

Pasadena Groves (CW24-18)

ONYX+EAST.



Project Team

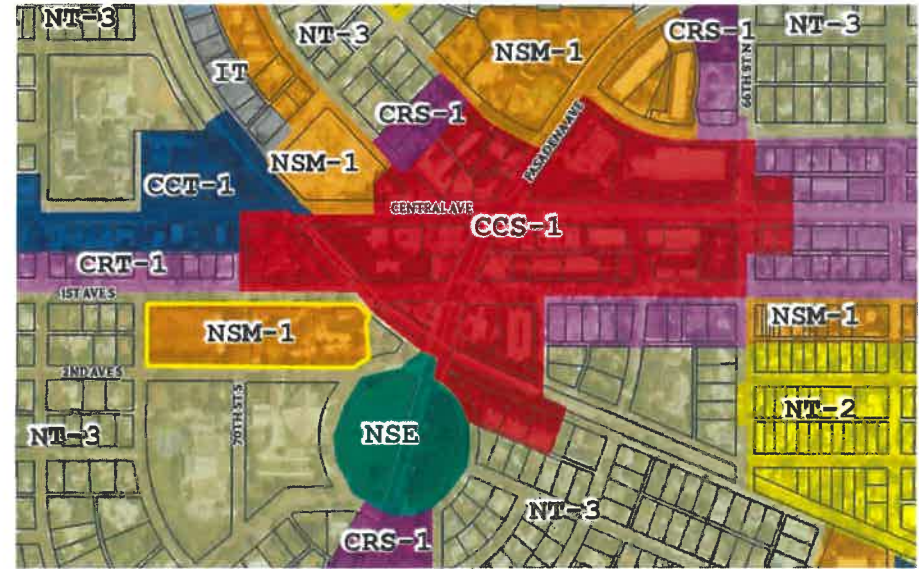
Legal – Katie Cole, Hill Ward Henderson
Planning and Engineering – LevelUp Consulting

Architecture – Place Architecture
Transportation – Lincks & Associates

Proposed FLU: Residential Medium (RM) 15DU/AC



Proposed Zoning: NSM-1



- Proximity to Transit (SunRunner BRT)
- Proximity to Central Avenue Corridor Activity Center
- Consistency with FLU pattern north of Central Ave
- Consistency with zoning transition from CCS-1 to NSM-1 to NT northwest of Pasadena/Central Intersection
- Max Building Height

Summary of CPPC Hearing 5/14/24

ONYX+EAST.



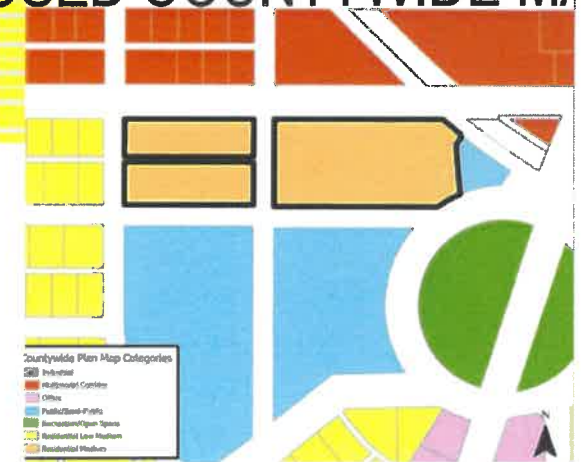
PROPOSED COUNTYWIDE MAP

Neighborhood Compatibility – located across from commercial and transition to less intense single family, buffered by 9 acres mol of Public/Semi-Public (church)

Proximity to Transit – Both Pinellas Trail, SunRunner BRT located at intersection

Diversity of Housing

Outside of the Coastal High Hazard Area



Countywide Rules Considerations

ONYX+**EAST**.



Pasadena Ave Facing
West

Local Context

ONYX+EAST.



Pasadena Ave Facing Northwest

Local Context

ONYX+EAST.



Pasadena Ave Facing South

Local Context

ONYX+**EAST.**



Pasadena Ave Facing West

Local Context

ONYX+EAST.

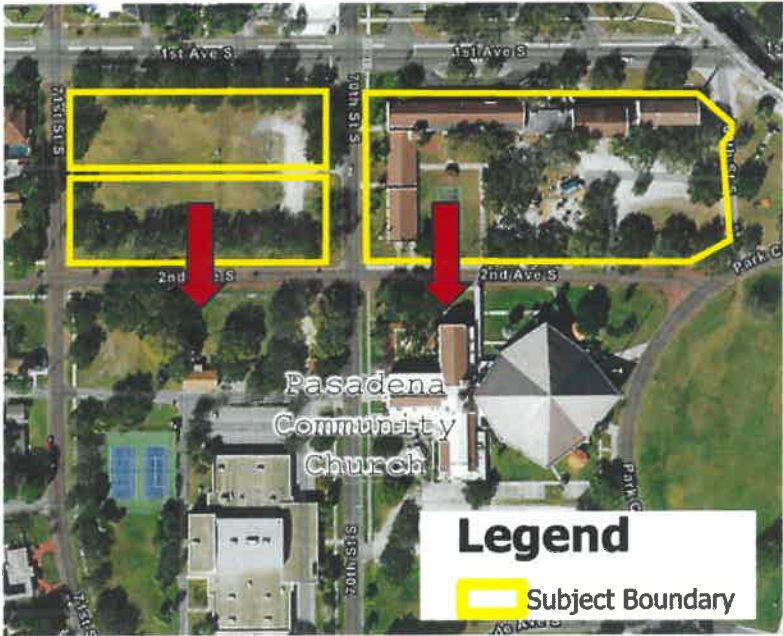


Local Context
ONYX+EAST.



1st Ave S Facing North

Local Context
ONYX+EAST.



Remaining Church Property

Adjacent Land Uses -



City Owned Property + Pump Station

Adjacent Land Uses -

ONYX+EAST.



Existing Single Family
Homes

Adjacent Land Uses -

ONYX+**EAST.**



**71st St S ROW - Facing West
Existing Single Family Homes
NT-3 Min. Setback Street Side Yard =
15 Ft**



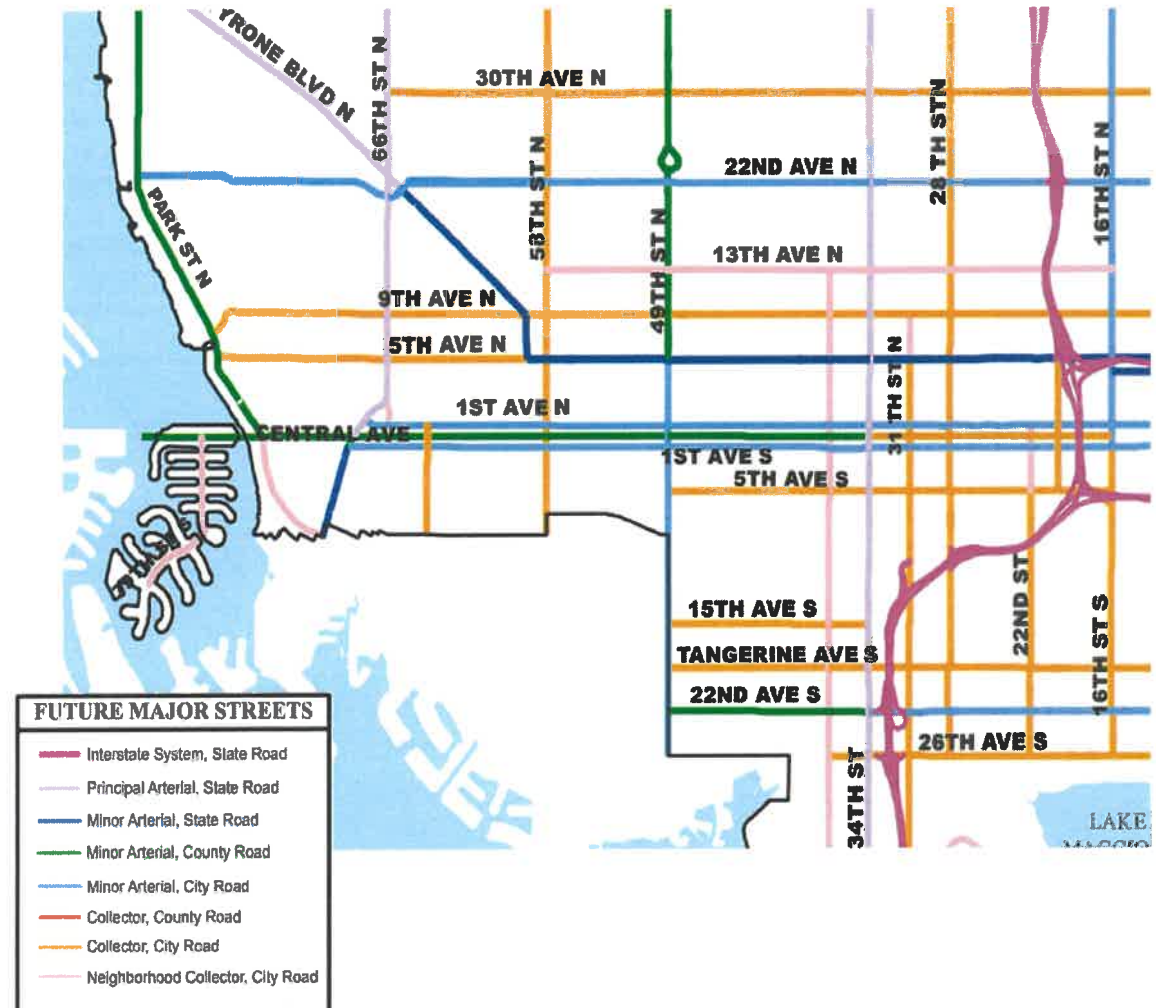
**71st St S ROW - Facing East
O+E Proposed Single Family Homes
NSM-1 Min. Setback Street Side Yard = 15 Ft**

Planning Analysis – Countywide Rules and Relevant Countywide Considerations

Forward Pinellas Staff Report

The Residential Medium category on the Countywide Plan Map permits residential densities of up to 15 dwelling units per acre, with potential for higher density if certain conditions are met. This proposed amendment aligns with the goals of the Countywide Plan by promoting a balanced land use pattern that provides for a variety of housing types and densities within urbanized areas. The transition from Public/Semi-Public to Residential Medium is consistent with the Countywide Rules' emphasis on efficient land use and the need to accommodate residential growth in established neighborhoods.

- According to the Forward Pinellas 2023 Annual Level of Service Report, all roadways in the vicinity of the project operate at an acceptable Level of Service.
- The volume/capacity ratio for all roadways is less than 0.68 – only 68% of the capacity is utilized.
- The project will add 34 trips in the AM peak hour and 42 in the PM peak hour.
- All roadways will continue to operate at an acceptable Level of Service with the addition of the project traffic.

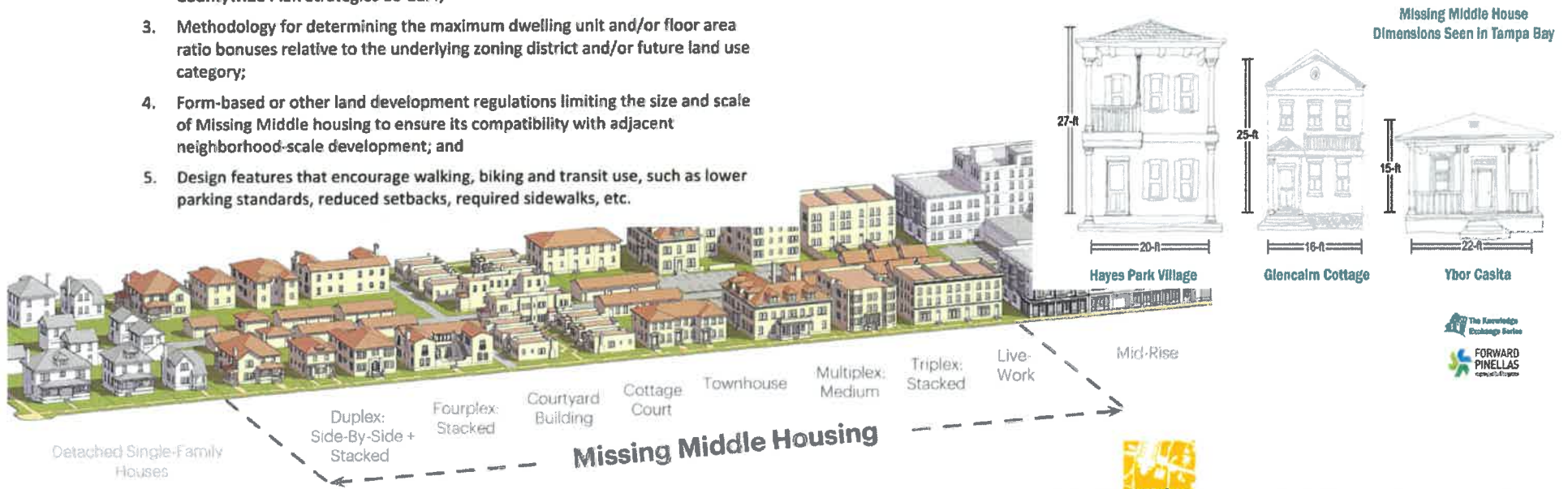


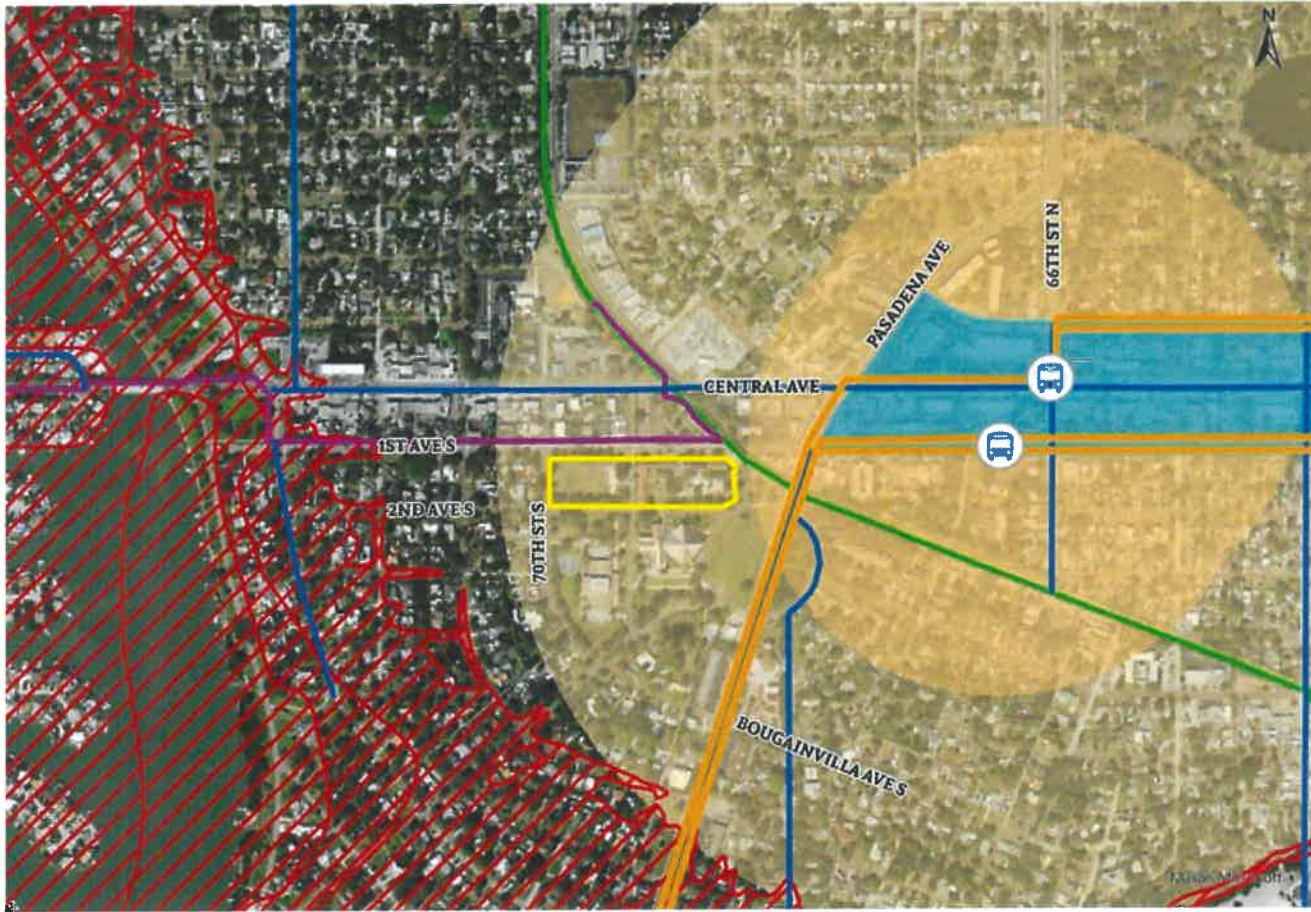
Traffic Impact

4.2.4.4











Missing Middle Housing Bonus. The purpose of Missing Middle housing, as defined within these Countywide Rules, is to integrate more diverse types of housing into single-family neighborhoods while retaining compatibility with the existing neighborhood character. In order to utilize this housing density/intensity bonus for Missing Middle housing, the local government shall adopt applicable land development regulations, which shall be filed with the Pinellas Planning Council and which shall contain, at a minimum, the following:

1. Definitions of what qualifies as Missing Middle housing and other terms used within the regulations;
2. Identified locations or locational characteristics appropriate for Missing Middle housing, consistent with the Forward Pinellas *Finding the Missing Middle* study published October 2017, incorporated by reference in Countywide Plan Strategies LU 11.4;
3. Methodology for determining the maximum dwelling unit and/or floor area ratio bonuses relative to the underlying zoning district and/or future land use category;
4. Form-based or other land development regulations limiting the size and scale of Missing Middle housing to ensure its compatibility with adjacent neighborhood-scale development; and
5. Design features that encourage walking, biking and transit use, such as lower parking standards, reduced setbacks, required sidewalks, etc.





Legend

-  Subject Boundary
-  5 Min Walk to BRT Station
-  10 Min Walk to BRT Station
-  Coastal High Hazard Area
-  Central Avenue Corridor Activity Center
-  SunRunner Bus Stops
-  SunRunner Path
-  Pinellas Trail
-  Treasure Island Causeway Trail Connections
-  Bike Lanes

Coastal High Hazard Area

ONYX+**EAST.**



July 29, 2024



St. Petersburg City Council
City of St. Petersburg
175 5th Street North
St. Petersburg, FL 33701

Subject: Pasadena Groves (FLUM-75) Planning Report

Honorable City Council Members:

Pasadena Community Church, through its contract purchaser, Onyx and East, (the Applicant) proposes a modification to the Future Land Use Map designation from the existing Institutional designation to Residential Medium and a Zoning Map amendment from NT-3 (Neighborhood Traditional-3) to NSM-1 (Neighborhood Suburban Multifamily-1) to allow for the development of up to 76 single family detached and attached dwelling units. The Property consists of three parcels totaling +/- 5.04 acres along 1st Avenue South. Pasadena Community Church currently owns the Property, which is comprised of both vacant land and the church's preschool and thrift store. The church's main building and sanctuary are located to the south of 2nd Ave South and are proposed to remain on the Institutional property located there.

On May 14, 2024, the St. Petersburg Community Planning & Preservation Commission (CPPC) denied the request following opposition from residents within the Pasadena Neighborhood. The Commission stated that the rezoning and Future Land Use Map amendment were not in the character of the neighborhood. However, the City of St. Petersburg Planning & Development Services Department (PDSD) found the request consistent with the Comprehensive Plan and recommended approval.

Opposition to this request is substantially about change on the edge of a well-established neighborhood, rather than its merits. The amendments are in response to and are consistent with the changes occurring in the community (nearby and generally) since the establishment of the Church. By providing a logical buffer between more and less intense uses, the request will enhance the character of the Old Pasadena community while providing an opportunity for much-needed Missing Middle housing. Likewise, there are limited opportunities to consolidate lots to address the housing needs within the City, especially given that the site is proximate to investments in public infrastructure and located outside of the Coastal High Hazard Area. The record clearly demonstrates that this request is consistent with the Comprehensive Plan and compatible with adjacent development.

Sincerely,

LevelUp Consulting, LLC.

A handwritten signature in blue ink, appearing to read 'Stephen Sposato'.

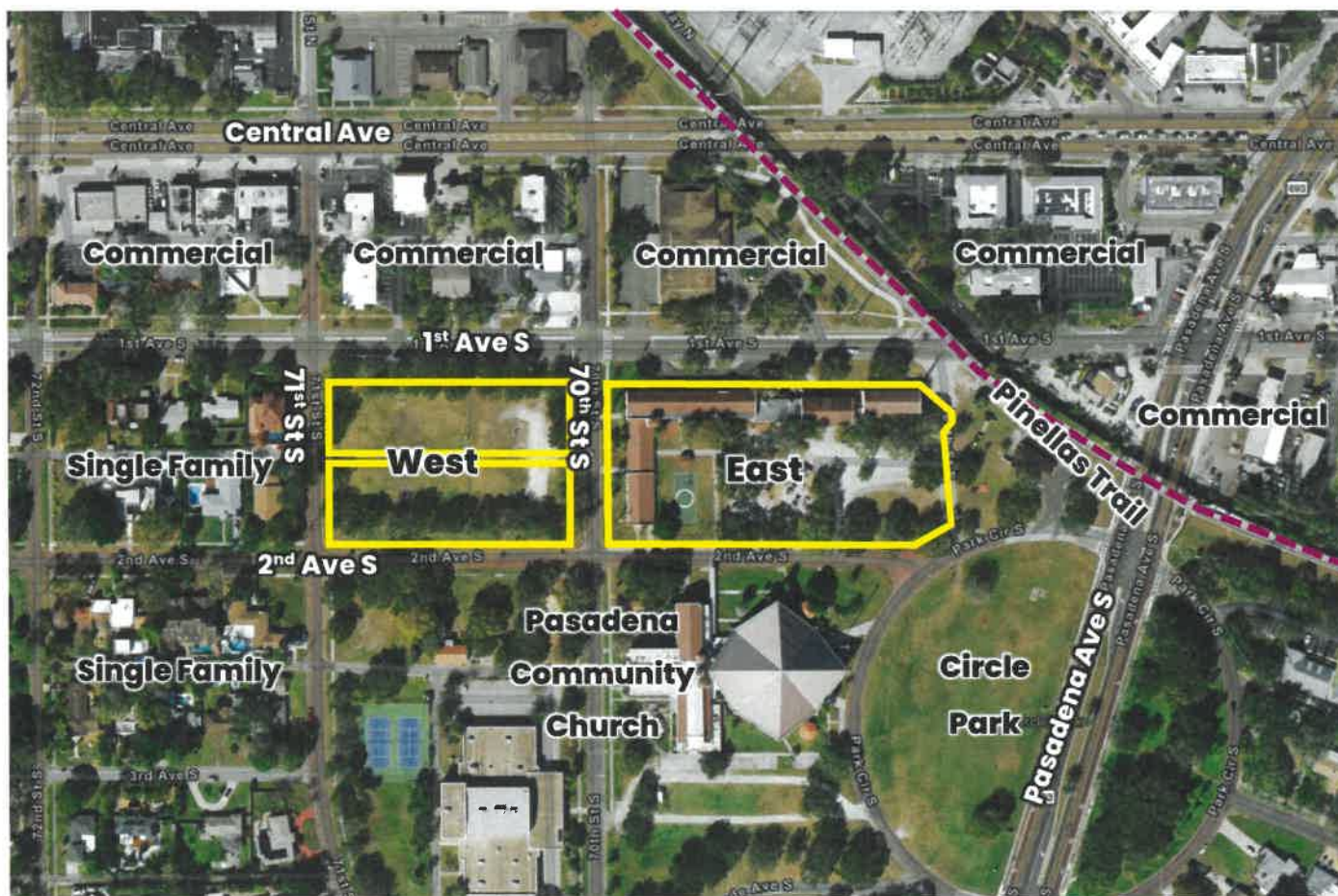
Stephen Sposato, AICP

Director of Planning

stephen@levelupflorida.com



PLANNING REPORT – PASADENA GROVES (FLUM – 75)
City of St. Petersburg, Florida



Prepared for Onyx and East
July 29, 2024

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1. Summary of Review Findings

This planning report finds the proposed modification to the Future Land Use Map from Institutional to Residential Medium and Zoning Map from Neighborhood Traditional-3 (NT-3) to Neighborhood Suburban Multifamily-1 (NSM-1) consistent with the Comprehensive Plan and compatible with the surrounding neighborhood. Based on established planning principles and accepted design standards, the requested changes facilitate a logical transition from commercial uses in the north and east to residential uses, Old Pasadena Neighborhood, in the west, and the institutional use, Pasadena Church, to the south. The Project proposes up to 76 residential dwelling units on +/-5.04 acres generally located along 1st Avenue South, currently owned by the Pasadena Church. * The remaining 9.06 acres of institutional use for Pasadena Church will serve to further buffer the low-density residential to the south from the commercial and proposed medium residential land use to the north.

Both the proposed future land use and rezoning support the provision of Missing Middle housing ideally located at the transition point between more and less intense land uses and in close proximity to the Pinellas Trail and SunRunner, one block away. As confirmed in the Planning and Development Services Department (PDSD) staff report, there is limited opportunity in the City to provide consolidated lots to address the growing need for housing especially given that the subject site is located outside of the Coastal High Hazard Area (CHHA). The proposed amendments also support the City's goals of (i) providing housing along the SunRunner line and (ii) allowing for density outside of the Coastal High Hazard Area (CM 10.6). The future land use and zoning change does not impose substantially different intensity metrics from the existing designations in light of what is being proposed by the Applicant, specifically providing single family detached housing on the western block and an unchanged maximum percentage of impervious area (from NT-3 to NSM-1). Additionally, this proposal is consistent with the recently approved St. Petersburg Vision 2050 Plan (Vision 2050) that encourages housing options and increased density near transit and activity centers that are walkable or bikeable.

2. Proposal Fits the Character of the Surrounding Neighborhood

This proposal allows a mix of single family detached and attached (townhomes) residential units. The detached homes are located on the western parcels, with the attached homes on the eastern parcel reflective of the existing single family neighborhood to the west. Adjacent land uses include commercial medical offices to the north, single family homes to the west, the Pinellas Trail and City-owned land to the east, and the remaining developments, 9.06 acres, to be maintained by Pasadena Church to the south. As shown in Figure 1, the project site is located along the edge of the Old Pasadena Neighborhood to the west and the commercial corridor to the north. The Old Pasadena Neighborhood currently has a diversity of housing options along its edges, including existing multi-family along its southern boundary. Appendix A displays a photo exhibit of each adjacent use directly surrounding the project site.

**The Pinellas County Property Appraiser acreage differs from the surveyed acreage. The original application notes a maximum density of 86 units where the maximum based on the actual survey is as stated in the presentation and staff reports.*

The proposed future land use and zoning changes fit the character of the surrounding neighborhood, which includes more than just the single family homes to the west, despite the moderate increase in density. The project site does not directly abut any existing homes in the Old Pasadena Neighborhood as the western boundary abuts the right-of-way of 71st Street South with only two existing single family homes across this right-of-way. The northernmost home abuts 1st Avenue South which is a collector-type roadway with commercial land uses across the street. The edges of Old Pasadena are already located adjacent to more intense land uses and the existing Institutional use – neither of those facts change with this application. The requested map amendments are in response to many factors, including demographic and structural changes, which have occurred since the church was originally established, such as the urbanization of St. Petersburg generally and the need for more diverse housing and increased walkability. There are many examples across the community where higher density has been successfully introduced adjacent to established single family housing. In fact, the southern boundary of the existing Old Pasadena Neighborhood abuts multi-family development along Grevilla Avenue South.

Figure 1: Surrounding Land Uses



In accordance with established planning principles and accepted design practices, the proposed medium-intensity residential use will serve as a transition and buffer between the commercial uses to the north and east and the residential uses to the west eliminating any friction between opposing land uses. In addition to providing a residential buffer between existing commercial and the existing

institutional use leading into the single-family neighborhood, the proposed development preserves the character of the surrounding Old Pasadena Neighborhood by maintaining the brick roadways and adding pedestrian connectivity through the construction of sidewalks and crosswalks. The Applicant proposes that the homes developed will include architectural features borrowed from the older homes in the community to provide a sense of place when leaving the neighborhood to the west and entering the commercial area to the north.

The proximate location of the proposed residential development to the Pinellas Trail and SunRunner BTR line will benefit future residents by providing recreation and multimodal transportation options and support the Comprehensive Plan Policies LU 19.3 and T15.3. The site is within one block of the SunRunner BTR line and the Central Avenue Corridor Activity Center, as shown in Figure 2. The proposed Residential Medium land use and NSM-1 zoning provide for moderate-density housing options on the Property that will support the SunRunner BRT ridership. The proposed development will benefit the existing neighborhood by enhancing the walkability and bikeability of the area with the provision of sidewalks and crosswalks central to commercial areas, recreational areas, and the activity center.

Figure 2: Proximate Location to SunRunner and Pinellas Trail



3. Proposal is Consistent with the Comprehensive Plan

This proposal to modify the Future Land Use Map designation from the existing Institutional designation to Residential Medium on a portion of the Institutional lands owned by the Church, Figure 3, is consistent with the Comprehensive Plan and Vision 2050. The City of St. Petersburg Planning & Development Services Department (PDSD) stated in their report, *the proposed amendments to the RM land use designation and NSM-1 zoning district are considered appropriate at this location as it is consistent with several Comprehensive Plan goals, objectives, and policies*. As part of this analysis, the staff report comprehensively addresses relevant considerations for amendments to the Future Land Use Map including the net impact of the proposed change on population density patterns and level of service standards.

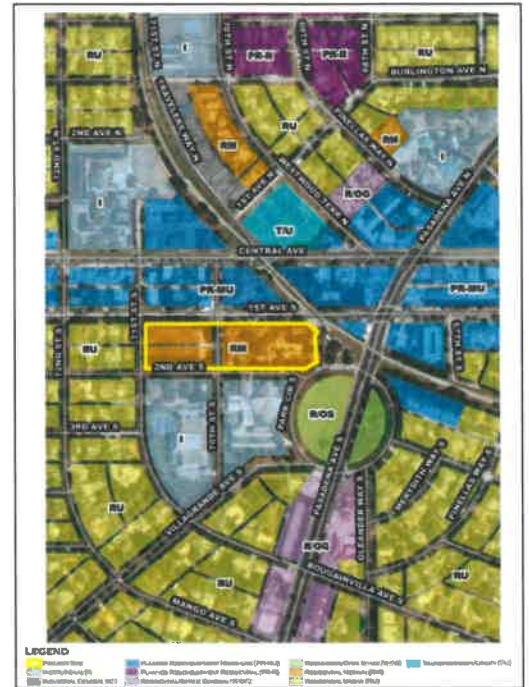
This future land use would reflect the residential character of the properties west of 71st Street South and south of 1st Avenue South. Additionally, the existing future land use of Institutional is not compatible with the current Neighborhood Traditional-3 (NT-3) zoning on the site.

Vision 2050, adopted in May 2021, has set a goal of increased residential housing close to transit, activity centers, walkable/bikeable areas, and outside of the coastal high-hazard area. The proposed project meets each of these parameters and is in close proximity to the Pinellas Trail and Central Avenue Corridor Activity Center. The proposed development will increase bicycle and pedestrian connectivity through the construction of sidewalks and crosswalks central to these multimodal hubs. Additionally, LU3.11 states *more dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible*. As the project site is located within two blocks of the activity center and one block from the SunRunner BRT, the increase in density is consistent with this policy.

The proposed Future Land Use Map change is consistent with the land use pattern already established in the area (see Figure 3). East of Pasadena Ave, all parcels fronting Central Ave and 1st Ave South are designated PR-MU. The future land use then transitions from PR-MU (24 du/ac) to RU (7.5 du/ac) in the south. The introduction of RM (15 du/ac) provides a transition from the more intense PR-MU uses in the north to the less intense RU uses in the south and west.** This pattern is also found west of Pasadena Ave and north of Central Ave. Therefore, the proposed change is consistent with the established land use pattern of the area. Additionally, this Property provides a transition from the Activity Center to the Residential Urban properties to the west, consistent with the land use pattern.

**Note that the current Institutional future land use designation permits a density of 12 units per acre.

Figure 3: Proposed Future Land Use



4. Proposal is compatible with Land Development Regulations

The proposed Zoning Map amendment from Neighborhood Traditional-3 (NT-3) to Neighborhood Suburban Multifamily-1 (NSM-1) is compatible with the existing zoning patterns in the area, providing a transition from commercial zoning along the transit corridor to residential zoning in the south and east, Figure 4. Although the future land use designation provides for an increase in density, the zoning designation limits development through lot design characteristics, Table 1. Policy LU3.6 states that land use decisions should weigh heavily on the established character of the neighborhood. According to the PDSD, the proposed NSM-1 zoning district is compatible with the existing zoning patterns to the north and east of the subject property, while acting as a buffer and transition between these commercial mixed-use districts and the residential single-family zoned parcels within the NT-3 zoning district to the west, thus conforming to the established character of the neighborhood. Furthermore, the site's proximity to commercial and recreational land uses will ensure that future residents are provided with convenient access to both employment opportunities and services as well as recreational amenities.

Figure 4: Proposed Zoning

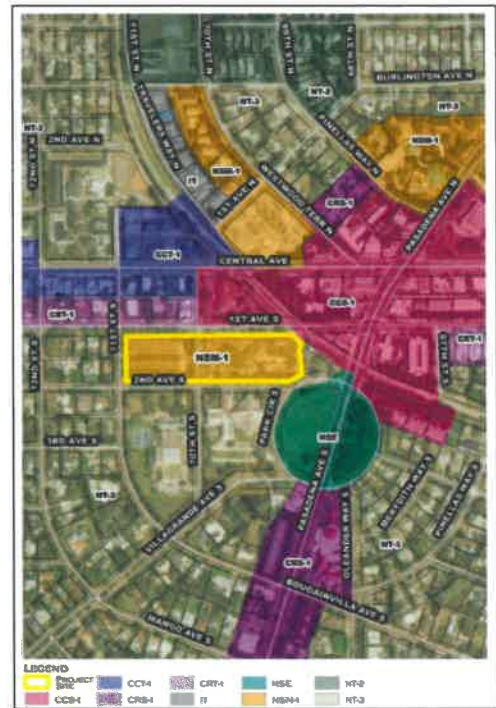


Table 1: NSM-1 Lot Design Characteristics***

PROPOSED NSM-1	
Maximum Residential Density	15 DU/AC
Minimum Lot Size	4,500 SF
Maximum Height	Beginning of Roofline: 36' Top of Roof Peak: 48'
Maximum Impervious Surface	0.65
Front Yard Setback	Building: 20'
Street Side Yard Setback	Abutting Residential: 15' Abutting Nonresidential: 10'
Rear Yard Setback	20'

*** According to St. Petersburg Code of Ordinances Ch.16.40.140.4.6, Individual lots created for townhomes are not required to meet minimum lot size requirements but are subject to height, impervious surface, and setback standards except when sharing a common wall.

5. Proposal Provides Missing Middle Housing

As local demographics shift and the demand for walkable living grows, as is the case for this community, “Missing Middle” housing helps to mitigate the mismatch between housing stock and market desires. The American Association of Retired Persons (AARP) and Opticos Design state in their “Discovering and Developing Missing Middle Housing” report (www.aarp.org/livable-communities/housing/info-2022/missing-middle-housing.html), *such mid-sized, often moderately priced homes are referred to as missing because very few have been built in the U.S. since the early 1940s. The shortage is largely due to zoning constraints, the shift to car-centric patterns of development, and the challenges of financing multiunit dwellings.* According to the Comprehensive Plan, “Missing Middle” housing encompasses a range of smaller, multi-unit or clustered housing types, such as townhomes as included in this proposal, which are compatible in scale and design with single-family homes, and are designed to encourage walking, biking, and transit use, Figure 5. Missing Middle dwellings are house scale, and the design and size of these dwellings permit compatibility with detached single family housing, as is the case with the proposed residential development. The AARP and Opticos Design state *the buildings fit seamlessly into neighborhoods, either because similar housing types already exist in the community or because the homes are designed and constructed to preserve or complement the streetscape’s appearance and character.*

Figure 5: Missing Middle Housing – AARP Discovering and Developing Missing Middle Housing

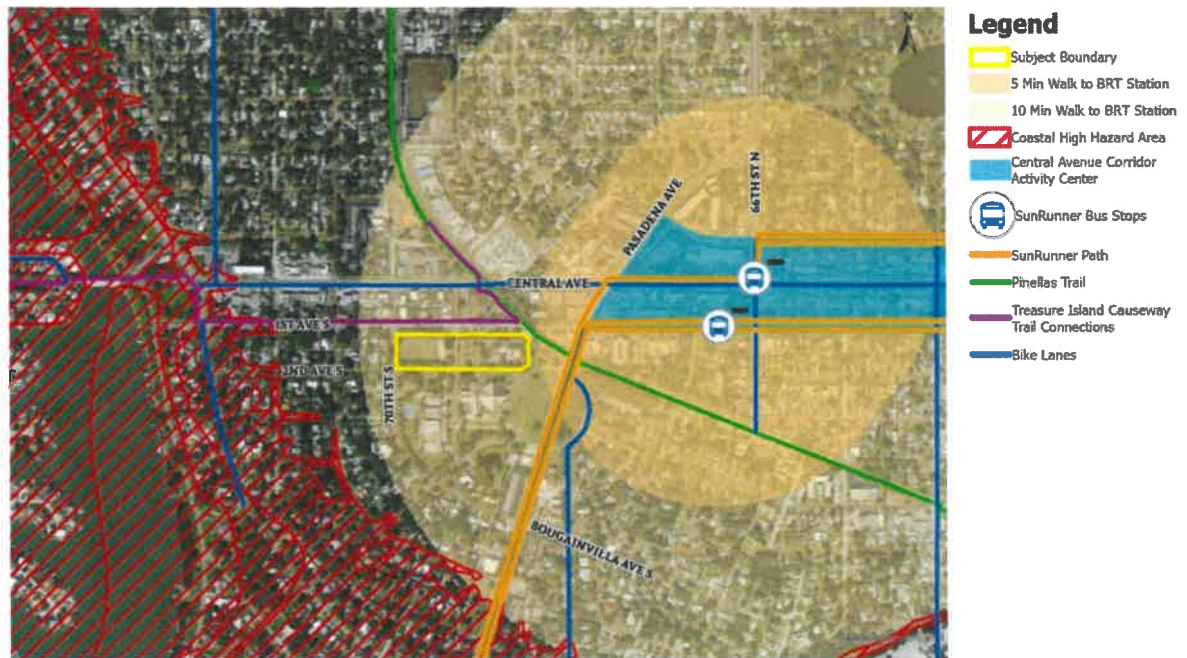


Missing Middle housing is ideal for providing transitional zones between denser mixed-use areas and lower-density neighborhoods, specifically adjacent to commercial corridors, between single family neighborhoods and denser multifamily areas, and along collector roadways that serve as borders between single family neighborhoods. The proposal meets each of these locational criteria, as displayed in Figure 6, and its proximity to the SunRunner and Pinellas Trail serves to encourage walking, biking, and transit use as desired with Missing Middle housing. Additionally, the project site is located outside of the coastal high hazard area, Figure 7.

Figure 6: Project Site in Relation to Missing Middle Housing Locational Criteria



Figure 7: Proximity Map



According to the PSD, the proposed amendment to the NSM-1 zoning district will allow for an increased base density, as well as a workforce housing and missing middle housing density bonuses to provide housing opportunities to citizens of a variety of ages, sex, race, and income. The proposed future land use and zoning change is located in an appropriate location for Missing Middle housing as it is on the edge of commercial and neighborhood development, thus providing a transition from one to the other. The project enhances this transition by proposing detached single family housing on the western parcels, to integrate with the current single family housing in the west, and single family attached (townhomes) on the eastern parcel, transitioning to the Planned Redevelopment Mixed-Use and Commercial uses to the east. Additionally, the site is located within

walking distance of commercial locations, the Pinellas Trail, and the SunRunner, providing an urban walkable neighborhood close to daily destinations.

The St. Petersburg Comprehensive Plan has underscored the importance of Missing Middle housing in solving the St. Petersburg housing affordability crisis. The future land use change to Residential Medium and zoning change to NSM-1 support Missing Middle housing. The Comprehensive Plan incentivizes Missing Middle housing in the Residential Medium land category, as proposed, as well as in the Planned Redevelopment – Residential (PR-R), and Planned Redevelopment – Mixed Use (PR-MU) categories. As the PR-MU land use category is adjacent to the property, an RM designation would further promote Missing Middle housing in this area. NSM-1 zoning is one of the few zoning designations with regulations correlating to Missing Middle housing as this allows detached and attached single family development with smaller minimum lot sizes. The current zoning also allows these types of housing but only along Future Major Streets and thus would not support Missing Middle housing at this location.

6. Conclusion Summary

Opposition to this request is substantially about change on the edge of a well-established neighborhood, rather than its merits. The amendment of the Future Land Use Map from Institutional to Residential Medium and Zoning Map from Neighborhood Traditional-3 (NT-3) to Neighborhood Suburban Multifamily-1 (NSM-1) is in response to and is consistent with the changes occurring in the community (nearby and generally) since the establishment of the Church. By providing a logical buffer between more and less intense uses, the request will enhance the character of the Old Pasadena community while providing an opportunity for much-needed Missing Middle housing. Likewise, there are limited opportunities to consolidate lots to address the housing needs within the City, especially given that the site is proximate to investments in public infrastructure and located outside of the Coastal High Hazard Area. The record clearly demonstrates that this request is consistent with the Comprehensive Plan and compatible with adjacent development.

**Appendix A:
Adjacent Properties
Photo Exhibit**

South: Church Property



East: City Owned Land



North: Commercial



West: Single Family



Project History – Tampa & St. Petersburg



Community	City/Neighborhood	Total Homes	Home Type	Investment	Year
Six Point Row	St. Petersburg/Kenwood	19	Townhomes	\$ 9.2 Million	2018
Views at North Hyde Park	Tampa/North Hyde Park	37	Townhomes	\$ 16 Million	2019
Fortune 1895	Tampa/Hyde Park	13	Townhomes	\$ 5.5 Million	2020
Alante	St. Petersburg/EDGE District	26	Townhomes	\$ 15.8 Million	2021
Alcove at Hyde Park	Tampa/Hyde Park	20	Townhomes	\$ 11.4 Million	2021
Alloy	Tampa/Seminole Heights + Tampa Heights	6	Single-Family Detached	\$ 2.5 Million	2022
Monterey	Tampa/Midtown	24	Townhomes	\$ 16.9 Million	2022
Vivir	Valrico	82	Single-Family Detached	\$ 28 Million	2023
Totals:		227		\$ 105.3 Million	



TRANSPORTATION ASSESSMENT

5/10/24

The purpose of this report is to provide a preliminary assessment of the roadway network in the vicinity of the proposed development located east of 71st Street S. and south of 2nd Avenue S. in the City of St. Petersburg, Florida. The subject property is proposed to be rezoned to allow up to 76 Townhomes. This report will evaluate the impact of the project on the adjacent roadway network based on readily available data as of the date of the report.

Trip Generation

The trip generation for the project was based on the data contained in the ITE Trip Generation Manual, 11th Edition. As shown in Table 1, the project would generate 407 daily trip ends. During the AM peak hour, the project would generate 26 trip ends and during the PM peak hour 32 trip ends.

Existing Traffic

The existing traffic and Level of Service for the following roadways in the vicinity of the project were obtained from the Forward Pinellas 2023 Annual Level of Service Report.

- 1st Avenue North
- 1st Avenue South
- 66th Street North
- Central Avenue
- Park Street
- Pasadena Avenue





TABLE 1
TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Townhomes	215	76 DU's	529	9	25	34	25	17	42

(1) Source - ITE Trip Generation Manual, 11th Edition, 2021.

As shown in Table 2, all roadway segments in the vicinity of the project currently operate at an acceptable Level of Service.

Existing plus Project Traffic

As the worst case scenario, the total directional project traffic was added to each segment.

As shown in Table 3, even with 100 percent of the directional project traffic on each segment, the roadways would operate at an acceptable Level of Service.





TABLE 2
EXISTING TRAFFIC
ROADWAY LEVEL OF SERVICE
(PEAK HOUR DIRECTIONAL)

<u>Facility</u>	<u>Road (Type)</u>	<u>LOS Standard</u>	<u>AADT</u>	<u>Volume</u>	<u>Physical Capacity</u>	<u>VOL CAP Ratio</u>	<u>LOS</u>
1st Ave N (34th St N to 66th St N)	2O	D	13,000	1,235	1,890	0.653	C
1st Ave S (Pasadena Ave to 34th St S)	2O	D	12,000	1,140	1,890	0.603	C
66th St N (Pasadena Ave to Tyrone Blvd)	6D	D	39,624	2,066	3,020	0.684	C
Central Ave (34th St N to 58th St N)	4D	D	11,732	613	1,800	0.341	C
Central Ave (58th St N to Park St)	4D	D	14,358	613	1,800	0.341	C
Park St (Central Ave to Pasadena Ave)	2D	D	6,354	332	680	0.488	D
Pasadena Ave (Shore Dr to 66th St N)	6D	D	31,319	1,571	3,020	0.52	C



TABLE 3
EXISTING PLUS PROJECT TRAFFIC
ROADWAY LEVEL OF SERVICE
(PEAK HOUR DIRECTIONAL)

<u>Facility</u>	<u>Road (Type)</u>	<u>LOS Standard</u>	<u>AA DT</u>	<u>Volume</u>	<u>Physical Capacity</u>	<u>V/C Ratio</u>	<u>LOS</u>	<u>Project Traffic</u>	<u>Existing Plus Project Traffic</u>	<u>V/C Ratio</u>
1st Ave N (34th St N to 66th St N)	2O	D	13,000	1,235	1,890	0.653	C	25	1,260	0.667
1st Ave S (Pasadena Ave to 34th St S)	2O	D	12,000	1,140	1,890	0.603	C	25	1,165	0.616
66th St N (Pasadena Ave to Tyrone Blvd)	6D	D	39,624	2,066	3,020	0.684	C	25	2,091	0.692
Central Ave (34th St N to 58th St N)	4D	D	11,732	613	1,800	0.341	C	25	638	0.354
Central Ave (58th St N to Park St)	4D	D	14,358	613	1,800	0.341	C	25	638	0.354
Park St (Central Ave to Pasadena Ave)	2D	D	6,354	332	680	0.488	D	25	357	0.525
Pasadena Ave (Shore Dr to 66th St N)	6D	D	31,319	1,571	3,020	0.52	C	25	1,596	0.528

APPENDIX



LINCKS & ASSOCIATES, INC.

ITE - TRIP GENERATION MANUAL, 11TH EDITION



LINCKS & ASSOCIATES, INC.

PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	Pasadena Groves	City:	
Date:	4/30/2024	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	76	Weekday	Best Fit (LIN) T = 7.62 (X)+-50.48	265 50%	264 50%	529

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	265	0 %	264

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	529	0	0	529

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 215 - Single-Family Attached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	265
Total Exiting	264
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	265
Total Exiting Non-Pass-by Trips	264

PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	Pasadena Groves	City:	
Date:	4/30/2024	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	76	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (L/N) $T = 0.52 (X) + -5.7$	9 26%	25 74%	34

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	9	0 %	25

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	34	0	0	34

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 215 - Single-Family Attached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	9
Total Exiting	25
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	9
Total Exiting Non-Pass-by Trips	25

PERIOD SETTING

Analysis Name :	New Analysis	No :	
Project Name :	Pasadena Groves	City:	
Date:	4/30/2024	Zip/Postal Code:	
State/Province:		Client Name:	
Country:		Edition:	Trip Generation Manual, 11th Ed
Analyst's Name:			

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
215 - Single-Family Attached Housing (General Urban/Suburban)	Dwelling Units	76	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.6 (X)+-3.93	25 60%	17 40%	42

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
215 - Single-Family Attached Housing	0 %	25	0 %	17

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
215 - Single-Family Attached Housing	42	0	0	42

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 215 - Single-Family Attached Housing (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	25
Total Exiting	17
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	25
Total Exiting Non-Pass-by Trips	17

FORWARD PINELLAS
2023 ANNUAL LEVEL OF SERVICE REPORT

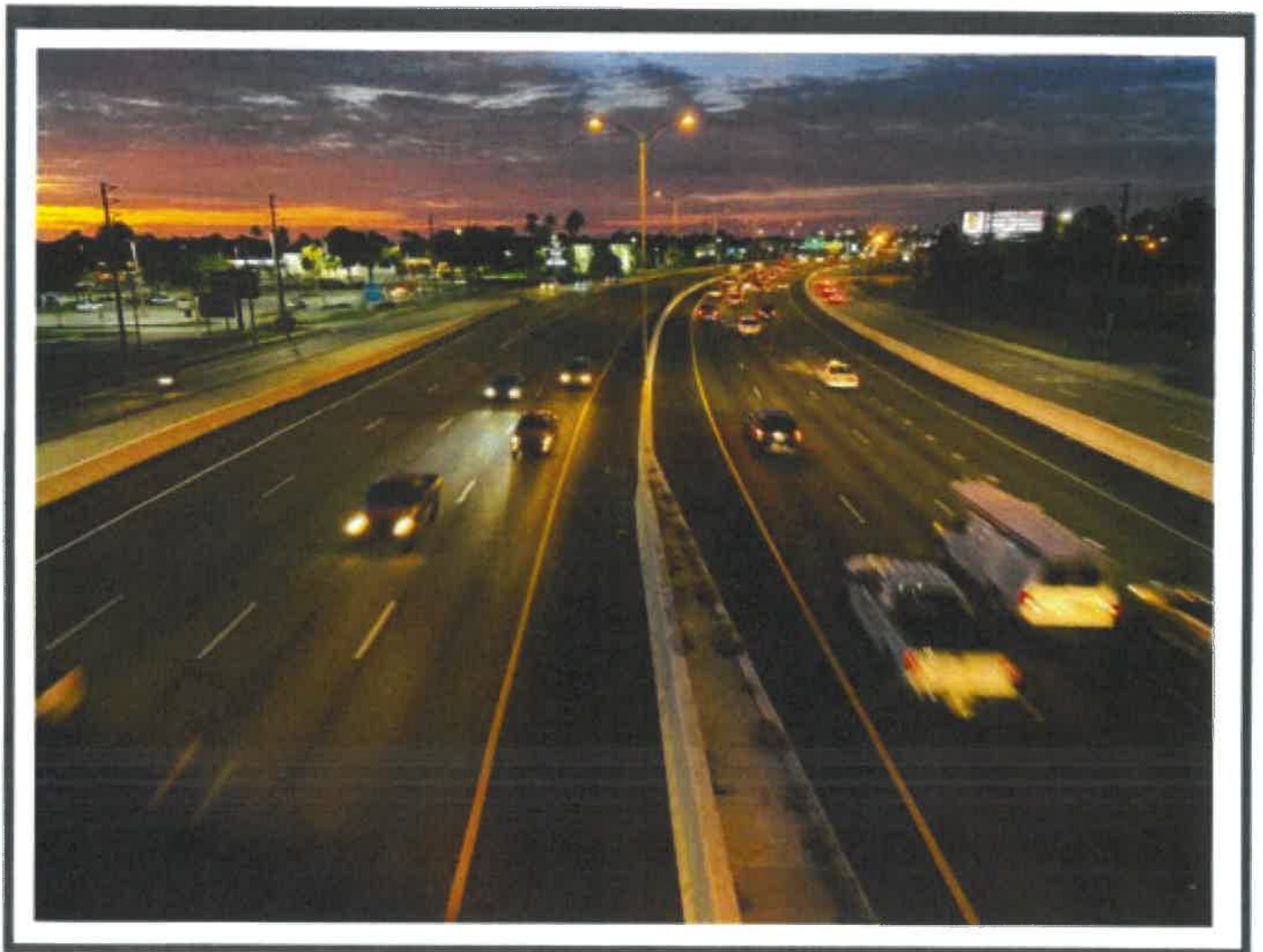


LINCKS & ASSOCIATES, INC.



**FORWARD
PINELLAS**
Integrating Land Use & Transportation

**2023 Annual Level of Service Report
2022 Data Year**





**FORWARD
PINELLAS**
Integrating Land Use & Transportation

Forward Pinellas

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**Forward Pinellas Membership as of publication of this report.*

The preparation of this report has been financed in part through grant [s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104 (f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.



Welcome to the 2022 Edition of the Forward Pinellas Annual Level of Service Report, data compilation completed August 2023

Forward Pinellas staff prepares a Level of Service Report each year. Roadways included in the inventory are defined by their facility type (e.g., freeway, signalized arterial, signalized collector, signalized major collector, non-signalized arterial, non-signalized collector and non-signalized major collector). These roadways are categorized by characteristics used to measure their performance, such as freeways (exclusive use of uninterrupted traffic), arterials (primarily serves through traffic & secondarily serves abutting property) and collector roads (providing land access & traffic circulation from local roads to arterial roads).

The Forward Pinellas Technical Coordinating Committee (TCC) reviews this report through a process that includes verifying the accuracy of roadway geometry assumptions and an evaluation of traffic count data as provided by Forward Pinellas, the Florida Department of Transportation and various local government agencies.

After review and approval of the roadway performance data, the report is available for distribution to local governments for planning purposes and land development review processes. The report is also utilized by agencies, organizations and citizens interested in roadway performance data.





Section 1: Roadway Trend Analysis

Roadway Trend Analysis (Reported 2020-2022)

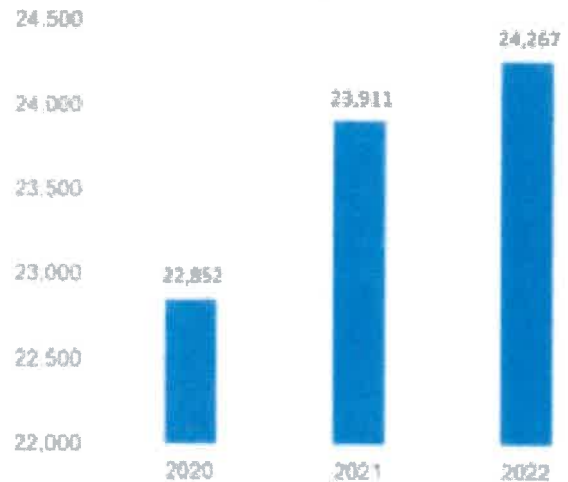
One of the goals of Forward Pinellas is to continually improve the performance of the Pinellas County roadway network. The level of service indicators utilized in this report provide a gauge of whether and/or to what extent this goal is being met.

Forward Pinellas uses key performance factors to identify roadways that are failing or about to fail. A key factor is the roadway's volume to capacity ratio (V/C). The V/C ratio shows how close travel demand is to reaching the roadway's physical capacity. A V/C ratio of 1 indicates that the roadway is operating at 100% capacity.

NOTE: For consistency in showing annual trends, only data that is available for the same roads monitored during the past three years is being reported in this section. Shown below is information that demonstrates operating

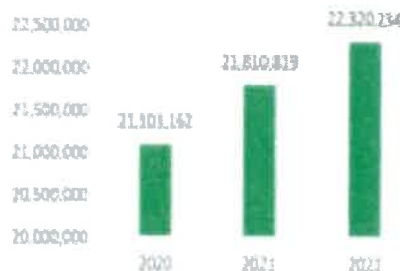
conditions on 588 center-line miles of major roads. The information includes analysis on annual average daily traffic (AADT), vehicle miles traveled (VMT), and average available roadway capacity, and miles of roadway over capacity.

Annual Average Daily Traffic



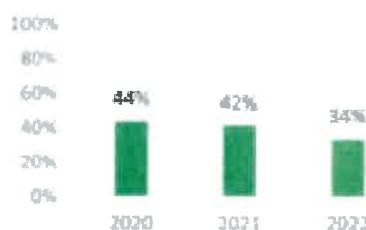
1.49% increase in average daily traffic shown from 2021 to 2022

Daily Vehicle Miles Traveled



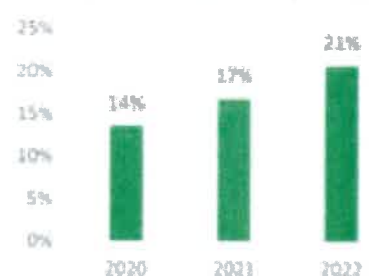
2.34% increase in roadway travel reported from 2021 to 2022

Average Available Roadway Capacity



7.71% decrease in average available capacity reported from 2021 to 2022

Segments Over Capacity



3.93% increase in segments over capacity reported from 2021 to 2022

*Roadways over capacity are defined as any facility with a volume to capacity ratio of 0.9 or greater



Volume to Capacity Ratio (V/C Ratio)

Volume to Capacity Ratio (V/C Ratio)

Volume to capacity ratio (V/C ratio) is a very useful indicator of the roadway system's operating characteristics. Forward Pinellas uses a facility V/C ratio as well as a road's level of service letter grade when evaluating its performance level.

The maps below depict major roadways that have been operating under deficient LOS conditions over the three past years. A more detailed explanation of the analysis method used to identify deficient roadways and a map illustrating deficient LOS and V/C ratios can be found on pages 10-12.

2020 Deficient Roadways

2021 Deficient Roadways

2022 Deficient Roadways



493 deficient lane miles in 2020

576 deficient lane miles in 2021

815 deficient lane miles in 2022



Section 2: Methodology

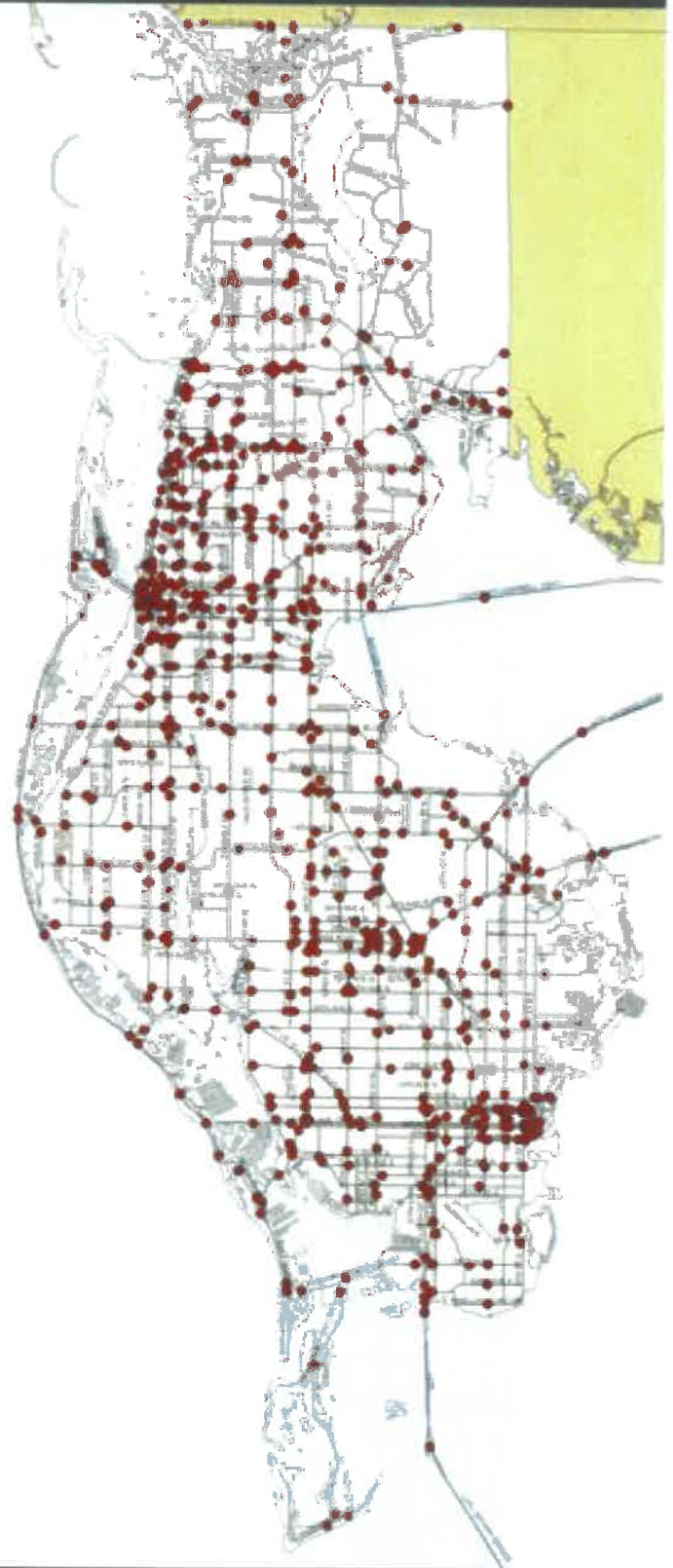
Roadway Traffic Volume Estimation of Traffic Count Station Data

Roadway traffic volume is monitored in Pinellas County on a regular basis. Traffic counters are used to count the number of vehicles that travel the roadway network. These counters are positioned across Pinellas County to collect data that is used for roadway performance evaluation.

Each year, average daily traffic (ADT) volume data is collected from counters by the Florida Department of Transportation (FDOT) and local governments. Forward Pinellas coordinates and manages the countywide count data collected. There are 691 locations on the major road network that are monitored using these counters.

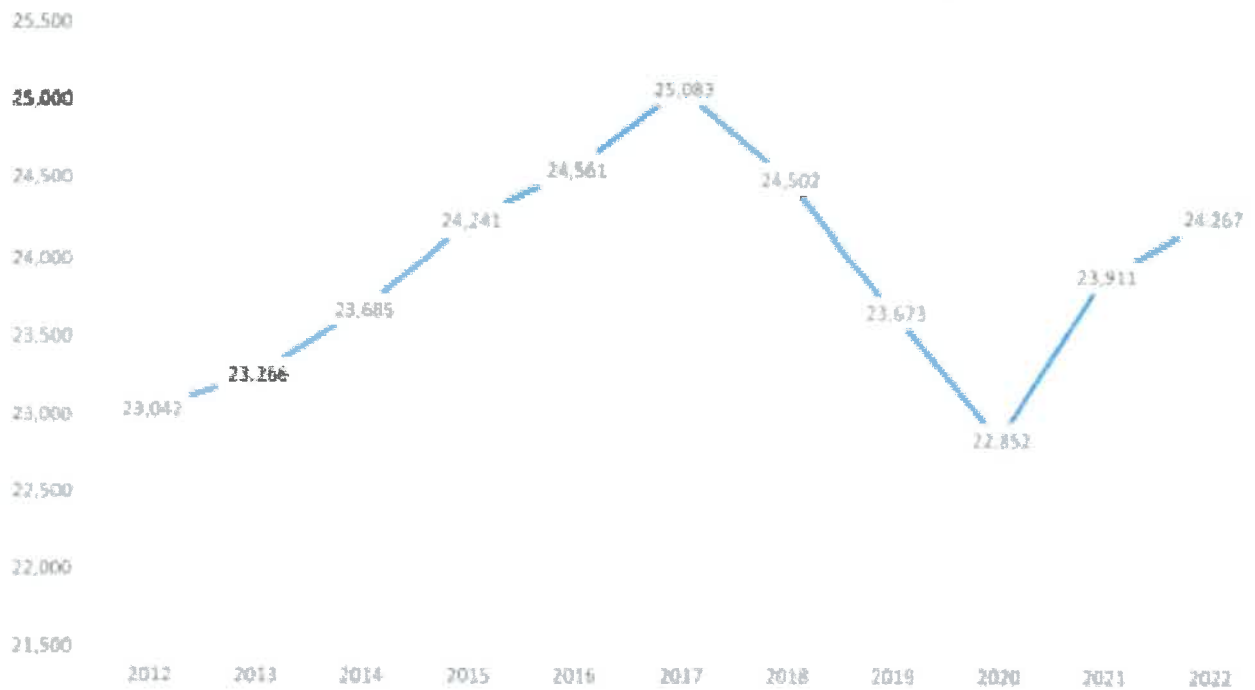
Typically, the traffic counters are programmed for a two or three day study during normal mid-week business days. Once collected, ADT data is assembled by the Forward Pinellas staff. Adjustments are made to convert the count data to annualized average daily traffic (AADT) estimates using FDOT seasonal adjustment factors. Finally, the AADT values are applied to the corresponding roadway segments.

Due to circumstances such as construction on some roadways, it is not always feasible to collect traffic volumes in a specific year. When this happens, and if count data from a recent year is not available, the roadway's AADT is extrapolated using regression trend analysis of historical traffic count data from the same count location.





Ten-Year Annual Average Daily Traffic Comparison



Countywide traffic from 2021 to 2022 increased approximately 1.49%





Introduction | #region

Introduction

Forward Pinellas previously used a database management software application known as "vTIMAS" to maintain its roadway inventory of over 2,200 individual roadway segments. The vTIMAS database, however, is now functionally obsolete, and a new traffic data management database has been developed to handle traffic count data and roadway level of service information.

In the database, roadway geometry, volumes, and descriptions for each roadway segment are carefully identified so that an accurate evaluation of performance can be produced by the software. Level of service data contained in the report table is sorted by facility. Most of the facilities contain two or more segments. Some points regarding the methodology employed in compiling the table are listed below.

- ◆ Roadway performance measures were evaluated for the monitored major roadway network as it existed in 2022.
- ◆ Roadway level of service grades were evaluated using PM peak-hour / peak-direction conditions. A roadway's peak-hour condition is defined as the estimated 100th highest hour (K_{100}) of yearly traffic.
- ◆ Level of service for roadway segments can be calculated using one of two methodologies (conceptual or generalized) described in this section.

- ◆ **Conceptual** - This is a more detailed analysis than a generalized method. It takes into account enhanced roadway geometry conditions and allows for bi-directional performance evaluation. Basic conceptual analysis can be used for non-signalized arterials and signalized collector roads. *ArtPlan* is a conceptual analysis software program developed by the Florida Department of Transportation specifically for use with signalized roadways. *ArtPlan* can be utilized for signalized arterial roads.

- ◆ **Generalized** - This analysis method incorporates standardized default roadway values (assumptions) established by FDOT. It provides LOS analysis based on generalized capacity tables. As an example all traffic signals are analyzed with the same green-time and cycle lengths even though actual input values vary at each location. Generalized is the method used for analysis for this report on all the roadways.

Also the database allows Forward Pinellas to monitor roadway changes from one year to the next. Data for current and previous years is derived from physical observation.

Additional information for Conceptual and Generalized calculation methodologies can be obtained from:

Florida Department of Transportation Q/LOS Handbook:

<https://www.fdot.gov/planning/systems/systems-management/systems-management-documents>

Highway Capacity Manual (HCM):

<http://www.http://hcm.trb.org/?q=1>



2022 Roadway Performance Report

Executive Summary

Critical 2022 roadway data was collected throughout the year and then compiled into this report. The conditions reported here represent physical roadway conditions as they existed during 2022. Roadway volumes represent annualized count data from collections that were performed throughout the county.

There are 2,279 lane miles of major road facilities monitored by Forward Pinellas.

- ◆ 84% of the monitored network performs at or better than LOS D.
- ◆ 16% of the monitored network performs poorly at LOS E or F.
- ◆ LOS B, & C – 1,373 lane miles
- ◆ LOS D – 488 lane miles
- ◆ LOS E – 40 lane miles
- ◆ LOS F – 378 lane miles

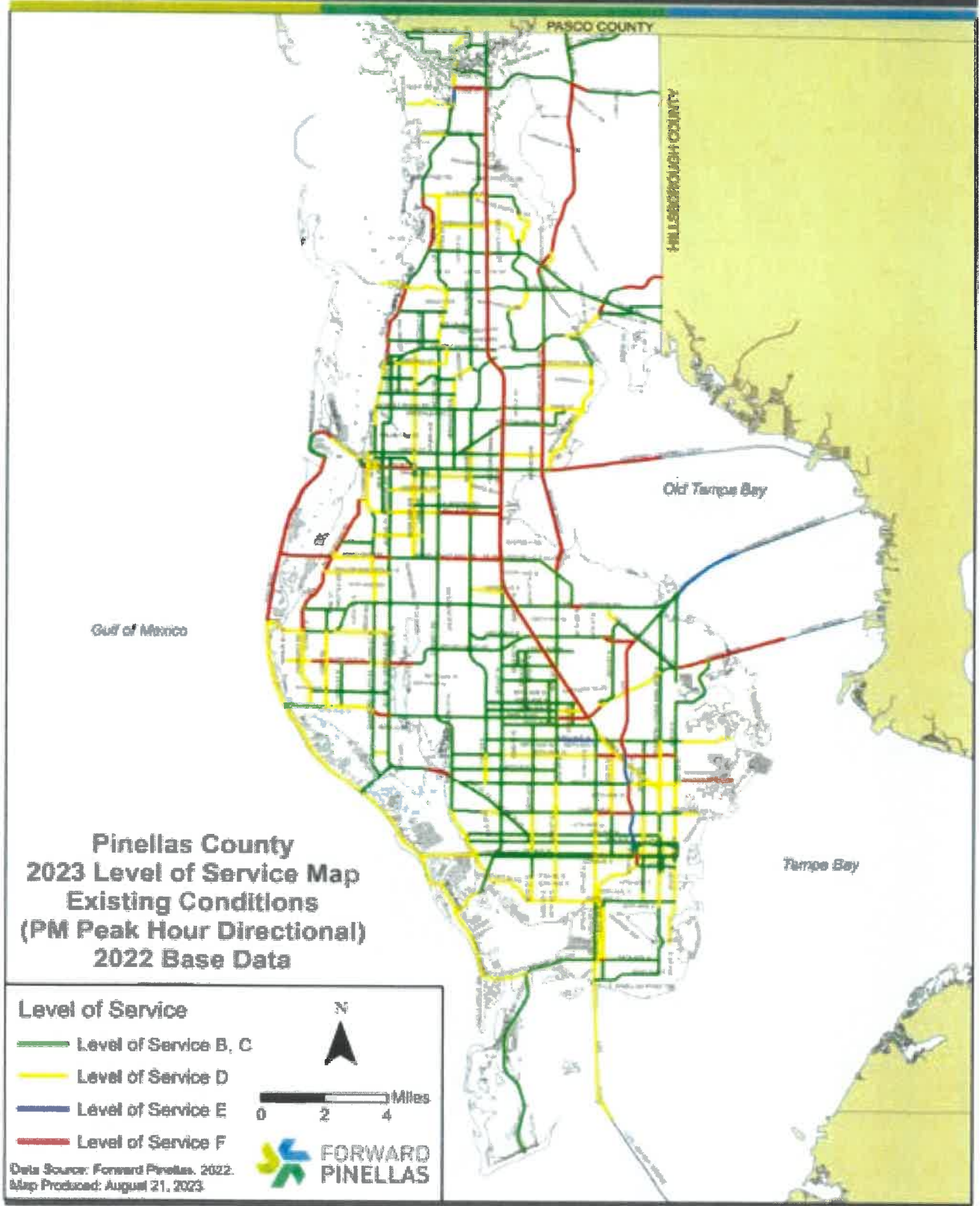
State, County and municipal jurisdictions are responsible for maintaining the major roadways in Pinellas County. Monitored lane miles corresponding with each jurisdiction are shown below.

- ◆ State – 1,008 lane miles
- ◆ County – 876 lane miles
- ◆ Cities – 395 lane miles

Below are the lane miles of roadways operating at LOS E or F corresponding with State, County and municipal jurisdiction.

- ◆ State – 275 lane miles
- ◆ County – 124 lane miles
- ◆ Cities – 20 lane miles





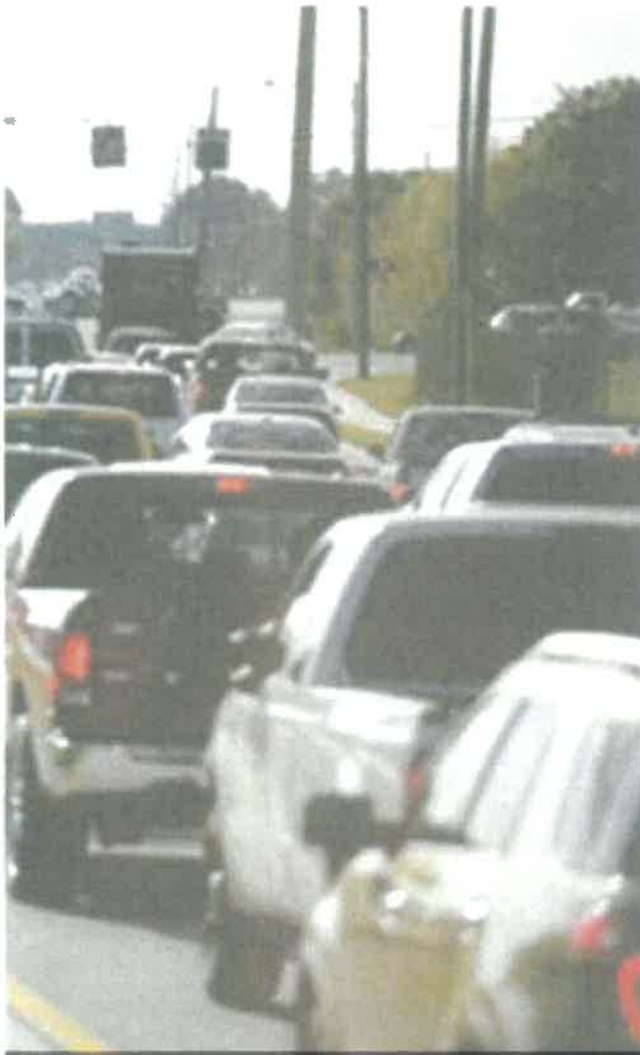


Deficient Roadway

Deficient Roadway

Forward Pinellas uses a "deficient roadway" indicator to identify roadways operating below local and state standards.

This page indicates lane miles of roadways operating at 0.9 V/C ratio along with their letter grade. According to Pinellas County's LOS standard, a facility operating at peak hour LOS E, F, or a V/C ratio of 0.9 or higher is also considered deficient.



The 2023 report shows there were 474 lane miles of the Pinellas County major road network operating with a V/C ratio greater than 0.9 in 2022.

- ◆ Volume to Capacity Ratio < .9
 - ◇ LOS A-D - 1,664 lane miles
 - ◇ LOS E-F - 0 lane miles
- ◆ Volume to Capacity Ratio >= .9
 - ◇ LOS A-D - 197 lane miles
 - ◇ LOS E, F - 418 lane miles

Below are the lane miles of major roadways operating with a V/C ratio greater than 0.9 and corresponding jurisdiction.

- ◆ State – 399 lane miles
- ◆ County – 187 lane miles
- ◆ Cities – 29 lane miles

NOTE: Both the LOS letter grade and V/C ratio are derived from the calculation of PM peak hour peak directional volumes are based upon the AADT and *FDOT 2020 Generalized Tables*.

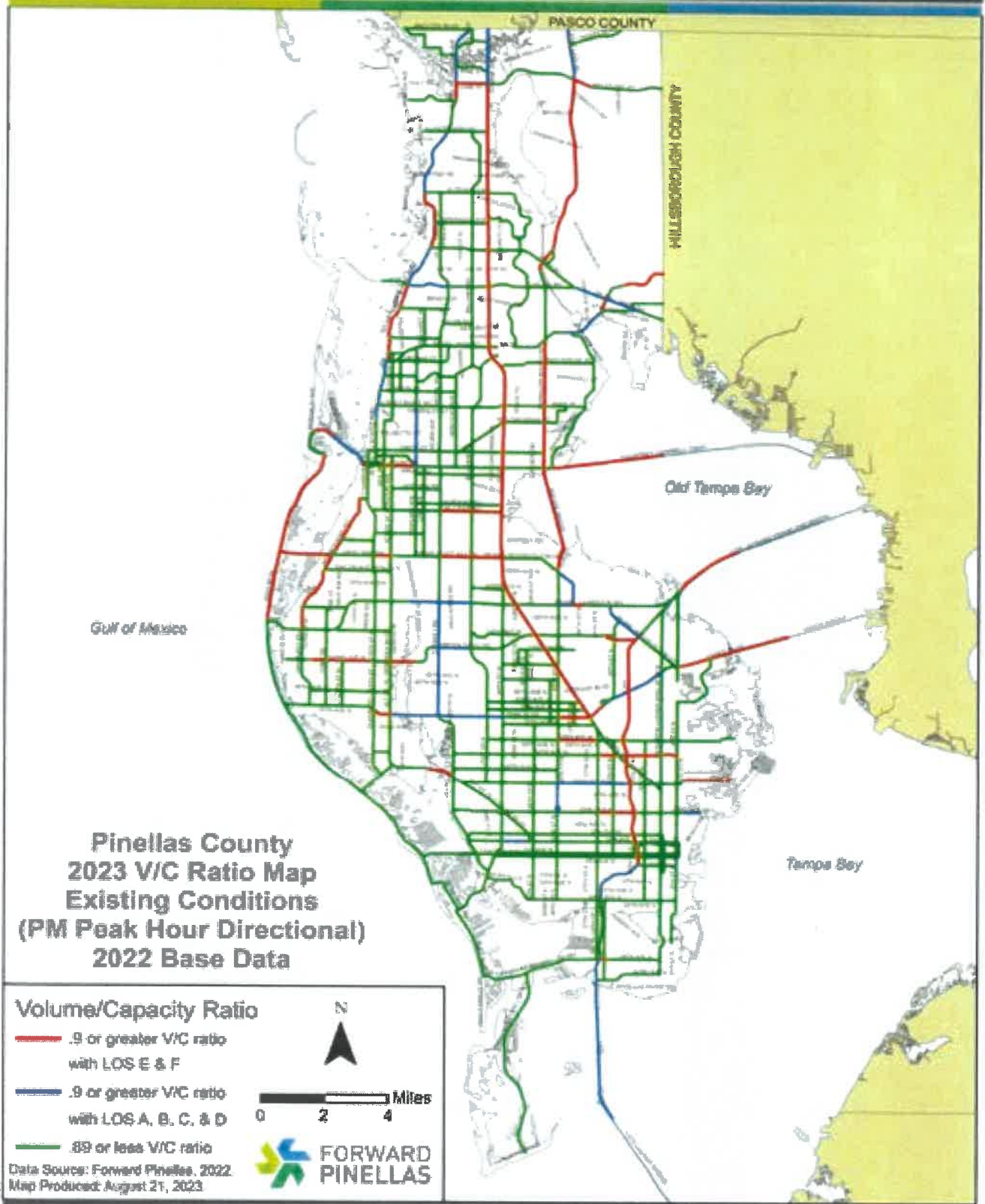




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 Table of Contents

The following pages contain the Forward Pinellas 2023 Level of Service / Existing Conditions Analysis Report table. The table in the report was produced using 2022 base year data. Also the next page contains a map depicting the PM peak hour travel direction of the traffic volumes used for analysis.

Roadways included in this inventory are arterials and collectors as defined in the Highway Capacity Manual and published by the Transportation Research Board. Level of Service (LOS) has been calculated using guidelines as identified by the *FDOT Quality Level of Service (Q/LOS) Handbook*, *FDOT 2020 Generalized Tables*, *FDOT ArtPlan*, and the *Highway Capacity Manual (HCM)*.

The LOS conditions included in this report are based on the operating conditions of individual road facilities. These facilities are separated by intersections or by a point where there is a change in the lane configuration.

NOTE: The analysis method of roadway performance measures is based upon *FDOT 2020 Generalized Tables* and using the statewide K and D factors. Also any specific road projects submitted to FDOT would need to adhere to the *Q/LOS Handbook* which can be found on the website as shown on page 8. The results of performance measures utilizing Q/LOS for a specific project may be different from this report.

Generalized Tables is the primary analysis method of roadway performance measures used for this report. *Generalized Tables* is the most cost effective tool for LOS analysis when batch processing, it simplifies the reporting. A more detail analysis method may be needed for specific projects.

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Fac Type:

- ◆ "F" = Freeway
- ◆ "SA" = Signalized Arterial
- ◆ "SC" = Signalized Collector
- ◆ "SMC" = Signalized Collector (Major)
- ◆ "NA" = Non-Signalized Arterial
- ◆ "NMC" Non-Signalized Collector (Major)

LOS Method:

- ◆ "H" = Conceptual - Basic (only used for Memorial Causeway bridge)
- ◆ "T" = Generalized Tables

Abbreviations:

- ◆ "Fac" = Facility
- ◆ "V:Cap" = Volume to Physical Capacity

Def Flag (or Deficiency Identifier)

- ◆ "1" = Volume to Capacity Ratio $\geq .9$ and LOS=A, LOS=B, LOS=C, or LOS=D



Facility Level of Service Report (Peak Hour Directional)

Note: Roadways included in this inventory are arterials and collectors. Level of Service (LOS) has been calculated using the guidelines of the FDOT Quality Level of Service, FDOT 2020 Generalized Tables, FDOT ArPlan, and Highway Capacity Manual. The LOS input values shown in the report do not fully represent values maintained and generated by the vTIAS database. Please do not attempt to use these values to reproduce LOS results. A more complete listing of LOS input values and assumptions is available by request.

Facility	Agency	Year	Direction	Peak Hour	ADMT	LOS	Control	Width	Grade	LA	ASPT	Queue	Storage	Capacity	Vol. Cap Ratio	LOS	Grade	LOS
SR 24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000																		



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Since the first edition of this Level of Service Report in 1994, it has been utilized by local governments in Pinellas County as a data source to identify roads within their jurisdictions operating under substandard level of service conditions. Local concurrency systems applied by local governments require development projects impacting these roads to address their impacts as part of their site plan approval.

The 2011 Community Planning Act eliminated State mandated transportation concurrency in Florida. In response to this legislation, the MPO endorsed the Pinellas County Mobility Plan in 2013. The Mobility Plan provides a framework for a coordinated multi-modal approach to managing the traffic impacts of development projects as a replacement for local transportation concurrency systems.

The Plan calls for establishing a tiered development review approach requiring larger scale projects adding new trips to the surrounding road network to implement transportation management plans (TMPs) as credit toward their impact fee assessment. Transportation management plans include strategies such as trail, sidewalk, bus stop and intersection improvements or trip reduction programs such as vanpooling or telecommuting. Smaller scale projects with limited impact on the transportation system only require payment of an impact fee commensurate with the number of new trips they generate. The Plan is also intended to ensure consistency between County and municipal site plan review processes as they pertain to reviewing and managing the traffic impacts of development projects while increasing mobility for all users of the transportation system.

Transportation management plan requirements apply to development projects that impact major roads identified as deficient. They also apply to projects causing level of service conditions to degrade on roads that are not identified as deficient. The Mobility Plan identifies "deficient roads" as facilities operating at peak hour level of service E or F and/or volume to capacity ratios of 0.9 or greater. In order to identify deficient facilities, the Mobility Plan will rely on the Level of Service Report for its implementation. Implementation of the Mobility Plan in Pinellas County requires the amendment of the countywide Transportation Impact Fee Ordinance as well as local comprehensive plans and land development codes. It is anticipated that these amendments will occur soon. Until the necessary amendments are adopted, local governments will continue to implement transportation concurrency in accordance with their comprehensive plans.





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LIST of SCHEDULED ROAD IMPROVEMENTS for 2022 LOS REPORT					
Current & Future Capacity Projects through FY 2024/25					
Project ID	Roadway and Limits	Phase	Description	Est. Start of Construction	Est. Completion
424501-2	I-275 (SR-93) from S of Gandy Blvd (SR-694) to N of 4th St N	Construction	Interstate Express Lanes	Underway	2023
422904-9	I-275 (SR-93) NB Howard Frankland Bridge	Construction	Bridge Replacement and Add Lanes	Underway	2025
256774-3	US-19 N (SR-55) from Northside Dr to North of CR-95 (Phase II including Curlew Rd interchange)	Construction	Add lanes, Reconstruction, Repaving, New interchange	Underway	2027
433880-1	CR 296 (Future SR 690) East-West CST 2017/18 Underway 11th Avenue Expressway/Gateway Express	Construction	Construction of grade separated toll facility linking US 19 and the Bayside Bridge with I-275	Underway	2023
<p>NOTE: The above listed items are transportation projects that are expected to improve the level of service for monitored roadway facilities. Only transportation projects scheduled for construction within the next three years that are anticipated to increase roadway capacity are listed. Also, due to utilizing generalized tables and GIS for LOS analysis some projects such as intersection improvements, auxiliary lanes, add-on/drop-off lanes, frontage roads, ramps, and ITS devices are not included.</p> <p><i>Prepared by Forward Pinellas</i></p>					





F r q w d f w l q i r u p d w l r q #

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- According to the Forward Pinellas 2023 Annual Level of Service Report, all roadways in the vicinity of the project operate at an acceptable Level of Service.
- The volume/capacity ratio for all roadways is less than 0.68 – only 68% of the capacity is utilized.
- The project will add 34 trips in the AM peak hour and 42 in the PM peak hour.
- All roadways will continue to operate at an acceptable Level of Service with the addition of the project traffic.