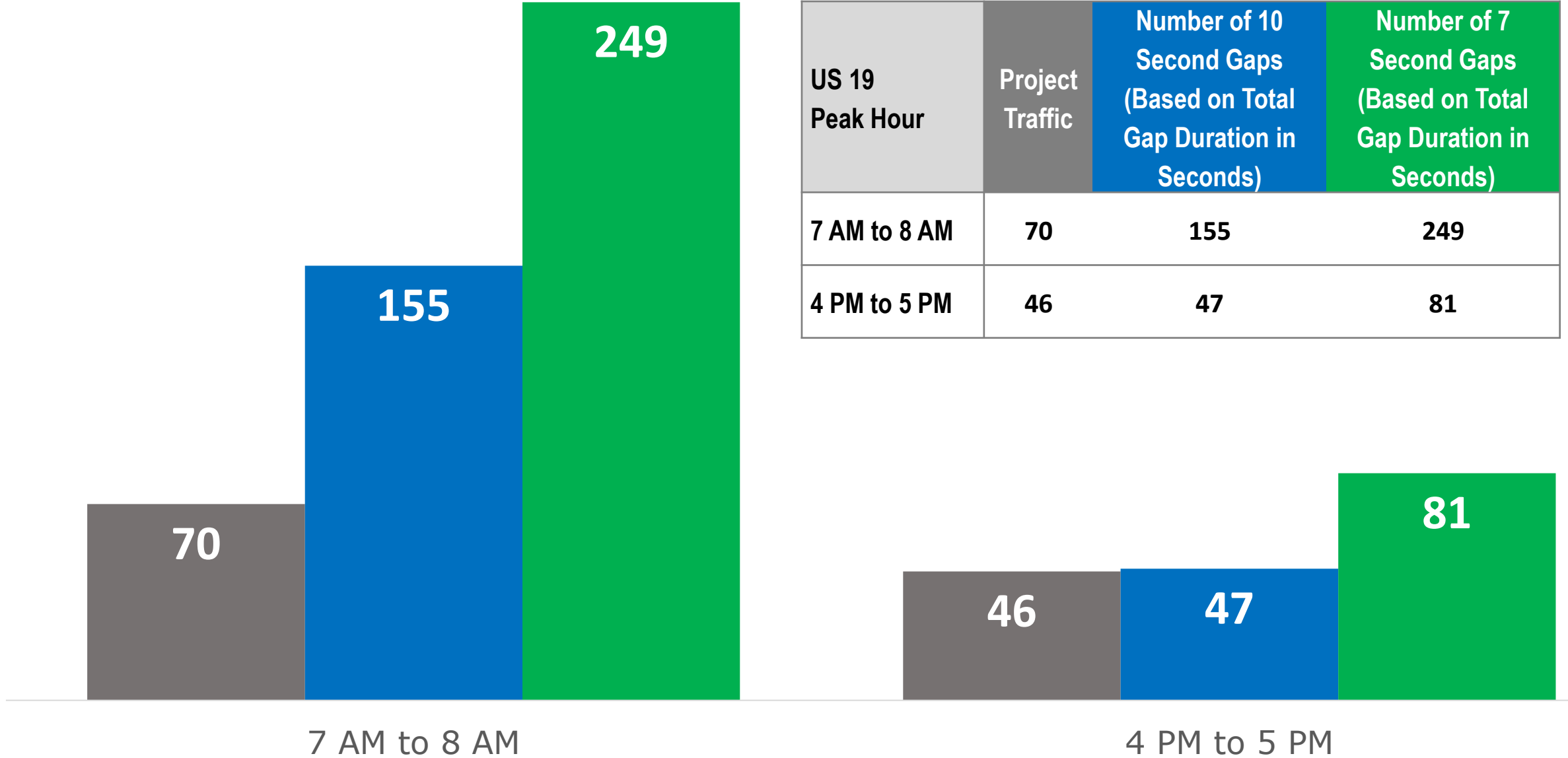
US 19 Peak Hour	Project Traffic	Number of Gaps \geq 5 Seconds	Number of Gaps \geq 10 Seconds
7 AM to 8 AM	70	88	29
4 PM to 5 PM	46	160	53



Updated Gap Study Results

US 19 North Bound (Gap Duration)

US 19 Peak Hour	Project Traffic	Number of 10 Second Gaps (Based on Total Gap Duration in Seconds)	Number of 7 Second Gaps (Based on Total Gap Duration in Seconds)
7 AM to 8 AM	70	155	249
4 PM to 5 PM	46	47	81



Updated Gap Study Results

US 19 South Bound (Gap Duration)

US 19 Peak Hour	Project Traffic	Number of 10 Second Gaps (Based on Total Gap Duration in Seconds)	Number of 7 Second Gaps (Based on Total Gap Duration in Seconds)
7 AM to 8 AM	70	55	103
4 PM to 5 PM	46	94	173



7 AM to 8 AM

4 PM to 5 PM



Drone Video and Gap Analysis of US 19:

City Consultant Review of City Drone Video of US 19 Traffic

> Consultants Conclusion:

“The December 2, 2020 Anclote Harbor Apartments presentation has reported a little over 200 >5 second gaps for the AM period between 7am to 8 am. This number seems reasonable given the three drone videos from 12/14/2020.”

ATTACHMENT “D”

Drone Video and “Gap Analysis” of US 19 Traffic

The applicant’s engineer presented information during the 1st public hearing regarding “gaps” in traffic flow that make the use of offset left-turns/u-turns the preferred method of ingress and egress into the proposed apartment complex.

City staff utilized the City’s drone to obtain video of this segment of US 19 between 7:30 a.m. and 8:00 a.m. on Monday, Dec 14, 2020. Three video segments are provided and posted with links on the City’s agenda website. The links are also provided below for reference.

Anclote Harbors Drone Video US 19 12-14-2020

[Video #1](#) looking north at 100 feet high from 7:18am to 7:28am

[Video #2](#) looking south at 170 feet high from 7:29 am to 7:37am

[Video #3](#) looking north at 170 feet high from 7:42am to 7:52am

The City’s traffic engineering consultant (Linda Hess, American Consulting Professionals, LLC) reviewed the City’s video, as well as the evidence presented by the applicant’s engineer regarding the available gaps in US 19 traffic patterns. The following comments were received from Ms. Hess:

“I reviewed the first five minutes of all three videos and counted the amount of five second gaps for northbound US 19. Only northbound gaps were counted. In all three videos I counted approximately 30 five second gaps within the five minute period (I counted 34 five second gaps in video 62). There were at least two times in each video where 20 second or larger gaps were observed. This could be due to the signal cycle of the signal located downstream to the south. If these three videos accurately portray the AM peak traffic conditions for the area, a total of 360 five-second gaps could be provided an hour (this is an estimate based on the 5 minute sample size, the actual gap study should collect gap data for the entire peak period and follow guidelines in the FDOT Manual of Uniform Traffic Studies January 2021). The December 2, 2020 Anclote Harbor Apartments presentation has reported a little over 200 >5 second gaps for the AM period between 7am to 8am. This number seems reasonable given the three drone videos from 12/14/2020.

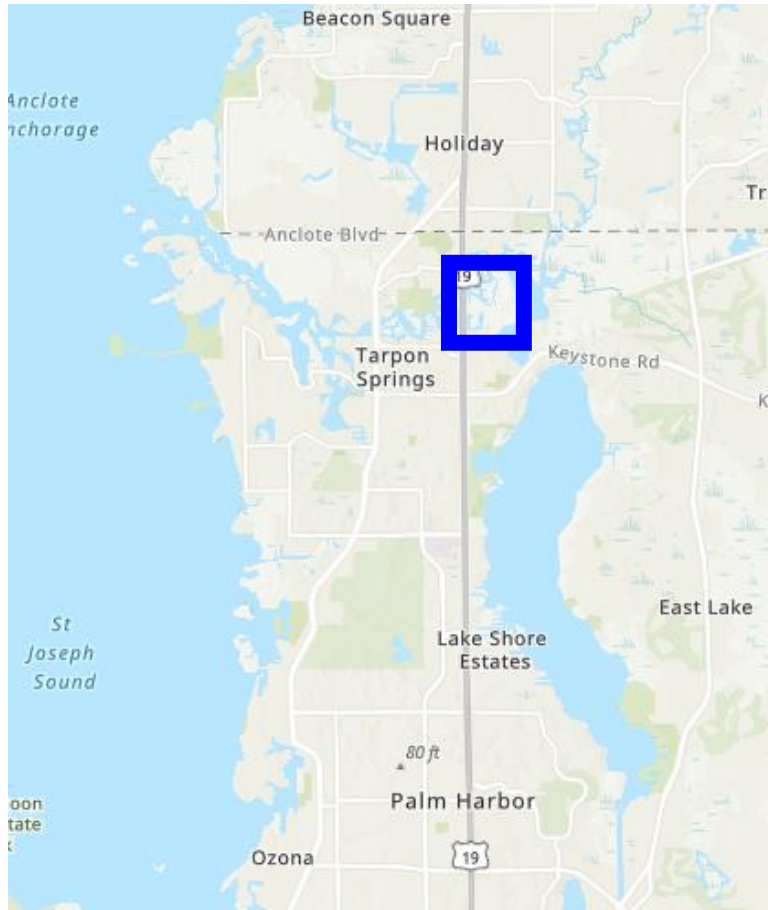
Please note that these findings are for the Monday 12/14/2020 that the video was collected. Usually traffic counts or data are collected on a Tuesday, Wednesday or Thursday for a more standard weekday condition. The videos were only for the AM peak period. No data was provided for the PM peak. If the northbound direction for US 19 is the peak direction in the PM period, new data should be collected in the PM peak to account for this.”

Questions?

Comparable Site Analysis (Other Potential Uses)

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Project Location



42501 US HIGHWAY 19 N
TARPON SPRINGS, FL 33138



Site Plan

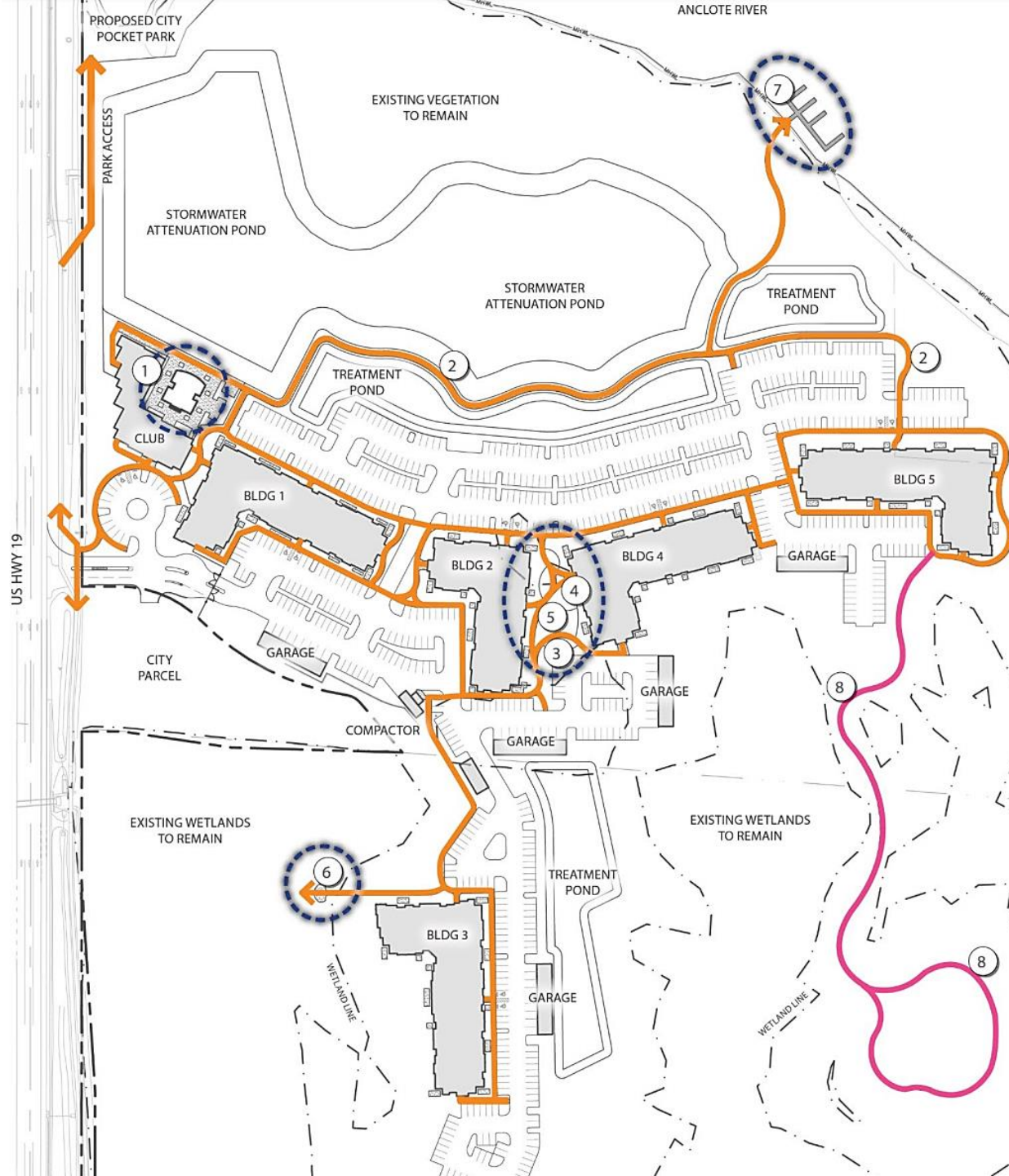


Features



- 1** Primary Clubhouse Swimming Pool
 - +/- 2,200 SF recreational swimming pool
 - 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 ponds
 - Comfort stations with areas for seating and gathering
- 3** Secondary Exterior Gathering Space
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 - Recreational yard games
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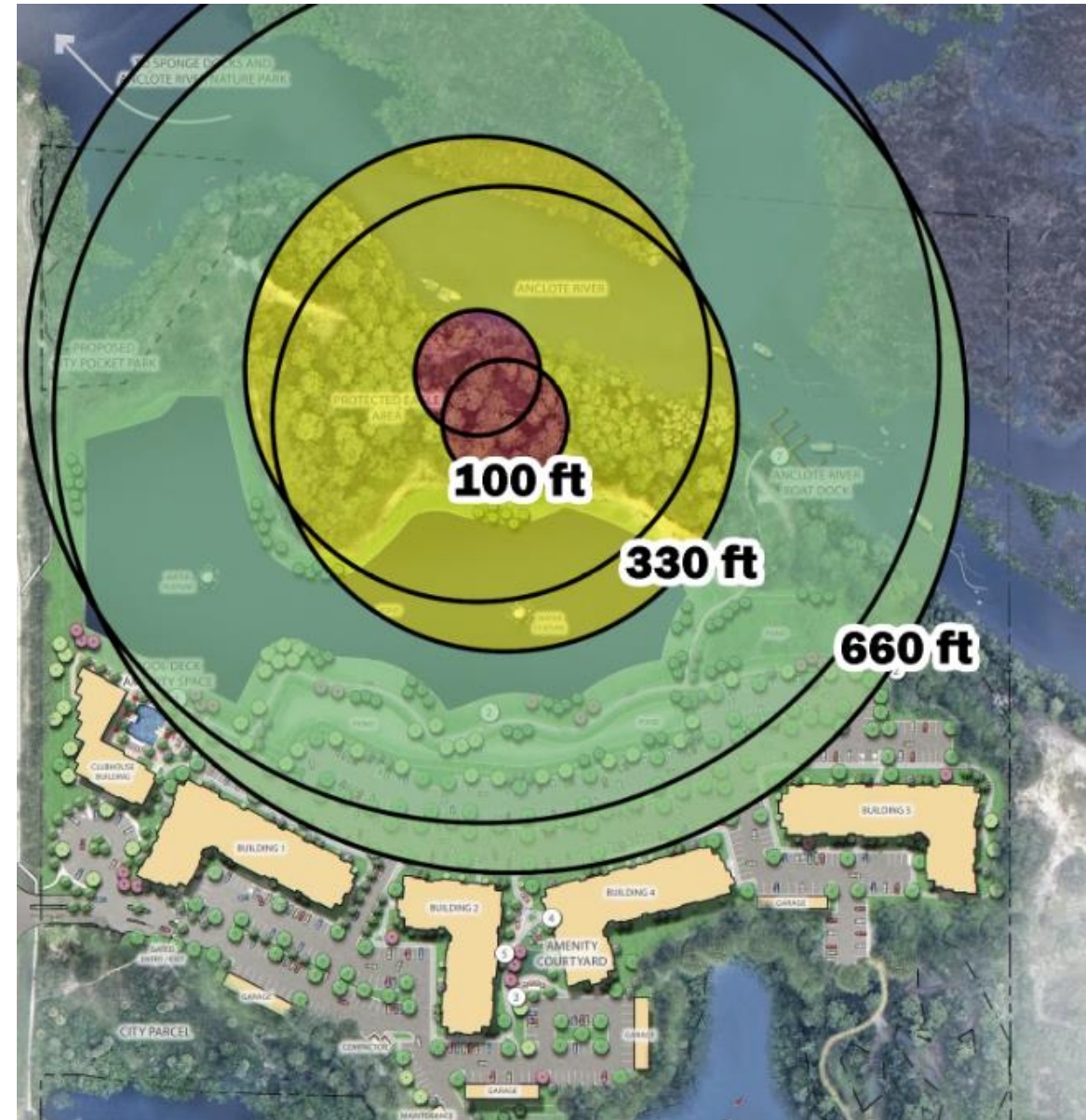
Circulation



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Eagle Nest Protection

- U.S. Fish and Wildlife permit required for the construction of improvements
- Within 100 ft of the 2 nests:
 - No construction
- Within 330 ft of the nests:
 - Portion of retention pond
 - Improvement conducted outside of the nesting season (October 1 through May 15)
- Within 660 ft of nests:
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Eagle Nest Protection

- Wooded area preservation
 - Visual shield
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- Retention pond buffer
 - Isolation of the nests to human environment
- Environmental monitoring
 - Monitoring of nests during nesting season and reporting to US Fish
 - Consultant guidance of best practices during construction





Village at Baldwin Park (Representative Project)
Orlando 2008



Terraces at Town Center (Representative Project)
Jacksonville 2013



Representative Monument Signs

Economic Impact: Taxes

\$1.4 Million New Ad Valorem Taxes Generated Annually by the Project

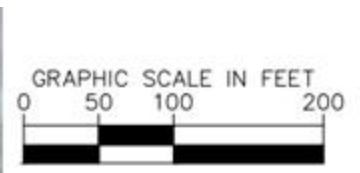
- City's annual share of New Ad Valorem Taxes- \$379,659
- County's share of New Ad Valorem Taxes- \$372,978
- School Board's annual share of New Ad Valorem Taxes- \$454,389
- Additional \$207,101 New Ad Valorem Taxes to support EMS, Health Department, PPC, SWFWMD, Juvenile Welfare Board and Suncoast Transit Authority.

Economic Impact: Impact Fees

- \$ 2.9 Million New Impact Fees paid by the Project including:
 - Transportation Impact Fees- \$573,680
 - Water Impact Fees- \$937,280
 - Sewer Impact Fees- \$652,864
 - Parks & Recreation Impact Fees- \$393,492
 - Library Impact Fees- \$140,188
 - Police Impact Fees- \$ 138,996
 - Fire Impact Fees- \$119,099
 - General Government Impact Fees- \$29,775

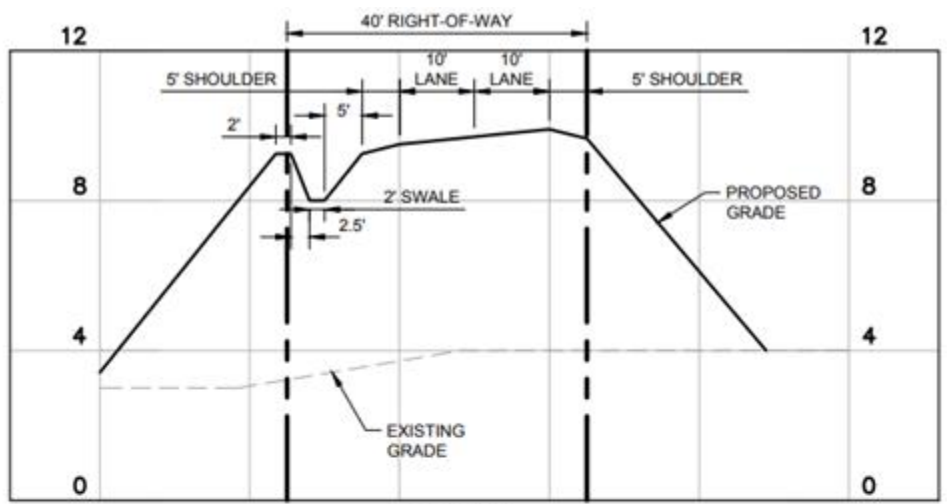
Economic Impact: Additional Benefits

- New Local Spending by new residents estimated at \$8 million
- New Jobs for the Community estimated at 356 new jobs
- New Customers to patronize the Sponge Docks, Historic Downtown and all of City's businesses
- New Franchise Fees paid to City on Utilities
- New public art project onsite or payment in lieu to public art fund



LEGEND

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



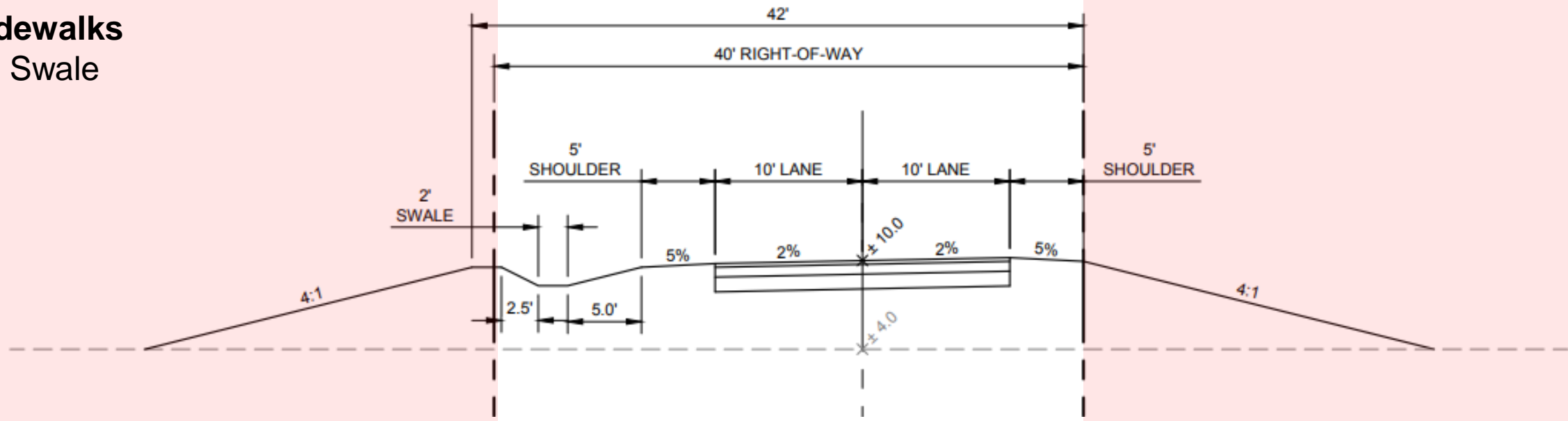
SECTION A-A
SCALE: 1" = 20' HORIZ
1" = 4' VERT.



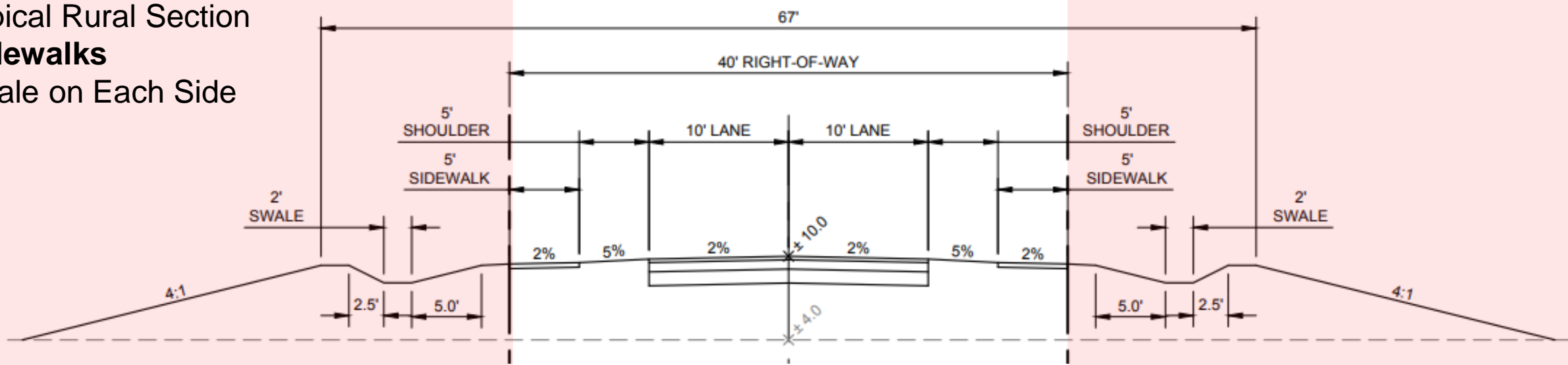
**ANCLOTE HARBOR
SECONDARY ACCESS EXHIBIT**



Typical Rural Section
No Sidewalks
Single Swale



Typical Rural Section
Sidewalks
Swale on Each Side



Questions?



Great Horned Owl – Larger Nest (1/6/2021)



Smaller Nest (1/6/2021)

Questions?



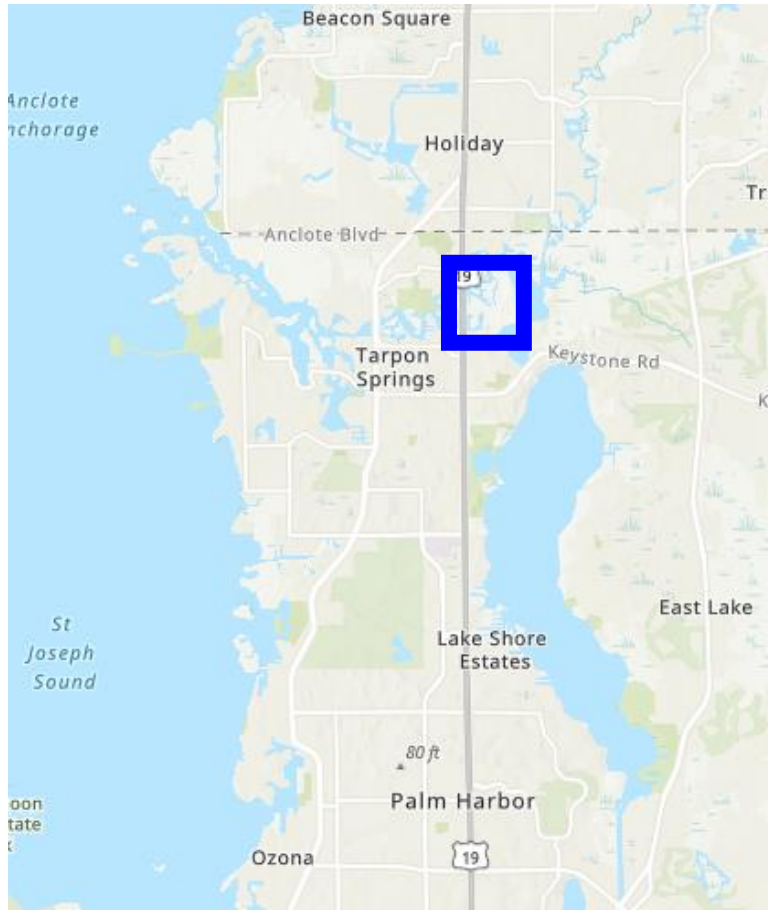
*First Reading
Slides*

Anclote Harbor Apartments

Tuesday December 8, 2020

Board of City Commissioners Hearing

Project Location



42501 US HIGHWAY 19 N
TARPON SPRINGS, FL 33138



Site Plan





Access

◀ Exit Lane

Entrance Lane ▶

Entrance Lane ▶

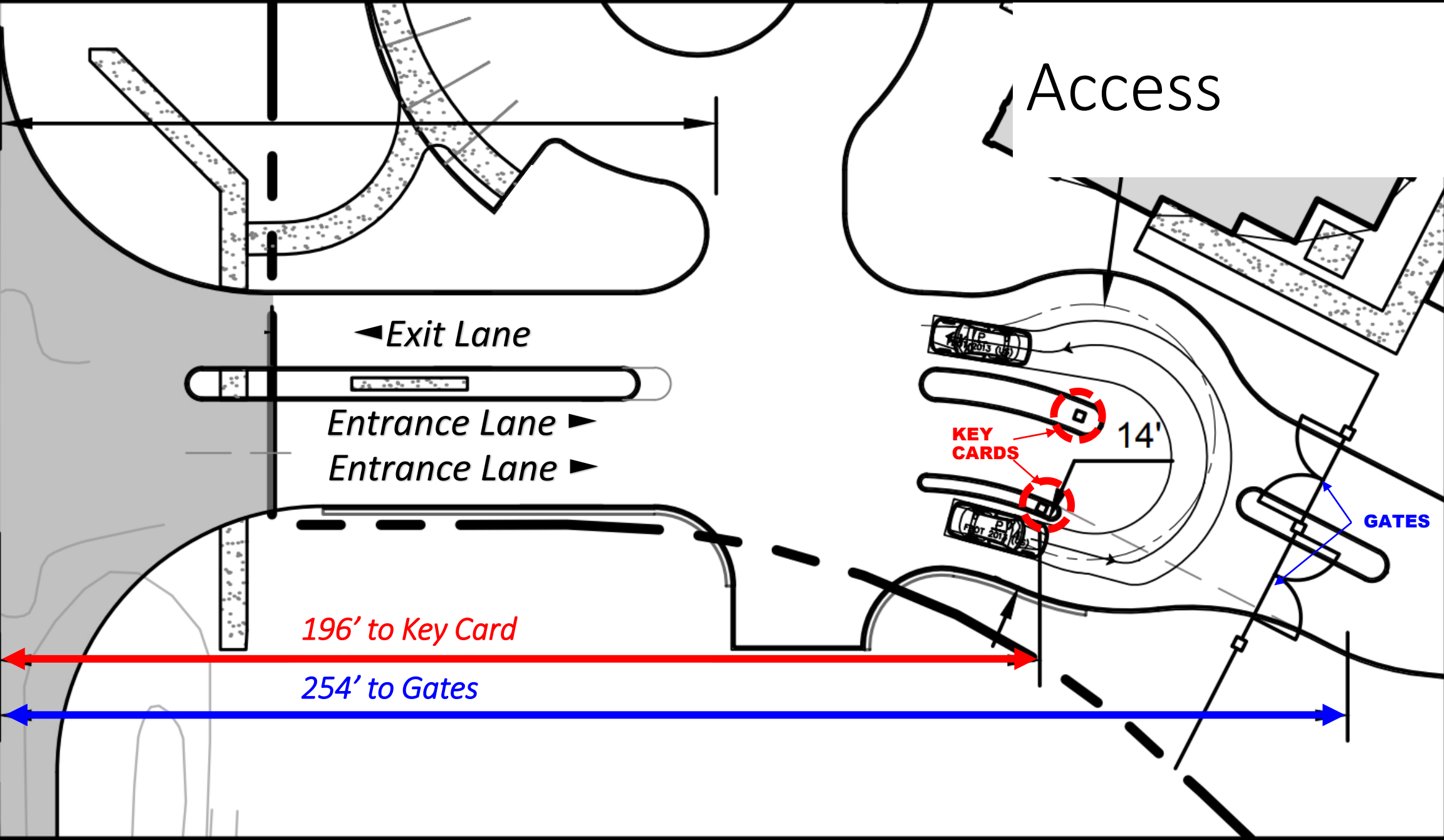
KEY CARDS

14'

GATES

196' to Key Card

254' to Gates

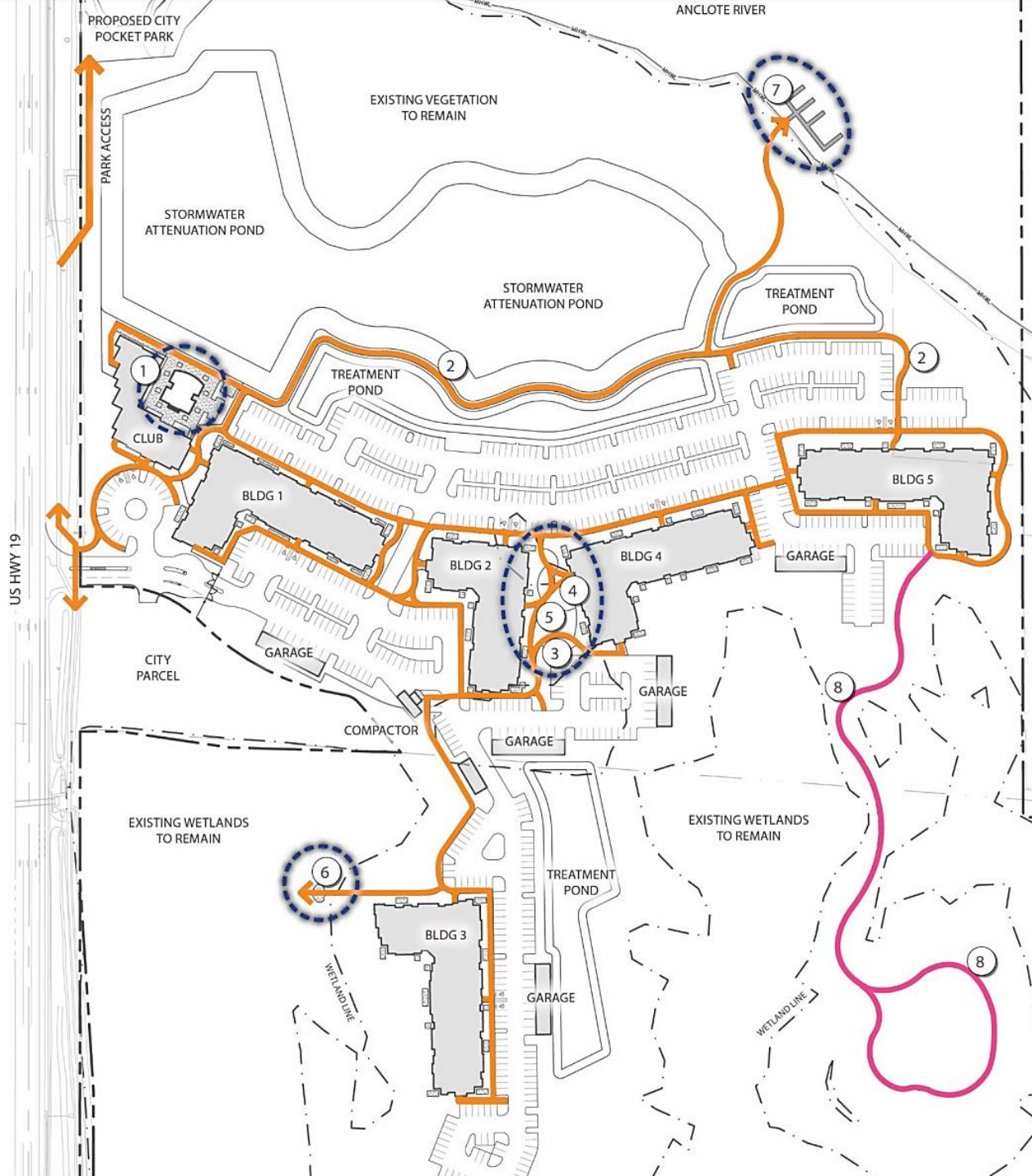


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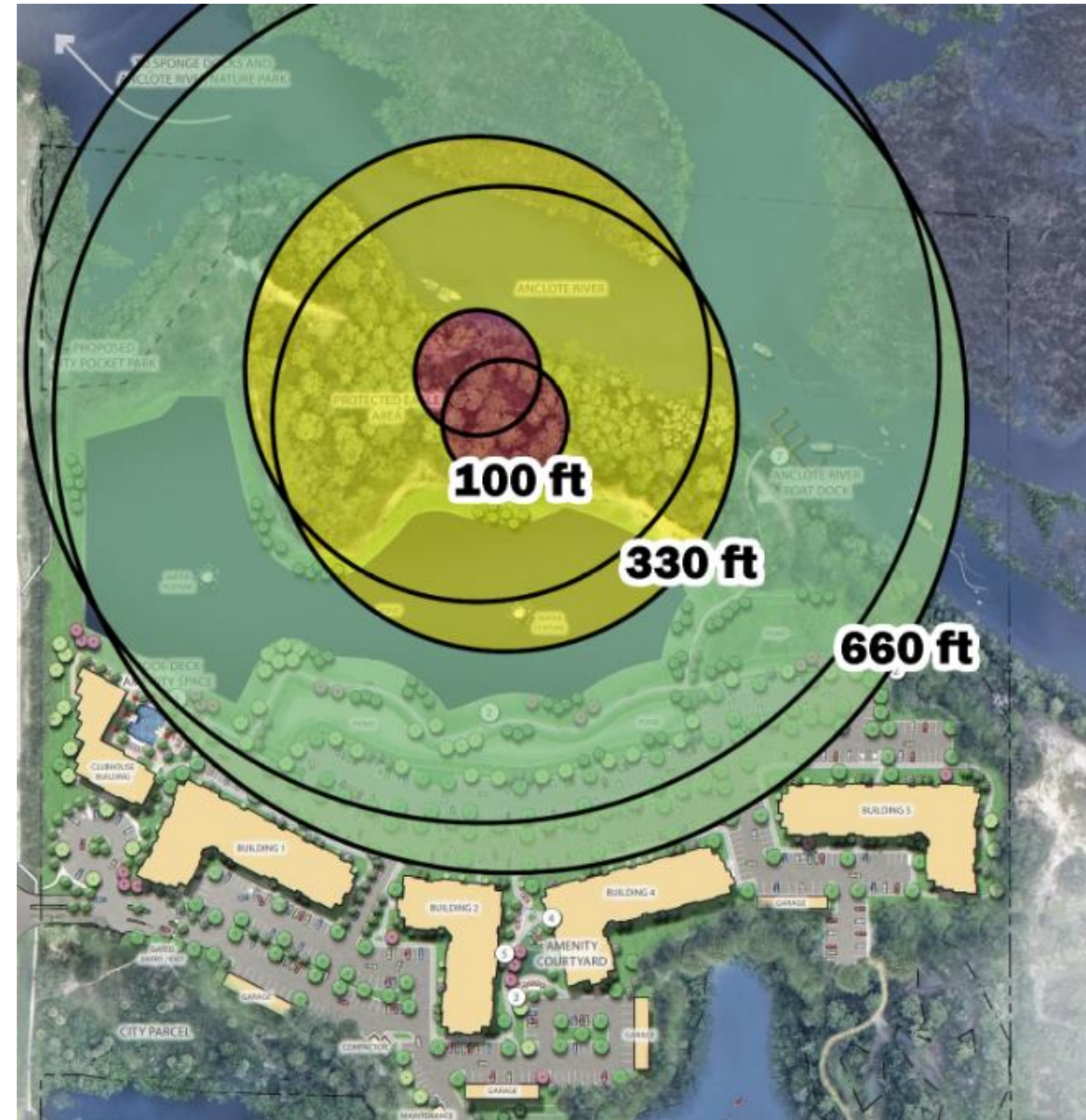


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Park



TO SPONGE DOCKS AND
ANCLOTHE RIVER NATURE PARK

US HWY 19

**PROPOSED
CITY POCKET PARK**

ANCLOTHE RIVER

PROTECTED EAGLE
AREA

7
ANCLOTHE RIVER
BOAT DOCK

WATER
FEATURE

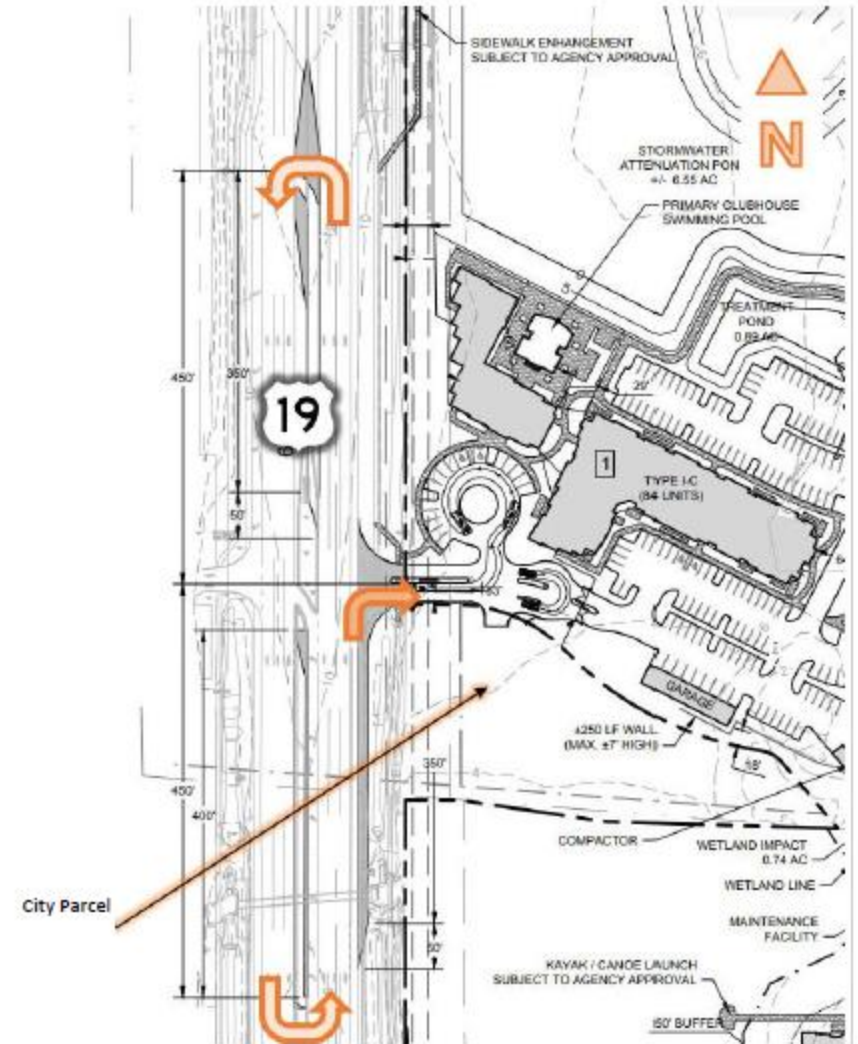
POND

WATER
FEATURE

POND

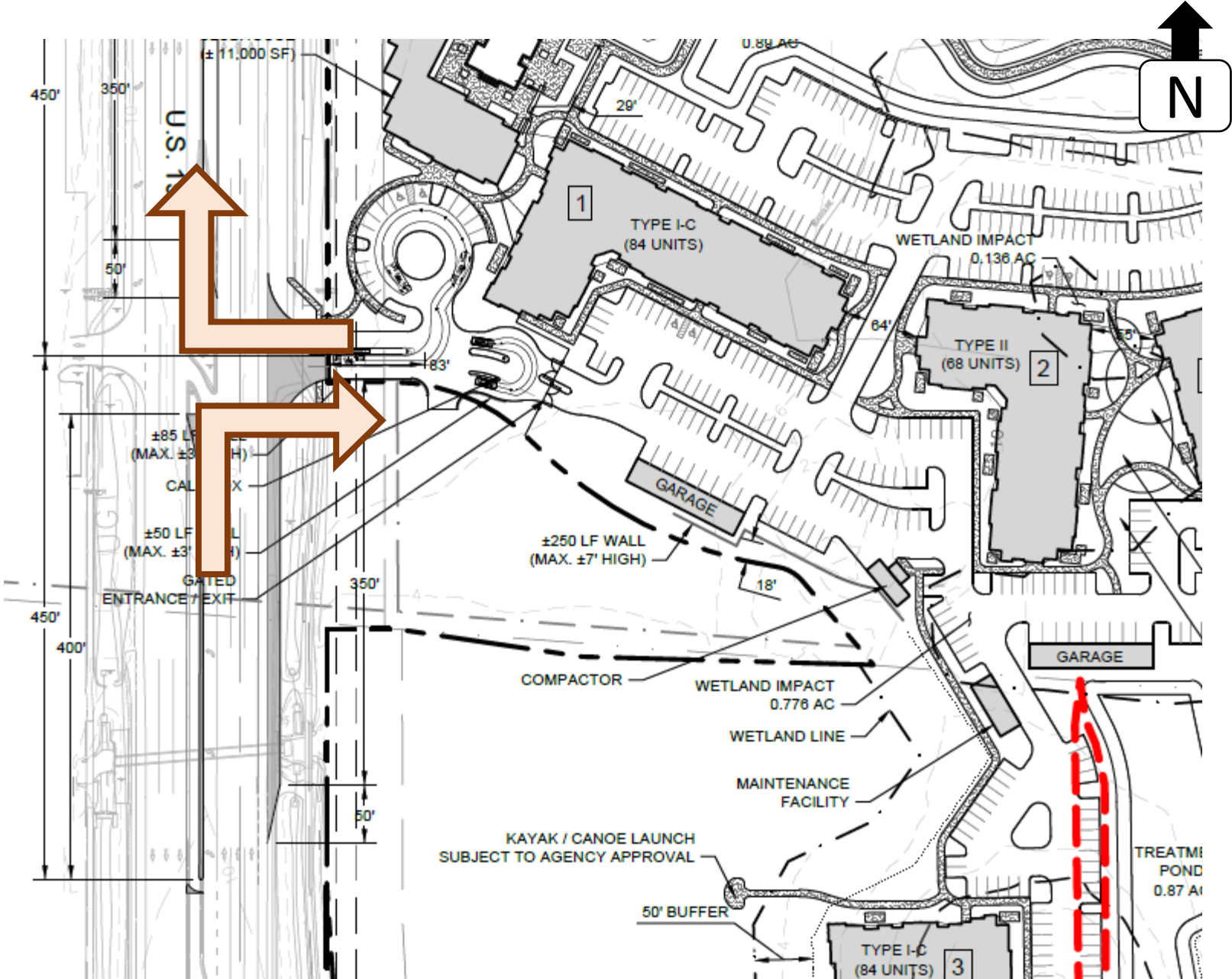
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- Conducted Traffic Operational Analysis as required by City
- Transportation Management Strategies provided to off-set the transportation impacts of the project



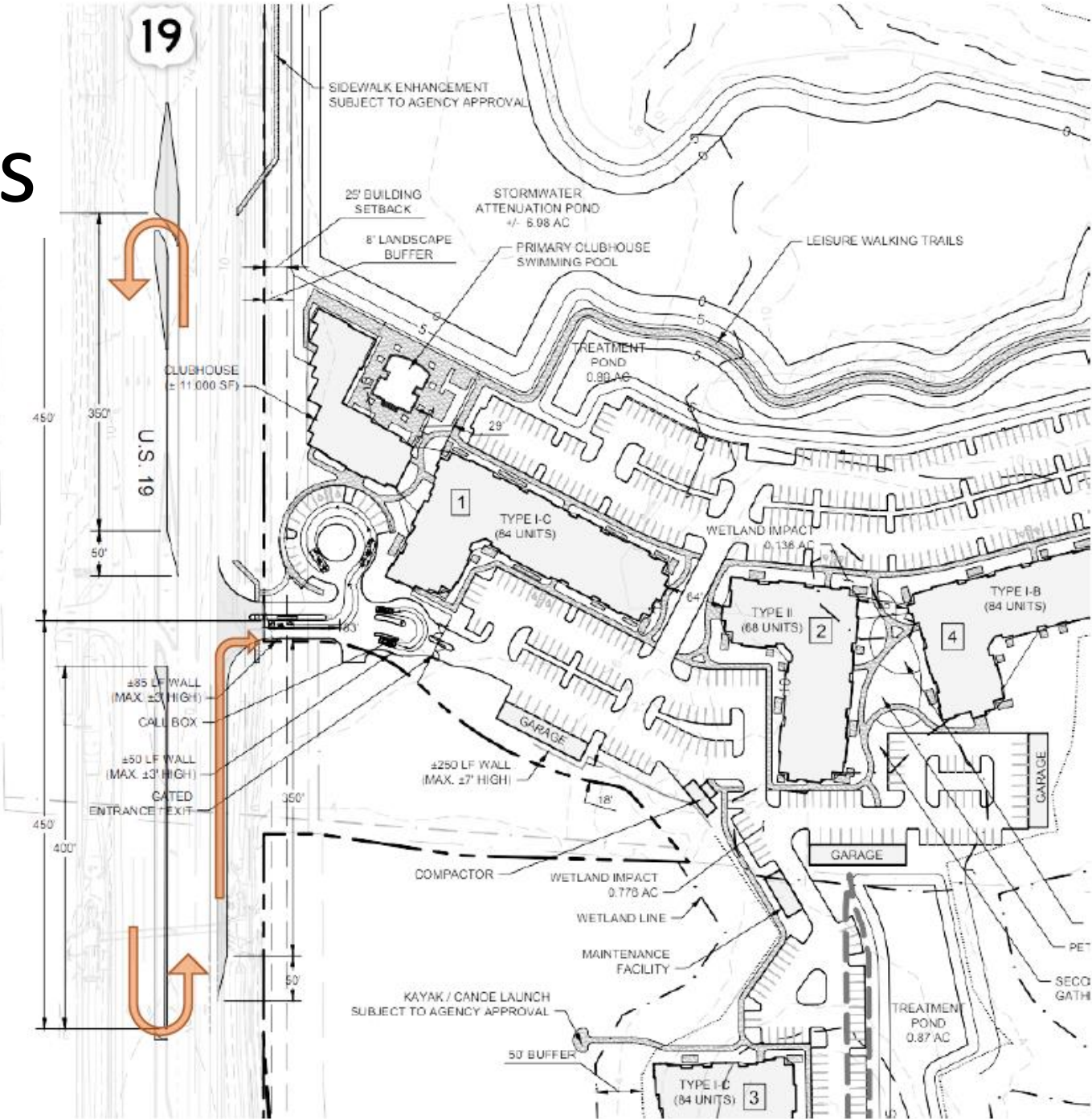
Project Access

Right-Turn Lane at Project Driveway

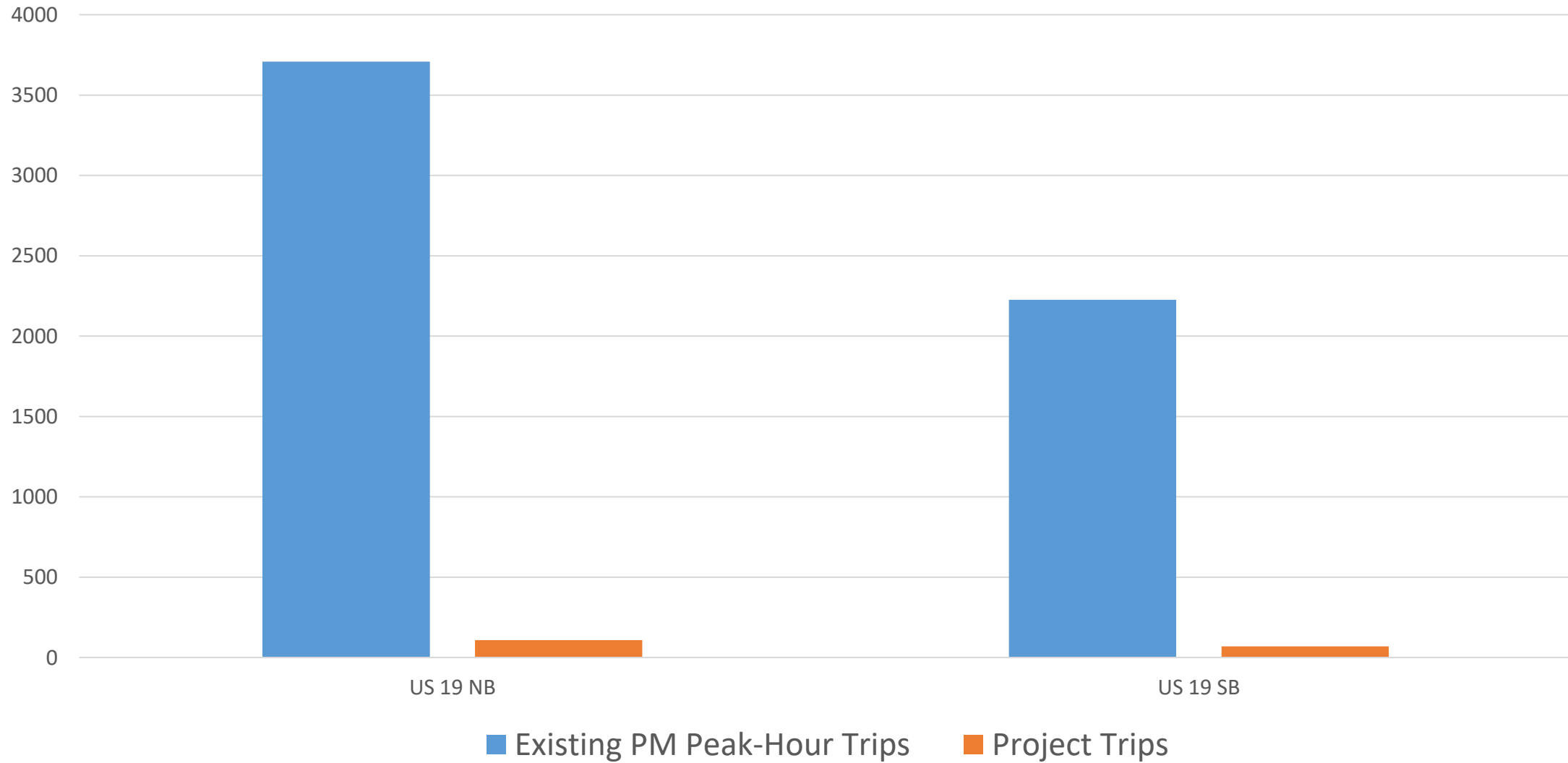


Project Access

Offset
Left-Turn
Median
Openings on
US 19



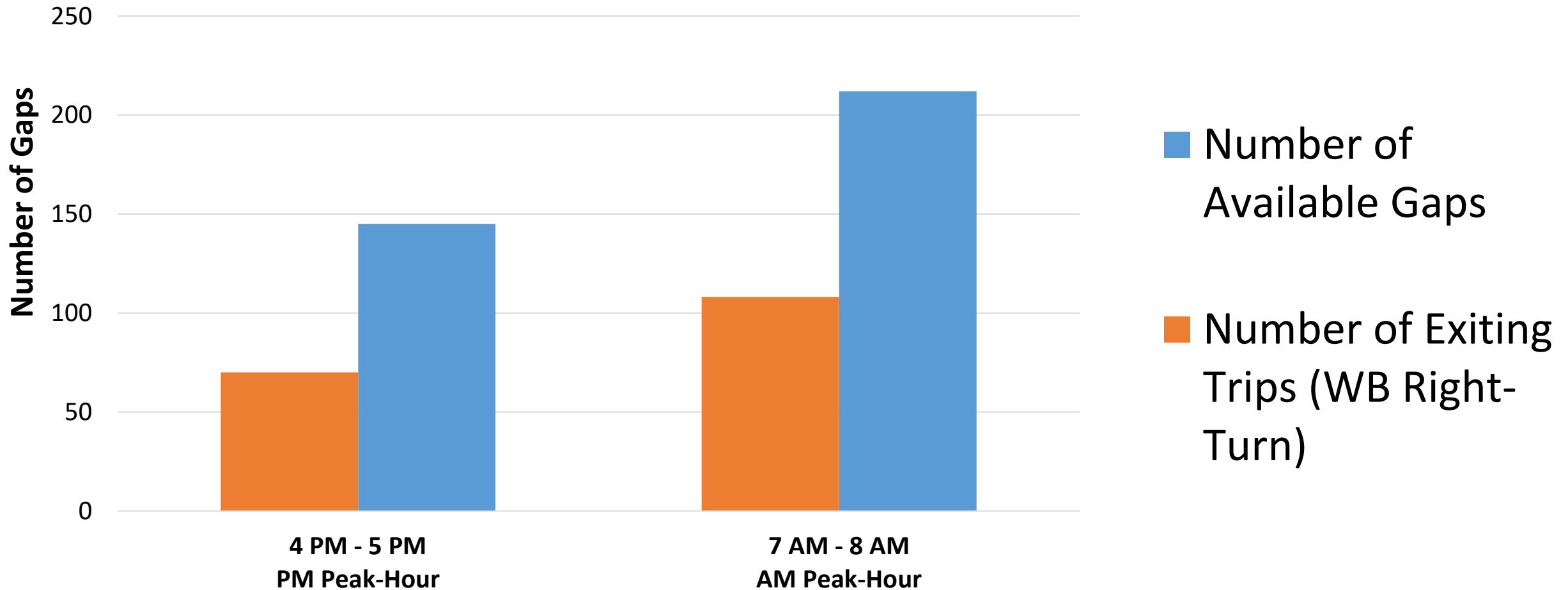
Existing US 19 PM Peak-Hour Trips vs. PM Peak-Hour Project Trips



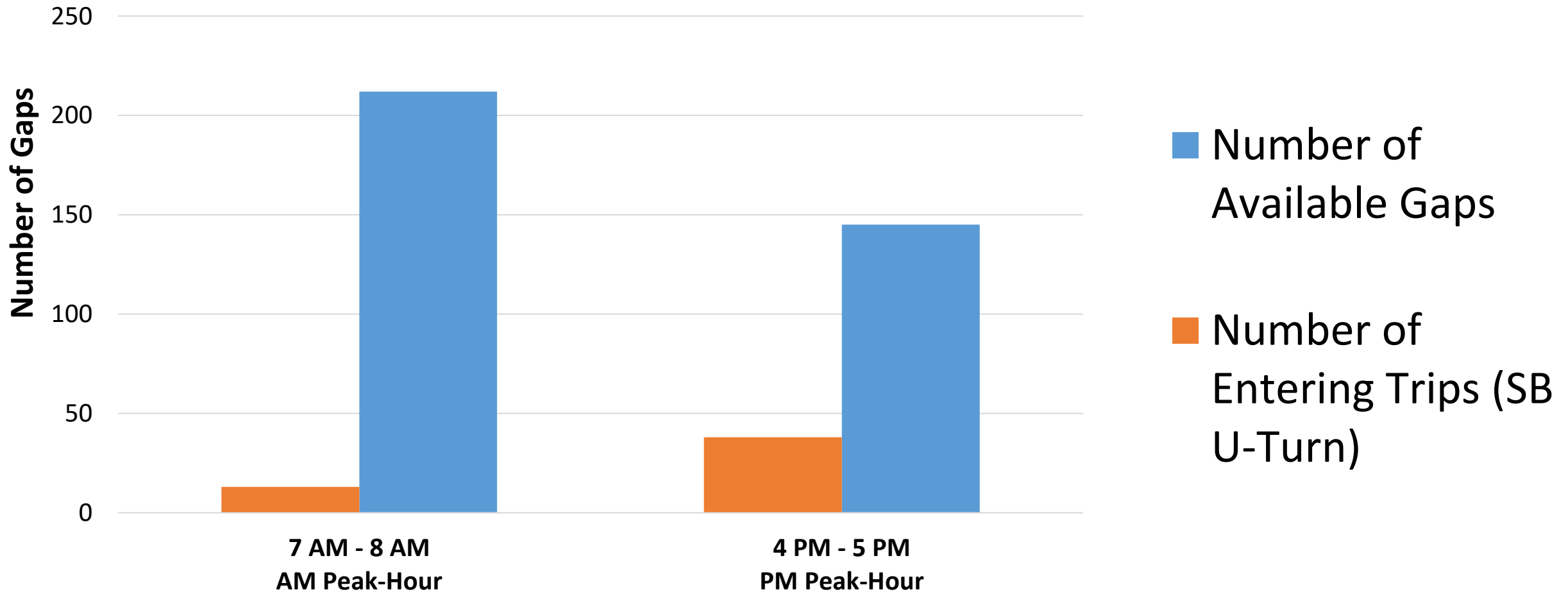
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Gap Study Comparison: Available Gaps vs. Needed Gaps >5 seconds Northbound US 19



Gap Study Comparison: Available Gaps vs. Needed Gaps >5 seconds Northbound US 19



Transportation Management Strategies

As required by the City of Tarpon Springs 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.**”

Applicant's Transportation Management Strategies

- **Intensity reduction:**
 - The current zoning is commercial
 - The project is proposing residential units which generate fewer peak-hour trips
- **Density reduction:**
 - Density would allow the development of 485 units, the applicant is seeking approval for 404 dwelling units.
- **Access management strategies:**
 - Construct a northbound right-turn deceleration turn lane into the proposed project
 - Construct an “Offset Left-Turn Median Opening” on US 19 with a corresponding right-in/right-out only project driveway access connection to enhance safety for the ingress and egress of project traffic
 - Only one access connection to minimize impacts

Applicant's Transportation Management Strategies

- **Demand management/commuter assistance:**
 - Site will feature electric car chargers and foster multimodal transportation by providing bike storage and encouraging ride sharing and resident carpooling programs.
- **Bicycle/pedestrian improvements:**
 - Site will enable a live-work-play lifestyle, including walking paths with sidewalk connection to the Pinellas Trail.
- **Livable community site design features:**
 - 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.
 - Enable working-from-home by featuring a co-working inspired business center with large collaborative spaces, private conference room, and private office spaces.