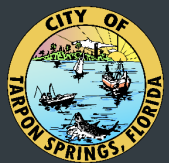


Hays Road Preliminary Engineering Report

Presented to:
City of Tarpon Springs
Board of Commissioners

July 15, 2021

Presented By:
Jason Yam, P.E. Cardno
Doug Stoker, P.E. Cardno



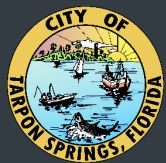
Overview and Purpose



Purpose

Identify and evaluate feasible alternatives for a secondary connection for the proposed Anclore Harbor Apartments.





Commitments and Constraints



- Ordinance 2020-34
- Limited Public RW
- Wetland Area
- Floodplain Impacts
- Property Access

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,

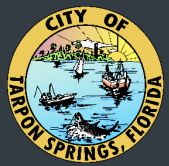
WHEREAS, the proposed RPD, Residential Planned Development, zoning district is consistent with the Commercial General (CG) and Residential/Office General (R/OG) Future Land Use Map category designations of the subject property; and,

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 206.00 of the Tarpon Springs Comprehensive Zoning and Land Development Code.

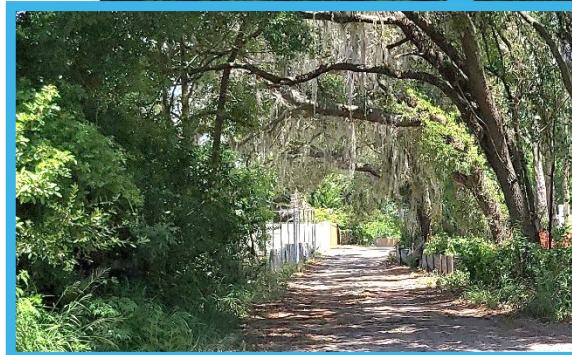
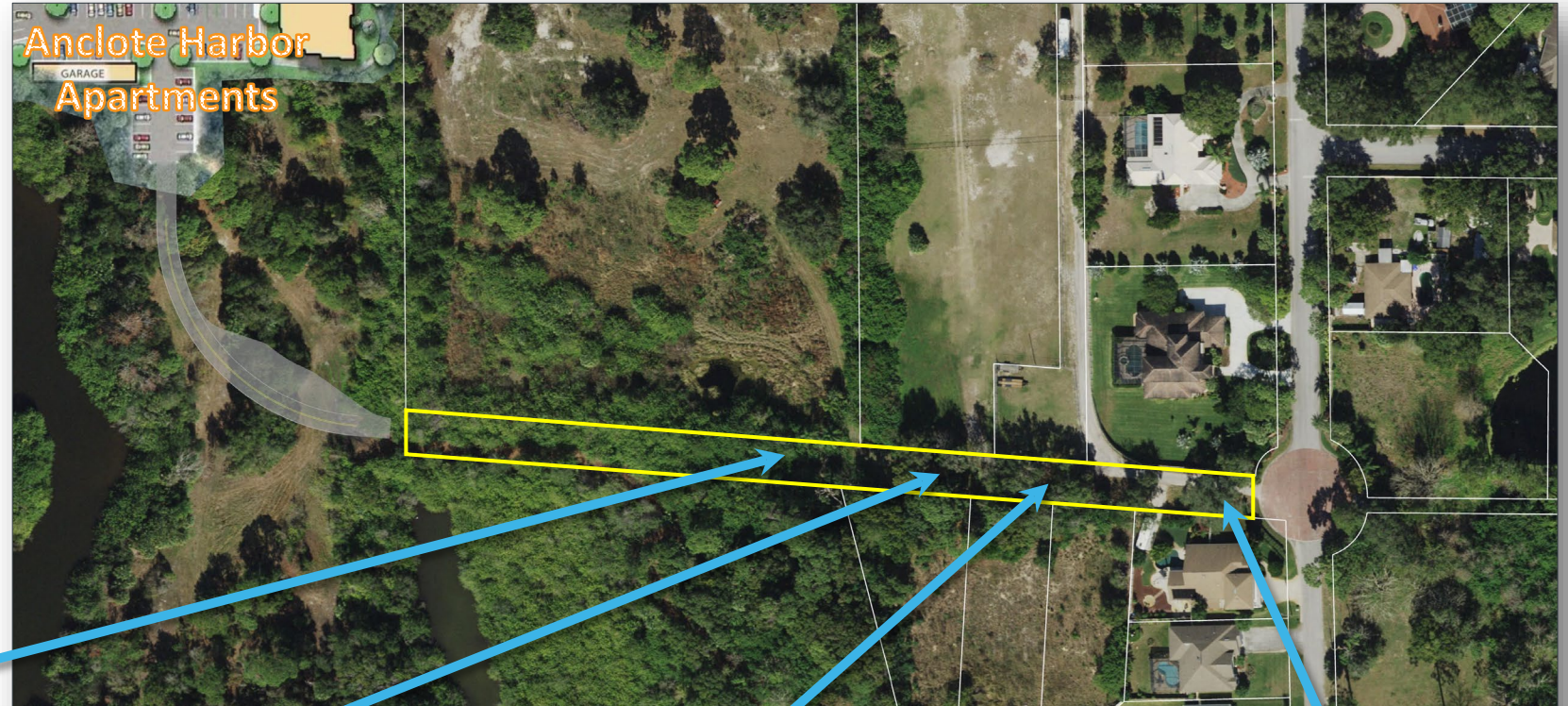
22. Should the City elect to build Hays Road, the Applicant will connect the project to the new Hays Road, pay transportation impact fees estimated at \$573,680, and will contribute an additional \$509,000 to the City's Transportation Fund to defray the City's cost of construction of Hays Road east to Jasmine Avenue. The City agrees to notify the Applicant in writing of its decision to build, or not build, Hays Road within 90 days of Final Development Plan approval. Upon approval of the Preliminary Planned Development, Sixty-Five Thousand Dollars (\$65,000) of the \$509,000 contribution will be provided to the City of Tarpon Springs to conduct a preliminary analysis and design to improve Hays Road within the existing 40' right of way. This amount shall be non-refundable. The remaining contribution (\$444,000) shall be utilized by the City and County to design and construct improvements to Hays Road limited to what may be provided within the existing 40' right of way (which may include less than full access based upon preliminary analysis and design). The City will not use eminent domain for the Anclote Harbor project. If the City and County decide to build Hays Road and require the project to connect to Hays Road, the Applicant may provide for the connection through the site construction plan amendment process without further action by the City of Tarpon Springs Board of Commissioners. Should the City of Tarpon Springs or Pinellas County determine that it is unfeasible or undesirable to connect the project to Hays Road in any manner the Applicant shall provide an emergency-only access connection to U.S. Highway 19 and shall deposit the remaining contribution of \$444,000 to the City's Land Preservation Fund. The Applicant shall provide evidence of FDOT approval of the U.S. Highway 19 emergency access and shall provide for the emergency access design during the site construction plan approval and amendment process without further action by the City of Tarpon Springs Board of Commissioners.

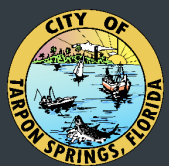


Existing Conditions



- Pinellas County Owned
- 7 Properties Accessed by Dirt Road
- Mostly Undeveloped
- 40' Right of Way
- 7' Elevation Difference
- Designated Floodplain
- Wetlands





Factors for Consideration



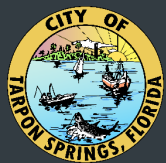
Primary Factors

- Alternate Design Concepts
- Safety
- Drainage / Environmental
- Multimodal Accommodations
- Costs

Other Factors

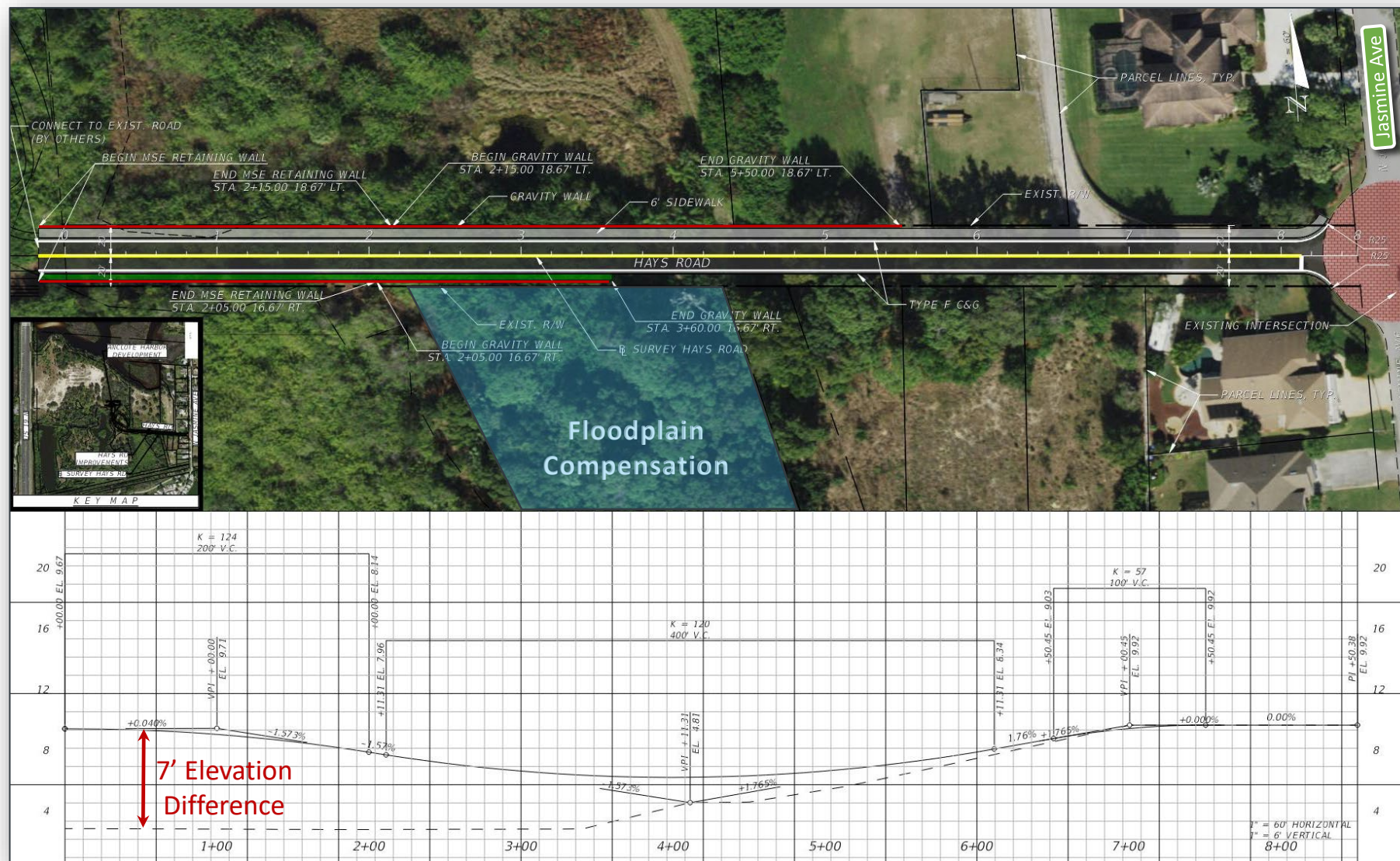
- Access for property owners
- Right of Way Impacts
- Elevation Differences
- Floodplain Compensation
- Public Involvement
- Future Maintenance

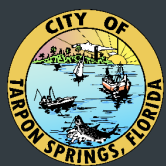




Alternatives Analysis

- Four alternatives identified
- Direct access for Ancloote Harbor Apt.
- Follow the existing RW footprint
- Base analysis on preliminary survey
- Minimize impacts to property owners
- All alternatives require floodplain compensation
- Wetland mitigation
- Similar profiles and grades for all alternatives





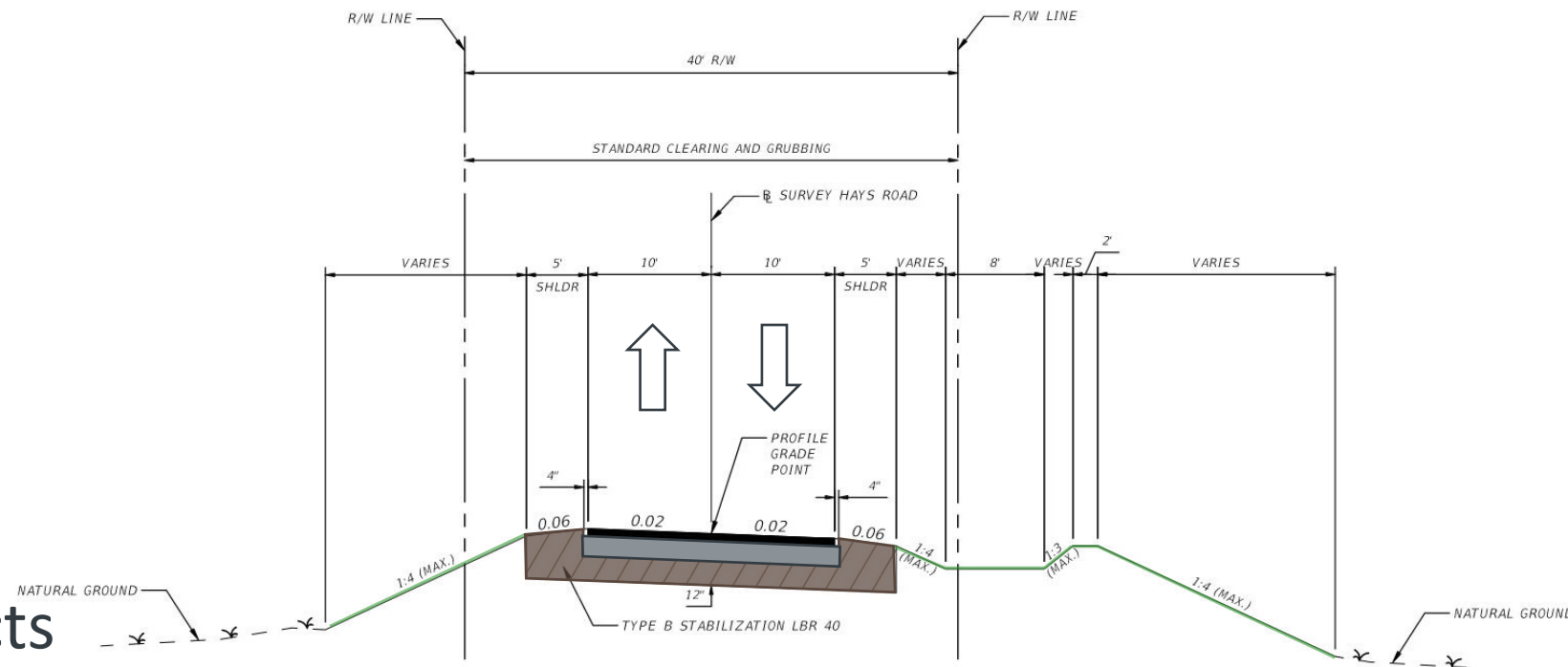
Alternative No. 1

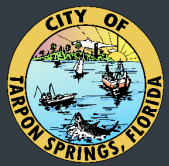
Advantages

- 2-Way Traffic
- Flushed Shoulders
- Treatment Ditch

Disadvantages

- 60' of Additional RW
- No Sidewalk
- Highest Wetland Impacts
- Highest Floodplain Impacts
- Requires Floodplain Mitigation





Alternative No. 2

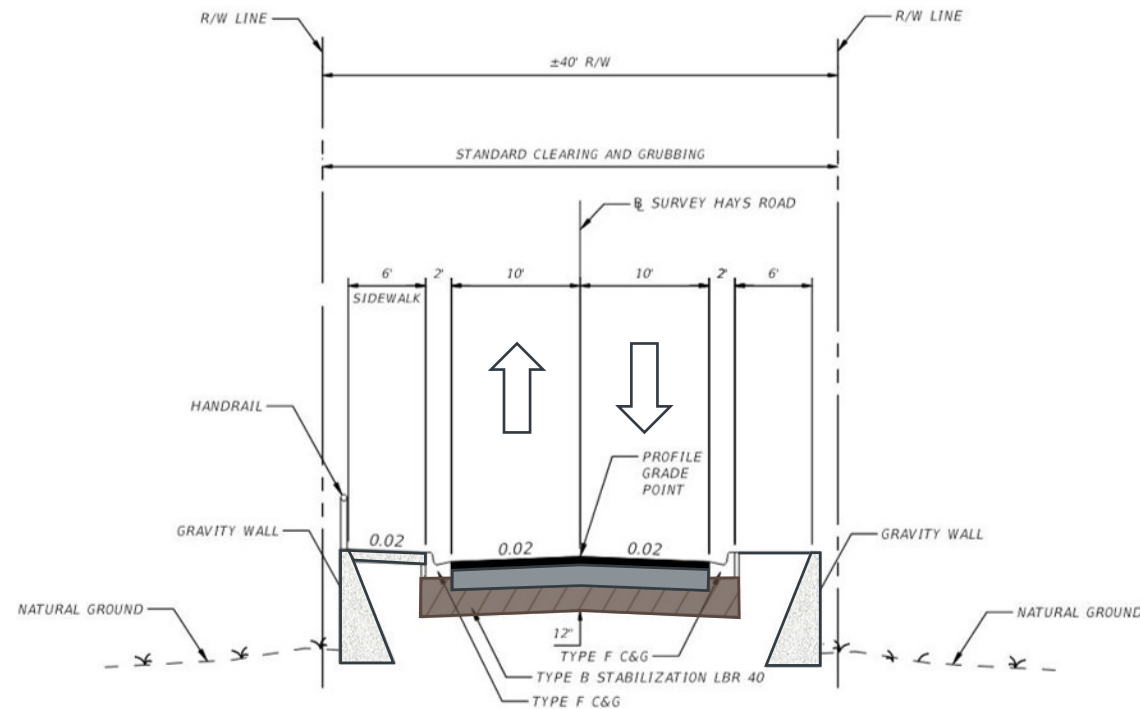


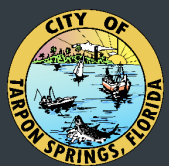
Advantages

- 2-Way Traffic
- Curb and Gutters
- Exfiltration System
- Sidewalk
- No Additional RW
- Lower Wetland Impacts
- Lower Floodplain Impacts

Disadvantages

- Walls on both sides
- Drainage Inlets and Pipes
- Requires Floodplain Mitigation





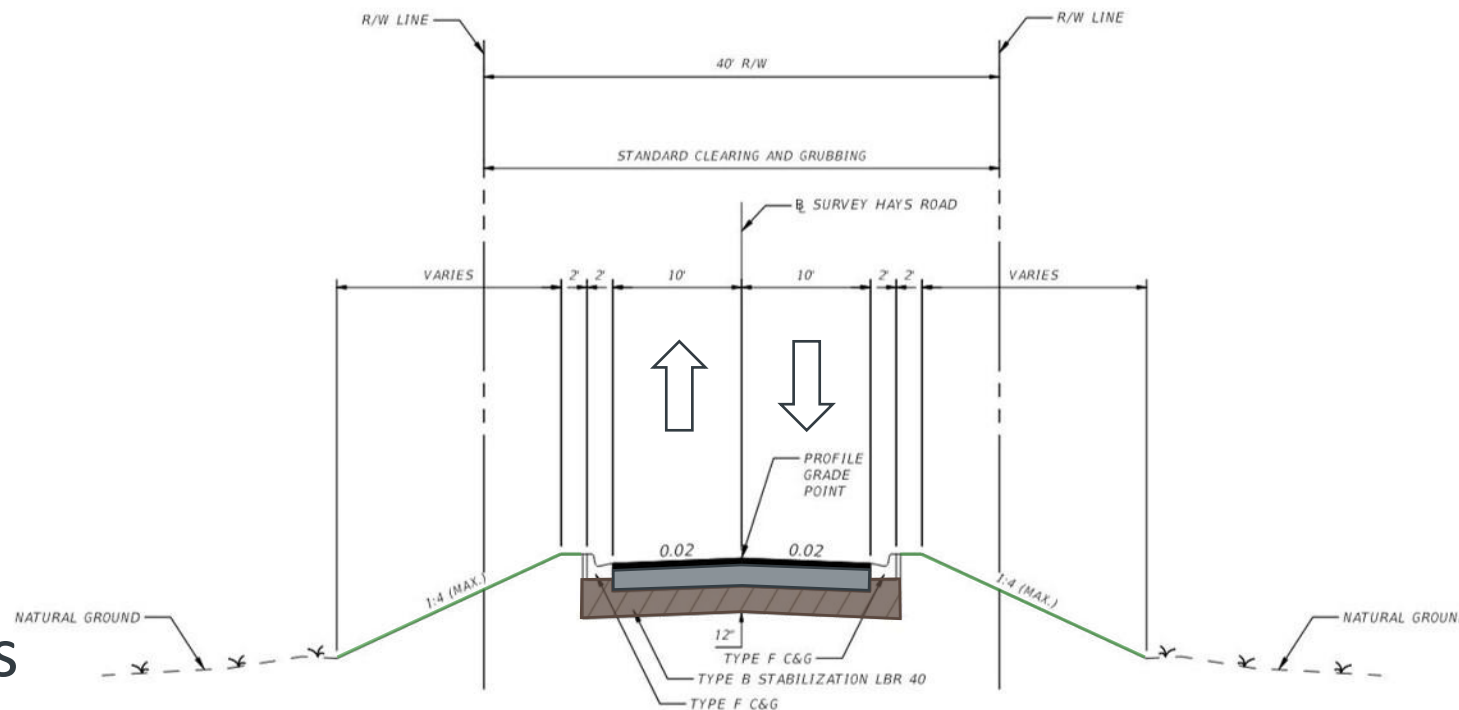
Alternative No. 3

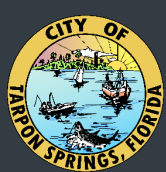
Advantages

- 2-Way Traffic
- Curb and Gutters
- Exfiltration System

Disadvantages

- No Sidewalks
- 36' of Additional RW
- Drainage Inlets and Pipes
- Higher Wetland Impacts
- Higher Floodplain Impacts
- Requires Floodplain Mitigation





Alternative No. 4

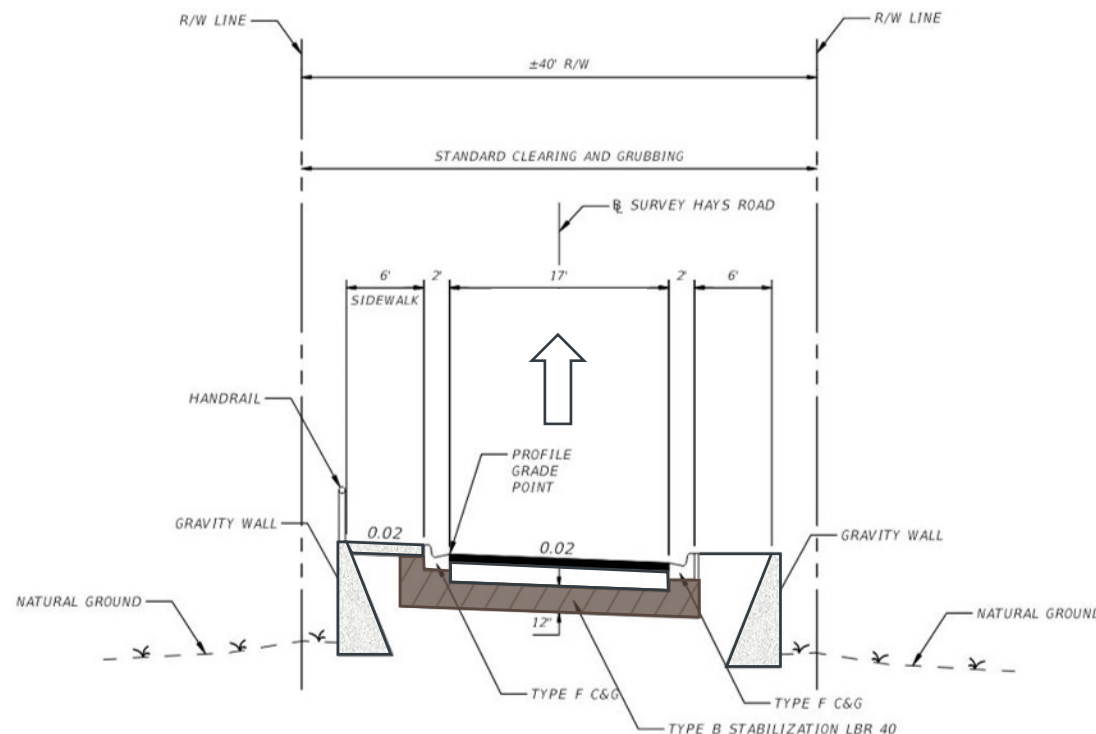


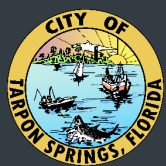
Advantages

- Curb and Gutters
- Exfiltration System
- Sidewalk
- No Additional RW
- Lowest Wetland Impacts
- Lowest Floodplain Impacts

Disadvantage

- Walls on both sides
- Drainage Inlets and Pipes
- Requires Floodplain Mitigation
- One-Lane Road (Exit Only – Not viable for other property owners)





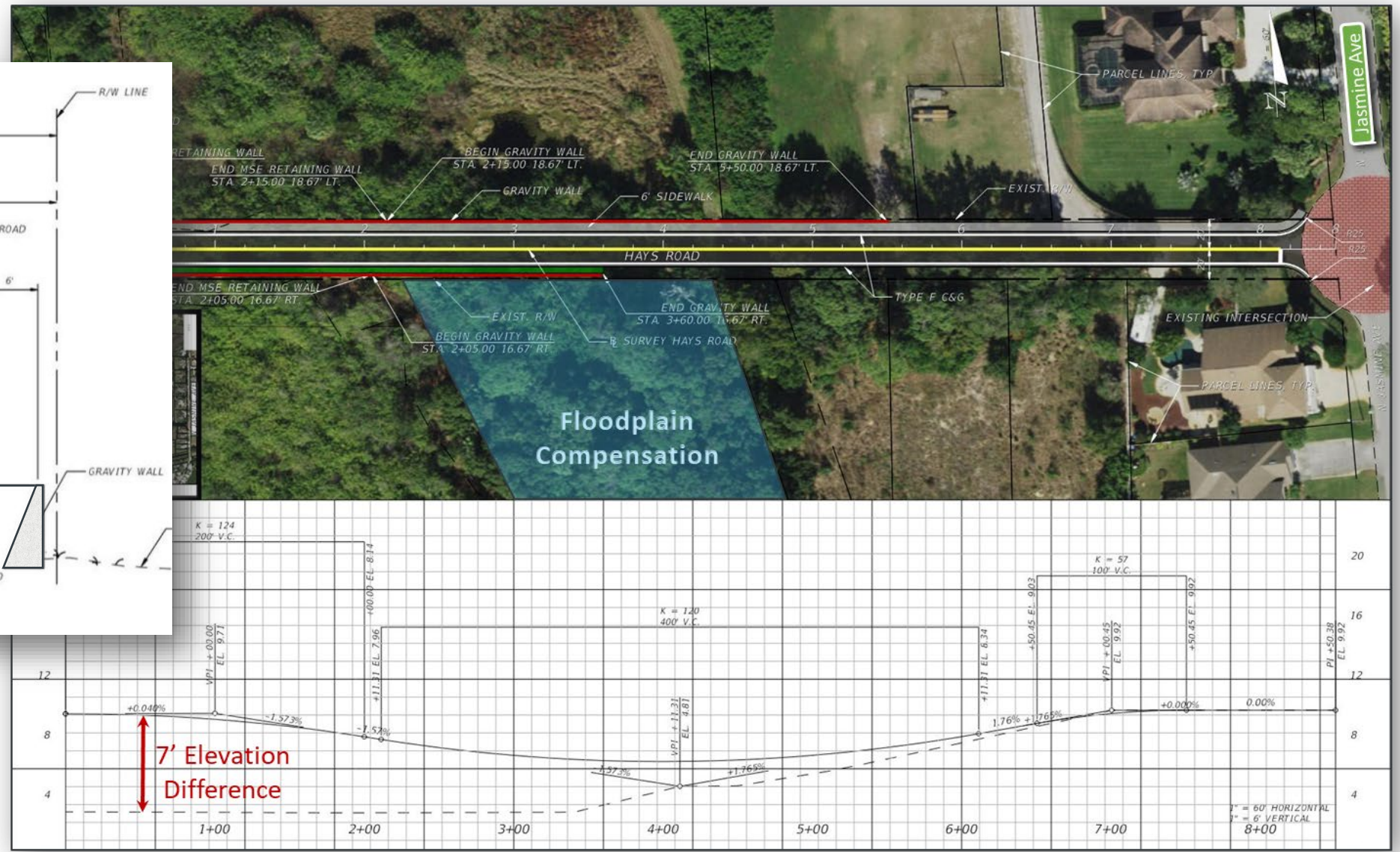
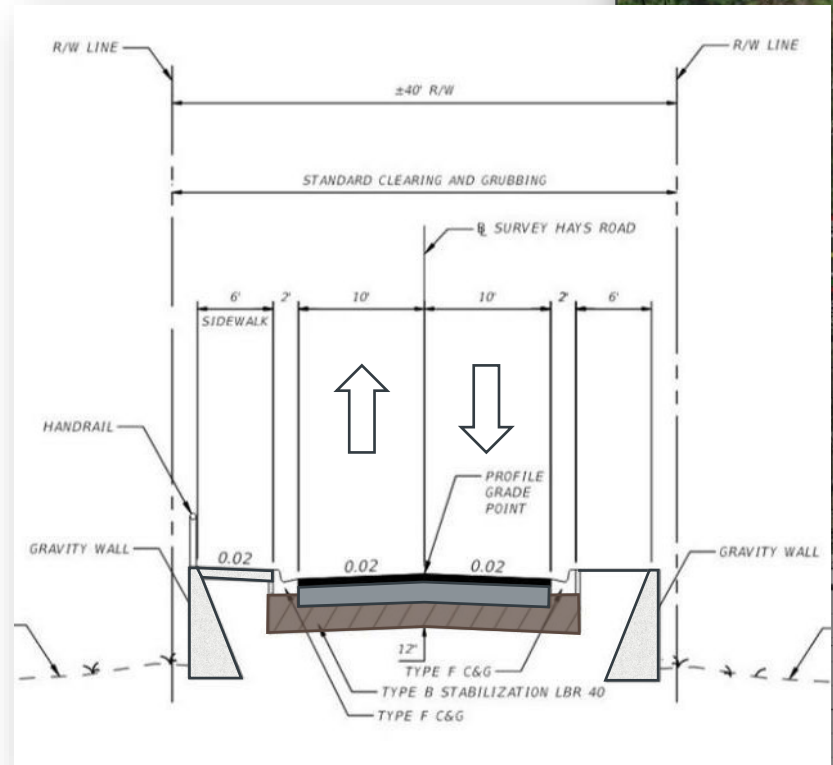
Evaluation Matrix

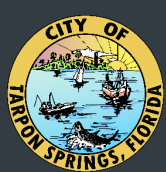


Evaluation Criteria	No Build	Alternative 1	<u>Preferred</u> Alternative 2	Alternative 3	Alternative 4
Engineering Considerations					
Vehicular Accommodations	None	Full Corridor	Full Corridor	Full Corridor	One-Lane Only
Pedestrian Accommodations	None	None	Medium	None	Medium
Bicycle Accommodations	None	Shared Lane	Shared Lane	Shared Lane	Shared Lane
Drainage Impacts	None	Medium to High	Medium to High	Medium to High	Medium to High
Flood Plain Impacts	None	High	Medium	High	Medium
Environmental Impacts	None	Low	Low	Low	Low
Right-of-Way Impacts	None	High	None	High	None
Estimated Right-of-Way Costs	\$ -	\$ 388,344	\$ 210,440	\$ 304,539	\$ 210,440
Est. Wetland Mitigation Costs	\$ -	\$ 53,000	\$ 53,000	\$ 53,000	\$ 53,000
Estimated Construction Cost	\$ -	\$ 548,567	\$ 1,479,400	\$ 896,493	\$ 1,333,045
Estimated Design Cost	\$ -	\$ 109,713	\$ 295,880	\$ 179,299	\$ 266,609
Total Estimated Cost	\$ -	\$ 1,099,625	\$ 2,038,720	\$ 1,433,331	\$ 1,863,094



Preferred Alternative



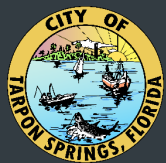


Preliminary Estimated Cost



Estimated Right-of-Way Costs	\$ 210,440
Est. Wetland Mitigation Costs	\$ 53,000
Estimated Construction Cost	\$ 1,479,400
Estimated Design Cost	\$ 295,880
Total Estimated Cost	\$ 2,038,720

*Right-of-way cost is only for floodplain mitigation



Questions