

**BOARD OF COUNTY
COMMISSIONERS**

Dave Eggers
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January 29, 2020

Mr. Whit Blanton, FAICP, Executive Director
Pinellas County Planning Council
310 Court Street, 2nd Floor
Clearwater, Florida 34756

Received

JAN 31 2020

Pinellas Planning
Council

Re: Case No. Z/LU-15-09-19

Dear Mr. Blanton,

On January 28, 2020, the Board of County Commissioners held a public hearing to consider the above referenced amendment to the Future Land Use Map of Pinellas County. The Board took action to approve the amendment and authorized transmittal to the Pinellas Planning Council for action to amend the Countywide Future Land Use Plan as necessary to maintain consistency with said Plan. Attached for Council's review are the requested application forms, disclosure information, staff reports, maps and legal descriptions.

Please schedule the attached amendment at the earliest convenient time for review by the Council and notify us as to the hearing date. If you need additional information regarding our request, please feel free to call me at 727-5640.

Sincerely,

A handwritten signature in blue ink, appearing to read "Glenn Bailey".

Glenn Bailey, AICPA
Land Use and Zoning Manager
Pinellas County Planning Department

Attachments
Application
Backup documents
Maps





Return to:
 Forward Pinellas
 310 Court Street, 2nd Floor
 Clearwater, FL 33756
 Telephone: 727.464.8250
 Email: info@forwardpinellas.org

Countywide Plan Map Amendment Application

Local Government Contact Information

Requesting Local Government:	Pinellas County
Local Government Contact:	Glenn Bailey, AICP
Address:	440 Court Street, 4th Floor, Clearwater, 33756
Phone:	727-464-5640
E-Mail Address:	gbailey@pinellascounty.org
Local Government Case #:	Z/LU-15-09-19
Local Government Ordinance #:	not yet assigned

Property Owner Contact Information

Name(s):	McMullen Booth 2AC 3 2019 Trust; Martin J. Rosato, Trustee
Address:	PO Box 348, Largo, FL 33779-0348
Phone:	727-771-3000
E-Mail Address:	flalandno1@yahoo.com

Agent Contact Information (if applicable)

Name(s):	E.D. Armstrong, Jr.; Hill Ward Henderson
Address:	600 Cleveland Street, Suite 800, Clearwater, FL 33755
Phone:	727-259-6789
E-Mail Address:	ed.armstrong@hwlaw.com

Characteristics of the Subject Property

Site Address(s):	Vacant; east side of McMullen-Booth Rd, 900 feet north of Curlew Road	
Total Acreage of the Amendment Area:	2.0	
Existing Use(s):	Vacant	
Proposed Use(s):	Medical Office	
Parcel Identification #:	16/28/16/00000/240/0140	
Legal Description of the Amendment Area:	See attached	
What is the adjacent roadway's Level of Service (LOS) grade?	B	
Is the Amendment Area located in: [check all that apply]	<input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Redevelopment Area <input checked="" type="checkbox"/> Scenic Noncommercial Corridor	

Countywide Plan Map Information

Current Countywide Plan Map Category(ies):	Recreation/Open Space
Proposed Countywide Plan Map Category(ies):	Public/Semi-Public

Local Future Land Use Plan Map and Zoning Information

Current Local Future Land Use Plan Map Category(ies):	Recreation/Open Space
Current Local Zoning Designation(s):	Residential Agriculture
Proposed Local Future Land Use Plan Map Category(ies):	Institutional
Proposed Local Zoning Designation(s):	Institutional Limited

Application Checklist

The following **MUST** be furnished with this application: (incomplete applications will not be accepted)

- _ A complete application form;
- _ an ordinance being considered by your governing body;
- _ a map or map series depicting the future land use categories of the subject property and surrounding area, and any other pertinent information. [Countywide Rules, 6.1.4.2];
- _ a local government staff report;
- _ an electronic copy of the GIS shape file(s) for the amendment area;
- ___ if applicable, a copy of the development agreement approved by the legislative body and executed by the property owner and any other private party(ies) to the agreement; and
- _ if applicable, the jurisdictional determination line for environmentally sensitive areas.

Additional requirements for Tier II and III amendments to the AC or MMC category:

- _ A pre-application meeting with Forward Pinellas staff;
- _ identification of the current or proposed FLUM categories and/or character districts within the AC or MMC category, their acreages, and their associated maximum densities/intensities;
- ___ a copy of the implementing regulations applicable to the AC or MMC category (e.g., special area plan, corridor plan, comprehensive policies, land development regulations);
- _ a written description of how each of the Planning and Urban Design Principles described in the Countywide Plan Strategies, Land Use Goal 16.0, are addressed within the AC or MMC category [Countywide Rules, 6.1.4.3];
- _ a transportation impact analysis [Countywide Rules, 6.5.3.1.2]; and
- _ for Tier III amendments, in addition to all of the above requirements, applicants must submit a justification narrative demonstrating that the proposed density/intensity standards are appropriate for the subject area despite not meeting the applicable locational requirements, due to changed conditions or other unique factors. [Countywide Rules, Section 6.1.4.4]

Local Action Dates

Date local ordinance was considered at public hearing and authorized by an affirmative vote of the governing body for transmittal of, and concurrence with, the local government future land use plan map amendment.

January 28, 2020

If the local government chooses to submit a development agreement in support of this application, provide the date the agreement was approved at a public hearing by the legislative body. Any development agreement submitted as part of an application for Countywide Plan Map amendment may become a condition of approval of the amendment and will be subject to the provisions of Section 6.1.6 of the Countywide Rules.

January 28, 2020

Disclosure of Interest Statement

Do any other persons have any ownership interest in the subject property?	No
If so, provide the name and address of the person(s):	
If so, is the interest contingent or absolute?	
If so, what specific interest is held?	
Does a contract exist for the sale of the subject property?	Yes
If so, is the contract contingent or absolute?	Contingent
If so, provide the names of all parties to the contract:	Buyer: Dr. Michael A. Pikos Seller: McMullen Booth 2AC 3 2019 Trust
Are there any options to purchase the subject property?	No
If so, provide the names of all parties to the option:	
Please provide any other pertinent information which the applicant may wish to submit pertaining to the requested plan map amendment:	A Development Agreement is included.



Staff Report

File #: 19-2280A, **Version:** 1

Agenda Date: 1/28/2020

Subject:

Case No. Q Z/LU-15-09-19 (McMullen Booth 2AC 3 2019 Trust, Martin J. Rosato, Trustee)
A request for a land use change from Recreation/Open Space to Institutional (Legislative) and a zoning change from R-A, Residential Agriculture to LI, Limited Institutional (Quasi-Judicial) with a Development Agreement limiting the use on the property to a 1-story medical office having a maximum size of 18,000 square feet and requiring additional development parameters involving site access, roadway improvements, buffering, and building design, on approximately 2.0 acres located on the east side of McMullen Booth Road approximately 900 feet north of Curlew Road in Palm Harbor (Quasi-Judicial)

Recommended Action:

Based upon evidence and findings contained in the staff report and attachments, Case N. Q Z/LU-15-09-19 is recommended for approval:

1. An Ordinance approving the application of McMullen Booth 2AC 3 2019 Trust, Martin J. Rosato, Trustee for a land use change from Recreation/Open Space to Institutional, on approximately 2.0 acres located on the east side of McMullen Booth Road approximately 900 feet north of Curlew Road.
2. A Resolution approving a zoning change from R-A, Residential Agriculture to LI, Limited Institutional, with a Development Agreement limiting the use on the property to a 1-story medical office having a maximum size of 18,000 square feet and requiring additional development parameters involving site access, roadway improvements, buffering, and building design.
 - The applicant is seeking land use and zoning changes on 2 acres of land that is currently vacant. If granted, the amendments will allow for a medical office.
 - The contract purchaser is proposing to construct a dentist office.
 - The proposed Development Agreement will limit the use to a medical office that can be a maximum of 1-story and 18,000 square feet in size, along with additional requirements involving site access, roadway safety improvements, buffering and building design to address safety concerns.
 - The Local Planning Agency (LPA) recommended approval of the request (vote 3-2). Those who voted no offered no specific explanation. Two persons spoke in favor and one person representing a group of five individuals spoke in opposition. Those in opposition cited various concerns, including traffic, flooding, development along the scenic/non-commercial corridor, and not enough visual buffering. They desire for the property to remain undeveloped open space.
 - Petitions in support with 13 and 6 signatures, respectively, and one letter in support have been received. A petition in opposition with 76 signatures and two letters in opposition have been

received. The stated reasons for opposition include traffic concerns, loss of open/green space, flooding concerns, development along the scenic/non-commercial corridor, belief that there are other commercially-zoned locations already available for development, and a worry that this will set a precedent.

Strategic Plan:

Foster Continual Economic Growth and Vitality
4.3 Catalyze redevelopment through planning and regulatory programs

Deliver First Class Services to the Public and our Customers
5.2 Be responsible stewards of the public's resources

Summary:

The subject property consists of a vacant two-acre parcel with frontage along the east side of McMullen Booth Road, approximately 900 feet north of Curlew Road. The Lake Tarpon Outfall Canal is to the east of the site, the Canal's water control structure, owned and operated by the Southwest Florida Water Management District (SWFWMD), is to north, a County-owned stormwater retention pond is to the south, and a multifamily residential development (Landmark Oaks) is to the west across McMullen Booth Road. The water control facility and its associated building are the only structures that currently exist on the east side of McMullen Booth Road between Curlew Road and Tampa Road. The rest of the area consists of stormwater ponds and undeveloped open space.

The proposed use is a medical office, specifically the new location for Coastal Jaw Surgery, which is currently located off Tampa Road near US-19. The dental practice is under contract to purchase the subject property from the applicant in the event the requested amendments are granted. To facilitate this use, the applicant is requesting a Future Land Use Map (FLUM) amendment from Recreation/Open Space (R/OS) to Institutional (I) and a Zoning Atlas Amendment from R-A, Residential Agriculture to LI, Limited Institutional. A Development Agreement is also proposed, which would limit the use of the property to a 1-story medical office with a maximum size of 18,000 square feet, along with additional requirements involving site access, roadway safety improvements, buffering and building design.

The subject property was formerly owned by Pinellas County. In 2005, the County swapped ownership of the property with the SWFWMD for a separate site located about 1,000 feet to the northeast. The County had proposed a water tower associated with the reclaimed water system on the subject property but elected to swap the site with the SWFWMD due to public opposition to the tower from the residential community to the west. In 2014, the SWFWMD declared the subject area as surplus property and sold it to the current property owner.

The Pinellas County Comprehensive Plan encourages the retention of non-dedicated (privately-owned) recreation/open space land, but it does not prohibit its change. The only development rights currently in place on the subject property are those permitted under the R/OS category. While it is viable as contributing open space, the size and configuration of the subject property arguably make it difficult to establish a viable privately-owned recreation-based use.

It is important to note that a similar request regarding the subject property was brought before the LPA in 2016 but withdrawn before being heard by the Board of County Commissioners. Like now, that

past request involved a proposed dental office with the same owner and contract purchaser. The primary difference between the two requests is that the current one includes a Development Agreement. The 2016 request, which was not supported by staff and unanimously recommended for denial by the LPA, proposed to limit the use on site via a conditional overlay. While a conditional overlay can restrict uses and development parameters such as height and setbacks, it cannot set requirements or obligations on non-zoning related items, such as site access and roadway improvements, which are two points of concern regarding the development of the subject property. The Development Agreement also includes a concept plan that adds more certainty to the proposed location of the building, parking areas, landscaping, site access, and so on. A conditional overlay cannot memorialize a concept plan.

A future medical office could generate approximately 473 additional average daily trips (AADT) on McMullen Booth Road. In this location, the roadway is operating at a peak hour level of service (LOS) B with a volume-to-capacity ratio (V/CR) of 0.43. The additional trips are not expected to significantly impact the carrying capacity of McMullen Booth Road, as it represents a small percentage of the overall traffic volume on the roadway.

The subject property's interaction with the configuration of McMullen Booth Road is a traffic-related concern. A northbound merge lane from Curlew Road to the south ends near the southern boundary of the site. Also, it is a heavily traveled road with a posted speed limit of 50 miles per hour. To help counteract these potential issues, the Development Agreement requires the construction of a turn lane into the site at the subject property owner's expense, which will be restricted to right-in, right-out turning movements only. There is also concern regarding southbound left turns into the property. There is currently a median opening across from the northern end of the subject property that provides a northbound left turn into the residential development to the west. This issue is also addressed by the Development Agreement, as it will require the construction of modifications and improvements to the existing median opening. These safety improvements involve median channelization that would eliminate southbound left turns into the subject property while allowing left turn movements to and from Landmark Boulevard on the west side of McMullen Booth Road. The channelization would also prevent left turns out of the subject property. All of these roadway improvements memorialized in the Development Agreement address staff's concerns regarding traffic flow impacts, which were one of the primary reasons staff did not support the 2016 request.

McMullen Booth Road is a designated Scenic/Non-Commercial Corridor (SNCC). Development other than low density residential is typically not preferred along SNCCs, although certain nonresidential uses are acceptable. During recent years the Board on at least three occasions amended the land use and zoning on properties fronting the McMullen Booth Road/East Lake Road corridor to Institutional, following staff and Local Planning Agency recommendations of approval. The proposed development agreement includes additional landscaping requirements along the road frontage, which is appropriate considering its SNCC status.

Staff is of the opinion that the proposed Institutional FLUM category and LI zoning district are appropriate for the subject property via the controls and requirements of the proposed Development Agreement. The Development Agreement will limit the use of the site to a 1-story medical office, provide for enhanced landscaping along McMullen Booth Road with additional buffer width and more trees, and require site access enhancements that include a dedicated right turn lane, a site entrance designed for right-in and right-out turning movements only, and median modifications and improvements that prevent left turns into the subject property while allowing left turns into and out of

the residential subdivision across the roadway to the west. The Development Agreement also includes a concept plan that depicts the proposed location of the building and general site layout.

The Comprehensive Plan encourages the retention of privately-owned recreation/open space land uses; however, it does not prohibit its change, and the relatively small size of the subject property and its residential zoning limit potential use viability. Amendment of the site to Institutional would not set a precedent in the area because the other surrounding Recreation/Open Space designated properties are publicly-owned and utilized for a public purpose such as flood control and drainage retention. Additionally, the site is not environmentally pristine due to the large amounts of fill placed on it in years past. Importantly, the contract purchaser is committed to going above and beyond normal site development requirements per the Development Agreement. The proposed roadway enhancements in particular are significant and provide a public safety benefit. Due to these reasons and others described in this report, staff recommends approval of the proposed land use and zoning amendments, and the associated Development Agreement.

Background Information:

The Local Planning Agency (LPA) recommended approval of the request during its December 12, 2019 public hearing (vote 3-2).

Surrounding property owners within 1,300 feet of the subject property were notified by mail. A sign advertising the public hearings was posted on the subject property.

Fiscal Impact:

N/A

Staff Member Responsible:

Renea Vincent, Director, Planning

Partners:

N/A

Attachments:

LPA Report
Maps
Impact Assessment
Traffic Analysis
Development Agreement
Resolution
Ordinance
Addition Traffic Study Supplement
Original Submittal Traffic Study
Supplemental Materials
Correspondence
Power Point Presentation
Map of Radius Search
Legal Ad
Ad Map



LOCAL PLANNING AGENCY (LPA) STAFF REPORT

Case Number: Z/LU-15-09-19

LPA Public Hearing: December 12, 2019

Applicant: McMullen Booth 2AC 3 2019 Trust/
Martin J. Rosato, Trustee

Representative: E. D. Armstrong, Jr. and
Cynthia Tarapani

Subject Property: Two acres on the east side of
McMullen Booth Road, approximately 900 feet
north of Curlew Road in Palm Harbor.

PARCEL ID(S): 16/28/16/00000/240/014



REQUEST:

Future Land Use Map amendment from Recreation/Open Space (R/OS) to Institutional (I) and a Zoning Atlas amendment from R-A, Residential Agriculture to LI, Limited Institutional, along with a Development Agreement limiting the use to a 1-story medical office having a maximum size of 18,000 square feet and requiring additional development parameters involving site access, roadway improvements, buffering and building design.

LOCAL PLANNING AGENCY (LPA) RECOMMENDATION:

The LPA finds that the proposed Future Land Use Map and Zoning Atlas amendments, with a Development Agreement, are consistent with the Pinellas County Comprehensive Plan and recommends approval of the proposed amendments. (The vote was 3-2, in favor).

PLANNING STAFF RECOMMENDATION:

- **Staff recommends** that the LPA find the proposed amendments to the Pinellas County Future Land Use Map (FLUM) and Zoning Atlas, and Development Agreement, **consistent** with the Pinellas County Comprehensive Plan, based on this report.
- **Staff further recommends** that the LPA recommend **approval** of the proposed FLUM and Zoning Atlas amendments, and Development Agreement, to the Pinellas County Board of County Commissioners.

SUMMARY REPORT

The Development Review Committee (DRC) reviewed this application on August 12, 2019. The DRC Staff summary discussion and analysis follows:

BACKGROUND AND COMPATIBILITY WITH SURROUNDING LAND USES

The subject property consists of a vacant two-acre parcel with frontage along the east side of McMullen Booth Road, approximately 700 feet north of Curlew Road. The site lies along a 0.6-mile stretch of mostly undeveloped land between Curlew Road and the access ramp to Tampa Road. The Lake Tarpon Outfall Canal is to the east of the site, the Canal's water control structure, owned and operated by the Southwest Florida Water Management District (SWFWMD), is to north, a County-owned stormwater retention pond is to the south, and a multifamily residential development (Landmark Oaks) is to the west across McMullen Booth Road. The water control facility and its associated building are the only structures that currently exist on the east side of McMullen Booth Road between Curlew Road and Tampa Road. The rest of the area consists of stormwater ponds and undeveloped open space.

The proposed use is a medical office, specifically the new location for Coastal Jaw Surgery, which is currently located off Tampa Road near US-19. The dental practice is under contract to purchase the subject property from the applicant in the event the requested amendments are granted. To facilitate this use, the applicant is requesting a Future Land Use Map (FLUM) amendment from Recreation/Open Space (R/OS) to Institutional (I) and a Zoning Atlas Amendment from R-A, Residential Agriculture to LI, Limited Institutional. A Development Agreement is also proposed, which would limit the use of the property to a 1-story medical office with a maximum size of 18,000 square feet, along with additional requirements involving site access, roadway safety improvements, buffering and building design.

The subject area was formerly owned by Pinellas County. In 2005, the County swapped ownership of the property with the SWFWMD for a separate site located about 1,000 feet to the northeast. The County had proposed a water tower associated with the reclaimed water system on the subject property, but elected to swap the site with the SWFWMD due to public opposition to the tower from the residential community to the west. The County subsequently built the water tower on the site it obtained in the land swap with the SWFWMD. In 2014, the SWFWMD declared the subject area as surplus property and sold it to the current property owner. Notably, at some point in the past fill debris from a road project was deposited on the site, which is why it is somewhat elevated in comparison to nearby properties.

The Pinellas County Comprehensive Plan clearly encourages the retention of non-dedicated (privately-owned) recreation/open space land, but it does not prohibit its change. The only development rights currently in place on the subject property are those permitted under the R/OS category. While it is viable as contributing open space, the size and configuration of the subject property arguably make it difficult to establish a viable privately-owned recreation-based use.

It is important to note that a similar request regarding the subject property was brought before the LPA in 2016. Like now, that past request involved a proposed dental office with the same owner and contract purchaser. The primary difference between the two requests is that the current one includes a Development Agreement. The 2016 request, which was not supported by staff and unanimously recommended for denial by the LPA, proposed to limit the use on site via a conditional overlay. While a conditional overlay can restrict uses and development

parameters such as height and setbacks, it cannot set requirements or obligations on non-zoning related items, such as site access and roadway improvements, which are two points of concern regarding the development of the subject property. The Development Agreement also includes a concept plan that adds more certainty to the proposed location of the building, parking areas, landscaping, site access, and so on. A conditional overlay cannot memorialize a concept plan.

TRANSPORTATION AND INFRASTRUCTURE IMPACTS

Transportation

Comparing the current development potential of the subject site with the potential use associated with the requested Institutional FLUM category as restricted by the proposed development agreement, a future medical office could generate approximately 473 additional average daily trips (AADT) on McMullen Booth Road. In this location, the roadway is operating at a peak hour level of service (LOS) B with a volume-to-capacity ratio (V/CR) of 0.43. The section of McMullen Booth Road/East Lake Road (SR 611) between Curlew Road and Tampa Road is the only portion of the roadway between Keystone Road to the north and the Gulf-to-Bay Boulevard to the south that is not considered Deficient by the Pinellas County Land Development Code. The 473 potential additional average daily trips are not expected to significantly impact the carrying capacity of McMullen Booth Road, as it represents a small percentage of the overall traffic volume on the roadway. The site is, however, located within a half-mile of portions of the McMullen Booth Road corridor that are considered Deficient. Because of this, any site development would be subject to mobility mitigation requirements.

The subject property's interaction with the current configuration of McMullen Booth Road is also a transportation-related concern. A northbound merge lane from Curlew Road to the south ends near the southern boundary of the site. Also, it is a heavily traveled road with a posted speed limit of 50 miles per hour. To help counteract these potential issues, the Development Agreement requires the construction of a turn lane into the site at the subject property owner's expense, which will be restricted to right-in, right-out turning movements only. There is also concern regarding southbound left turns into the property. There is currently a median opening across from the northern end of the subject property that provides a northbound left turn into the residential development to the west. This issue is also addressed by the Development Agreement, as it will require, at the subject property owner's expense, the construction of modifications and improvements to the existing median opening. These safety improvements involve median channelization that would eliminate southbound left turns into the subject property while allowing left turn movements to and from Landmark Boulevard on the west side of McMullen Booth Road. The channelization would also prevent left turns out of the subject property. All of these roadway improvements memorialized in the Development Agreement address staff's concerns regarding traffic flow impacts, which were one of the primary reasons staff did not support the 2016 request.

Other Infrastructure

The subject area is located within Pinellas County's Potable Water and Sewer Demand Service Area. Amending the subject area from R/OS to Institutional as proposed could increase potable water and wastewater demand by approximately 1,800 gallons per day, respectively when compared to the vacant land in place today. This increase is not expected to significantly impact level of service conditions. With respect to solid waste disposal, approval of the amendment could increase the amount of solid waste generated by approximately 41.4 tons per year.

OTHER CONSIDERATIONS

McMullen Booth Road is a designated Scenic/Non-Commercial Corridor (SNCC) as recognized by the Pinellas County Comprehensive Plan. Development other than low density residential is typically not preferred along SNCCs, although certain nonresidential uses have been established. During recent years the Board of County Commissioners on at least three occasions amended the land use and zoning on properties fronting the McMullen Booth Road/East Lake Road corridor to Institutional, following staff and Local Planning Agency recommendations of approval. The proposed development agreement includes additional landscaping requirements along the road frontage, which is appropriate considering its SNCC status.

SUMMARY

The proposed Institutional FLUM category and LI zoning district are appropriate for the subject property via the controls and requirements of the proposed Development Agreement. The Development Agreement will limit the use of the site to a one-story medical office, provide for enhanced landscaping along McMullen Booth Road with additional buffer width and more trees, and require site access enhancements that include a dedicated right turn lane, a site entrance designed for right-in and right-out turning movements only, and median modifications and improvements that prevent left turns into the subject property while allowing left turns into and out of the residential subdivision across the roadway to the west. The Development Agreement also includes a concept plan that depicts the proposed location of the building and general site layout. This is a significant improvement over the 2016 request that involved a conditional overlay that provided only limited assurances regarding site development and roadway operational impacts.

The Comprehensive Plan encourages the retention of privately-owned recreation/open space land uses; however, it does not prohibit its change, and the relatively small size of the subject property and its residential zoning limit potential use viability. Amendment of the site to Institutional would not set a precedent in the area because the other surrounding Recreation/Open Space designated properties are publicly-owned and utilized for a public purpose such as flood control and drainage retention. Additionally, the site is not environmentally pristine due to the large amounts of fill placed on it in years past. Importantly, the contract purchaser is committed to going above and beyond normal site development requirements per the Development Agreement. The proposed roadway enhancements in particular are significant and provide a public safety benefit. Due to these reasons and others described in this report, staff recommends approval of the proposed land use and zoning amendments, and the associated Development Agreement.

SURROUNDING ZONING AND LAND USE FACTS:

	Land Use Category	Zoning District	Existing Use
Subject Property:	Recreation/Open Space	R-A	Vacant
Adjacent Properties:			
North	Recreation/Open Space	R-A	Water control structure
East	Recreation/Open Space	R-A	Lake Tarpon Outfall Canal
South	Recreation/Open Space	R-A	Retention Pond
West	Residential Urban	RPD	Multi-family Residential

IMPLEMENTATION OF THE PINELLAS COUNTY COMPREHENSIVE PLAN

Staff finds that the proposed amendment is consistent with the following adopted goals, objectives and policies of the Pinellas County Comprehensive Plan:

FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT

GOAL ONE: The pattern of land use in Pinellas County shall provide a variety of urban environments to meet the needs of a diverse population and the local economy, conserve and limit demands on natural and economic resources to ensure sustainable built and natural environments, be in the overall public interest, and effectively serve the community and environmental needs of the population.

Objective 1.2 Establish development regulations that respond to the challenges of a mature urban county with established communities that are experiencing infill development and redevelopment activity.

Policy 1.2.2 The Local Planning Agency (LPA) of the Board shall ensure that zoning provisions within the Land Development Code are in conformance with the density, intensity and other relevant standards contained within the Future Land Use and Quality Communities Element.

Policy 1.2.3 Plan designations on the Future Land Use Map shall be compatible with the natural environment, support facilities and services, and the land uses in the surrounding area.

Policy 1.2.5 The Board shall implement land development regulations that are compatible with the density, intensity and other relevant standards of those land use categories defined in the Future Land Use and Quality Communities Element.

TRANSPORTATION ELEMENT

Policy 1.2.1: Pinellas County shall coordinate decisions on Future Land Use Map (FLUM) amendments with the mobility and safety needs of the principal modes of travel including bicycling, walking, transit and motor vehicles.

Objective 1.5 Pinellas County's transportation system should provide for safety and efficiency in the movement of people and goods.

ECONOMIC ELEMENT

GOAL ONE: To facilitate a strong and robust local economy that provides growth opportunities for existing businesses, attracts new high-wage primary employers and promotes a diverse range of industries through innovative, sustainable methods that, in a responsible manner, enhance the County's vitality and the quality of life for residents and visitors.

The proposed amendment may conflict with the following adopted objectives and policies of the Pinellas County Comprehensive Plan:

FUTURE LAND USE AND QUALITY COMMUNITIES ELEMENT

1.10.1 Policy: Land uses along dedicated scenic/non-commercial corridors shall be managed to protect the traffic carrying capacity and the scenic nature of these developments.

RECREATION, OPEN SPACE AND CULTURE ELEMENT

Objective 1.4: Pinellas County will protect its open spaces and scenic vistas for their contributions to quality of life.

Objective 1.5: In recognition of the limited amount of available open space remaining within the County, Pinellas County shall prohibit to conversion of dedicated recreation/open space land uses and encourage the retention of non-dedicated recreation/open space land uses.

TRANSPORTATION ELEMENT

Objective 1.3 Pinellas County shall enhance and protect scenic vistas on County road corridors.

COUNTY DEVELOPMENT REGULATIONS

Approval of this request does not ensure that the site can meet County development regulations, including concurrency management regulations, which apply at the time of site plan review.

PROPOSED BCC HEARING DATE: January 28, 2020

CORRESPONDENCE RECEIVED TO DATE: A petition with 13 signatures and a letter received in favor. Two letters received in opposition. (Correspondence received at the hearing: A petition with 6 signatures in favor. A petition with 76 signatures in opposition.)

PERSONS APPEARING AT THE LOCAL PLANNING AGENCY HEARING: Two persons appeared in favor. Two individual persons and One person representing Landmark Oaks HOA (a group of five) appeared in opposition.

ATTACHMENTS: (Maps)

Impact Assessment and Background Data for Staff Report

**Amendment to the Pinellas County Future Land Use Map
and Pinellas County Zoning Atlas Map**

Case No: Z/LU-15-9-19

Site Location: Located on the east side of McMullen Booth Road approximately 700 feet north of Curlew Road in Palm Harbor

Street Address: N/A

Parcel Number: 16/28/16/00000/240/0140

Prepared by: MDS

Date: 8/30/2019

Proposed Amendment From:

Future Land Use Designation(s): R/OS **2.0 acres**

Zoning Designation(s): A-E **2.0 acres**

Proposed Amendment To:

Future Land Use Designation(s): I **2.0 acres**

Zoning Designation(s): LI **2.0 acres**

Development Agreement? No Yes New Amended

Affordable Housing Density Bonus? No Yes **How many proposed units total:**

INFRASTRUCTURE IMPACTS
SOLID WASTE IMPACT ASSESSMENT

LAND USE DESIGNATIONS	SOLID WASTE Total Tons/Year *
EXISTING	
Recreation/Open Space	Note: Solid waste estimates are not available Negligible
PROPOSED	
Institutional (Building square footage restricted by the Development Agreement)	18,000 sq. ft. x 4.6 lbs./sq.ft. (medical office factor) = 82,800 lbs. /sq.ft. 82,800 lbs. /sq.ft. ÷ 2,000 lbs./ton= 41.4 tons/year
NET DIFFERENCE	+41.4 Tons/year

* (Non Residential) Gross Floor Area x Solid Waste Disposal Rate / 2,000 lbs = Total Tons per Year

* (Residential) Units x Annual Per Capita Rate = Total Tons per Year

Note: Based upon Solid Waste Disposal Rate determined by DUS Consultants for the Solid Waste Authority of Palm Beach County.

POTABLE WATER AND SANITARY SEWER IMPACT ASSESSMENT

LAND USE DESIGNATIONS	POTABLE WATER GPD *	WASTEWATER GPD*
EXISTING		
Recreation/Open Space	Note: Usage amounts are not available Negligible	Note: Usage amounts are not available Negligible
PROPOSED		
Institutional (Building square footage restricted by the Development Agreement)	18,000 sq. ft. x 0.1 per sq. ft. (office factor) = 1,800 GPD Total Proposed Potable Water Impact: 1,800 GPD	18,000 sq. ft. x 0.1 per sq. ft. (office factor) = 1,800 GPD Total Proposed Potable Water Impact: 1,800 GPD
NET DIFFERENCE	+1,800 GPD	+1,800 GPD

* (Non Residential) Gross Floor Area x Consumption Rate = GPD

* (Residential) Number of Units x Consumption Rate = GPD

NOTE: GPD = Gallons per Day

TRANSPORTATION AND ROADWAY IMPACTS

	YES or NO	COMMENTS
Does the proposed amendment impact a concurrency corridor (i.e., constrained, congestion containment, and/or long term concurrency management corridor)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	For transportation impacts see staff report for details. The site is within ½ mile of a Deficient County Road (McMullen Booth Road, south of Curlew)
Is the amendment located along a scenic/non-commercial corridor?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Residential subclassification

ENVIRONMENTAL AND SITE CONDITIONS

	YES or NO	COMMENTS
Identify any onsite soils. Are any classified as "very limited" or "subject to subsidence?"	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The site contains Matlacha, St. Augustine, and Urban Land.
Are there any threatened, endangered or listed habitats or species onsite (including species of special concern)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None Known.
Identify onsite vegetation; does the site contain any significant native vegetative communities (e.g., sandhill).	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	None Known.
Is the site located within the wellhead protection zone and/or aquifer recharge area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Identify the watershed in which the site is located.		The site is located in the South Creek drainage basin.
Is a portion of the site located within the 25 or 100 year floodplain?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Does the site contain, or is it adjacent to any wetlands, rivers, creeks, lakes, marshes, Tampa Bay or the Gulf of Mexico, etc.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The site is adjacent to the Lake Tarpon Outfall Canal.

*The standard categories of soil classifications (i.e., severe, very severe etc.) have been replaced by Building Site Development Limitations (i.e., somewhat limited, very limited etc.)

PUBLIC SAFETY

	YES or NO	COMMENTS
Is the site located with the coastal storm area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Coastal Storm Area - Cat 1 Greater than 20% Parcel
Is the site located within a hurricane evacuation zone. If so, identify the zone.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	The site is located within the hurricane evacuation zone B.
Identify the Fire District serving the proposed development.		The site is located within the Palm Harbor Fire District.

COMMUNITY IMPACTS

	YES or NO	COMMENTS
Will approval of this amendment affect the provision of affordable housing; if so, explain the positive/negative impacts.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Has the applicant sought/been issued an affordable housing finding by the Department of Community Development?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Will the approval of the amendment result in the displacement of mobile home residents?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Will the approval of the amendment result in the elimination of a water-dependent land use such as a marina or boat ramp? If so, identify how many ramps/lanes or slips will be eliminated.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Would the amendment affect beach/waterfront accessibility?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the amendment located within a County redevelopment/revitalization area; if so, is the amendment consistent with the community revitalization plan, vision, etc.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Would the amendment have a significant impact on an adjacent local government?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Is the amendment located within a designated brownfield area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Will the proposed amendment affect public school facilities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

Has the property been the subject of a previous amendment proposal within the last 12 months?

Yes No

Is the property within 200 feet of a property under same owner that has been amended within the past 12 months?

Yes No

Is the property equal to or greater than 10 acres in size?

Yes No

******If yes, the case needs to go to DEO for additional review******

ATTACH THE FOLLOWING:

- ___ Location Map
- ___ Future Land Use Map with zoning designations
- ___ Aerial

PINELLAS COUNTY PLANNING DEPARTMENT TRAFFIC ANALYSIS FOR A PROPOSED LAND USE CHANGE							
LU#: Z/LU-15-9-19		Received: 08/30/2019			Jurisdiction: Pinellas County		
Revised:					Signoff: MDS		
SITE DATA							
Parcel Size:		2.00					
Proposed for Amendment:		2.00					
Current Land Use Designation:		Recreation/Open Space					
Potential Use	acre(s)	FAR	Units	sf/1,000	x(tgr)	cap.	Proj. trips
(1) Open Space	2	0.25	N/A	0.000	36.5	0.90	66
Total							66
Proposed Land Use Designation:		Institutional					
Potential Use	acre(s)	FAR	SF	sf/1,000	x(tgr)	cap.	Proj. trips
(1) Medical Office	2.00	0.65	18000**	18.000	35.20	0.85	539
**Building size limited per Development Agreement Total							539
Potential Additional Daily Trips:		473					
ROADWAY IMPACT DATA - Trip Distribution							
Road(s)	% Distribution			Traffic Vol. (AADT)			
	2017	2040		2017	2040		
(1) McMullen Booth Rc	473	473	existing	46,482	55,500		
Curlew Rd to South Split (Tampa Rd)	1.00	1.00	proposed	46,955	55,973		
Road(s)	LOS	V/CR	extg.	w/ chg.	extg.	w/ chg.	
(1) McMullen Booth Rc	B	0.43		B	B	C	C
Curlew Rd to South Split (Tampa Rd)							
Road(s)	Extg	Planned	Const.	Future			
	Ln Cfg	Improv.	Year	Ln Cfg			
(1) McMullen Booth Rc Curlew Rd to South Split	6D	None	None	6D			
ABBREVIATIONS/NOTES							
AADT = Average Annual Daily Trips				Ln. = Lanes			
AC = Acres				LOS = Level of Service			
CAP = Capture Rate (i.e., % new trips)				LTCM = Long Term Concurrency Management Corridor			
CCC = Congestion Containment Corridor				MPO = Metropolitan Planning Organization			
CFG = Configuration				N/A = Not applicable			
CON = Constrained County Corridor				PC = Partially controlled access			
Const. = Construction				PH = Peak Hour			
D/U = Divided/undivided				SF = Square Feet			
E = Enhanced				TGR = Trip Generation Rate			
FAR = Floor Area Ratio				UPA = Units Per Acre			
FDOT = Florida Department of Transportation				UTS = Units (dwelling)			
DEF= Deficient Road				V/CR = Volume-to-Capacity Ratio			
MMS = Mobility Management System				MIS= Mitigating Improvement Scheduled			
2040 traffic volumes from MPO, adjusted FDOT Regional Transportation Analysis model output							
Average daily level of service based on Generalized Daily LOS Volume Tables from FDOT 2017 LOS Manual							

DEVELOPMENT AGREEMENT

This Development Agreement ("Agreement") is dated _____, 2019, effective as provided in Section 5 of this Agreement, and entered into between McMullen Booth 2AC 3 2019 Trust, Martin J. Rosato, Trustee ("Owner") and Pinellas County, Florida, a political subdivision of the State of Florida acting through its Board of County Commissioners, the governing body thereof ("County").

R E C I T A L S :

- A. Sections 163.3220 – 163.3243, Florida Statutes, which set forth the Florida Local Government Development Agreement Act ("Act"), authorize the County to enter into binding development agreements with persons having a legal or equitable interest in real property located within the unincorporated area of the County.
- B. Under Section 163.3223 of the Act, the County has adopted Chapter 134, Article VII of Part III, the Pinellas County Land Development Code ("Code"), establishing procedures and requirements to consider and enter into development agreements.
- C. Owner is the owner of approximately two (2) acres m.o.l. of real property ("Property") located at the east side of McMullen Booth Road north of Curlew Road in the unincorporated area of the County, more particularly described on Exhibit "A" attached hereto.
- D. Owner desires to develop and use the Property as a Medical office.
- E. The Property currently has a land use designation of ROS, Recreation Open Space and is zoned R-A, Residential Agriculture District.
- F. Owner has requested that the County place a land use designation of I, Institutional and a zoning designation of LI, Limited Institutional on the Property.
- G. The County cannot justify the requested action absent the restrictions contained in this Agreement and in the deed restriction required in Section 6.1.4, and the County supports the change in zoning and land use designation based upon the provisions of the Agreement.
- H. The County and Owner have determined that it would be mutually beneficial to enter into a development agreement governing the matters set forth herein and have negotiated this Agreement in accordance with the Code and the Act.
- I. The County has found that the terms of this Agreement are consistent with the Pinellas County Comprehensive Plan and the Code.

STATEMENT OF AGREEMENT

In consideration of and in reliance upon the premises, the mutual covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto intending to be legally bound and in accordance with the Act, agree as follows:

Section 1. Recitals. The above recitals are true and correct and are a part of this Agreement.

Section 2. Incorporation of the Act. This Agreement is entered into in compliance with and under the authority of the Code and the Act, the terms of which as of the date of this Agreement are incorporated herein by this reference and made a part of this Agreement. Words used in this Agreement without definition that are defined in the Act shall have the same meaning in this Agreement as in the Act.

Section 3. Property Subject to this Agreement. The Property is subject to this Agreement.

Section 4. Ownership. The Property is owned in fee simple by Owner.

Section 5. Effective Date/Duration of this Agreement.

5.1. This Agreement shall become effective as provided for by the Act and shall be contingent upon obtaining final approval, and effectiveness of the land use designation of Institutional and a zoning designation of Limited Institutional, as requested on the Property.

5.2. This Agreement shall continue in effect until terminated as defined herein but for a period not to exceed five (5) years.

Section 6. Obligations under this Agreement.

6.1. Obligations of the Owner.

6.1.1. Binding Obligations. The obligations under this Agreement shall be binding on Owner, its successors or assigns

6.1.2. Development Review Process. At the time of development of the Property, Owner will submit such applications and documentation as are required by law and shall comply with the County's Code applicable at the time of submittal.

6.1.3. Development Restrictions. The following restrictions shall apply to development of the Property.

6.1.3.1 The development of the Property shall be consistent with the Concept Plan attached hereto as Exhibit "B" and limited to one story in height. Since McMullen Booth Road is a scenic non-

commercial corridor, the Owner proposes to exceed the minimum code requirements, for buffering as follows:

- a. The width of the landscape buffer on McMullen Booth Road shall be not less than ten (10) feet, where five (5) feet is required;
 - b. The number of trees along McMullen Booth Road shall be four (4) trees per one hundred (100) linear feet of road frontage, for a total of sixteen (16) trees where twelve (12) are required. The trees shall be at least four (4) inch caliper at planting, where two (2) inch caliper trees are required.
- 6.1.3.2 The Property shall be used for a medical office only, which shall not exceed 18,000 square feet, air conditioned.
- 6.1.3.3 The entrance to the Property shall be limited to one driveway on McMullen Booth Road, and further restricted to right-in, right-out turning movements only. The driveway entrance shall include raised curbs to further regulate turning movements.
- 6.1.3.4 The turn lane for the Property on McMullen Booth Road shall be designed, approved and constructed to County standards, at Owner's sole cost and expense.
- 6.1.3.5 Owner shall seek approval and construct consistent therewith, at Owner's sole cost and expense, modifications and improvements to the existing full median opening at the intersection of McMullen Booth Road and Landmark Boulevard, which shall include raised curbs, and be generally consistent with the graphic depicted on Exhibit "C" attached hereof.
- Owner shall be entitled to impact fee credits for the improvements described in Section 6.1.3.3, 6.1.3.4 and 6.1.3.5 above.
- 6.1.3.6 **Development Intensities.** Owner shall comply with the building intensities and height required by the Property's zoning and land use designations, unless otherwise modified by this Agreement.
- 6.1.4 **Recording of Deed Restriction.** Prior to the approval of a site plan or issuance of a development permit for the Property, Owner shall record a deed restriction encumbering the Property in the official records of Pinellas County, Florida and deliver a copy of such recorded deed restriction to the Director of the County Planning Department or his designee. The deed restriction shall be approved as to form by the County Attorney (which

approval shall not be unreasonably withheld) and shall generally describe the development limitations of this Agreement. The deed restriction shall be perpetual and may be amended or terminated only with the consent of the County, which consent shall not be unreasonably withheld.

6.2 Obligations of the County.

6.2.1 Concurrent with the approval of this Agreement, the Board amends the land use and zoning designation for the Property as set forth in Recital F above.

6.2.2 County will process preliminary and final site plan applications for the Property that are consistent with the Plan and that meet the requirements of the Code at the time of submittal.

6.2.3 The final effectiveness of the redesignation referenced in Section 6.2.1 is subject to:

6.2.3.1 The provisions of Chapter 125 and 163, Florida Statutes, as they may govern such amendments; and

6.2.3.2 The expiration of any appeal periods or, if an appeal is filed, at the conclusion of such appeal.

Section 7. Public Facilities to Service Development. The following public facilities are presently available to the Property from the sources indicated below. Development of the Property will be governed by and must satisfy the concurrency ordinance provisions applicable at the time of the effective date of this Agreement.

- 7.1. Potable water from Pinellas County.
- 7.2. Sewer service from Pinellas County.
- 7.3. Fire protection from Pinellas County.
- 7.4. Drainage facilities for the parcel will be provided by Owner.

Section 8. Required Local Government Permits. The required local government development permits for development of the Property include, without limitation, the following:

- 8.1. Site plan approval(s) and associated utility licenses and right-of-way utilization permits;
- 8.2. Construction plan approval(s);
- 8.3. Building permit(s); and

8.4. Certificate(s) of occupancy.

Section 9. Consistency. The County finds that development of the Property consistent with the terms of this Agreement is consistent with the Pinellas County Comprehensive Plan.

Section 10. Termination.

10.1. In the event of termination pursuant to Section 10.2 or failure to commence the development of the subject property within the duration of the Agreement as defined in Section 5 above, the Property shall return to its current land use and zoning designations. Owner agrees to cooperate and not contest any administrative procedures necessary to implement restoration of the land use and zoning designations. This obligation survives the termination of the Agreement for the time necessary to accomplish the redesignations.

10.2. If Owner's obligations set forth in this Agreement are not followed in a timely manner, as determined by the County Administrator, after notice to Owner and an opportunity to be heard, existing permits shall be administratively suspended and issuance of new permits suspended until Owner has fulfilled its obligations. Failure to timely fulfill its obligations may serve as a basis for termination of this Agreement by the County, at the discretion of the County and after notice to Owner and an opportunity for Owner to be heard.

Section 11. Other Terms and Conditions. Except in the case of termination, until five (5) years after the effective date of this Agreement, the Property shall not be subject to subsequently adopted laws and policies unless the County has held a public hearing and determined:

11.1. They are not in conflict with the laws and policies governing the Development Agreement and do not prevent development of the land uses, intensities, or densities in this Agreement;

11.2. They are essential to the public health, safety, or welfare, and expressly state that they shall apply to a development that is subject to a development agreement;

11.3. They are specifically anticipated and provided for in this Agreement;

11.4. The County demonstrates that substantial changes have occurred in pertinent conditions existing at the time of approval of this Agreement; or

11.5. This Agreement is based on substantially inaccurate information provided by Owner.

Section 12. Compliance with Law. The failure of this Agreement to address any particular permit, condition, term or restriction shall not relieve Owner from the necessity of complying with the law governing such permitting requirements, conditions, terms or restrictions.

Section 13. Notices. Notices and communications required or desired to be given under this Agreement shall be given to the parties by hand delivery, by nationally recognized overnight courier service such as Federal Express, or by certified mail, return receipt requested, addressed as follows (copies as provided below shall be required for proper notice to be given):

If to Owner: McMullen Booth 2AC 3 2019 Trust
Attn: Martin J. Rosato, Trustee
P. O. Box 348
Largo, FL 33779

With copy to: E. D. Armstrong III, Esquire
Hill Ward Henderson
600 Cleveland Street, Suite 800
Clearwater, FL 33755

Dr. Michael A. Pikos
8740 Mitchell Blvd.
Trinity, FL 34655

If to County: Pinellas County Board of County Commissioners
c/o County Administrator
315 Court St.
Clearwater, FL 33756

With copy to: David S. Sadowsky, Esquire
Senior Assistant County Attorney
Pinellas County Attorney's Office
315 Court Street
Clearwater, Florida 33756

Properly addressed, postage prepaid, notices or communications shall be deemed delivered and received on the day of hand delivery, the next business day after deposit with an overnight courier service for next day delivery, or on the third (3rd) day following deposit in the United States mail, certified mail, return receipt requested. The parties may change the addresses set forth above (including the addition of a mortgagee to receive copies of all notices), by notice in accordance with this Section.

Section 14. Right to Cure. Owner will not be deemed to have failed to comply with the terms of this Agreement until Owner shall have received notice from the County of the alleged non-compliance and until the expiration of a reasonable period after receipt of such notice to cure such non-compliance. Whether the time period has been reasonable shall be based on the nature of the non-compliance and shall be determined in the sole judgment of the County Administrator, reasonably exercised.

Section 15. Minor Non-Compliance. Owner will not be deemed to have failed to comply with the terms of this Agreement in the event such non-compliance, in the judgment of the County Administrator, reasonably exercised, as a minor or inconsequential nature.

Section 16. Covenant of Cooperation. The parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of development of the Property.

Section 17. Approvals. Whenever an approval or consent is required under or contemplated by this Agreement, such approval or consent shall not be unreasonably withheld, delayed or conditioned. All such approvals and consents shall be requested and granted in writing.

Section 18. Completion of Agreement. Upon the completion of performance of this Agreement or its revocation or termination, the Owner or his successor in interest shall record a statement in the official records of Pinellas County, Florida, signed by the parties hereto, evidencing such completion, revocation or termination, and shall forthwith deliver a copy of this document to the Director of the County Building and Development Review Services Department or his designee.

Section 19. Entire Agreement. This Agreement (including any and all Exhibits attached hereto, all of which are a part of this Agreement to the same extent as if such Exhibits were set forth in full in the body of this Agreement), constitutes the entire agreement between the parties hereto pertaining to the subject matter hereof.

Section 20. Construction. The titles, captions and section numbers in this Agreement are inserted for convenient reference only and do not define or limit the scope or intent and should not be used in the interpretation of any section, subsection or provision of this Agreement. Whenever the context requires or permits, the singular shall include the plural, and plural shall include the singular and any reference in this Agreement to Owner includes Owner's successors or assigns. This Agreement was the production of negotiations between representatives for the County and Owner and the language of the Agreement should be given its plain and ordinary meaning and should not be construed against any party hereto. If any term or provision of this Agreement is susceptible to more than one interpretation, one or more of which render it valid and enforceable, and one or more of which would render it invalid or unenforceable, such term or provision shall be construed in a manner that would render it valid and enforceable.

Section 21. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect. Notwithstanding the foregoing, if such responsibilities of any party thereto to the extent that the purpose of this Agreement or the benefits sought to be received hereunder are frustrated, such party shall have the right to terminate this Agreement upon fifteen (15) days notice to the other parties.

Section 22. Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida without regard to the conflict of laws principles of such state.

Section 23. Counterparts. This Agreement may be executed in counterparts, all of which together shall continue one and the same instrument.

IN WITNESS WHEREOF, the parties have hereto executed this Agreement the date and year first above written.

End of Substantive Provisions, Signature Page to follow

WITNESSES:

[Signature]

Printed Name: Thomasene Tarapuni

[Signature]

Printed Name: David Santibanez

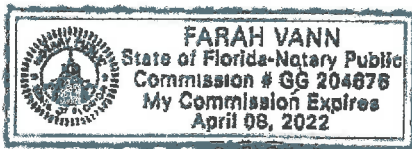
OWNER

[Signature]

MARTIN J. ROSATO TR.

STATE OF FLORIDA
COUNTY OF Pinellas

The foregoing instrument was acknowledged before me this 19 day of December 2019, by Martin J. Rosato, who is personally known to me or who produced Drivers License as identification.



Farah Vann
Notary Public

By: Farah Vann
Print Notary Name
My Commission Expires: April 8, 2022

ATTEST:

PINELLAS COUNTY, FLORIDA

KEN BURKE, CLERK

Deputy Clerk

By: _____
Chairman
Board of County Commissioners

APPROVED AS TO FORM:

[Signature]
County Attorney

CAO Doc No.:

**MCMULLEN BOOTH ROAD
DEVELOPMENT AGREEMENT**

EXHIBIT A- LEGAL DESCRIPTION


16-28-16-00000-240-0140

Compact Property Record Card

Updated March 26, 2019

[Home](#) [Print](#) [Search](#) [Help](#) [About](#)

Ownership/Mailing Address & Name	Site Address
Mailing Address ROSATO, MARTIN PO BOX 348 LARGO FL 33779-0348	MCMULLEN BOOTH RD (Unincorporated)



Property Area: 1000 (Vacant Commercial Land - lot & Total Heated Total Gross acreage) SF: SF:

[click here to hide] Legal Description

PART OF SW 1/4 OF NW 1/4 OF SEC 16-28-16 DESC FROM SE COR OF SD SW 1/4 OF NW 1/4 TH S89D27'57"E 227.03FT TH N00D32'03"E 59FT TH CUR RT RAD 87.50FT ARC 121.67FT CB N49D37'45"W 112.11FT TH CUR LT RAD 2291.83FT ARC 351.71FT CB N14D11'18"W 351.37FT TH N23D10'27"W 332.96FT FOR POB TH CONT N23D10'27"W 146.35FT TH N18D24'07"W 263.55FT TH N71D35'53"E 214.97FT TH S18D24'07"E 409.39FT TH S71D35'53"W 202.80FT TO POB CONT 2 AC

COPY

**MCMULLEN BOOTH ROAD
DEVELOPMENT AGREEMENT**

EXHIBIT B- CONCEPT PLAN

MEDICAL OFFICE DEVELOPMENT

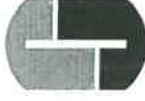
McMULLEN BOOTH ROAD
PINELLAS COUNTY, FLORIDA



SITE LOCATION

Revisions	Date	By

John A. Jonnatti
Principal Architect
Pinellas County, Florida



JONNATTI
ARCHITECTURE
INCORPORATED
23023 US Highway 19 N
Clearwater, Florida 33765
(727) 755-4101
(212) 755-8005 FX

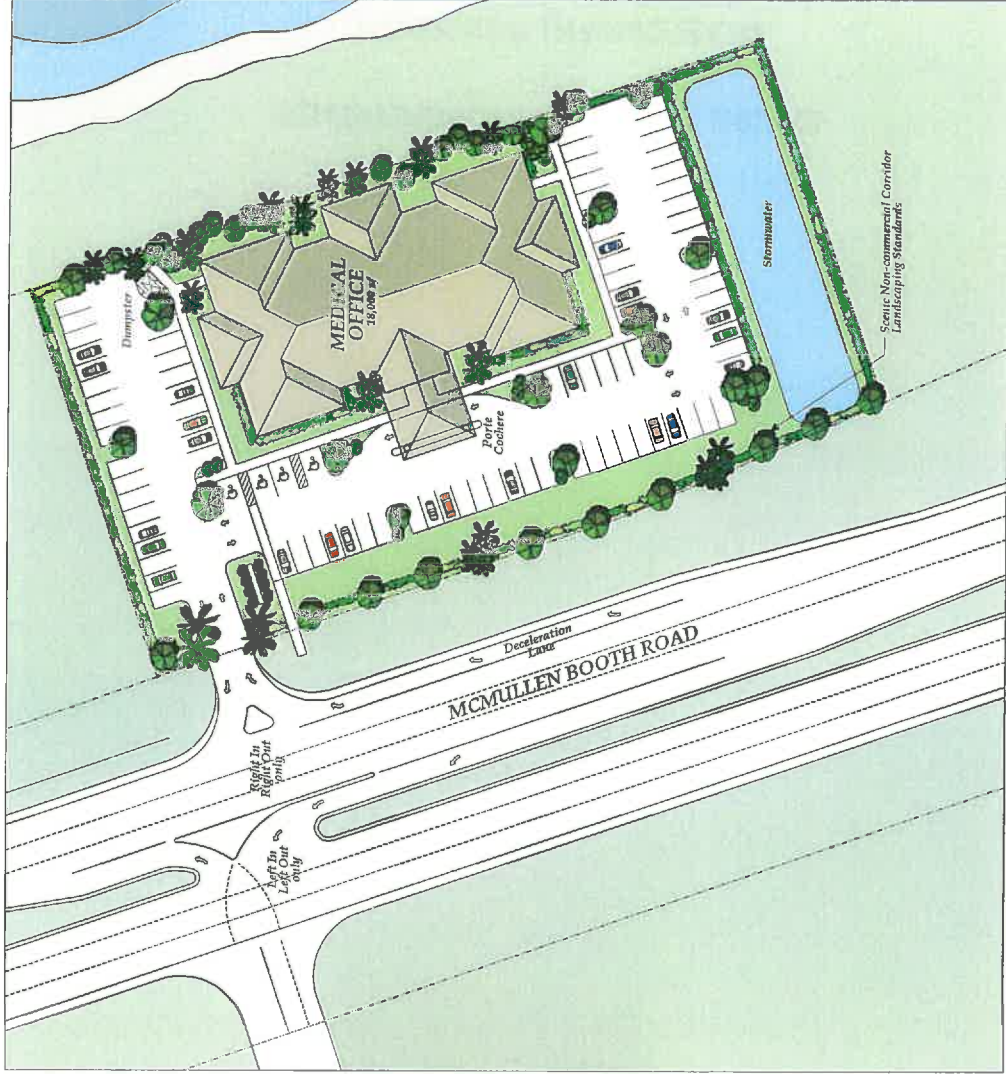
www.jonnatti.com
info@jonnatti.com
www.jonnattifirm.com



MEDICAL OFFICE DEVELOPMENT
McMULLEN BOOTH ROAD
PINELLAS COUNTY
FLORIDA

Drawn	MAJ
Checked <td>MAJ</td>	MAJ
Date <td>APRIL 6, 2018</td>	APRIL 6, 2018
Scale <td>AS NOTED</td>	AS NOTED
Job No. <td>PK003</td>	PK003

Sheet: **P1**



SITE DATA
SITE AREA 2.0 ACRES
BUILDING AREA 18,000 SQ FT
CARS PARKED 90 CARS



SITE PLAN
SCALE 1" = 30' 0"



**MCMULLEN BOOTH ROAD
DEVELOPMENT AGREEMENT**

EXHIBIT C- MEDIAN IMPROVEMENTS

Conceptual Diagram Only

Details & Dimensions to be Determined During Final Engineering

Proposed Project
Site Driveway

RESTRICTED DRIVEWAY CONNECTION
(RIGHT-IN/RIGHT-OUT ONLY)

MEDIAN CHANNELIZATION
(ALLOWS LEFT-TURN MOVEMENTS ONLY TO/FROM LANDMARK BOULEVARD)

McMullen Booth Road

Landmark
Boulevard



RAYSOR
Transportation Consulting
19046 BRUCE B. DOWNS BLVD #338
TAMPA, FLORIDA 33647
(813) 625-1699 • (813) 413-7432 tx
ENB No. 27789

MICHAEL D. RAYSOR, P.E.
FL P.E. No. 60919

MEDICAL OFFICE DEVELOPMENT
MCMULLEN BOOTH ROAD, PINELLAS COUNTY, FLORIDA
PARCEL ID No. 6281800002400140
CONCEPTUAL IMPROVEMENTS

REVISIONS	DATE
1	
2	
3	
4	
5	

DATE
08-01-19

PROJECT NO.
491010

DRAWING NO.
T - 1 of 1



**MCMULLEN BOOTH APPLICATIONS
PLAN AMENDMENT, REZONING & DEVELOPMENT AGREEMENT
PINELLAS COUNTY CASE NO. Z/LU-15-09-19**

SUPPLEMENTAL MATERIALS

Submitted to:

**Pinellas County Local Planning Agency
440 Court Street
Clearwater, Florida 33755**

Submitted by:

**E.D. Armstrong, Applicant's Representative
Hill Ward Henderson
600 Cleveland Street
Clearwater, Florida 33755**

**Cynthia Tarapani, Applicant's Representative
Tarapani Planning Strategies, LLC
128 E. Tarpon Avenue
Tarpon Springs, Florida 34689**

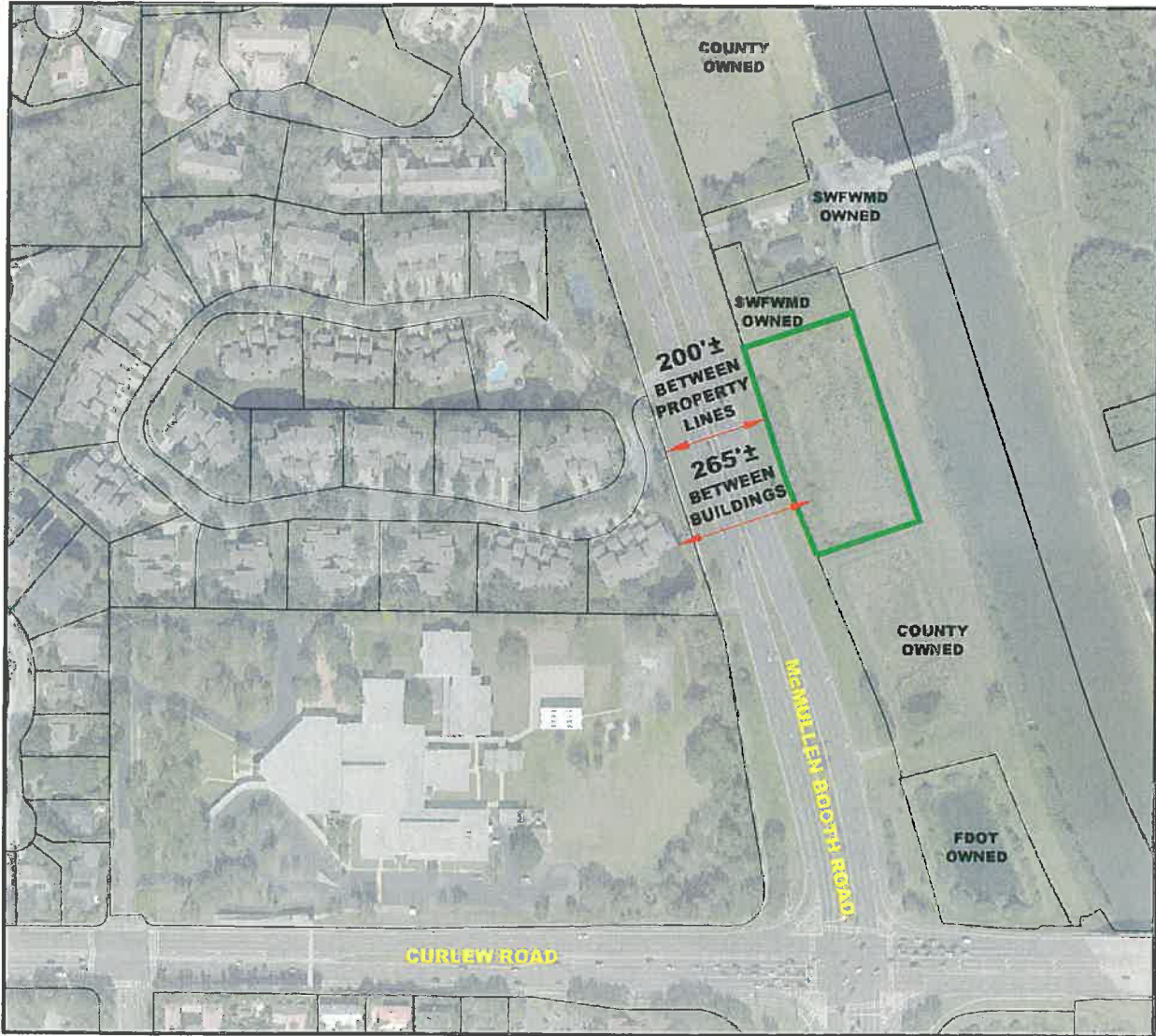
December 5, 2019

**MCMULLEN BOOTH APPLICATIONS
PLAN AMENDMENT, REZONING & DEVELOPMENT AGREEMENT
PINELLAS COUNTY CASE NO. Z/LU-15-09-19**

SUPPLEMENTAL MATERIALS

Table of Contents

EXHIBIT 1	Aerial Photograph of Site and Vicinity
EXHIBIT 2	Front Building Elevation
EXHIBIT 3	Site Photographs



0' 250'
SCALE: 1" = 250'

McMullen Booth Road

AERIAL MAP

Prepared for:
Dr. Michael Pikos

Legend:
 Subject Parcel

DECEMBER 2, 2019



3030 STARKEY BOULEVARD
TRINITY, FLORIDA 34655

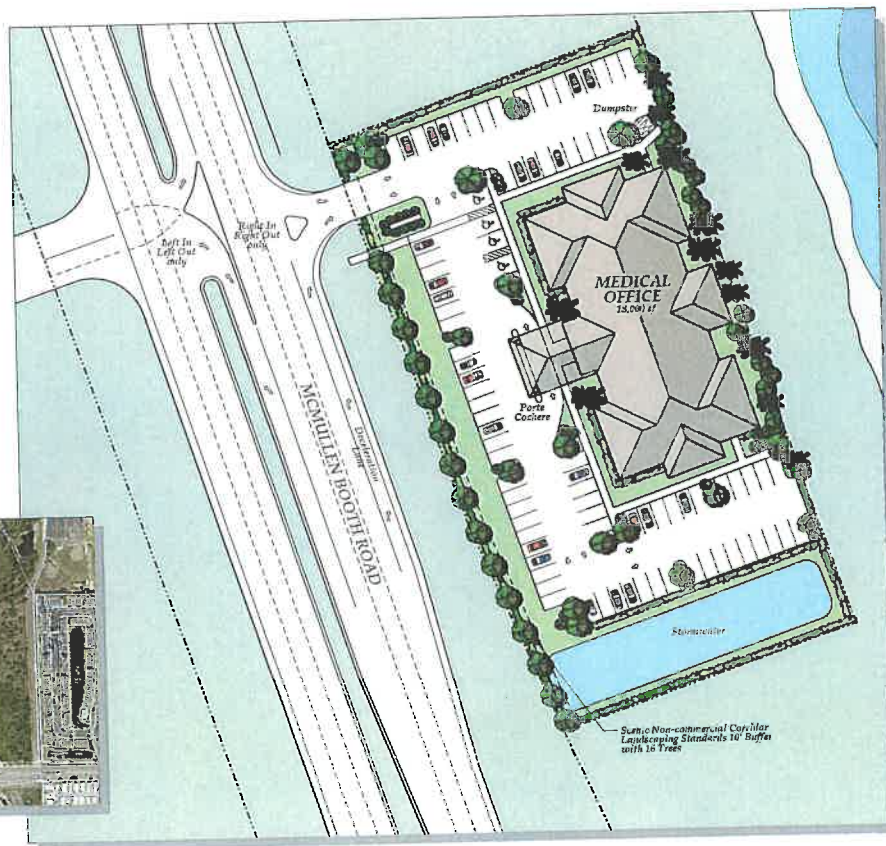
PHONE: (727) 478-2421
www.fldandp.com
E-mail: emazur@fldandp.com

MEDICAL OFFICE DEVELOPMENT

McMULLEN BOOTH ROAD
PINELLAS COUNTY, FLORIDA



SITE LOCATION



Revisions	Date	By



JONNATTI
ARCHITECTURE
INCORPORATED
21022 US Highway 19 N
Clearwater, Florida 33765
(727) 725-4525
(727) 725-2673 fx
www.jonnatti.com
jonnatti@jonnatti.com
© Jonnatti Architecture
Incorporated 2019
44 002
4.8.1978

MEDICAL OFFICE DEVELOPMENT
McMULLEN BOOTH ROAD
PINELLAS COUNTY
FLORIDA

SITE PLAN
CONCEPT

Drawn	MAJ
Checked	MAJ
Date	NOV 27, 2019
Scale	AS NOTED
Job No.	WED OFFICE

Sheet
P1



SITE PLAN

SCALE 1" = 80'-0"



SITE DATA

SITE AREA
BUILDING AREA
CARS PARKED

2.0 ACRES
18,000 SQ FT
90 CARS



McMULLEN BOOTH ROAD SITE
PLAN / WEST ELEVATION
 SCALE 1" = 30'



McMULLEN BOOTH ROAD BUILDING
WEST ELEVATION
 SCALE 1/8" = 1'-0"

Revisions	Date	By



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 Incorporated 2019
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MEDICAL OFFICE DEVELOPMENT
 McMULLEN BOOTH ROAD
 PINELLAS COUNTY
 FLORIDA
 DESIGN ELEVATIONS

Drawn	MAJ
Check	MAJ
Date	NOV 27, 2019
Scale	AS NOTED
Job No	MED OFFICE

Sheet
P2



PHOTOGRAPH 1:

Looking East across McMullen Booth Road to Subject Site.

View is from Driveway Entrance of Landmark Oaks Condominium.



PHOTOGRAPH 2:

Looking East to Subject Site.

View is from McMullen Booth Median.



PHOTOGRAPH 3:

Looking West from Site towards Landmark Oaks Condominiums.
View is from Subject Site at approximate Property Line.

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE FUTURE LAND USE MAP OF PINELLAS COUNTY, FLORIDA BY CHANGING THE LAND USE DESIGNATION OF APPROXIMATELY 2.0 ACRES LOCATED ON THE EAST SIDE OF MCMULLEN BOOTH ROAD, APPROXIMATELY 900 FEET NORTH OF CURLEW ROAD IN PALM HARBOR LOCATED IN SECTION 16, TOWNSHIP 28, RANGE 16; FROM RECREATION/OPEN SPACE TO INSTITUTIONAL, AND PROVIDING AN EFFECTIVE DATE

WHEREAS, the application for an amendment to the Future Land Use Map of Pinellas County, Florida, hereinafter listed, has been presented to the Board of County Commissioners of Pinellas County; and

WHEREAS, notice of public hearings and advertisements have been given as required by Florida Law; and

WHEREAS, the comments and recommendation of the Local Planning Agency have been received and considered; and

WHEREAS, this is a small-scale development amendment, as defined by Section 163.3187(1), Florida Statutes.

NOW THEREFORE, BE IT ORDAINED by the Board of County Commissioners of Pinellas County, Florida in regular meeting duly assembled this 28th day of January 2020, that:

Section 1. The Future Land Use Map of Pinellas County, Florida is amended by redesignating the property described as: Approximately 2.0 acres located on the east side of McMullen Booth Road, approximately 900 feet north of Curlew Road in Palm Harbor. Referenced as Case Z/LU-15-09-19, and owned by McMullen Booth 2AC 3 2019 Trust, Martin J. Rosato, Trustee, from Recreation/Open Space to Institutional. See legal description – Exhibit “A”.

Section 2. This amendment shall be transmitted to the Pinellas Planning Council for action to amend the Countywide Future Land Use Plan, from Recreation/Open Space to Public/Semi-Public to maintain consistency with the said Plan.

Section 3. This Ordinance shall take effect upon:

- a) Receipt of notice from the Secretary of State that the Ordinance has been filed is received; and
- b) Approval by the Countywide Planning Authority of the requisite amendment of the Countywide Future Land Use Plan submitted herein pursuant to Chapter 2012-245, Laws of Florida.
- c) Pursuant to Section 163.3187(5)(c), Florida Statutes, this amendment shall become effective upon 31 days following its adoption. If timely challenged, this amendment shall not become effective until the state land planning agency or the Administration Commission issues a final order determining the adopted small-scale amendment is in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

APPROVED AS TO FORM

By: 
Office of the County Attorney

EXHIBIT "A"

PART OF SW 1/4 OF NW 1/4 OF SEC 16-28-16 DESC FROM SE COR OF SD SW 1/4 OF NW 1/4 TH S89D27'57"E 227.03FT TH N00D32'03"E 59FT TH CUR RT RAD 87.50FT ARC 121.67FT CB N49D37'45"W 112.11FT TH CUR LT RAD 2291.83FT ARC 351.71FT CB N14D11'18"W 351.37FT TH N23D10'27"W 332.96FT FOR POB TH CONT N23D10'27"W 146.35FT TH N18D24'07"W 263.55FT TH N71D35'53"E 214.97FT TH S18D24'07"E 409.39FT TH S71D35'53"W 202.80FT TO POB CONT 2 AC

Additional Traffic Study Supplement



TECHNICAL MEMORANDUM

TO: Cynthia Tarapani
Tarapani Planning Strategies, LLC

FROM: Michael D. Raysor, P.E.
RAYSOR Transportation Consulting, LLC

SUBJECT: McMullen Booth Road Medical Office Development
Traffic Study Supplement

DATE: October 30, 2019

Michael D Raysor, PE
Digitally signed by Michael D Raysor, PE
Date: 2019.10.30 15:34:02 -04'00'



1.0 INTRODUCTION

This technical memorandum documents a traffic study supplement performed in association with the proposed development of an 18,000 square foot medical office on the two acre site consisting of Pinellas County parcel no. 16/28/16/00000/240/0140, located on the east side of McMullen Booth Road, approximately 700 feet north of Curlew Road, in Palm Harbor, Florida. This supplement expands upon the analysis documented in the traffic study report dated 08/01/19 (hereinafter referred to as the “original” traffic study), and relies upon certain data documented in that report. The purpose of this supplement is to (A) provide traffic operation information for the intersection of McMullen Booth Road at Oakhaven Drive, located north of the subject project site, as that intersection is expected to accommodate project generated u-turn traffic, and (B) provide trip generation estimates for certain land uses that are currently allowed for development within the project site’s current Comprehensive Plan future land use and zoning categories.

2.0 OAKHAVEN DRIVE INTERSECTION

Traffic operational analyses were performed for the intersection of McMullen Booth Road at Oakhaven Drive for AM and PM peak hour traffic conditions. The analysis was performed for two scenarios; one scenario that does not include the development of the subject medical office and one scenario that does include the development of the subject medical office. The analysis was performed consistent with the procedures used and documented in the “original” traffic study. The results of the analysis indicate that no material changes are anticipated as a result of the development of the subject medical office. Specifically, the analysis identified



that no changes to the operating levels of service for intersection traffic movements would result, and that any changes to other metrics such as vehicular delay and volume-to-capacity ratios are insignificant and would not be perceptible to the motoring public. Attachment “A” documents the analysis performed for the intersection of McMullen Booth Road at Oakhaven Drive.

3.0 CURRENTLY ALLOWABLE USE TRIP GENERATION ESTIMATES

Trip generation estimates were performed for certain land uses that are currently allowed for development within the project site’s current Comprehensive Plan future land use and zoning categories, and compared to the trip generation estimate for the subject medical office. The trip estimates were performed consistent with the procedures used and documented in the “original” traffic study, as summarized in Table 1.0 below; where allowable use data and development size was provided by Tarapani Planning Strategies, LLC.

TABLE 1.0 TRIP GENERATION ESTIMATE SUMMARY

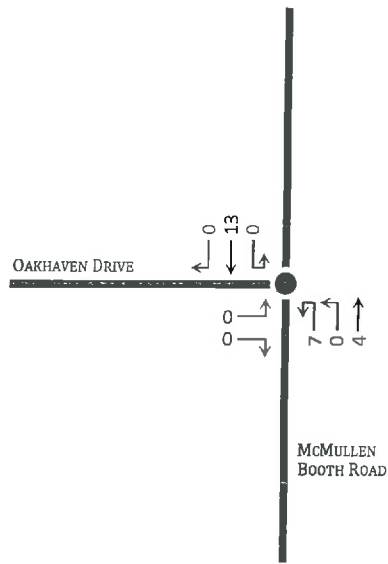
Scenario	ITE LUC	Land Use	Size	Daily Trips	Peak Hour Trips
Proposed Use	720	Medical Office	18,000 sf	604	63
Allowable Uses	492	Health/Fitness Club	18,000 sf	889	80
	493	Athletic Club	18,000 sf	1,255	113

4.0 CONCLUSIONS

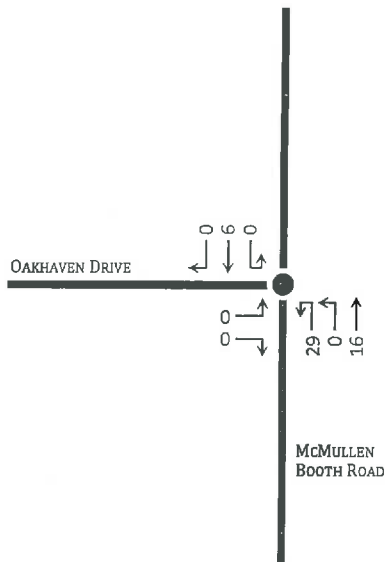
The data, analysis and findings documented in this supplemental traffic study concludes the following:

- ❖ No material changes to the traffic operating conditions at the intersection of McMullen Booth Road at Oakhaven Drive are anticipated as a result of the development of the subject medical office.
- ❖ Certain land uses that are currently allowed for development on the project site are anticipated to generate more traffic than the subject medical office.

ATTACHMENT "A"



AM PEAK HOUR

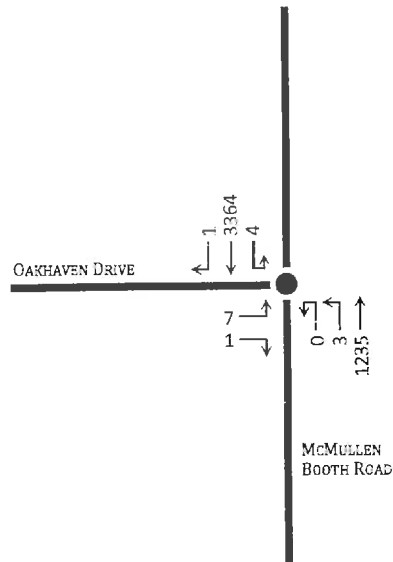


PM PEAK HOUR

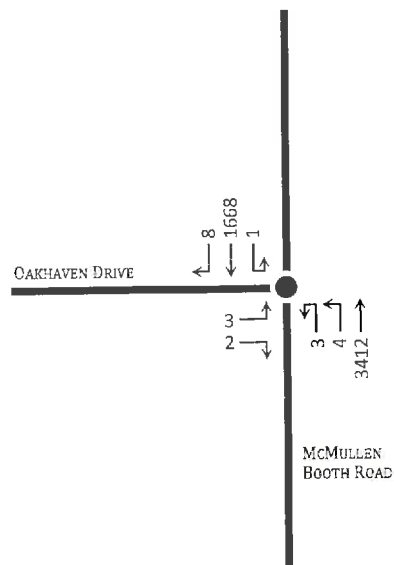
McMULLEN BOOTH ROAD MEDICAL OFFICE DEVELOPMENT
Peak Hour Project Generated Traffic Volumes



ATTACHMENT "A"



AM PEAK HOUR

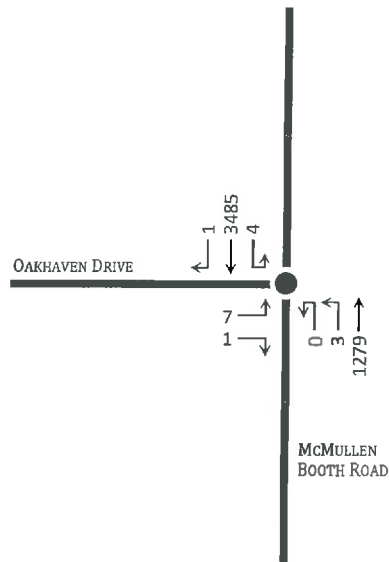


PM PEAK HOUR

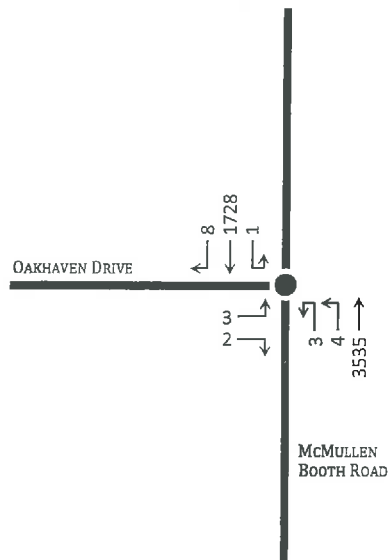
McMULLEN BOOTH ROAD MEDICAL OFFICE DEVELOPMENT
Peak Hour Existing Traffic Volumes



ATTACHMENT "A"



AM PEAK HOUR

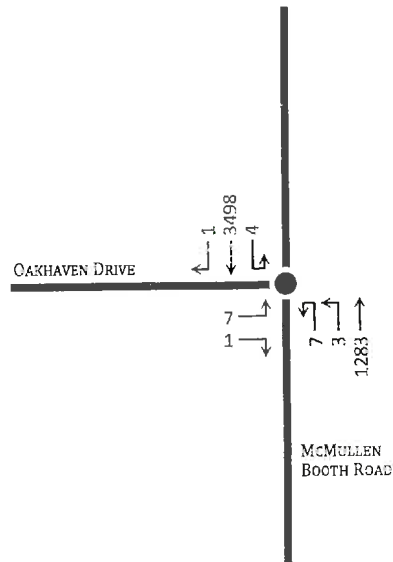


PM PEAK HOUR

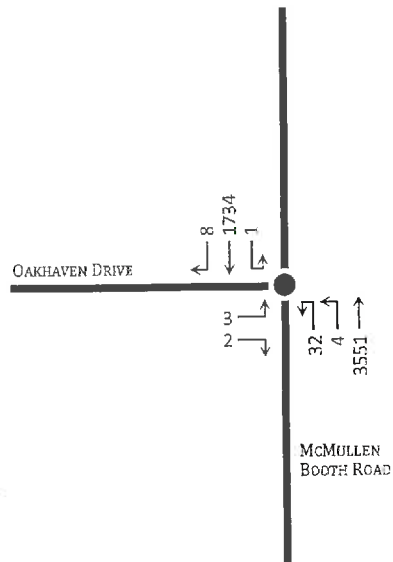
McMULLEN BOOTH ROAD MEDICAL OFFICE DEVELOPMENT
Peak Hour Background Traffic Volumes



ATTACHMENT "A"



AM PEAK HOUR



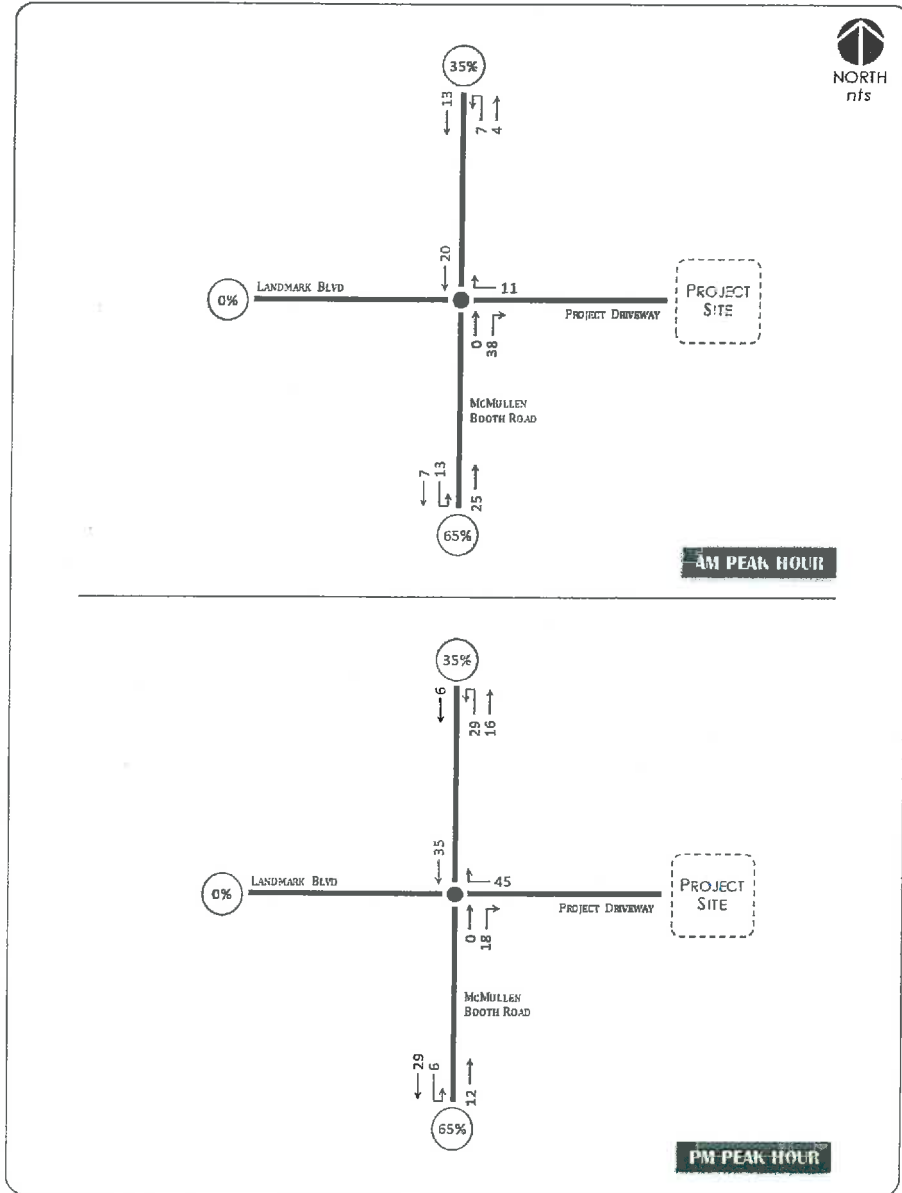
PM PEAK HOUR

McMULLEN BOOTH ROAD MEDICAL OFFICE DEVELOPMENT
Peak Hour Post-Development Total Traffic Volumes



ATTACHMENT "A"

FIGURE 1.0 PROPOSED MEDICAL OFFICE DEVELOPMENT PEAK HOUR TRIP DISTRIBUTION ESTIMATE

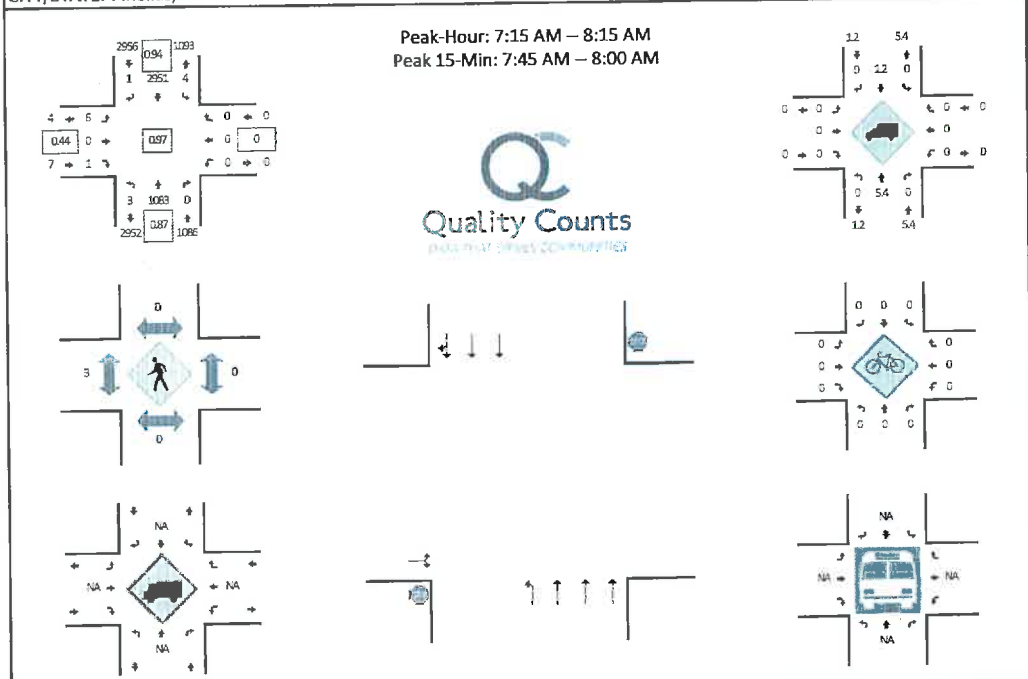


ATTACHMENT "A"

Type of peak hour being reported: Intersection Peak Method for determining peak hour: Total Entering Volume

LOCATION: McMullen Booth Rd -- Oakhaven Dr
CITY/STATE: Pinellas, FL

QC JOB #: 15056301
DATE: Wed, Aug 28 2019



15-Min Count Period Beginning At	McMullen Booth Rd (Northbound)				McMullen Booth Rd (Southbound)				Oakhaven Dr (Eastbound)				Oakhaven Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	229	0	0	0	763	0	0	2	0	0	0	0	0	0	0	994	
7:15 AM	1	253	0	0	0	787	0	2	1	0	0	0	0	0	0	0	1044	
7:30 AM	1	254	0	0	0	698	1	0	1	0	0	0	0	0	0	0	955	
7:45 AM	1	312	0	0	0	733	0	0	1	0	0	0	0	0	0	0	1047	4040
8:00 AM	0	264	0	0	0	733	0	2	3	0	1	0	0	0	0	0	1003	4049
8:15 AM	1	265	0	0	0	688	1	0	2	0	3	0	0	0	0	0	960	3955
8:30 AM	0	285	0	0	0	644	2	0	0	0	2	0	0	0	0	0	933	3943
8:45 AM	0	299	0	0	0	615	2	0	0	0	1	0	0	0	0	0	917	3813
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1248	0	0	0	2932	0	0	4	0	0	0	0	0	0	0	4188	
Heavy Trucks	0	96	0	0	0	28	0	0	0	0	0	0	0	0	0	0	124	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

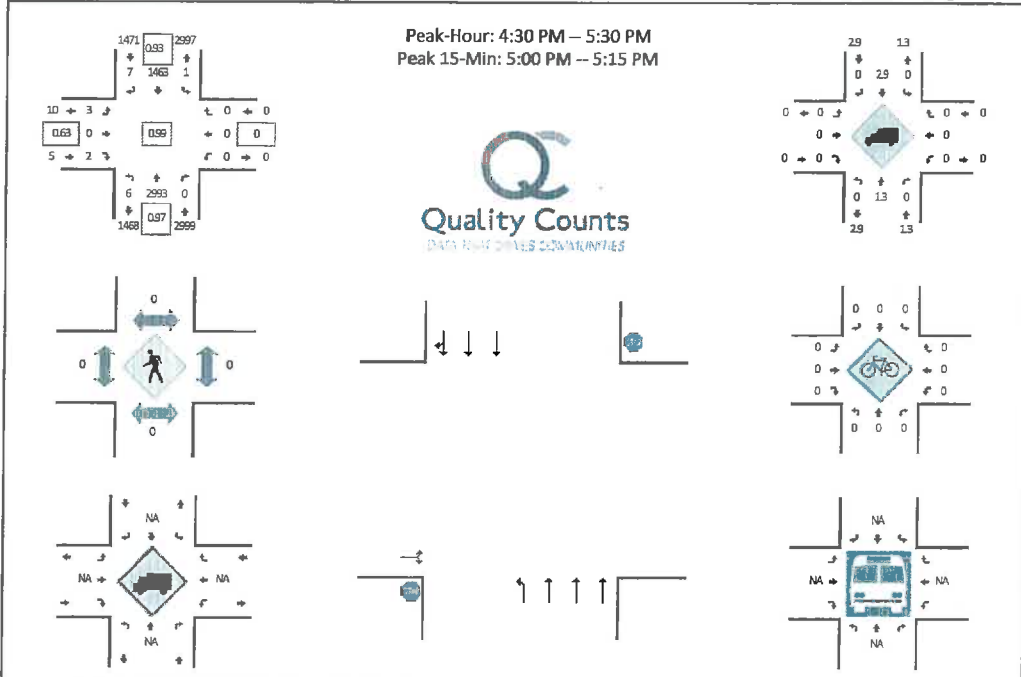
Comments:
Report generated on 9/3/2019 11:40 AM SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

ATTACHMENT "A"

Type of peak hour being reported: Intersection Peak Method for determining peak hour: Total Entering Volume

LOCATION: McMullen Booth Rd -- Oakhaven Dr
CITY/STATE: Pinellas, FL

QC JOB #: 15056302
DATE: Wed, Aug 28 2019



15-Min Count Period Beginning At	McMullen Booth Rd (Northbound)				McMullen Booth Rd (Southbound)				Oakhaven Dr (Eastbound)				Oakhaven Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	682	0	0	0	326	0	0	1	0	1	0	0	0	0	0	1013	
4:15 PM	1	726	0	0	0	278	3	0	1	0	1	0	0	0	0	0	1010	
4:30 PM	0	733	0	1	0	356	1	0	1	0	1	0	0	0	0	0	1093	
4:45 PM	0	722	0	0	0	391	3	0	2	0	0	0	0	0	0	0	1118	4234
5:00 PM	2	769	0	1	0	356	2	1	0	0	1	0	0	0	0	0	1132	4353
5:15 PM	1	769	0	1	0	360	1	0	0	0	0	0	0	0	0	0	1132	4475
5:30 PM	0	673	0	0	0	395	3	0	1	0	2	0	0	0	0	0	1074	4456
5:45 PM	1	679	0	0	0	375	0	0	0	0	1	0	0	0	0	0	1056	4394
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	3076	0	4	0	1424	8	4	0	0	4	0	0	0	0	0	4528	
Heavy Trucks	0	48	0	4	0	32	0	4	0	0	0	0	0	0	0	0	80	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Comments:
Report generated on 9/3/2019 11:40 AM SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

ATTACHMENT "A"

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1500 PINELLAS COUNTYWIDE

MOCF: 0.93
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.07	1.15
2	01/07/2018 - 01/13/2018	1.06	1.14
3	01/14/2018 - 01/20/2018	1.04	1.12
4	01/21/2018 - 01/27/2018	1.02	1.10
5	01/28/2018 - 02/03/2018	0.99	1.06
* 6	02/04/2018 - 02/10/2018	0.96	1.03
* 7	02/11/2018 - 02/17/2018	0.93	1.00
* 8	02/18/2018 - 02/24/2018	0.93	1.00
* 9	02/25/2018 - 03/03/2018	0.92	0.99
*10	03/04/2018 - 03/10/2018	0.92	0.99
*11	03/11/2018 - 03/17/2018	0.91	0.98
*12	03/18/2018 - 03/24/2018	0.92	0.99
*13	03/25/2018 - 03/31/2018	0.92	0.99
*14	04/01/2018 - 04/07/2018	0.93	1.00
*15	04/08/2018 - 04/14/2018	0.93	1.00
*16	04/15/2018 - 04/21/2018	0.94	1.01
*17	04/22/2018 - 04/28/2018	0.96	1.03
*18	04/29/2018 - 05/05/2018	0.98	1.05
19	05/06/2018 - 05/12/2018	1.00	1.08
20	05/13/2018 - 05/19/2018	1.02	1.10
21	05/20/2018 - 05/26/2018	1.01	1.09
22	05/27/2018 - 06/02/2018	0.99	1.06
23	06/03/2018 - 06/09/2018	0.98	1.05
24	06/10/2018 - 06/16/2018	0.97	1.04
25	06/17/2018 - 06/23/2018	0.98	1.05
26	06/24/2018 - 06/30/2018	0.98	1.05
27	07/01/2018 - 07/07/2018	0.99	1.06
28	07/08/2018 - 07/14/2018	1.00	1.08
29	07/15/2018 - 07/21/2018	1.00	1.08
30	07/22/2018 - 07/28/2018	1.01	1.09
31	07/29/2018 - 08/04/2018	1.02	1.10
32	08/05/2018 - 08/11/2018	1.02	1.10
33	08/12/2018 - 08/18/2018	1.03	1.11
34	08/19/2018 - 08/25/2018	1.04	1.12
35	08/26/2018 - 09/01/2018	1.06	1.14
36	09/02/2018 - 09/08/2018	1.07	1.15
37	09/09/2018 - 09/15/2018	1.08	1.16
38	09/16/2018 - 09/22/2018	1.08	1.16
39	09/23/2018 - 09/29/2018	1.07	1.15
40	09/30/2018 - 10/06/2018	1.06	1.14
41	10/07/2018 - 10/13/2018	1.05	1.13
42	10/14/2018 - 10/20/2018	1.05	1.13
43	10/21/2018 - 10/27/2018	1.05	1.13
44	10/28/2018 - 11/03/2018	1.05	1.13
45	11/04/2018 - 11/10/2018	1.04	1.12
46	11/11/2018 - 11/17/2018	1.04	1.12
47	11/18/2018 - 11/24/2018	1.05	1.13
48	11/25/2018 - 12/01/2018	1.06	1.14
49	12/02/2018 - 12/08/2018	1.06	1.14
50	12/09/2018 - 12/15/2018	1.07	1.15
51	12/16/2018 - 12/22/2018	1.06	1.14
52	12/23/2018 - 12/29/2018	1.05	1.13
53	12/30/2018 - 12/31/2018	1.04	1.12

* PEAK SEASON

ATTACHMENT "A"

HCM Unsignalized Intersection Capacity Analysis 200: McMullen Booth Road & Oakhaven Drive

McMullen Medical Development
AM Peak Hour Background Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	1	0	0	0	3	1279	0	4	3485	1
Future Volume (Veh/h)	7	0	1	0	0	0	3	1279	0	4	3485	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	0	1	0	0	0	3	1319	0	4	3593	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	4047	4926	1198	2532	4927	440	3594			1319		
vC1, stage 1 conf vol	3602	3602		1325	1325							
vC2, stage 2 conf vol	446	1325		1207	3602							
vCu, unblocked vol	4047	4926	1198	2532	4927	440	3594			1319		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	99	100	100	100	96			99		
cM capacity (veh/h)	5	14	181	118	12	571	67			531		
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	7	1	3	440	440	440	902	1796	899			
Volume Left	7	0	3	0	0	0	4	0	0			
Volume Right	0	1	0	0	0	0	0	0	1			
cSH	5	181	67	1700	1700	1700	531	1700	1700			
Volume to Capacity	1.30	0.01	0.04	0.26	0.26	0.26	0.01	1.06	0.53			
Queue Length 95th (ft)	43	0	3	0	0	0	1	0	0			
Control Delay (s)	1367.2	25.0	60.8	0.0	0.0	0.0	0.2	0.0	0.0			
Lane LOS	F	D	F				A					
Approach Delay (s)	1199.4		0.1				0.1					
Approach LOS	F											
Intersection Summary												
Average Delay			2.0									
Intersection Capacity Utilization			80.1%		ICU Level of Service					D		
Analysis Period (min)			15									

ATTACHMENT "A"

HCM Unsignalized Intersection Capacity Analysis 200: McMullen Booth Road & Oakhaven Drive
























McMullen Medical Development
AM Peak Hour Post-Development Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	1	0	0	0	10	1283	0	4	3498	1
Future Volume (Veh/h)	7	0	1	0	0	0	10	1283	0	4	3498	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	7	0	1	0	0	0	10	1323	0	4	3606	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	4076	4958	1202	2554	4958	441	3607			1323		
vC1, stage 1 conf vol	3614	3614		1343	1343							
vC2, stage 2 conf voi	461	1343		1211	3615							
vCu, unblocked vol	4076	4958	1202	2554	4958	441	3607			1323		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
pO queue free %	0	100	99	100	100	100	85			99		
cM capacity (veh/h)	5	14	180	106	4	570	67			529		
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	7	1	10	441	441	441	906	1803	902			
Volume Left	7	0	10	0	0	0	4	0	0			
Volume Right	0	1	0	0	0	0	0	0	1			
cSH	5	180	67	1700	1700	1700	529	1700	1700			
Volume to Capacity	1.32	0.01	0.15	0.26	0.26	0.26	0.01	1.06	0.53			
Queue Length 95th (ft)	43	0	12	0	0	0	1	0	0			
Control Delay (s)	1400.3	25.2	68.3	0.0	0.0	0.0	0.2	0.0	0.0			
Lane LOS	F	D	F				A					
Approach Delay (s)	1228.4		0.5				0.1					
Approach LOS	F											
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			80.3%			ICU Level of Service				D		
Analysis Period (min)			15									

ATTACHMENT "A"

HCM Unsignalized Intersection Capacity Analysis 200: McMullen Booth Road & Oakhaven Drive

McMullen Medical Development
PM Peak Hour Background Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			   	
Traffic Volume (veh/h)	3	0	2	0	0	0	7	3535	0	1	1728	8
Future Volume (Veh/h)	3	0	2	0	0	0	7	3535	0	1	1728	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	3	0	2	0	0	0	7	3571	0	1	1745	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2955	5336	586	4171	5340	1190	1753			3571		
vC1, stage 1 conf vol	1751	1751		3585	3585							
vC2, stage 2 conf vol	1204	3585		586	1755							
vCu, unblocked vol	2955	5336	586	4171	5340	1190	1753			3571		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	100	100	100	98			99		
cM capacity (veh/h)	78	14	459	5	14	183	362			69		
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	3	2	7	1190	1190	1190	437	872	444			
Volume Left	3	0	7	0	0	0	1	0	0			
Volume Right	0	2	0	0	0	0	0	0	8			
cSH	78	459	362	1700	1700	1700	69	1700	1700			
Volume to Capacity	0.04	0.00	0.02	0.70	0.70	0.70	0.01	0.51	0.26			
Queue Length 95th (ft)	3	0	1	0	0	0	1	0	0			
Control Delay (s)	53.3	12.9	15.1	0.0	0.0	0.0	1.3	0.0	0.0			
Lane LOS	F	B	C				A					
Approach Delay (s)	37.1		0.0				0.3					
Approach LOS	E											
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			78.3%		ICU Level of Service					D		
Analysis Period (min)			15									

ATTACHMENT "A"

HCM Unsignalized Intersection Capacity Analysis 200: McMullen Booth Road & Oakhaven Drive

McMullen Medical Development
PM Peak Hour Post-Development Traffic

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	0	0	0	36	3551	0	1	1734	8
Future Volume (Veh/h)	3	0	2	0	0	0	36	3551	0	1	1734	8
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	3	0	2	0	0	0	36	3587	0	1	1752	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								2			2	
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3026	5417	588	4247	5421	1196	1760			3587		
vC1, stage 1 conf vol	1758	1758		3659	3659							
vC2, stage 2 conf vol	1268	3659		588	1762							
vCu, unblocked vol	3026	5417	588	4247	5421	1196	1760			3587		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	100	100	100	90			99		
cM capacity (veh/h)	74	11	457	4	12	182	360			68		
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3			
Volume Total	3	2	36	1196	1196	1196	439	876	446			
Volume Left	3	0	36	0	0	0	1	0	0			
Volume Right	0	2	0	0	0	0	0	0	8			
cSH	74	457	360	1700	1700	1700	68	1700	1700			
Volume to Capacity	0.04	0.00	0.10	0.70	0.70	0.70	0.01	0.52	0.26			
Queue Length 95th (ft)	3	0	8	0	0	0	1	0	0			
Control Delay (s)	55.8	12.9	16.1	0.0	0.0	0.0	1.3	0.0	0.0			
Lane LOS	F	B	C				A					
Approach Delay (s)	38.7		0.2				0.3					
Approach LOS	E											
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			78.6%								D	
Analysis Period (min)			15									

Original Submittal

TO: Cynthia Tarapani
Tarapani Planning Strategies, LLC

FROM: Michael D. Raysor, P.E.
RAYSOR Transportation Consulting, LLC

SUBJECT: McMullen Booth Road Medical Office Development
Traffic Study

DATE: August 1, 2019

Michael
D
Raysor,
PE

Digitally signed
by Michael D
Raysor, PE
Date:
2019.08.02
01:00:45 -04'00'



1.0 INTRODUCTION

This report documents a traffic study performed to evaluate the proposed development of an 18,000 square foot medical office on the two acre site consisting of Pinellas County parcel no. 16/28/16/00000/240/0140, located on the east side of McMullen Booth Road, approximately 700 feet north of Curlew Road, in Palm Harbor, Florida. The study documented herein is an update to the prior analysis performed for the subject site, dated 8/24/16, to reflect current traffic count volumes and the latest versions of the reference materials used to prepare the study. This report addresses the following traffic related information:

- Trip Generation Estimate for Proposed Development
- Trip Generation Estimate for Proximate Residential Development
- McMullen Booth Road Traffic Volumes and Speeds
- McMullen Booth Road Level of Service
- Operational Analysis of Project Site Driveway Connection
- Qualitative Evaluation of Northbound McMullen Booth Road Merge Lane

2.0 TRIP GENERATION ESTIMATE FOR PROPOSED DEVELOPMENT

The daily and peak hour trip generation of the proposed development was estimated using trip characteristic data in accordance with the *Trip Generation Manual* (Institute of Transportation Engineers [ITE], 10th edition, 2017), as shown in Table 1.0. The resulting trip generation estimate indicates that the proposed development, at 18,000 square feet, can be anticipated to generate approximately 604 daily trips, with approximately 49 trips during the AM peak hour and approximately 63 trips during the PM peak hour.

TABLE 1.0 PROPOSED DEVELOPMENT TRIP GENERATION ESTIMATE

ITE LUC	Land Use	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Trip Equation	Trips	Trip Equation	Trips	Enter	Exit	Trip Equation	Trips	Enter	Exit
720	Medical Office	18,000 sf	$T=38.42(X)$ -87.62	604	$\ln(T)=0.89*$ $\ln(X)+1.31$	49	38	11	$T=3.39(X)$ +2.02	63	18	45

The distribution of the development generated trips was estimated based on current land use patterns in the general vicinity of the project site and based upon current traffic patterns, which resulted in an estimated distribution of 35% northerly and 65% southerly, as shown in Figure 1.0. It is noted that this analysis reflects a right-in/right-out project site driveway connection as further discussed in Section 6.0 of this report.

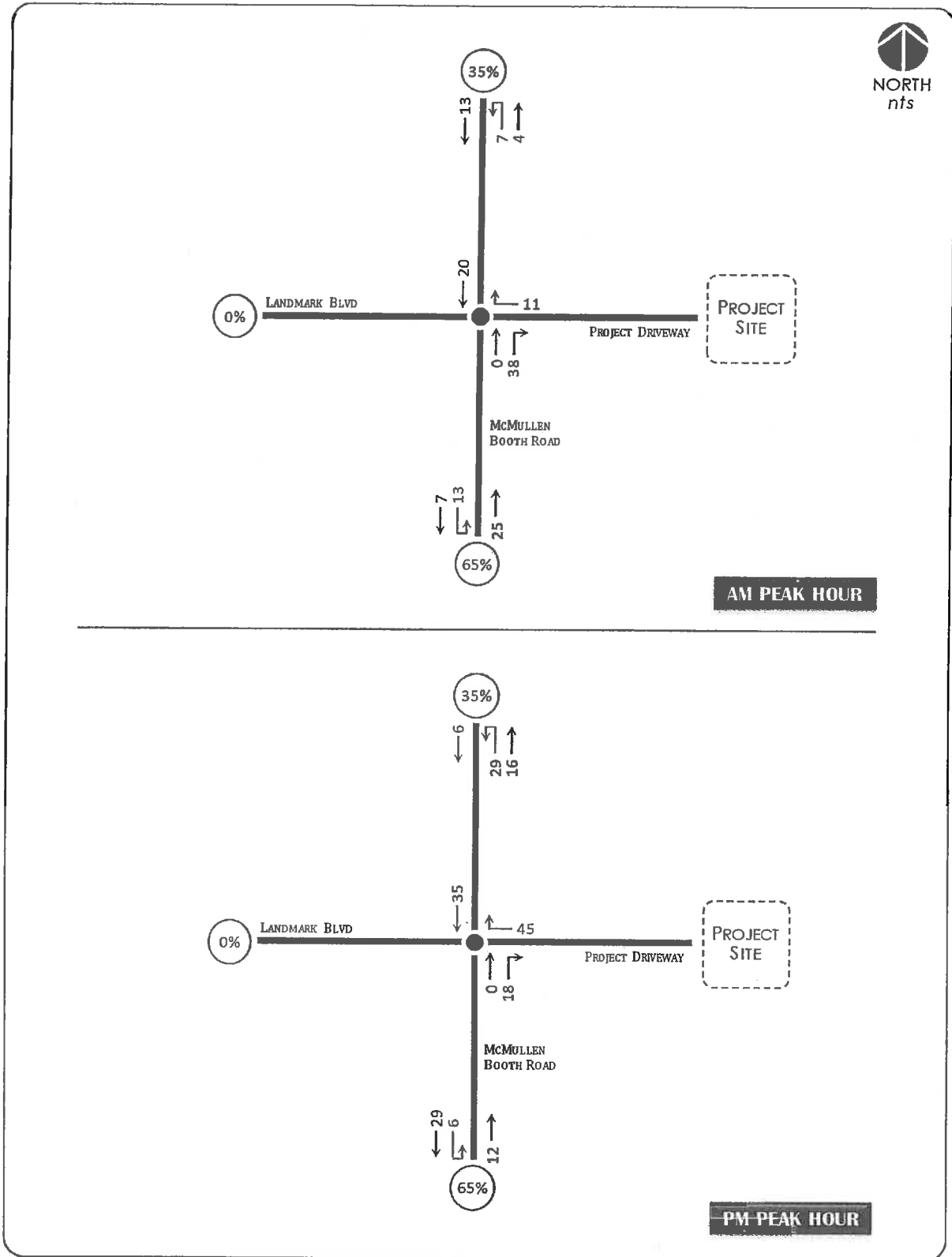
3.0 TRIP GENERATION ESTIMATE FOR PROXIMATE RESIDENTIAL DEVELOPMENT

The daily and peak hour trip generation of the proximate residential developments in the vicinity of the project site, on the west side of McMullen Booth Road, was estimated for comparison purposes. The trip generation estimates for the 40 unit "The Oaks at Countryside" condominium development and the 156 unit "Landmark Oaks" condominium development were prepared using trip characteristic data in accordance with the *Trip Generation Manual* (Institute of Transportation Engineers [ITE], 10th edition, 2017), as shown in Table 2.0. A comparison of the trip generation for the proposed medical office development to the trip generation for the proximate residential development indicates that the proposed development is anticipated to generate fewer trips than the existing proximate residential development. Specifically, the proposed development is anticipated to generate 43% of the daily trips as compared to the proximate residential development, with 53% of the AM peak hour trips and 55% of the PM peak hour trips as compared to the proximate residential development.

TABLE 2.0 PROXIMATE RESIDENTIAL DEVELOPMENT TRIP GENERATION ESTIMATE

ITE LUC	Land Use	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Trip Equation	Trips	Trip Equation	Trips	Enter	Exit	Trip Equation	Trips	Enter	Exit
220	Oaks at Countryside	40 units	$T=7.56(X)$ -40.86	262	$\ln(T)=0.95*$ $\ln(X)-0.51$	20	5	15	$\ln(T)=0.89*$ $\ln(X)-0.02$	26	16	10
220	Landmark Oaks	156 units	$T=7.56(X)$ -40.86	1,140	$\ln(T)=0.95*$ $\ln(X)-0.51$	73	17	56	$\ln(T)=0.89*$ $\ln(X)-0.02$	88	55	33
Total			-	1,402	-	93	22	71	-	114	71	43

FIGURE 1.0 PROPOSED MEDICAL OFFICE DEVELOPMENT PEAK HOUR TRIP DISTRIBUTION ESTIMATE



4.0 McMULLEN BOOTH ROAD TRAFFIC VOLUMES AND SPEEDS

The referenced prior traffic study, dated 8/24/16, collected traffic volume and speed data for McMullen Booth Road. Updated traffic counts have been performed as documented in Attachment "A", which identifies an AM peak hour, peak season traffic volume of 4,188 vph, and a PM peak hour, peak season traffic volume of 4,553 vph, as shown in Figure 2.0 and further detailed below.

- AM Peak Hour, Peak Season Traffic: 1,067 vph (northbound) 3,121 vph (southbound)
- PM Peak Hour, Peak Season Traffic: 3,058 vph (northbound) 1,495 vph (southbound)

Existing daily traffic (AADT) volumes were identified as 50,600 vpd; as estimated through the application of the standard K-factor to the PM peak hour traffic volumes.

The traffic speed data for McMullen Booth Road was not updated from the prior study; with the information from the prior traffic study reproduced below.

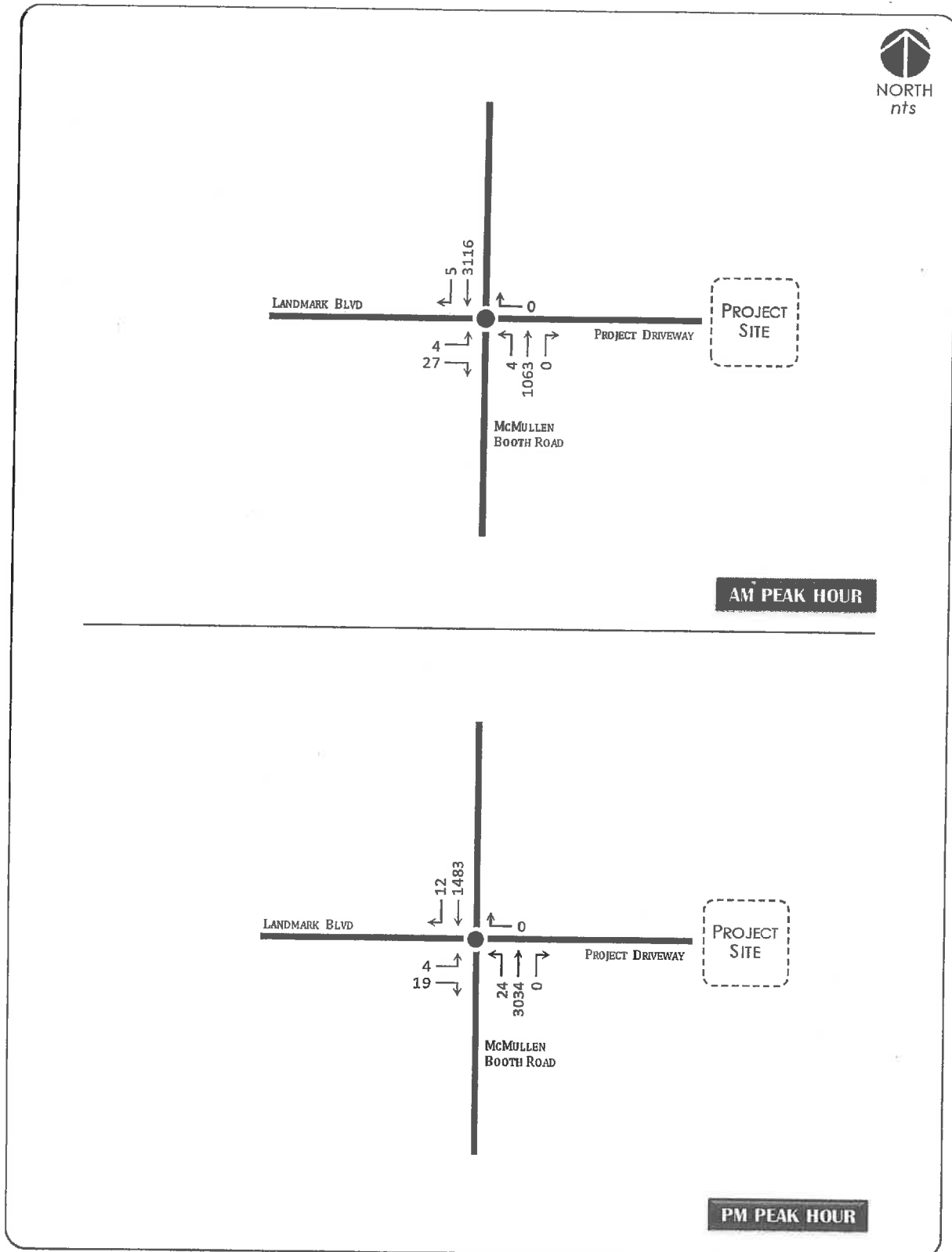
Travel speed measurements were conducted on McMullen Booth Road at the anticipated location of the driveway connection for the proposed development, which is planned to be constructed at the existing median opening that is aligned with Landmark Boulevard. Travel speed data was collected on Tuesday, June 28, 2016 and Wednesday, June 29, 2016, as provided in Attachment "A".

- Average Travel Speed: 41 mph (northbound) 41 mph (southbound)
- 85th Percentile Travel Speed: 49 mph (northbound) 49 mph (southbound)

The posted speed limit for the adjacent segment of McMullen Booth Road is 50 mph, noting that the 85th percentile speed represents the speed that 85 percent of vehicles do not exceed, and is typically used to establish the posted speed limit. Thus, the 85th percentile speed of 49 mph correlates well with the 50 mph speed limit, indicating that in general the subject segment of McMullen Booth Road does not experience excessive speeds above the posted speed limit. Furthermore, the average speed was found to be 41 mph, which further indicates a lack of excessive speeds for the subject segment of McMullen Booth Road.

Reproduced from 8/24/19 traffic report.

FIGURE 2.0 EXISTING PEAK HOUR TRAFFIC VOLUMES



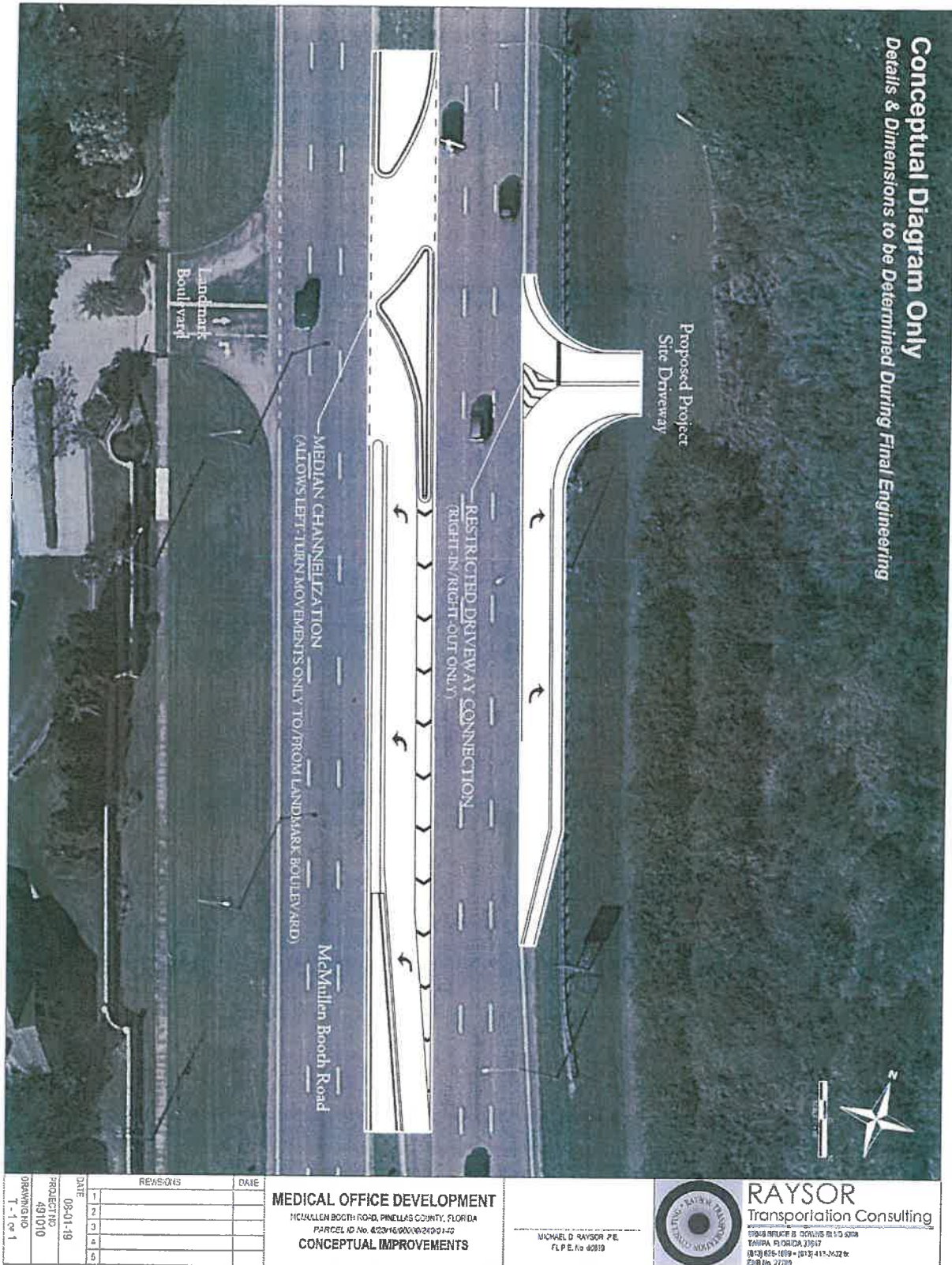
5.0 McMULLEN BOOTH ROAD LEVEL OF SERVICE

The level of service for McMullen Booth Road was calculated based on the above traffic volume data in consideration of the Pinellas County MPO's directional capacity value of 5,650 vph, as documented in their 2017 (latest available) Annual Level of Service Report. The resulting level of service for existing conditions on McMullen Booth Road is level of service "C" with a volume-to-capacity ratio of around 0.55 (both AM and PM peak hour periods), in comparison to an adopted level of service standard of "D". In consideration of the development of the project site, the peak hour, peak direction traffic volumes on McMullen Booth Road are estimated to increase by approximately "½ of one percent" to 3,140 for the AM peak hour and 3,076 for the PM peak hour. The resulting post-development levels of service and volume-to-capacity ratios do not materially change as a result of the subject development project. Therefore, it is concluded that the adjacent segment of McMullen Booth Road currently operates acceptably in regard to level of service, and is anticipated to continue to operate acceptably upon development of the subject project site.

6.0 OPERATIONAL ANALYSIS OF PROJECT SITE DRIVEWAY CONNECTION

Access for the subject development project is planned to be provided via a new driveway connection to McMullen Booth Road, planned to be constructed at the existing median opening that is aligned with Landmark Boulevard. The referenced driveway connection is planned to be restricted to right-turn-in and right-turn-out movements; noting that all traffic movements associated with turning to and from Landmark Boulevard will be retained, where a directional median opening would be constructed at that location to facilitate this. In addition, in accordance with preliminary discussions with County staff, a right turn lane into the project site is planned for construction on McMullen Booth Road at the project site driveway connection. Refer to Figure 3.0 for a conceptual plan of the referenced improvements to McMullen Booth Road associated with the development of the subject medical office.

FIGURE 3.0 McMULLEN BOOTH ROAD CONCEPTUAL IMPROVEMENTS



An operational analysis of the project site driveway connection to McMullen Booth Road was undertaken for AM and PM peak hour background and total post-development traffic conditions. The traffic volumes used in the analysis are shown in Figure 4.0 (background traffic volumes) and Figure 5.0 (total post-development traffic volumes). Background traffic volumes were calculated by adding a 1.8% annual growth rate to the existing traffic volumes shown in Figure 2.0 through a 2021 analysis-horizon, where this growth rate was based on historical traffic volume trends for area roads, as documented in Attachment "B". Total post-development traffic volumes were calculated by adding project generated trips to the background traffic volumes.

The operational analysis was performed using *Highway Capacity Manual* methodologies calculated by *Synchro* analysis software. The results of the operational analysis indicate the following, as documented in Attachment "C".

- ❖ The project driveway can be anticipated to operate acceptably for AM and PM peak hour periods.
- ❖ The traffic movements associated with turning to and from Landmark Boulevard can be anticipated to continue to operate without any material impacts caused by the proposed medical office development.

A turn lane warrant evaluation was undertaken to identify if a new right turn lane would be needed on McMullen Booth Road at the project site driveway connection, as documented in Attachment "D". The need for a right turn lane was evaluated in consideration of warranting criteria as documented in FDOT's *Driveway Information Guide* (September 2008). The results of the turn lane warrant evaluation concluded that a new right turn lane is not warranted on McMullen Booth Road at the project site driveway connection. However, as discussed above, a right turn lane is planned for construction on McMullen Booth Road at the project site driveway connection despite being found to not be warranted; which will enhance the safety and operations of the subject project site driveway.

FIGURE 4.0 BACKGROUND PEAK HOUR TRAFFIC VOLUMES

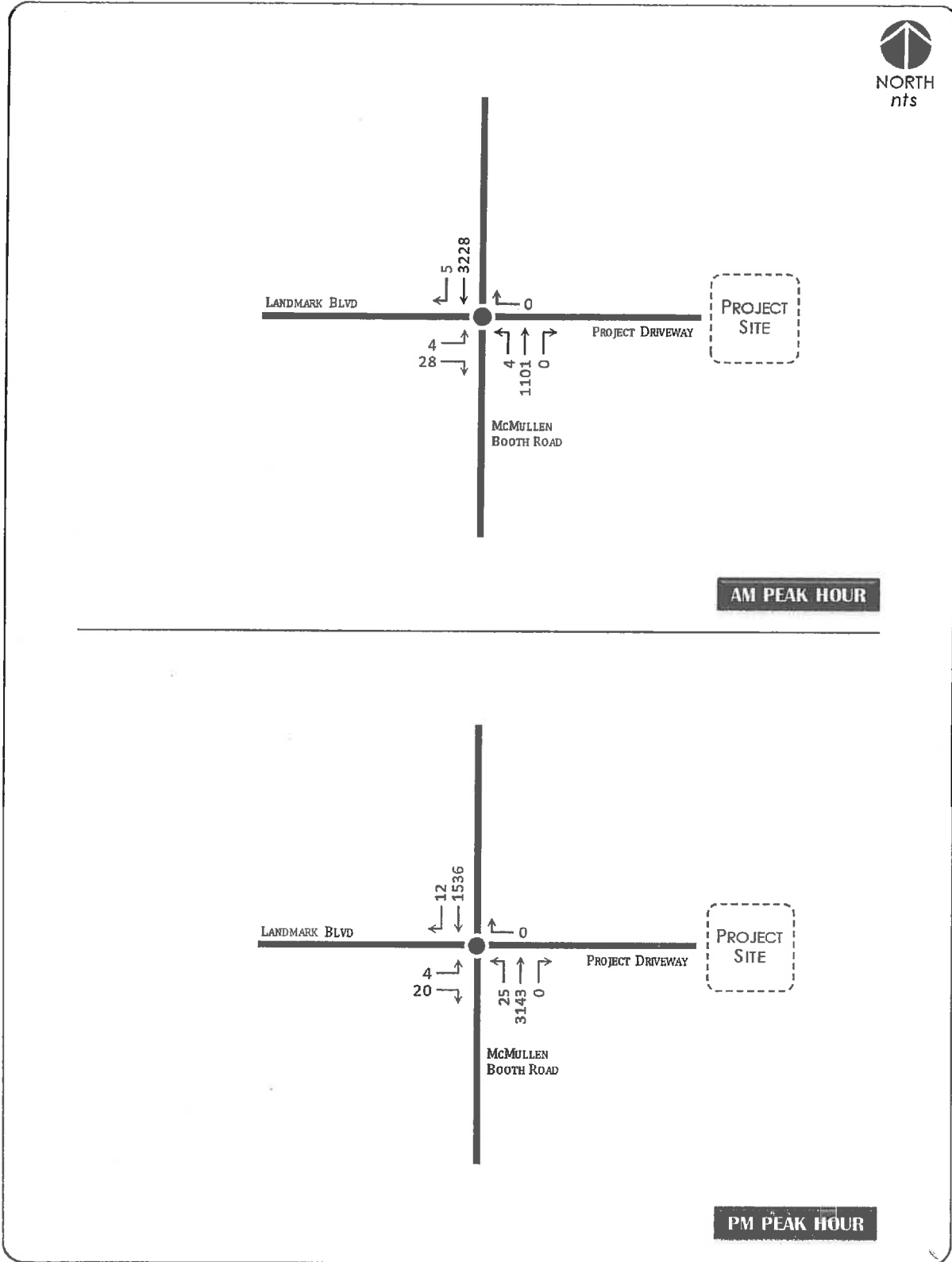
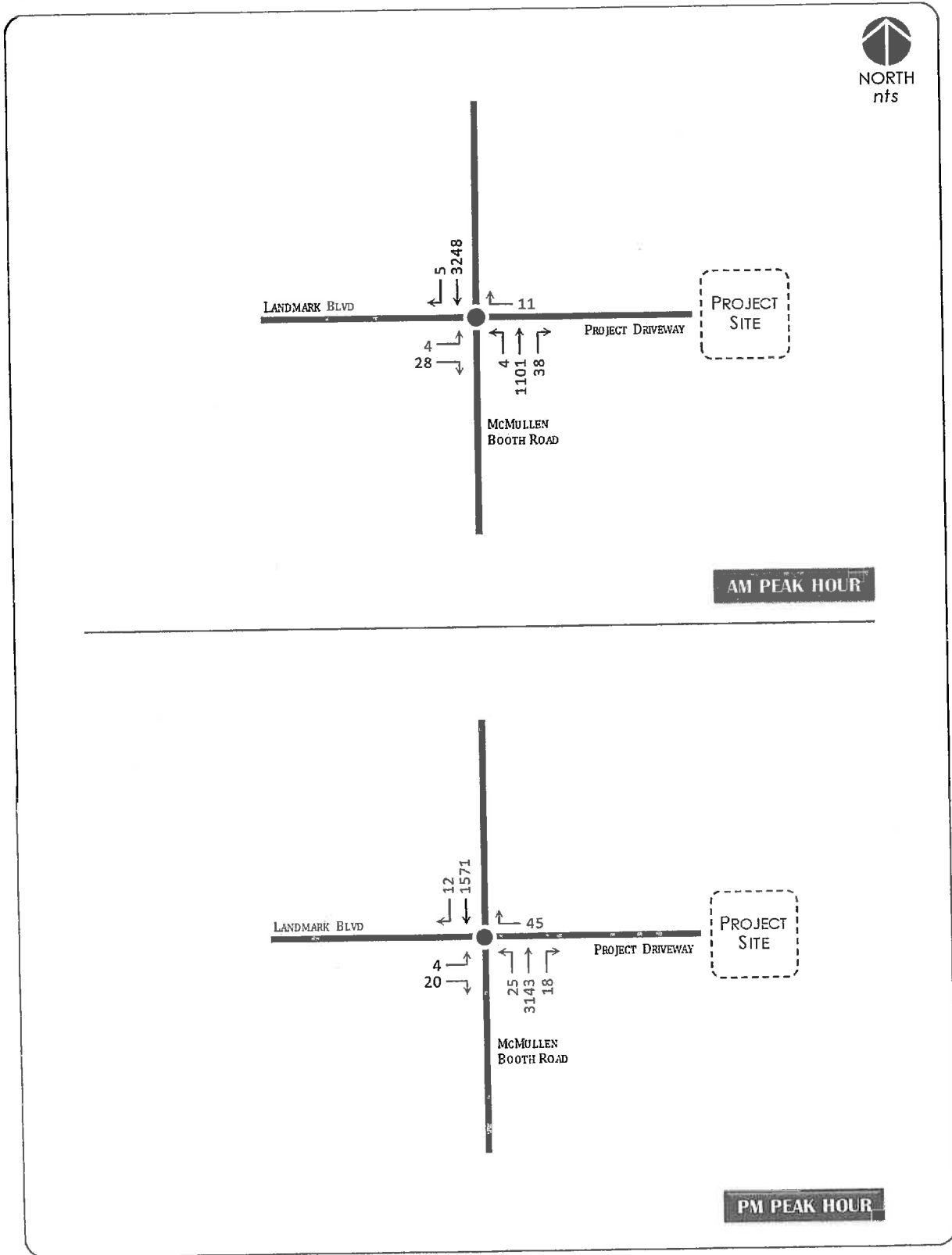


FIGURE 5.0 TOTAL POST-DEVELOPMENT PEAK HOUR TRAFFIC VOLUMES



7.0 QUALITATIVE EVALUATION OF NORTHBOUND McMULLEN BOOTH ROAD MERGE LANE

The referenced prior traffic study, dated 8/24/16, included a qualitative evaluation regarding the merge lane on northbound McMullen Booth Road north of Curlew Road, as reproduced below.

Observations of northbound traffic flow on McMullen Booth Road were made during worst-case peak hour conditions in July 2016 to qualitatively evaluate the operation of the northbound merge lane on McMullen Booth Road. The subject merge lane originates as the westbound-to-northbound right turn lane from Curlew Road onto McMullen Booth Road, which extends a distance of approximately 550 feet north of Curlew Road (at full width), with an approximate additional 240 feet of taper distance; thus ending approximately 300 feet south of the location of the planned driveway connection for the subject project site. Specific to the merge lane, no vehicles were observed to use the entire length of the lane to complete their merge, and furthermore, the great majority of vehicles were observed to complete their merge prior to reaching the end of the full width section of the merge lane. Given these observations, the subject merge lane is not anticipated to adversely impact access to the project site.

In addition to the observations related to the merge lane, the following observation was also made. Traffic flow on northbound McMullen Booth Road is characterized by large platoons of vehicles followed by periods of large gaps (approximately one minute of gaps during peak traffic hours), where this finding is a result of the traffic signal located at Curlew Road. This type of operation is very conducive to a right-in/right-out driveway connection (as analyzed herein for the subject project), as it allows vehicles to both easily exit the project site and also access the next downstream left turn lane (for u-turn purposes) during the periods of relatively long gaps.

Reproduced from 8/24/19 traffic report.

8.0 CONCLUSION

Based on the data, analyses and findings contained herein, the following is concluded in consideration of the development of an 18,000 square foot medical office on the two acre site consisting of Pinellas County parcel no. 16/28/16/00000/240/0140, located on the east side of McMullen Booth Road, approximately 700 feet north of Curlew Road, in Palm Harbor, Florida.

1. The proposed development site is estimated to generate 604 daily trips, with 49 trips during the AM peak hour and 63 trips during the PM peak hour.
2. The proposed development site is estimated to generate around 45% to 55% of the trips estimated to be generated by the proximate residential developments located on the west side of McMullen Booth Road across from the project site.
3. Vehicular travel speeds on the adjacent segment of McMullen Booth Road were found to be less than the posted speed limit of 50 mph during the study period.
4. The adjacent segment of McMullen Booth Road currently operates acceptably at level of service "C" in comparison to its adopted level of service "D" standard, and is anticipated to continue to operate acceptably upon development of the subject project site, at level of service "C".
5. The project site driveway connection to McMullen Booth Road can be anticipated to operate acceptably as a right-in/right-out driveway upon development of the subject project site, which will be further assisted by the platooned flow along northbound McMullen Booth Road.
6. The traffic movements associated with turning to and from Landmark Boulevard can be anticipated to continue to operate without any material impacts caused by the proposed medical office development.
7. The northbound merge lane on McMullen Booth Road is not anticipated to adversely impact site access to the project site.

In consideration of the above findings and conclusions, an amendment to the Pinellas County Future Land Use Map (FLUM) and Zoning Atlas as associated with the subject project, and subsequent site plan permitting, should be considered approvable in regard to traffic considerations.

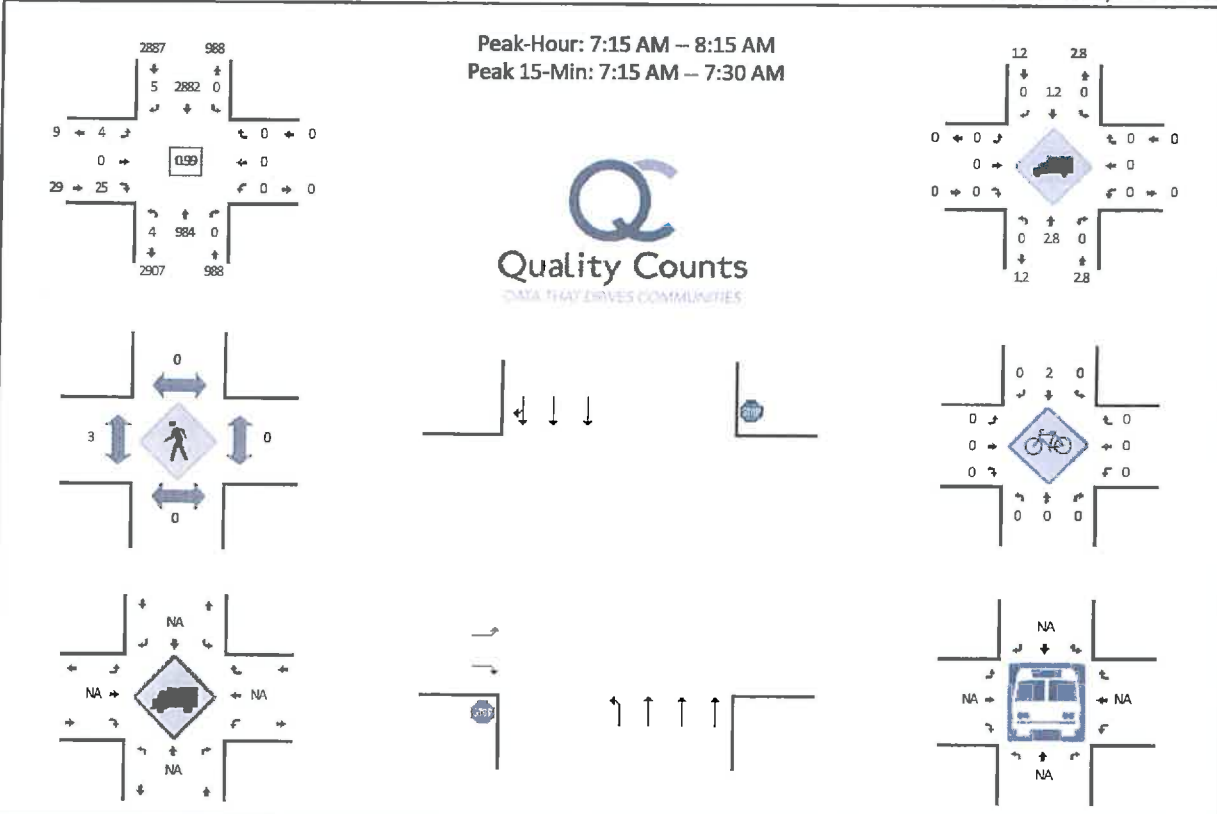
ATTACHMENT "A"

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: McMullen Booth Rd -- Landmark Blvd
CITY/STATE: Pinellas, FL

QC JOB #: 15029601
DATE: Wed, Jul 17 2019



15-Min Count Period Beginning At	McMullen Booth Rd (Northbound)				McMullen Booth Rd (Southbound)				Landmark Blvd (Eastbound)				Landmark Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	174	0	0	0	681	1	0	0	0	3	0	0	0	0	0	859	
7:15 AM	1	237	0	0	0	747	0	0	1	0	2	0	0	0	0	0	988	
7:30 AM	0	231	0	0	0	726	1	0	2	0	8	0	0	0	0	0	968	
7:45 AM	2	225	0	0	0	748	2	0	1	0	8	0	0	0	0	0	986	3801
8:00 AM	1	291	0	0	0	661	2	0	0	0	7	0	0	0	0	0	962	3904
8:15 AM	1	285	0	0	0	665	4	0	2	0	2	0	0	0	0	0	959	3875
8:30 AM	2	308	0	0	0	615	0	0	4	0	12	1	0	0	0	0	942	3849
8:45 AM	1	277	0	1	0	637	1	0	2	0	6	0	0	0	0	0	925	3788
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	4	948	0	0	0	2988	0	0	4	0	8	0	0	0	0	0		3952
Heavy Trucks	0	32	0	0	0	28	0	0	0	0	0	0	0	0	0	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 7/23/2019 10:42 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

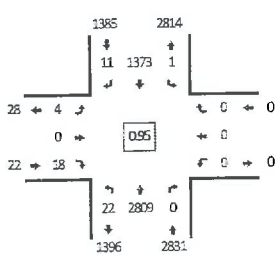
ATTACHMENT "A"

Type of peak hour being reported: Intersection Peak

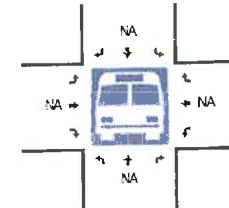
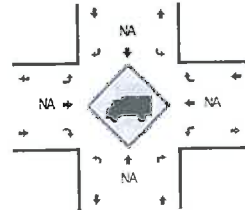
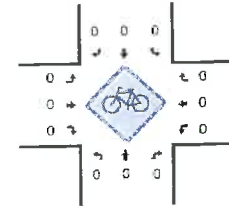
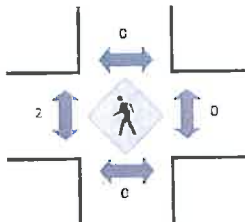
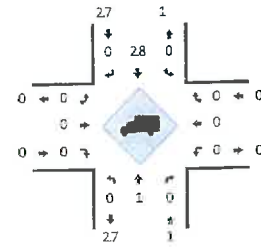
Method for determining peak hour: Total Entering Volume

LOCATION: McMullen Booth Rd -- Landmark Blvd
CITY/STATE: Pinellas, FL

QC JOB #: 15029602
DATE: Wed, Jul 17 2019



Peak-Hour: 4:30 PM – 5:30 PM
Peak 15-Min: 5:15 PM – 5:30 PM



15-Min Count Period Beginning At	McMullen Booth Rd (Northbound)				McMullen Booth Rd (Southbound)				Landmark Blvd (Eastbound)				Landmark Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	698	0	0	0	318	1	0	0	0	3	0	0	0	0	0	1027	
4:15 PM	7	658	0	2	0	298	5	0	4	0	5	0	0	0	0	0	989	
4:30 PM	3	687	0	2	0	346	3	1	1	0	4	0	0	0	0	0	1047	
4:45 PM	4	666	0	1	0	331	3	0	1	0	8	0	0	0	0	0	1014	4077
5:00 PM	5	727	0	1	0	327	2	0	1	0	4	0	0	0	0	0	1067	4117
5:15 PM	5	729	0	1	0	369	3	0	1	0	2	0	0	0	0	0	1110	4238
5:30 PM	5	637	0	0	0	326	2	0	2	0	5	0	0	0	0	0	977	4168
5:45 PM	3	615	0	1	0	344	1	0	2	0	3	0	0	0	0	0	969	4123
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	20	2916	0	4	0	1476	12	0	4	0	8	0	0	0	0	0	4440	
Heavy Trucks	0	12	0	0	0	28	0	0	0	0	0	0	0	0	0	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

Report generated on 7/23/2019 10:42 AM

SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

ATTACHMENT "A"

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1500 PINELLAS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.93 PSCF
1	01/01/2018 - 01/06/2018	1.07	1.15
2	01/07/2018 - 01/13/2018	1.06	1.14
3	01/14/2018 - 01/20/2018	1.04	1.12
4	01/21/2018 - 01/27/2018	1.02	1.10
5	01/28/2018 - 02/03/2018	0.99	1.06
* 6	02/04/2018 - 02/10/2018	0.96	1.03
* 7	02/11/2018 - 02/17/2018	0.93	1.00
* 8	02/18/2018 - 02/24/2018	0.93	1.00
* 9	02/25/2018 - 03/03/2018	0.92	0.99
*10	03/04/2018 - 03/10/2018	0.92	0.99
*11	03/11/2018 - 03/17/2018	0.91	0.98
*12	03/18/2018 - 03/24/2018	0.92	0.99
*13	03/25/2018 - 03/31/2018	0.92	0.99
*14	04/01/2018 - 04/07/2018	0.93	1.00
*15	04/08/2018 - 04/14/2018	0.93	1.00
*16	04/15/2018 - 04/21/2018	0.94	1.01
*17	04/22/2018 - 04/28/2018	0.96	1.03
*18	04/29/2018 - 05/05/2018	0.98	1.05
19	05/06/2018 - 05/12/2018	1.00	1.08
20	05/13/2018 - 05/19/2018	1.02	1.10
21	05/20/2018 - 05/26/2018	1.01	1.09
22	05/27/2018 - 06/02/2018	0.99	1.06
23	06/03/2018 - 06/09/2018	0.98	1.05
24	06/10/2018 - 06/16/2018	0.97	1.04
25	06/17/2018 - 06/23/2018	0.98	1.05
26	06/24/2018 - 06/30/2018	0.98	1.05
27	07/01/2018 - 07/07/2018	0.99	1.06
28	07/08/2018 - 07/14/2018	1.00	1.08
29	07/15/2018 - 07/21/2018	1.00	1.08
30	07/22/2018 - 07/28/2018	1.01	1.09
31	07/29/2018 - 08/04/2018	1.02	1.10
32	08/05/2018 - 08/11/2018	1.02	1.10
33	08/12/2018 - 08/18/2018	1.03	1.11
34	08/19/2018 - 08/25/2018	1.04	1.12
35	08/26/2018 - 09/01/2018	1.06	1.14
36	09/02/2018 - 09/08/2018	1.07	1.15
37	09/09/2018 - 09/15/2018	1.08	1.16
38	09/16/2018 - 09/22/2018	1.08	1.16
39	09/23/2018 - 09/29/2018	1.07	1.15
40	09/30/2018 - 10/06/2018	1.06	1.14
41	10/07/2018 - 10/13/2018	1.05	1.13
42	10/14/2018 - 10/20/2018	1.05	1.13
43	10/21/2018 - 10/27/2018	1.05	1.13
44	10/28/2018 - 11/03/2018	1.05	1.13
45	11/04/2018 - 11/10/2018	1.04	1.12
46	11/11/2018 - 11/17/2018	1.04	1.12
47	11/18/2018 - 11/24/2018	1.05	1.13
48	11/25/2018 - 12/01/2018	1.06	1.14
49	12/02/2018 - 12/08/2018	1.06	1.14
50	12/09/2018 - 12/15/2018	1.07	1.15
51	12/16/2018 - 12/22/2018	1.06	1.14
52	12/23/2018 - 12/29/2018	1.05	1.13
53	12/30/2018 - 12/31/2018	1.04	1.12

* PEAK SEASON

ATTACHMENT "B"

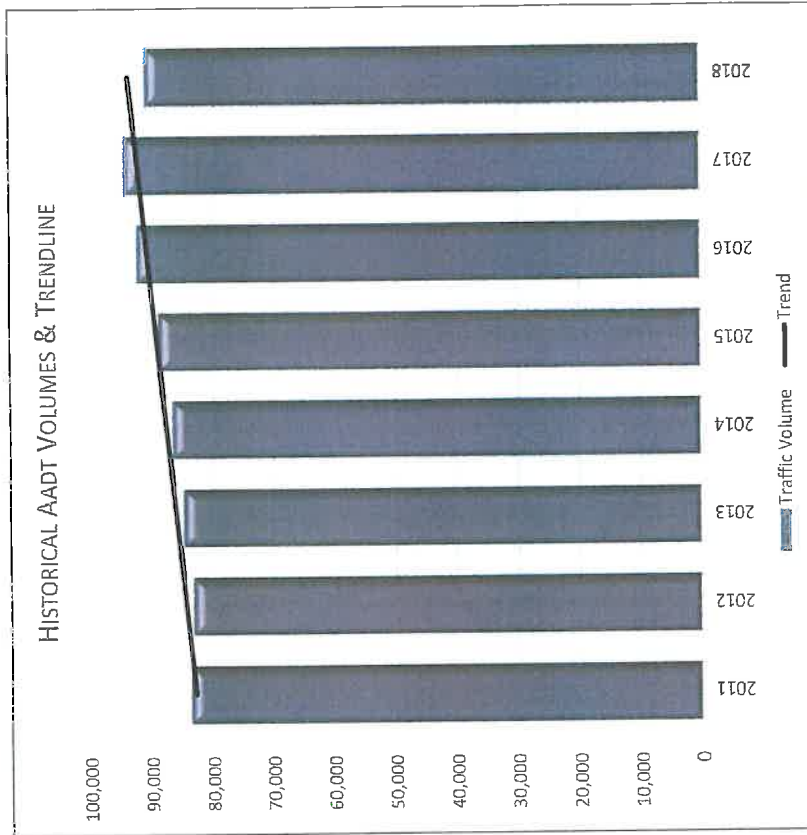
McMullen Booth Road Medical Office Development

Growth Rate Calculations

Year	McMullen Booth Rd south of Curlew Road	Curlew Road west of McMullen Booth Rd	Total	Linear Trend
2018	55,500	35,500	91,000	93,650
2017	55,000	39,500	94,500	92,118
2016	54,000	38,500	92,500	90,586
2015	53,000	36,000	89,000	89,054
2014	51,800	35,000	86,800	87,521
2013	51,000	34,000	85,000	85,989
2012	51,000	32,500	83,500	84,457
2011	51,000	33,000	84,000	82,925
2010	--	--	--	--
2009	--	--	--	--
2008	--	--	--	--
Growth Rate >>>				1.8%

SOURCE

PDOT Count Stations 15-5301 & 15-9013



ATTACHMENT "B"

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 9013 - CR 611/MCMULLEN BOOTH RD, N OF SR 580/MAIN ST (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	55500 X	0	0	9.00	55.50	4.10
2017	55000 X	0	0	9.00	54.50	5.10
2016	54000 E	0	0	9.00	55.90	4.40
2015	53000 E	0	0	9.00	55.00	4.40
2014	51800 E			9.00	55.40	4.20
2013	51000 S	N 25500	S 25500	9.00	55.20	2.50
2012	51000 F	N 25500	S 25500	9.00	55.00	2.50
2011	51000 C	N 25500	S 25500	9.00	56.50	2.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

ATTACHMENT "B"

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5301 - SR 586/CURLEW RD, WEST OF MCMULLEN BOOTH RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	35500 C	E 18000	W 17500	9.00	55.50	2.60
2017	39500 F	E 20000	W 19500	9.00	54.50	2.90
2016	38500 C	E 19500	W 19000	9.00	55.90	2.90
2015	36000 F	E 18500	W 17500	9.00	55.00	2.70
2014	35000 C	E 18000	W 17000	9.00	55.40	2.90
2013	34000 C	E 17500	W 16500	9.00	55.20	2.40
2012	32500 C	E 17000	W 15500	9.00	55.00	2.50
2011	33000 C	E 17000	W 16000	9.00	56.50	2.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

ATTACHMENT "C"

HCM Unsignalized Intersection Capacity Analysis

McMullen Medical Development

100: McMullen Booth Road & Landmark Blvd/Project Driveway

AM Peak Hour Background Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑		↑			↑	↑	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	4	0	28	0	0	0	4	1101	0	0	3228	5
Future Volume (Veh/h)	4	0	28	0	0	0	4	1101	0	0	3228	5
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	4	0	28	0	0	0	4	1112	0	0	3261	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3642	4384	1090	2235	4386	371	3266			1112		
vC1, stage 1 conf vol	3264	3264		1120	1120							
vC2, stage 2 conf vol	379	1120		1115	3266							
vCu, unblocked vol	3642	4384	1090	2235	4386	371	3266			1112		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	56	100	87	100	100	100	96			100		
cM capacity (veh/h)	9	22	214	138	18	632	92			635		

Direction Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	4	28	0	4	445	445	222	1304	1304	657
Volume Left	4	0	0	4	0	0	0	0	0	0
Volume Right	0	28	0	0	0	0	0	0	0	5
cSH	9	214	1700	92	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.44	0.13	0.00	0.04	0.26	0.26	0.13	0.77	0.77	0.39
Queue Length 95th (ft)	24	11	0	3	0	0	0	0	0	0
Control Delay (s)	575.4	24.4	0.0	46.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C	A	E						
Approach Delay (s)	93.2		0.0	0.2			0.0			
Approach LOS	F		A							

Intersection Summary		
Average Delay		0.7
Intersection Capacity Utilization	72.5%	ICU Level of Service
Analysis Period (min)	15	C

ATTACHMENT "C"

HCM Unsignalized Intersection Capacity Analysis

McMullen Medical Development

100: McMullen Booth Road & Landmark Blvd/Project Driveway

PM Peak Hour Background Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	20	0	0	0	25	3143	0	0	1536	12
Future Volume (Veh/h)	4	0	20	0	0	0	25	3143	0	0	1536	12
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	4	0	21	0	0	0	26	3308	0	0	1617	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage veh							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2778	4984	546	3920	4990	1103	1630	3308				
vC1, stage 1 conf vol	1624	1624		3360	3360							
vC2, stage 2 conf vol	1155	3360		560	1630							
vCu, unblocked vol	2778	4984	546	3920	4990	1103	1630	3308				
iC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1	4.1				
iC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	2.2				
p0 queue free %	96	100	96	100	100	100	94	100				
cM capacity (veh/h)	91	18	487	7	18	209	404	88				

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	21	0	26	1323	1323	662	647	647	336	
Volume Left	4	0	0	26	0	0	0	0	0	0	
Volume Right	0	21	0	0	0	0	0	0	0	13	
cSH	91	487	1700	404	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.04	0.04	0.23	0.06	0.78	0.78	0.39	0.38	0.38	0.20	
Queue Length 95th (ft)	3	3	0	5	0	0	0	0	0	0	
Control Delay (s)	46.2	12.7	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	E	B	A	B							
Approach Delay (s)	18.1		0.0	0.1	0.0						
Approach LOS	C		A								

Intersection Summary	
Average Delay	0.2
Intersection Capacity Utilization	70.7%
ICU Level of Service	C
Analysis Period (min)	15

ATTACHMENT "C"

HCM Unsignalized Intersection Capacity Analysis

McMullen Medical Development

100: McMullen Booth Road & Landmark Blvd/Project Driveway

AM Peak Hour Post-Development Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑		↑			↑	↑	↑↑↑			↑↑↑	
Traffic Volume (veh/h)	4	0	28	0	0	11	4	1101	38	0	3248	5
Future Volume (Veh/h)	4	0	28	0	0	11	4	1101	38	0	3248	5
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	4	0	28	0	0	11	4	1112	38	0	3281	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							Raised			Raised		
Median storage (veh)							2			2		
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	3673	4442	1096	2261	4425	390	3286			1150		
vC1, stage 1 conf vol	3284	3284		1139	1139							
vC2, stage 2 conf vol	390	1158		1122	3286							
vCu, unblocked vol	3673	4442	1096	2261	4425	390	3286			1150		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	55	100	87	100	100	98	96			100		
cM capacity (veh/h)	9	22	212	135	18	615	90			615		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3
Volume Total	4	28	11	4	445	445	260	1312	1312	661
Volume Left	4	0	0	4	0	0	0	0	0	0
Volume Right	0	28	11	0	0	0	38	0	0	5
cSH	9	212	615	90	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.45	0.13	0.02	0.04	0.26	0.26	0.15	0.77	0.77	0.39
Queue Length 95th (ft)	24	11	1	3	0	0	0	0	0	0
Control Delay (s)	597.4	24.6	11.0	46.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C	B	E						
Approach Delay (s)	96.2		11.0	0.2			0.0			
Approach LOS	F		B							

Intersection Summary	
Average Delay	0.8
Intersection Capacity Utilization	72.9%
ICU Level of Service	C
Analysis Period (min)	15

ATTACHMENT "C"

HCM Unsignalized Intersection Capacity Analysis

McMullen Medical Development

100: McMullen Booth Road & Landmark Blvd/Project Driveway

PM Peak Hour Post-Development Traffic



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙		↘			↙	↙	↑↑↑			↑↑↑	↘
Traffic Volume (veh/h)	4	0	20	0	0	45	25	3143	18	0	1571	12
Future Volume (Veh/h)	4	0	20	0	0	45	25	3143	18	0	1571	12
Sign Control	Stop				Stop		Free				Free	
Grade	0%				0%		0%				0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	4	0	21	0	0	47	26	3308	19	0	1654	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							Raised		Raised			
Median storage (veh)							2		2			
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2862	5040	558	3942	5036	1112	1667			3327		
vC1, stage 1 conf vol	1660	1660		3370	3370							
vC2, stage 2 conf vol	1202	3379		572	1667							
vCu, unblocked vol	2862	5040	558	3942	5036	1112	1667			3327		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	96	100	100	77	93			100		
cM capacity (veh/h)	79	18	478	7	18	206	391			87		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3		
Volume Total	4	21	47	26	1323	1323	681	662	662	344		
Volume Left	4	0	0	26	0	0	0	0	0	0		
Volume Right	0	21	47	0	0	0	19	0	0	13		
cSH	79	478	206	391	1700	1700	1700	1700	1700	1700		
Volume to Capacity	0.05	0.04	0.23	0.07	0.78	0.78	0.40	0.39	0.39	0.20		
Queue Length 95th (ft)	4	3	21	5	0	0	0	0	0	0		
Control Delay (s)	52.8	12.9	27.5	14.9	0.0	0.0	0.0	0.0	0.0	0.0		
Lane LOS	F	B	D	B								
Approach Delay (s)	19.3		27.5	0.1	0.0							
Approach LOS	C		D									

Intersection Summary		
Average Delay	0.4	
Intersection Capacity Utilization	77.8%	ICU Level of Service
Analysis Period (min)	15	
		D

ATTACHMENT "D"

McMULLEN BOOTH ROAD MEDICAL OFFICE DEVELOPMENT

Right-Turn Lane Warrant Evaluation

Location: Project Site Driveway Connection to McMullen Booth Road

AM Peak Hour

Right Turn Volume: 38 vph

Warrant Threshold: 55 vph (50 mph)

PM Peak Hour

Right Turn Volume: 18 vph

Warrant Threshold: 55 vph (50 mph)

RESULT >>> NOT WARRANTED

RESULT >>> NOT WARRANTED

7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines
for Exclusive Right Turn
Lanes to Unsignalized*
Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80-125 (see note 1)
Over 45 mph	35-55 (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).
2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.



McMullen Booth Road

DISTANCES BETWEEN CONDO BUILDINGS & ADJACENT SITES

Prepared for:

Dr. Michael Pikos

Legend:



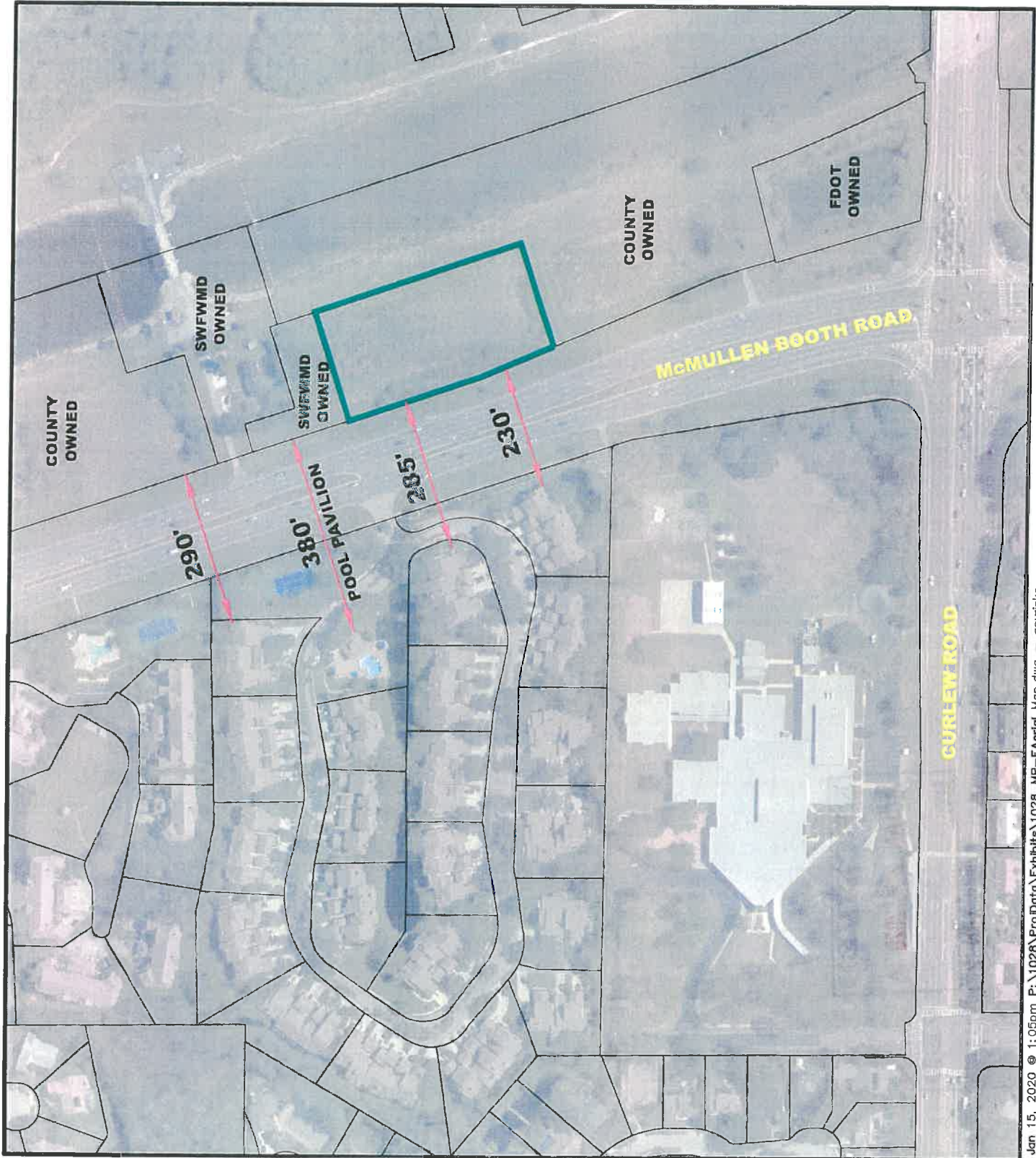
Subject Parcel

JANUARY 15, 2020



3030 STARKEY BOULEVARD
TRINITY, FLORIDA 34655

PHONE: (727) 478-2421
www.fldandp.com
E-mail: info@fldandp.com



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