



October 12, 2021

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

RE: **Anclote Harbor Apartments
East of US 19 and North of E Live Oak Street
City of Tarpon Springs, Florida
Transportation Management Plan**

Dear Ms. McNeese,

This Transportation Management Plan (TMP) memorandum documents the proposed transportation demand management strategies for the Anclote Harbor Apartments residential development. The proposed Anclote Harbor Apartments are located along US 19 in Pinellas County, Florida, north of the Pinellas Trail. The Florida Department of Transportation (FDOT) context classification for US 19 is C3 – Suburban and the speed limit on US 19 is 55 miles per hour (MPH). This development is proposed to include up to 404 mid-rise multi-family dwelling units.

Introduction

This Transportation Management Plan has been prepared to meet the requirements set forth in the City of Tarpon Spring Land Development Code (LDC). The LDC requirements include the following:

Section § 122.11.03:

“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.”

Section § 122.11.04:

“Developers of tier 1 projects are required to submit a transportation management plan designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.”

Development projects located within deficient road corridors that generate between 51 and 300 new peak hour trips are classified as tier 1. The Anclote Harbor Apartments meets the criteria of a tier 1 project as US 19 currently operates with a deficient Level of Service (LOS) and the development is anticipated to generate between 51 and 300 new peak hour trips.

The LDC identifies twelve (12) transportation management strategies. The eight (8) bolded/italicized strategies in the list below are proposed for the Anclote Harbor Apartments residential development:

1. ***Intensity reduction***
2. ***Density reduction***
3. Project phasing
4. Outparcel deletion
5. ***Physical highway improvements***
6. ***Operational improvements (signal)***
7. ***Access management strategies***
8. Mass transit initiatives
9. ***Demand management/commuter assistance***
10. ***Bicycle/pedestrian improvements***
11. Intelligent transportation system improvements
12. ***Livable community site design features***

The Project phasing (#3) and Outparcel deletion (#4) are not applicable as the project is proposed to contain one phase and will not include any outparcels. The developer also continues to coordinate with Pinellas Suncoast Transit Authority (PSTA) and Pasco County Public Transportation (PCPT) for Mass transit initiatives (#8). However, neither agency has requested transit stops or transit stop improvements at the project site at this time. Finally, the portion of US 19 that the project is adjacent to does not currently have Intelligent transportation systems (#9), therefore this transportation demand strategy is not applicable.

The eight (8) proposed transportation management plan strategies for the Anclote Harbor project are detailed in the following section.

Transportation Management Plan Strategies

The following transportation demand strategies have been developed through coordination with the Florida Department of Transportation (FDOT) and City of Tarpon Springs staff for the proposed Anclote Harbor development. The proposed strategies are detailed in the following subsections.

1. Intensity Reduction

The project is proposing a rezoning to Residential Planned Development (RPD). The site is currently zoned for commercial use. As stated in the City's staff report, intensity for this project was reviewed in terms of proposed project trip generation and the proposed residential use generates significantly less trips compared to trip generation rates for either office or retail land uses.

A comparison of the proposed land use and other potential allowable density and intensity is provided in **Table 1**. A 50,000 square foot retail and 400,000 square foot office development on the site would generate approximately 300% more trips.

Table 1: Intensity Comparison

Land Use	A.M. Peak-Hour Trips	P.M. Peak-Hour Trips	% Increase Over Apartment
400,000 square feet Office 50,000 square feet Retail	579	750	299% AM 321% PM
203,091 square feet Shopping Center 75 Multifamily dwelling units 30,056 square feet Office 6,000 square feet Convenience Retail & Gas Station	701	1,245	383% AM 599% PM
404 Apartment Units	145	178	--

2. Density Reduction

The project is proposing a density reduction. The project is reducing density by 17.4%. The density allows for the development of up to 489 units, but the applicant is seeking approval for only 404 dwelling units. The reduction in density supports a reduction in new trips to and from the project site.

3. Project Phasing

The Anclote Harbor Apartments project will be developed in one phase; therefore, project phasing is not applicable.

4. Outparcel Deletion

The Anclote Harbor Apartments residential development does not include any proposed commercial uses, therefore there are no outparcels to delete on the site.

5. Physical Highway Improvements

The Anclote Harbor Apartments development is proposing right turn deceleration lanes at the two US 19 project driveways and left-turn lanes at the offset median u-turns. The turn lanes will help offset project traffic impacts to US 19. The offset left-turn median openings will also provide median openings for existing traffic to utilize along US 19 without having to impact the adjacent traffic signals along US 19.

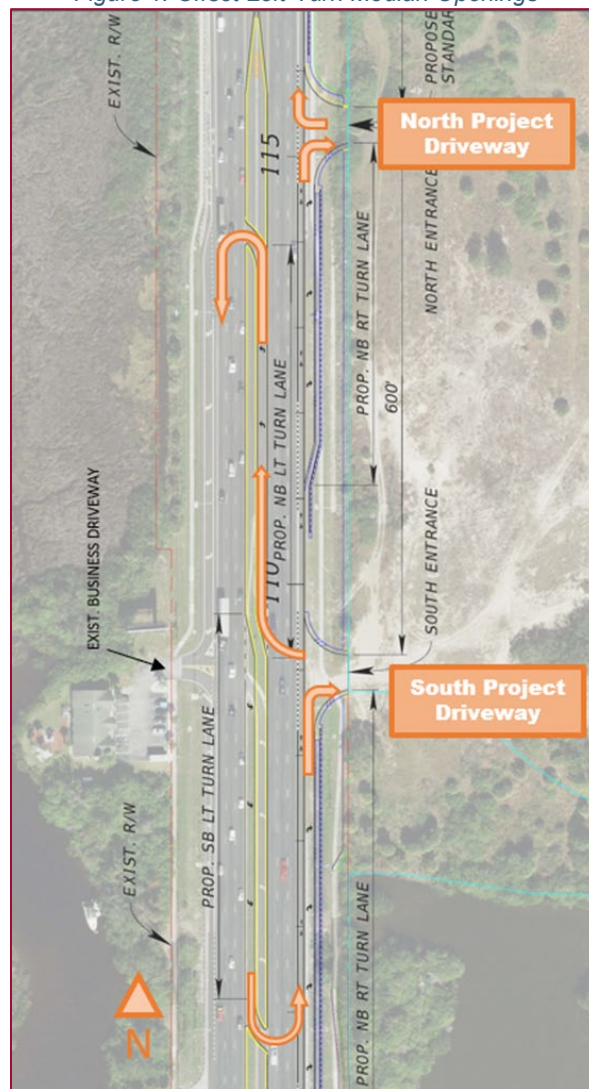
6. Operational improvements (Signal Retiming)

Signal timing adjustments are identified at the intersection of US 19 & Klosterman Road in the Traffic Impact Analysis (TIA) submitted for the Anclote Harbor Apartments residential development. The project developer will coordinate with Pinellas County should signal timing adjustments or retiming be needed after buildout of the project.

7. Access Management Strategies

To provide access to the site, offset left-turn lanes will be constructed along US 19 (Figure 1). The offset left-turn lanes are required by the FDOT as a safer alternative to a full median or a directional median opening at the project access location. The offset left-turn lanes improvement will allow vehicles traveling on US 19 to make a southbound or northbound u-turn movement, improving 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 signalized intersections of US 19 & E Live Oak Street and US 19 & Beckett Way. This improvement is anticipated to reduce the future northbound and southbound u-turn movements at these adjacent signalized intersections and the existing median openings and improve the intersection operations for these movements.

Figure 1: Offset Left-Turn Median Openings



8. Mass Transit Initiatives

The project development has coordinated with Pinellas Suncoast Transit Authority (PSTA) and Pasco County Public Transportation (PCPT). Neither agency has requested transit stops or transit stop improvements at the project site at this time.

9. Demand Management/Commuter Assistance

The Anclote Harbor Apartment community will foster multimodal transportation by providing bicycle storage, electric vehicle charging, and encouraging ride sharing and resident carpooling programs. Electric vehicle charging stations will be installed in the parking area to serve each of the five residential buildings and the Clubhouse. Underground conduit will also be installed in the area of each residential building to enable future, additional installation of electric vehicle charging stations to meet future increased demand for electric vehicle charging in the community.

Bicycle storage will be provided on site to encourage multimodal trips and reduce vehicle trips to and from the community. Bicycle storage will be provided near residential areas and the Clubhouse. Residents will be able to connect to the Bicycle facilities and the Pinellas Trail from the development via existing sidewalk or existing bicycle lanes along US 19.

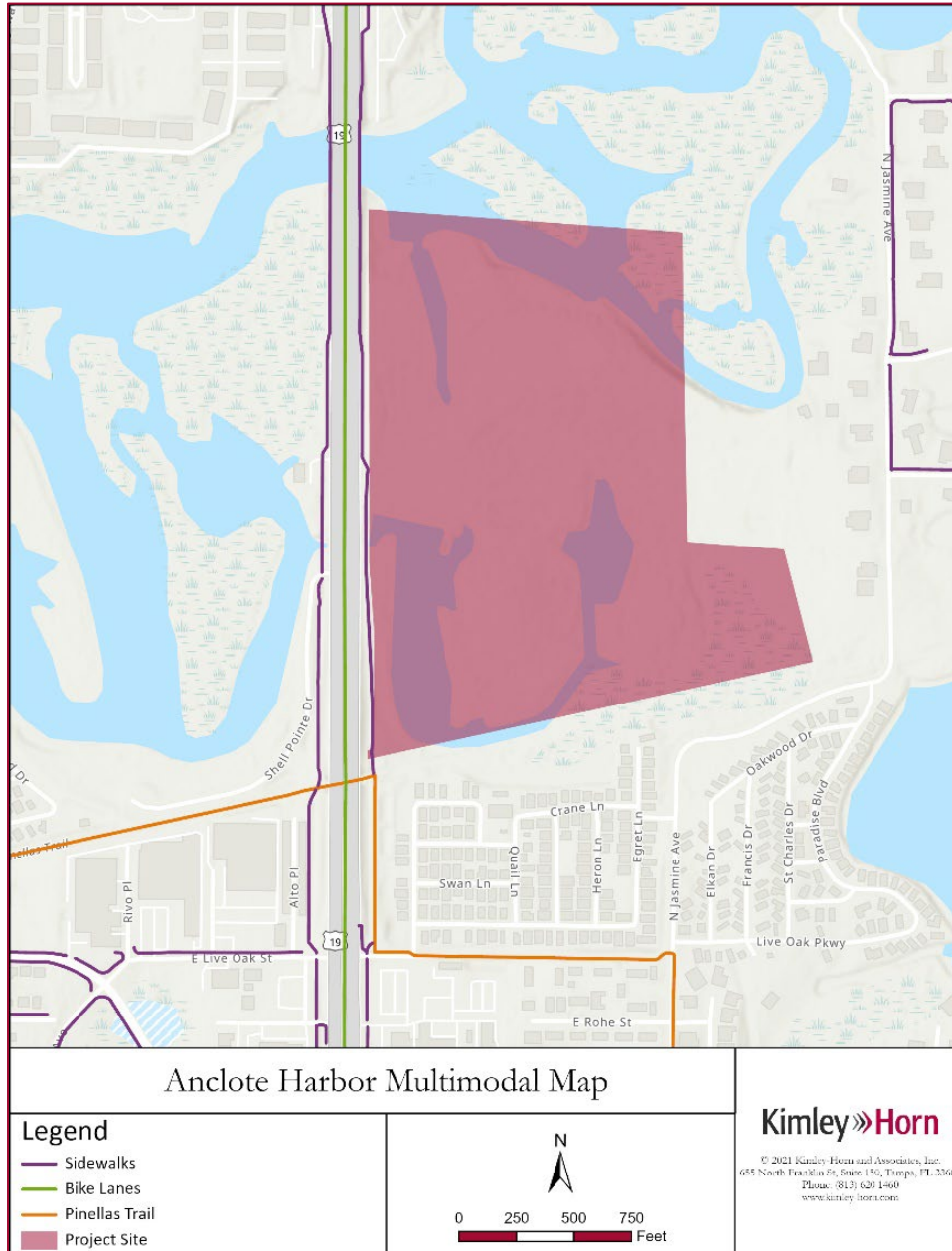
Commuter assistance will be provided in the form of the resident carpooling programs, as well as the encouragement of ride share program usage to reduce single occupancy personal vehicle trips. Transportation information for the commuter assistance will be provided in the leasing office.

10. Bicycle/Pedestrian Improvements

The site design promotes a pedestrian-friendly design with an internal sidewalk/path network and sidewalk connections from the site to US 19 and the Fred Marquis Pinellas Trail. Sidewalks and bicycle lanes currently exist along both sides of US 19. The Fred Marquis Pinellas trail is approximately 0.25 miles south of the site and will be connected to the site via the existing sidewalk along US 19. The trail provides multimodal access throughout Pinellas County including downtown Tarpon Springs as well as existing and future trail connections in Pasco County.

The sidewalk connection will be provided from the site to the existing sidewalk along US 19. A map illustrating the existing multi-modal connectivity is provided in **Figure 2**. A proposed sidewalk circulation exhibit is provided on the site plan showing the proposed sidewalk connections on site. Pedestrian facilities will be provided on site as well as additional gathering spaces including trails, pocket park, playground and pet park. Additionally, the Anclote Harbor Apartments community will offer a bike share program for its residents.

Figure 2: Multimodal Map



11. Intelligent Transportation System Improvements

The project is located adjacent to US 19. The portion of US 19 that the project is adjacent to does not currently have intelligent transportation systems, therefore this transportation demand strategy is not applicable.

12. Livable Community Site Design Features

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. Residents will have access to on-site recreational amenities such as a 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 a 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 provision of working-from-home feature will reduce vehicles trips by supporting residents' business needs on-site.

Summary of Transportation Management Plan Strategies

The Anclote Harbor Apartments residential development is providing eight (8) of the twelve (12) transportation demand strategies identified in the City of Tarpon Springs LDC. The eight (8) bolded/italicized strategies in the list below are proposed for the Anclote Harbor Apartments residential development:

- 1. Intensity reduction**
- 2. Density reduction**
3. Project phasing
4. Outparcel deletion
- 5. Physical highway improvements**
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11. Intelligent transportation system improvements
- 12. Livable community site design features**

Four (4) strategies are not included in the Anclote Harbor TMP due to the applicability and feasibility of the strategies related to the proposed project.

Transit Agency Coordination

Transit service on US 19 adjacent to the project site is jointly provided by PSTA and PCPT. Route 19 service operates on US 19. The stops nearest to the project site are located near the intersection of US 19 & E Live Oak Street and at the Beckett Way intersection. Both PSTA and PCPT have been contacted regarding the provision of a transit stop at the project site. Both PSTA and PCPT indicated they are not requesting a transit stop at the project site at this time. Documentation of correspondence from PSTA in September 2021 is attached. Coordination with PCPT is currently on-going.

Bus Rapid Transit Potential

US 19 is designated as a priority corridor for future Bus Rapid Transit (BRT) by Forward Pinellas, Pinellas County's transportation planning authority. US 19 is identified as a Primary Corridor of Forward

Pinellas' Countywide Plan Transit-Oriented Land Use Vision Map. Primary Corridors are those identified as appropriate for investment in high-frequency, limited-stop transit, which may provide local or regional connectivity. The development should participate and coordinate in future planning efforts for BRT on US 19. At this time, stop and route specifics of BRT implementation on US 19 have not been determined.

Please review this Transportation Management Plan memorandum and let us know if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Christopher Hatton, P.E.
Senior Vice-President



Kelly Fearon, P.E.
Traffic Engineer

Attachments: Communication Documentation from PSTA