

**NOVEMBER 14, 2023**

**REGULAR  
CITY COMMISSION MEETING**

**@ 6:00 PM**



# City of Indian Rocks Beach

1507 Bay Palm Boulevard, Indian Rocks Beach, Florida 33785

[www.indian-rocks-beach.com](http://www.indian-rocks-beach.com)

Administrative  
727/595-2517

Library  
727/596-1822

Public Works  
727/595-6889

## AGENDA

**CITY OF INDIAN ROCKS BEACH REGULAR CITY COMMISSION MEETING  
TUESDAY, NOVEMBER 14, 2023 @ 6:00 P.M.  
CITY COMMISSION CHAMBERS  
1507 BAY PALM BOULEVARD INDIAN ROCKS BEACH, FLORIDA 33785**

**CALL TO ORDER  
PLEDGE OF ALLEGIANCE  
ROLL CALL**

### **SWEARING-IN CITY COMMISSIONER**

#### **1. PRESENTATIONS.**

- A. RECOGNITION of Nation's Veterans.**
- B. RECOGNITION of City Commissioner Joseph McCall.**
- C. REPORT OF Pinellas County Sheriff's Office.**
- D. REPORT OF Pinellas Suncoast Fire & Rescue District**
- E. Pinellas County Emergency Management- John Bishop on the Emergency Beach Restoration Project.**

#### **2. PUBLIC COMMENTS. [3-minute time limit per speaker.]**

(Any member of the audience may come forward, give their name and address, and state any comment or concern that they may have regarding any matter over which the City Commission has control, EXCLUDING AGENDA ITEMS. All statements made to the City Commission shall be made to the City Commission as a whole, not directed to any individual City Commission Member, and no personal, impertinent, or slanderous remarks shall be permitted. No speaker shall be interrupted, and no debate shall take place between the speaker and the City Commission.)

#### **3. REPORTS OF:**

- A. City Attorney.**
  - B. City Manager.**
  - C. City Commission.**
- [3-minute time limit per City Commission Member.]**

4. **ADDITIONS/DELETIONS.**
5. **CONSENT AGENDA:**
  - A. **APPROVAL** of the October 10, 2023, Regular City Commission Meeting Minutes.
6. **PUBLIC HEARINGS:**
  - A. **BOA CASE NO. 2023-08 – 320 12<sup>th</sup> Avenue**  
Variance request from Sec.110-131(1) f.1 of the Code of Ordinances, of 10 feet into the required 25-foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage.
  - B. **ORDINANCE NO. 2023-07-FIRST READING- SMALL SCALE FUTURE LAND USE MAP AMENDMENT:** Request to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit "A".
  - C. **ORDINANCE NO 2023-08- FIRST READING - PLANNED UNIT DEVELOPMENT:** Request for an amendment to the Holiday Inn Harbourside (formerly known as Hamlin's Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harbourside site at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida.
7. **OTHER LEGISLATIVE MATTERS:**
  - A. **ORDINANCE NO. 2023-06- SECOND READING**  
An Ordinance of the City of Indian Rocks Beach, Florida, providing for an amendment to Section 74-63 of the Code of Ordinances pertaining to the operation of vessels within the City's coastal waters in the Gulf of Mexico; providing for the incorporation of recitals; providing for approval of an amendment to the City's Code to establish a public bathing beach area limited to manually propelled vessels only to conform to Florida's Statutes and Administrative Code; providing for severability; providing for the repeal of all ordinances in conflict herewith; and providing for an effective date.
8. **WORK SESSION ITEMS [DISCUSSION ONLY]:**
9. **DISCUSSION** None.
10. **OTHER BUSINESS.** None.
11. **ADJOURNMENT.**

APPEALS: Any person who decides to appeal any decision made, with respect to any matter considered at such hearing, will need a record of the proceedings and, for such purposes, may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based, per s. 286.0105, F.S. Verbatim transcripts are not furnished by the City of Indian Rocks Beach, and should one be desired,

arrangements should be made in advance by the interested party (i.e., Court Reporter).

In accordance with the Americans with Disability Act and s. 286.26, F.S., any person with a disability requiring reasonable accommodation to participate in this meeting should contact the City Clerk's Office with your request, telephone 727/595-2517 [kornijtschuk.com](http://kornijtschuk.com), no later than FIVE (5) days before the proceeding for assistance.

**POSTED: NOVEMBER 10, 2023**

**NEXT REGULAR CITY COMMISSION MEETING  
TUESDAY, DECEMBER 12, 2023 @ 6:00 p.m.**

**AGENDA ITEM NO. 1A**

**RECOGNITION  
Nation's Veterans**

**AGENDA ITEM NO. 1B**

**RECOGNITION**

**City Commissioner Joseph McCall**

**AGENDA ITEM NO. 1C**

**REPORT OF  
Pinellas County Sheriff's Office**

**AGENDA ITEM NO. 1D**

**REPORT OF  
Pinellas Suncoast Fire & Rescue District**



**AGENDA ITEM NO. 1E**

**Pinellas County Emergency Management**

**John Bishop**

**on the**

**Emergency Beach Restoration Project.**

**AGENDA ITEM NO. 2**

**PUBLIC COMMENTS**

**AGENDA ITEM NO. 3A**  
**REPORTS OF City Attorney**

**AGENDA ITEM NO. 3B**  
**REPORTS OF City Manager**

## November 2023 City Manager's Report

- Halloween was held on Saturday, October 28<sup>th</sup> and was a huge success. Several hundred children were in attendance. Thanks to our City Team, Crabby Bills, IRB Home, PCSO, PSFRD and Pinellas County for participating in this premiere children's event.
- Our new Revenue Officer and additional Code Enforcement Officer began work on November 9, 2023.
- Our Host Compliance Contractor has begun work on the database, mapping etc. associated with vacation rental monitoring. This process will take several weeks to complete and implement.
- Vacation Rental Ordinance & Registration

As of 11/7/2023

95 Certificates have been issued.  
118 Applications approved through Finance.  
14 Applications Pending in Finance.  
95 Properties Inspected -Certificates Issued.  
23 Properties Pending Inspections.

Courtesy Notices have been mailed to all property owners on the West side of Gulf Boulevard advising vacation rental operators to comply.

In December, the City will begin the process of sending notice of violations and/or magistrate hearing dates to operators that were previously registered with the City but have not registered and complied with the new ordinance.

The Registration Vacation Rental List on the City's Website will be reconfigured to be organized by street address.

- General City Code Division Update

Code Enforcement Team Members spent a substantial amount of time assisting Pinellas County with securing easements for the Pinellas County Emergency Beach Erosion Control Project. That effort started on September 20<sup>th</sup> and ended on October 27<sup>th</sup>. The process involved approximately 65 parcels.

- The contractor for Gulf Boulevard Undergrounding Phase II began work on the first phase of this project. The project is divided into three phases and is scheduled to be completed by 2025.
- IRB Beach Accesses that are open

18<sup>th</sup>, 17<sup>th</sup>, 15<sup>th</sup>, 12<sup>th</sup>, 10<sup>th</sup>, 9<sup>th</sup>, 8<sup>th</sup>, 7<sup>th</sup>, 6<sup>th</sup>, 5<sup>th</sup>, 4<sup>th</sup>, 3<sup>rd</sup>, 2<sup>nd</sup>.

Our contractor is currently working on 26<sup>th</sup> & 28<sup>th</sup> beach accesses. After these ramps are complete the contractor will move to other closed beach accesses and construct the new ramps.

- Upcoming Events

IRB Christmas Tree Lighting – December 1 at 7:00 PM at 12<sup>th</sup> Avenue Park.

IRB Christmas Parade – 1:00 PM.      December 3, 2023, see the city website

**AGENDA ITEM NO. 3C**  
**REPORTS OF City Commission**

**AGENDA ITEM NO. 4**  
**ADDITIONS/DELETIONS**



**AGENDA ITEM NO. 5A**

**CONSENT AGENDA**

**APPROVAL OF the  
October 10, 2023  
Regular City Commission  
Meeting Minutes.**

## MINUTES

**CITY OF INDIAN ROCKS BEACH  
REGULAR CITY COMMISSION MEETING  
TUESDAY, OCTOBER 10, 2023- 6:00 PM  
1507 BAY PALM BOULEVARD INDIAN ROCKS BEACH, FL 33785  
(MEETING CAN BE VIEWED AT WWW.INDIAN-ROCKS-BEACH.COM)**

Mayor-Commissioner Kennedy called the meeting to order at 6:00 p.m., followed by the Pledge of Allegiance and a moment of silence.

**MEMBERS PRESENT:** Mayor-Commissioner Joanne Kennedy, Vice-Mayor Commissioner Jude Bond, Commissioner Joe McCall, Commissioner Denise Houseberg, and Commissioner Lan Vaughan.

**OTHERS PRESENT:** City Attorney Randy Mora, City Manager Gregg Mims, Finance Director Dan Carpenter, Public Works Director Dean Scharmen and City Clerk Lorin A. Kornijtschuk.

For continuity, items are listed in agenda order, although not necessarily discussed in that order.

**1 A. REPORT OF Pinellas County Sheriff's Office.**

A PCSO representative reviewed the monthly report.

**1 B. REPORT OF Pinellas Suncoast Fire & Rescue District.**

A Pinellas Suncoast Fire & Rescue District representative reviewed the fire district's monthly report.

**2. PUBLIC COMMENTS.**

Thomas Germond, 12900 Vonn Rd. Largo, encouraged the City to donate blood to One Blood.

Linda Newton, 438 Harbor Drive N., reviewed her own report on short-term rental vehicles that come in and out of Harbor Drive, North and South. She thanked the commission for their work on the short-term rental program.

Diane Daniels, 309 10<sup>th</sup> Avenue, spoke about her IRB nonprofit, Vacation Donations, and its mission to reduce waste in vacation rentals and increase donations, reuse, and recycling. She stated that Pinellas County has a goal of zero waste to landfill by 2050.

John Phanstiel, 448 Harbor Drive South, thanked the City for their work on short-term rentals that have been inspected.

Jerry Newton, 438 Harbor Drive North, thanked the City for the Newsletter. He requested the format of the short-term rental list provided on the City's website be changed.

Don House, 2104 Beach Trail, stated that beach access on 21<sup>st</sup> Avenue and 22<sup>nd</sup> Avenue are both shut down, requested the City open at least one of them soon.

**3 A. REPORT OF the City Attorney.**

City Attorney Mora reported the status on the ongoing 7 pending lawsuits.

City Attorney Mora stated the subject of short-term rentals is an ongoing discussion through the City and he reminded the council that more than a year ago he explained whether or not the City was going to be successful, it was critical on how the City defined success. If success was to be defined by banning or ending the existence of short-term rentals, the City would not succeed. Nothing that the City passed, adopted or delivered is designed to limit duration frequency or otherwise prohibit short-term rentals in this community.

**3 B. REPORT OF the City Manager.**

City Manager Mims reported that Pinellas County Emergency Dune Construction Project/ Temporary Erosion Control Project are in progress. He stated that this is not a renourishment project but protective measures to protect people's properties.

City Manager Mims provided an update to the Gulf Boulevard Phase II Undergrounding Project, the City's new Website Project and stated that purchase orders were being issued for Capital Projects and Equipment that was approved as part of the 2023/2204 budget.

City Manager Mims read the Code Enforcement Report for September 2023.

City Manager Mims thanked Crabby Bills for their donation of \$10,000 to Halloweenfest.

**3 C. REPORT OF the City Commission.**

Vice-Mayor Commissioner Bond reported on the Beach Art Center Activities and Homeowners Association IRB Tour of Homes.

Commissioner Vaughan reported on Action 2000 activities.

Commissioner Houseberg had nothing to report.

Commissioner McCall announced his resignation as City Commissioner effective 10-31-2023.

**4. ADDITIONS/DELETIONS.** Discussion on the process of filing the vacant City Commissioner seat.

**5. CONSENT AGENDA.**

- A. APPROVAL of September 6, 2023, Special City Commission Meeting Minutes.**
- B. APPROVAL of September 12, 2023, Regular City Commission Meeting Minutes.**
- C. APPROVAL of September 20, 2023, Special City Commission Meeting Minutes.**
- D. AUTHORIZING** the City Manager to award Bid Number I.R.B.P.W.D.2023-01 and enter into a contract with Harbor Contracting, LLC. for the 2<sup>nd</sup> Street and 16th Avenue BMP's (Q341) in the amount of \$419,827.00.

City Attorney Mora read the Consent Agenda, consisting of Agenda Item 5 A through 5 D, by title only.

**MOTION** was made by Commissioner Vaughan and seconded by Commissioner Houseberg to approve the Consent Agenda, consisting of Agenda item nos. 5 A through 5 D. **The Motion carried unanimously.**

6. **PUBLIC HEARING.** None.

7. **Ordinance No. 2023-06-Public Hearing /First Reading. An Ordinance of the City of Indian Rocks Beach, Florida, providing for an amendment to Section 74-63 of the Code of Ordinances pertaining to the operation of vessels within the City’s coastal waters in the Gulf of Mexico; providing for the incorporation of recitals; providing for approval of an amendment to the City’s Code to establish a public bathing beach area limited to manually propelled vessels only to conform to Florida’s Statutes and Administrative Code; providing for severability; providing for the repeal of all ordinances in conflict herewith; and providing for an effective date.**

Attorney Mora read the Ordinance by title only.

Public Works Director Dean Scharmen presented Ordinance No. 2023-06.

[Beginning of Staff Report]

During the December 13, 2022, Commission Meeting, the City Commission passed Ordinance 2022-07 designating a section of the coastal beach frontage as a Swim Zone and a Boating Restricted area to bring its local regulations into alignment with State Statutes and regulations while continuing to balance the interests of vessel operators and the beach going public. Subsequent to the adoption of Ordinance 2022-07, the Florida Fish and Wildlife Conservation Commission reviewed and provided additional legal insights concerning The Ordinance’s consistency with its administrative and legal guidelines relation to Anchoring within a Public Bathing Beach.

**FISCAL IMPACT:**

Within the FY 23/24 Operation Budget, funding has been requested to accomplish the tasks of removing and re-installing the Buoy System.

“Estimate” costs are as follows:

Permitting/Engineering	\$	3,500
Equipment/Hardware	\$	26,500
Boating Services	\$	8,500
<u>Contingency</u>	<u>\$</u>	<u>1,500</u>
Total	\$	40,000

[End of Staff Report]

Mayor-Commissioner Kennedy opened the public hearing. Seeing/hearing no one wishing to speak, the public hearing was closed.

**MOTION** was made by Commissioner McCall and seconded by Commissioner Vaughan to approve Ordinance No 2023-06-Public Hearing /First Reading. An Ordinance of the City of Indian

Rocks Beach, Florida, providing for an amendment to Section 74-63 of the Code of Ordinances pertaining to the operation of vessels within the City's coastal waters in the Gulf of Mexico; providing for the incorporation of recitals; providing for approval of an amendment to the City's Code to establish a public bathing beach area limited to manually propelled vessels only to conform to Florida's Statutes and Administrative Code; providing for severability; providing for the repeal of all ordinances in conflict herewith; and providing for an effective date.

**Roll Call Vote:**

**Ayes: McCall, Houseberg, Vaughan, Bond, Kennedy**

**Nays: None**

**The Motion carried unanimously.**

**8. WORK SESSION ITEMS. Motorized Bikes**

City Attorney Mora provided his presentation to the City Commission.

City Attorney Mora stated the City has the ability to regulate the presence of electric bikes by adopting an ordinance governing the operation of electric bikes on streets, sidewalks, highways bike paths, multi-use paths, trail networks or a beach or dune.

Vice-Mayor Bond stated electric bikes should be prohibited on the beach, maybe structure the ordinance in such a way that the bike could be operated by peddling but not motorized.

Commissioner Vaughn stated he agreed with Commissioner Bond because of the speed they are capable of. He stated that he would not want them on the sidewalks either and should possibly be restricted to the bike lane.

Commissioner Houseberg asked if there are any records of any accidents on the beach.

Commissioner McCall stated why are we looking for a problem, we hear about car crashes happening we cannot regulate everything. Bikes and golf carts alleviate some of the parking issues. This is over regulation of something that is not really an issue.

Mayor-Commissioner Kennedy asked Vice-Mayor Commissioner Bond if he saw any incidents. Vice-Mayor Bond replied that electric bikes are the fastest things on the beach, and no one is looking out for them, he would like to prevent an accident before it happens.

Commissioner Vaughan stated he does not see an initial problem right now.

Mayor-Commissioner Kennedy stated the City prohibits dogs on the beach, but we see dogs on the beach, because it is difficult to regulate. Enforcement of electric bikes on the beach will be just as difficult.

City Manager Mims stated the Commission could adopt an ordinance to prohibit electric bikes on the beach, but it would be difficult to enforce.

Mayor-Commissioner Kennedy opened for public comment.

Gary Young 1207 Bay Shore Blvd. stated he rides his electric bike on the beach so he can stay off the road. He disagrees with all the incumbered ordinances.

Jan Wilson, 711 Hidden Harbor Dr., stated she is a cyclist and the one thing you need to look at on electric bikes is throttle versus non- throttle. She stated she agreed with Vice-Mayor Commissioner Bonds opinion.

John Thayer, 1819 Bay Boulevard, stated that the city should define what is allowed on the beach and what is not and the City should eliminate anything motorized on the beach.

Mayor-Commissioner Kennedy asked if there was a consensus to further this discussion or table it.

**Commissioner Houseberg, Commissioner Vaughan and Commissioner McCall stated that they did not wish to further discuss the subject. Vice-Mayor Bond stated he would like to revisit the subject.**

**9. OTHER BUSINESS. Vacancy of the City Commission Seat.**

City Manager Mims offered to the Commission a guideline to put a notice out to the public and receive applications to fill the vacancy of the City Commissioner seat for the remainder of the unexpired term.

City Attorney Mora reviewed what is expected on Full Financial Disclosure Form 6.

**It was the consensus of the Commission for the City Manager and City Clerk to post the notice.**

**10. ADJOURNMENT.**

**Motion** was made by Commissioner Houseberg and seconded by Commissioner McCall to adjourn at 7:36 p.m. Unanimous approval by acclamation.

\_\_\_\_\_  
Date Approved

\_\_\_\_\_  
Joanne Moston Kennedy, Mayor-Commissioner

Attest: \_\_\_\_\_  
Lorin A. Kornijtschuk, City Clerk

**AGENDA ITEM NO. 6A**

**PUBLIC HEARING  
QUASI - JUDICIAL HEARING**

**BOA CASE NO. 2023-08  
320 12<sup>TH</sup> AVENUE**

**INDIAN ROCKS CITY COMMISSION STAFF REPORT**

**MEETING OF:** November 14, 2023

**AGENDA Item:** 6A

**ORIGINATED BY:** Hetty C. Harmon, AICP, City Planner

**AUTHORIZED BY:** Brently Gregg Mims, City Manager

**BOARD OF ADJUSTMENTS AND APPEALS:** The board of Adjustments and Appeals recommended APPROVE to the City Commission by a vote of 4-0.

**SUBJECT: BOA CASE NO. 2023-08 – 320 12<sup>th</sup> Avenue**

Variance request from Sec.110-131(1) f.1 of the Code of Ordinances, of 10 feet into the required 25 foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage for property located at 320 12<sup>th</sup> Avenue, Indian Rocks Beach, Florida, and legally described as Lot 3, Block 88, 1<sup>st</sup> Addition to Re-Revised Indian Beach Subdivision, recorded in Plat Book 23 Pages 11,12 and13, of the Public Records of Pinellas County, Florida & that part of Lot 4, Block 88, 1<sup>st</sup> Addition to Re-Revised Indian Beach Subdivision Described as Beg Most E'ly Cor of Lot 4 Thence S36D01'00"W 120FT Thence Cur RT RAD 285FT ARC 26.51FT CB N51D29'36"W 26.50FT Thence N47D46'33"E 22.63FT Thence N51D15'00"E 57.76FT Thence N45D17'36"E 41.42FT To POB (Map S-06-30-15)  
Parcel # 01-30-14-42048088-0030

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**OWNER** Earl Wertheim  
**LOCATION of PROPERTY:** 32012th Ave  
**ZONING:** S- Single- Family Residential

Direction	Existing Use	Zoning Category
North	Intracoastal	N/A
East	Residential	S
South	Residential	S
West	Residential	S

**BACKGROUND:**

The applicant is requesting a variance of 10 ft into the front yard to allow for an extension on the garage so that the owner can park his vehicle inside the garage. The house was constructed in 1957.

**Sec. 2-152. - Variances.**

(a) *Generally; criteria for granting variances from the terms of subpart B.*



(1) The board of adjustments and appeals shall make recommendations on and the city commission shall decide variance applications will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of subpart B will result in unnecessary and undue hardship. In order to recommend or decide any variance from the terms of subpart B, the board or the city commission shall consider each of the following.

a. Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

*The property is a pie-shaped lot located along a curved right of way.*

b. The special conditions and circumstances do not result from the actions of the applicant.

*The applicant did not create any special conditions or circumstances.*

c. Granting the variance will not confer on the applicant any special privilege that is denied by subpart B to other lands, structures or buildings in the same zoning district.

*Granting the variance would confer special privileges to the applicant.*

d. Literal interpretation of the provisions of subpart B would deprive other properties in the same zoning district under the terms of subpart B and would work unnecessary and undue hardship upon the applicant.

*The approval of this variance request would not deprive other owners of use and enjoyment of their properties.*

e. The variance granted is the minimum variance that will make possible the reasonable use of the land, structure or building; and

*This is the minimum variance to allow the owner to enlarge the garage to be able to park his car.*

f. The granting of the variance will be in harmony with the general intent and purpose of subpart B, and such variance will not be injurious to the area involved or be otherwise detrimental to the public welfare.

*Granting the variance will not be in harmony with the general intent and purpose of subpart B.*

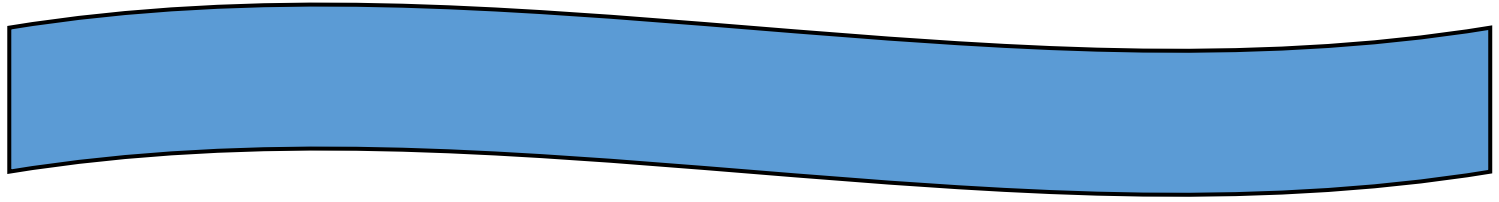
**NOTICE:** A public notice was mailed by first class mail to property owners within 150 feet in any direction of the subject property and posted on subject property on October 2, 2023, (Sec. 2-149 of the Code of Ordinances.)

LEGAL NOTICE: A legal notice was published in the **November 1, 2023**-Edition, of the St. Pete Times Section of the Tampa Bay Times. For a public hearing that has been scheduled for November 14, 2023, for BOA Case No. 2023-08.

**CORRESPONDENCE:** Neighbors at 322 12<sup>th</sup> Avenue and 323 12<sup>th</sup> Ave sent letters of approval on the proposed setback.

**MOTION:**

I move to recommend to the City Commission **APPROVAL/DENIAL** of **BOA CASE NO. 2023-08 – 320 12th Avenue** Variance request from Sec.110-131(1) f.1 of the Code of Ordinances, of 10 feet into the required 25 foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage for property located at 320 12th Avenue, Indian Rocks Beach, Florida, and legally described as Lot 3, Block 88, 1st Addition to Re-Revised Indian Beach Subdivision, recorded in Plat Book 23 Pages 11,12 and13, of the Public Records of Pinellas County, Florida & that part of Lot 4, Block 88, 1st Addition to Re-Revised Indian Beach Subdivision Described as Beg Most E'ly Cor of Lot 4 Thence S36D01'00"W 120FT Thence Cur RT RAD 285FT ARC 26.51FT CB N51D29'36"W 26.50FT Thence N47D46'33"E 22.63FT Thence N51D15'00"E 57.76FT Thence N45D17'36"E 41.42FT To POB (Map S-06-30-15)



320 12<sup>th</sup> Avenue  
BOA CASE NO. 2023-08



## **BOA CASE NO. 2023-08 – 320 12th Avenue**

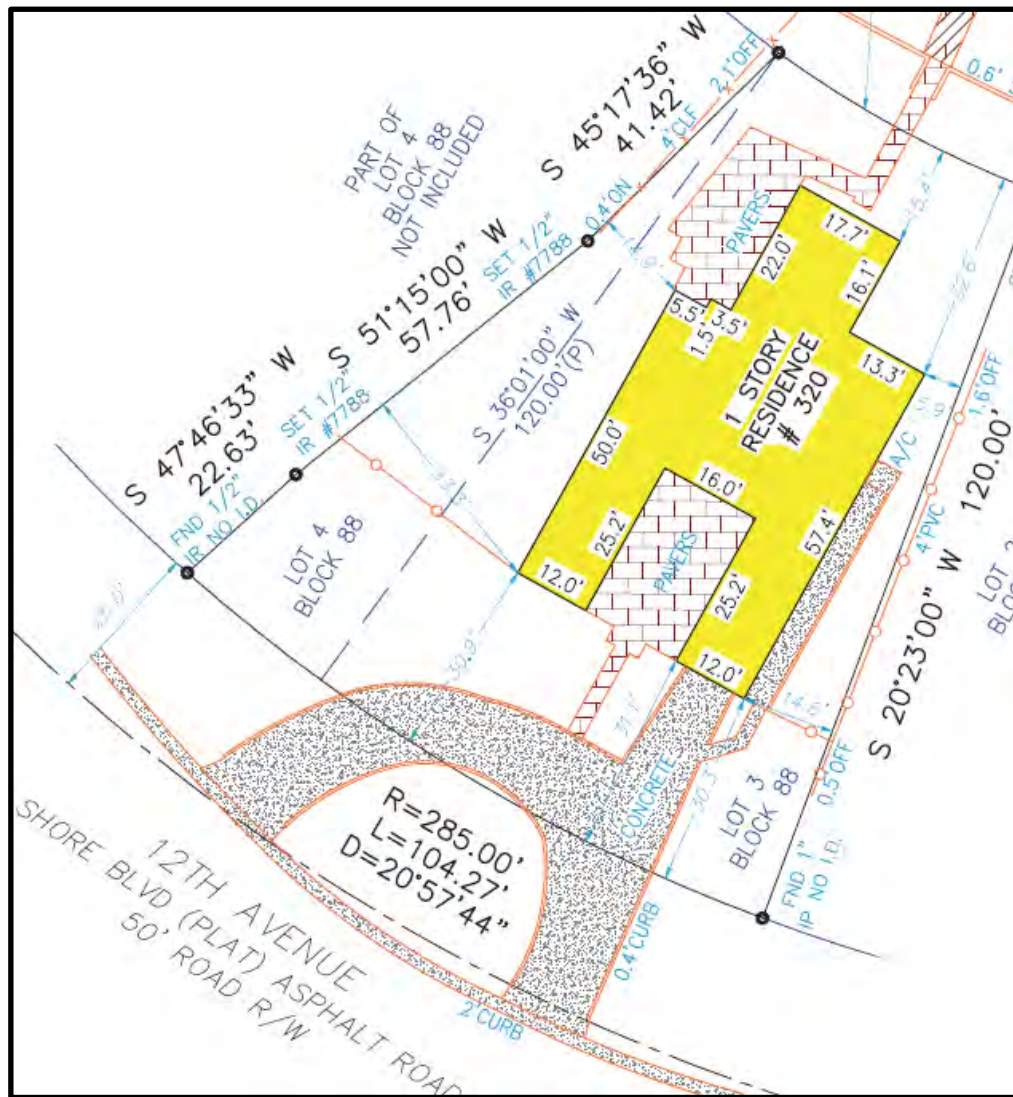
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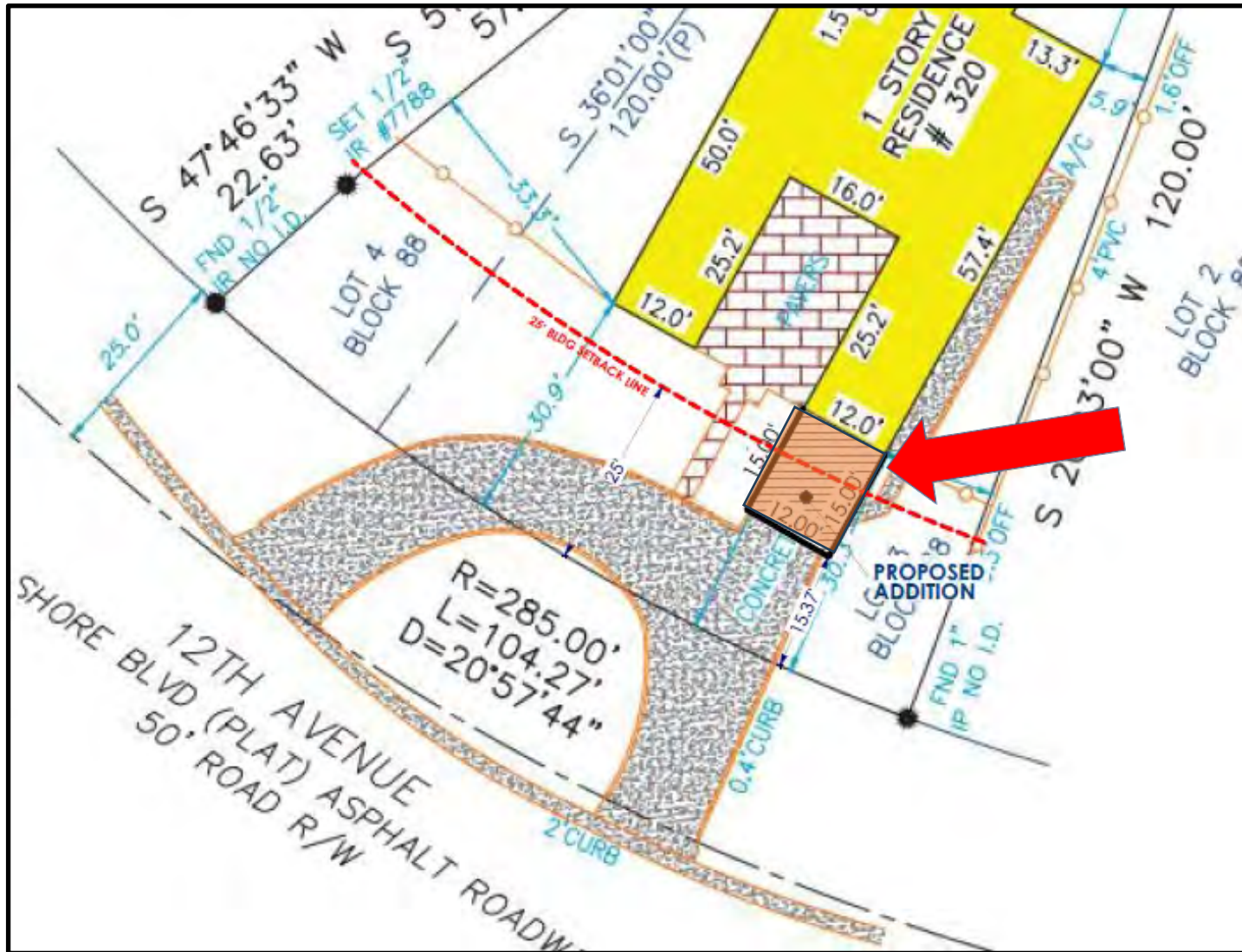
# 320 12<sup>th</sup> Avenue



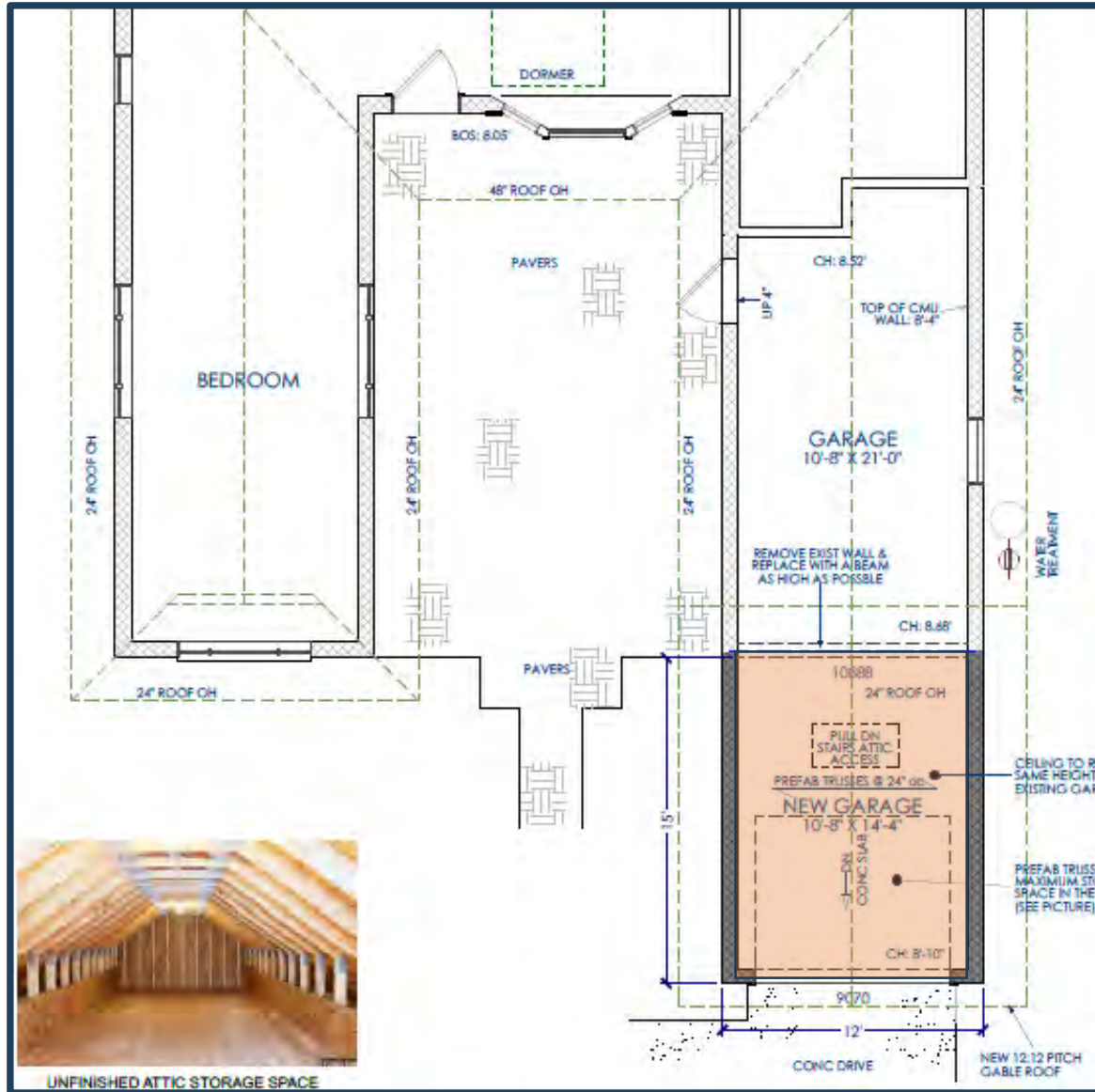
# Survey



# Proposed Addition



# Proposed Addition

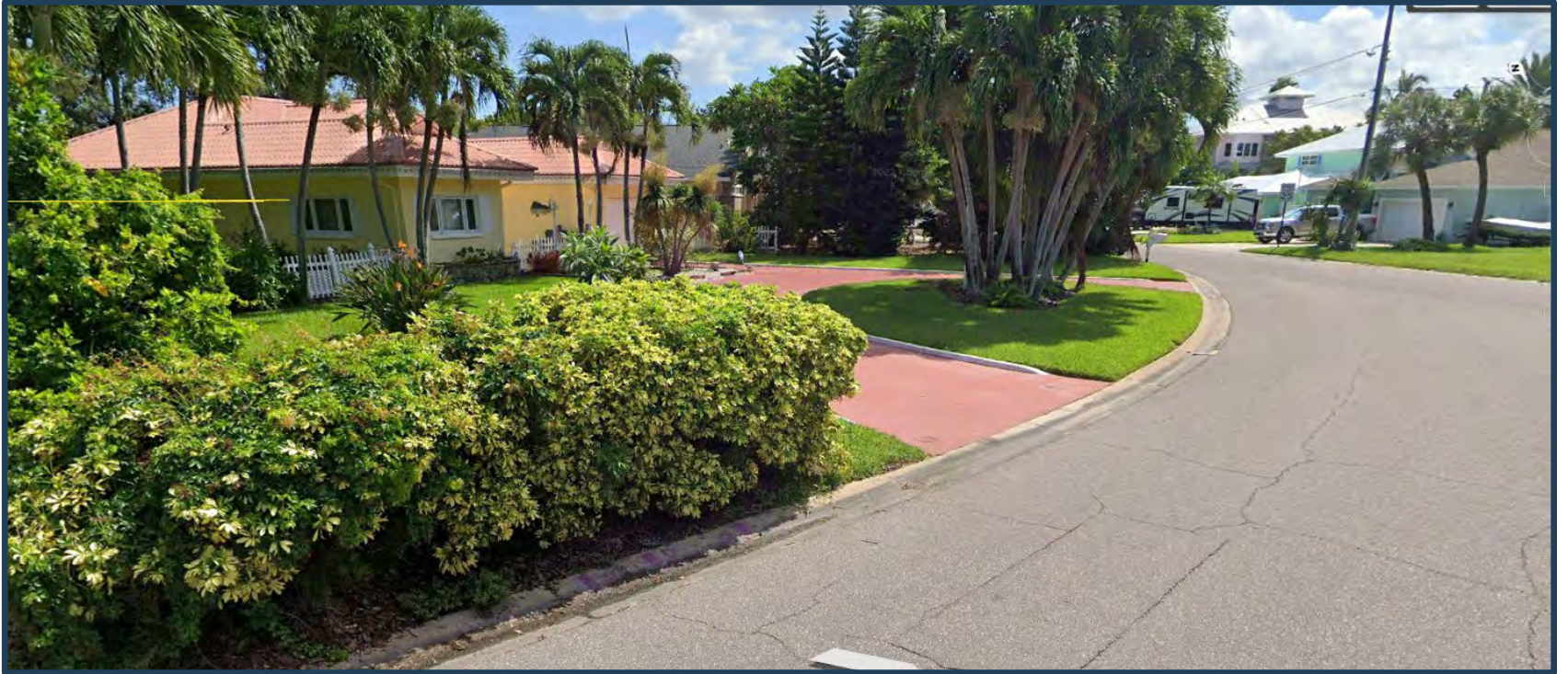




# 320 12<sup>th</sup> Avenue



# 320 12<sup>th</sup> Avenue- Looking South



Existing



Proposed Addition



## APPLICATION FOR VARIANCE

### CITY OF INDIAN ROCKS BEACH PLANNING AND ZONING

Enquiries City Hall: 727.595.2517 or Hetty Harmon: 863.646.4771 x211 Email: hharmon@irbcity.com  
Address: 1507 Bay Palm Boulevard, Indian Rocks Beach, FL 33785

For Office Use Only

Application No.

Date Received

#### APPLICANT

Name:

Address:

City:

Zip Code:

Tel:

Fax:

Mobile:

Email:

#### AGENT/REPRESENTATIVE

Name:

Company:

Address:

City:

Zip Code:

Tel:

Fax:

Mobile:

Email:

#### SITE DETAILS

Address:  Parcel ID:

City:  Zip Code:

Legal Description:

Zoning:  Future Land Use:

Size:

**SITE DETAILS CONTINUED...**

Does applicant own any property contiguous to the subject property?  Yes  No

If yes, provide address and legal description:

Have previous applications been filed for this property?  Yes  No

If yes, describe:

Has a certificate of occupancy or completion been refused?  Yes  No

If yes, describe:

Does any other person have ownership or interest in the property?  Yes  No

If yes, is ownership or interest contingent or absolute:

Is there an existing contract for sale on the property?  Yes  No

If yes, list all parties on the contract:

Is contract conditional or absolute?  Conditional  Absolute

Are there options to purchase?  Yes  No

**VARIANCE REQUEST**

<b><u>Regulation</u></b>	<b><u>Required</u></b>	<b><u>Proposed</u></b>	<b><u>Total Requested</u></b>
Gulf-front setback (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Bay-front setback (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Alley setback (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>

**VARIANCE REQUEST CONTINUED...**

<b><u>Regulation</u></b>	<b><u>Required</u></b>	<b><u>Proposed</u></b>	<b><u>Total Requested</u></b>
Rear-no alley setback (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Rear-north/south street (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Street-front setback (feet):	25 ft	15 ft	10 ft
Side-one/both setback (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Minimum green space (%):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Habitable stories (#):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Minimum lot size (sq. ft.):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Building height (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Off-street parking (spaces):	<input type="text"/>	<input type="text"/>	<input type="text"/>
ISR (%):	<input type="text"/>	<input type="text"/>	<input type="text"/>
FAR (%):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Dock length (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Dock width (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Signage (#):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Accessory structure (sq. ft.):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Accessory structure height (feet):	<input type="text"/>	<input type="text"/>	<input type="text"/>
Lot size (sq. ft.):	<input type="text"/>	<input type="text"/>	<input type="text"/>

Other:

What is the proposed use of the property?

The property is developed with a single-family home built in 1957. The proposed variance is to allow the extension of the existing garage so that the owner can park his vehicle inside the garage.

## **HARDSHIP**

A variance is granted on the basis of evidence being presented that justifies an undue and unnecessary hardship upon the applicant; a hardship that prevents reasonable use of the property. The following criteria, set forth in Code Section 2-152, Variances, will be used to evaluate the request for variance in order to determine if a hardship is present and if the variance will impact the overall public welfare.

Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district:

See attached narrative

Special conditions and circumstances do not result from the actions of the applicant:

See attached narrative

Granting this variance will not confer on the applicant any special privilege that is denied by the chapter to other lands, structures or buildings in the same zoning district:

See attached narrative

The literal interpretation of the provisions of Subpart B, Code Sections 78 through 110, would deprive other properties in the same zoning district under the terms of Subpart B and would work unnecessary and undue hardship upon the applicant:

See attached narrative

**HARDSHIP CONTINUED...**

The variance granted is the minimum that will make possible the reasonable use of the land, structure or building:

See attached narrative

The granting of the variance will be in harmony with the general intent and purpose of Subpart B and such variance will not be injurious to the area involved or be otherwise detrimental to the public welfare:

See attached narrative

I (we) believe the Board of Adjustment and Appeals and the City Commission should grant this application because:

See attached narrative



**Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district:**

The subject property is a pie-shaped lot located along a curved right-of-way. The unusual shape of the lot greatly reduces the potential development area. It should be noted that the Applicant's home is set back 30 feet from the property line, and approximately 55 feet from the edge of pavement. Although the Applicant is seeking a reduced front yard setback to allow for a 15-foot extension of the existing small garage (which isn't currently long enough to park his vehicle inside), the garage would still be approximately 40 feet away from the curb. The proposed extension of the garage would not even interfere with the existing circular driveway. See attached plans and survey.

**Special conditions and circumstances do not result from the actions of the applicant:**

The Applicant did not plat the pie-shaped lot nor did he build the existing single-family home back in 1957.

**Granting this variance will not confer on the applicant any special privilege that is denied by the chapter to other lands, structures or buildings in the same zoning district:**

The granting of this variance will not confer any special privilege that is denied by the chapter to other lands, structures or buildings in the same zoning district. Many homes in the area are developed with garages that can accommodate longer vehicles.

**The literal interpretation of the provisions of Subpart B, Code Sections 78 through 110, would deprive other properties in the same zoning district under the terms of Subpart B and would work unnecessary and undue hardship upon the applicant:**

The literal interpretation of the Code would work unnecessary and undue hardship upon the Applicant. Due to the unusual shape of the property, development is limited. The literal interpretation of the Code would require the Applicant to build an entirely new garage elsewhere on the property or potentially redevelop the entire property, rather than allowing for a small addition to the existing garage to make it possible to park a vehicle inside.

**The variance granted is the minimum that will make possible the reasonable use of the land, structure or building:**

The proposed variance is the minimum variance that will make possible the reasonable use of the structure. As stated above, due to the pie-shaped lot, development is already constrained. The home, which was built in 1957, has a small garage. In order to make the garage functional for parking a vehicle, it needs to be enlarged. The proposed

extension of the garage would tie into the existing driveway and not detract from any of the other architectural elements of the existing home. The proposed variance also minimizes the amount of additional impervious surface that will be added to the lot for the purpose of a garage. The proposed addition will be where there is an existing concrete driveway, and it only proposed to add a total of 180 Sq. Ft. That is substantially less of an impact than building an entire new garage elsewhere on the property.

**The granting of the variance will be in harmony with the general intent and purpose of Subpart B and such variance will not be injurious to the area involved or be otherwise detrimental to the public welfare:**

The purpose the front yard setback is to create a common line of sight, provide access to underground utilities and to avoid homes being built right up to the roadway. Due to the curve in the right-of-way and the additional 25 feet of right-of-way that extends from the curb up to the Applicant's property, the proposed garage extension would still be approximately 40 feet back from the edge of pavement. The granting of the variance would be in harmony with the general intent and purpose of the Code, and it would not be injurious to the public welfare. The property owner to the east of the subject property (322 12<sup>th</sup> Ave), which is the closest property to the proposed improvement, has signed a letter of no-objection and is in support of this application.

**I (we) believe the Board of Adjustment and Appeals and the City Commission should grant this application because:**

It meets all the Code criteria for granting the variance. It allows the Applicant to update his homestead to include a usable garage without redeveloping the entire property. It minimizes the impact to the public by allowing a small addition to an existing garage, for a total of 180 new square feet, on what is already a concrete driveway. The granting of the variance helps preserve the charm and appearance of the home, and it is in harmony with the general intent and purpose of the Code for the reasons stated above.

**AGENT OF RECORD**

Date: 15 SEP 23

I, Earl Wertheim do hereby designate and appoint Lauren Rubenstein, Esquire as my agent of record for the purposes of representing me during the Planning and Zoning Department's review process of my application. My agent of record is hereby vested with authority to make any representations, agreements or promises, which are necessary or desirable in conjunction with the review process. My agent of record is authorized to accept or reject any conditions imposed by any reviewing board or entity.

Name: Earl Wertheim Signature: *Earl Wertheim*

My agent of record may be contacted at:

Company: Denhardt and Rubenstein, Attorneys at Law

Address: 2700 1st Ave N

City/State: St. Petersburg Zip Code: 33713

Telephone: 727-327-3400 Fax: \_\_\_\_\_

Before me this date personally appeared:

Name: Earl Wertheim

Signature: *Earl Wertheim*

Personally known/Form of Identification *R. D. Newhouse*

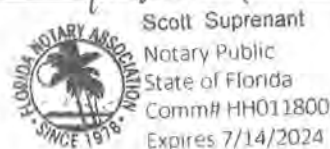
Who, being first duly sworn, deposes and attests that the above is a true and correct certification.

Sworn to and subscribed before me this: Day: 15<sup>th</sup> Month: September, 20 23

Notary Public State of Florida at Large: *Scott Suprenant*

Notary Public Commission Expiration: July 14, 2024

State of Florida  
County: Pinellas



**CERTIFICATION**

Date: 15 SEP 23

I hereby certify that I have read and understand the contents of this application, and that this application together with supplemental data and information, is a true representation of the facts related to the request; that this application is filed with my approval, as owner, evidenced by my signature appearing below.

It is hereby acknowledged that the filing of this application does not constitute automatic approval of the request. Further, if the request is approved, I will obtain all necessary permits and comply with all applicable orders, codes, conditions and regulations pertaining to the use of the property.

I hereby grant authorization to any city official to inspect, as reasonable times, the site of the request.

Before me this date personally appeared:

Name: Earl Wertheim

Signature: *Earl Wertheim*  
Personally known/Form of Identification *2 Driver License*

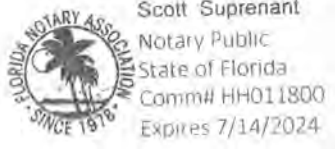
Who, being first duly sworn, deposes and attests that the above is a true and correct certification.

Sworn to and subscribed before me this: Day 15<sup>th</sup> Month: September, 20 23

Notary Public State of Florida at Large: *Scott Suprenant*

Notary Public Commission Expiration: July 14, 2024

State of Florida  
County: Pinellas



APPLICATIONS FILED BY CORPORATIONS MUST BEAR THE SEAL OF THE CORPORATION OVER THE SIGNATURE OF AN OFFICER AUTHORIZED TO ACT ON BEHALF OF THE CORPORATION.

# Boundary Survey

## GENERAL LEGEND

- A/C = AIR CONDITIONER
- AF = ALUMINUM FENCE
- BM = BENCHMARK
- CB = CATCH BASIN
- CME = CANAL MAINTENANCE EASEMENT
- C/L = CENTERLINE
- CLF = CHAIN LINK FENCE
- CBS = CONCRETE BLOCK STRUCTURE
- CHATT = CHATTAHOOCHEE
- CONC = CONCRETE
- CO = CLEAN OUT
- D = DELTA (CENTRAL ANGLE)
- DE = DRAINAGE EASEMENT
- EB = ELECTRIC BOX
- ELEV = ELEVATION
- X 0.00' = ELEVATION
- EOP = EDGE OF PAVEMENT
- EW = EDGE OF WATER
- FFE = FINISHED FLOOR
- FDH = FOUND DRILLHOLE
- FH = FIRE HYDRANT
- FN = FOUND NAIL
- FIP = FOUND 1/2" IRON PIPE
- FIR = FOUND 1/2" IRON ROD
- FND = FOUND NAIL & DISC
- INV = INVERT
- L = ARC LENGTH
- LP = LIGHT POLE
- LME = LAKE MAINTENANCE EASEMENT
- N&D = NAIL & DISC
- MF = METAL FENCE
- MH = MAN HOLE
- OH = OVERHEAD CABLES
- ORB = OFFICIAL RECORD BOOK
- O/S = OFFSET
- PB = PLAT BOOK
- PC = POINT OF CURVATURE
- PG = PAGE
- PL = PLANTER
- POB = POINT OF BEGINNING
- POC = POINT OF COMMENCEMENT
- PP = POOL PUMP
- P&M = PLAT AND MEASURED
- PVCF = POLYVINYL CHLORIDE FENCE
- R = RADIUS
- R/W = RIGHT OF WAY
- S/W = SIDEWALK
- SIR = SET 1/2" IRON ROD #7788
- SND = SET NAIL & DISC
- TYP = TYPICAL
- UE = UTILITY EASEMENT
- WF = WOOD FENCE
- WM = WATER METER
- WV = WATER VALVE

- OVERHEAD CABLES (OH)
- POLYVINYL CHLORIDE FENCE (PVCF)
- CHAIN LINK FENCE (CLF)
- WOOD FENCE (WF)
- METAL FENCE (MF)
- DEGREE SYMBOL

- WATER METER
- LIGHT POLE
- AT&T BOX
- UTILITY POLE

EASEMENT:  
SUBJECT TO EASEMENTS NOTED ON RECORD PLAT.



## LEGAL DESCRIPTION (OR BOOK 21903, PAGE 963)

LOT 3, BLOCK 88, FIRST ADDITION TO RE-REVISED MAP OF INDIAN BEACH SUBDIVISION, ACCORDING TO THE PLAY THEREOF, RECORDED IN PLAT BOOK 23, PAGES 11,12 AND 13 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

AND THAT PART OF LOT 4, BLOCK 88, FIRST ADDITION TO RE-REVISED MAP OF INDIAN BEACH SUBDIVISION, ACCORDING TO THE PLAY THEREOF, RECORDED IN PLAT BOOK 23, PAGES 11,12 AND 13 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, DESCRIBED AS FOLLOWS: FROM A POINT OF BEGINNING AT MOST EASTERLY CORNER OF SAID LOT 4 RUN THENCE SOUTH 45 DEGREES 17 MINUTES 36 SECONDS WEST 41.42 FEET; THENCE SOUTH 51 DEGREES 15 MINUTES 00 SECONDS WEST 57.76 FEET; THENCE SOUTH 47 DEGREES 46 MINUTES 33 SECONDS WEST, 22.63 FEET TO A POINT OF CURVATURE ON SOUTHERLY LOT LINE OF SAID LOT 4 (SAID LINE ALSO BEING NORTHERLY RIGHT-OF-WAY LINE OF BAY SHORE BOULEVARD) THENCE WITH SAID LOT LINE ALONG A CURVE TO THE LEFT, RADIUS 285.0 FEET, ARC 26.51 FEET, CHORD SOUTH 51 DEGREES 29 MINUTES 36 SECONDS EAST, 26.50 FEET, TO SOUTHEASTERLY CORNER OF SAID LOT 4; THENCE NORTH 36 DEGREES 01 MINUTES 00 SECONDS EAST, ALONG EASTERLY BOUNDARY LINE OF SAID LOT 4, 120.0 FEET TO THE POINT OF BEGINNING.

## CERTIFIED TO (AS FURNISHED)

EARL WETHEIM  
TITLE AGENCY OF FLORIDA, A DIVISION OF  
FIDELITY NATIONAL TITLE OF FLORIDA, INC.  
FIDELITY NATIONAL TITLE INSURANCE COMPANY

## ENCROACHMENT NOTES:

FENCES CROSSING PROPERTY LINE.  
PAVER WALKWAY AND WOOD DOCK CROSS PROPERTY LINE.

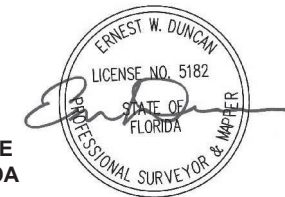
## SURVEYORS NOTES:

- (1) BEARINGS SHOWN HEREON ARE REFERENCED TO THE WEST PROPERTY LINE OF LOT 15 WHICH IS N 00°09'00" W PER PLAT.
- (2) LEGAL PROVIDED BY CLIENT UNLESS OTHERWISE NOTED.
- (3) NO UNDERGROUND IMPROVEMENTS LOCATED EXCEPT AS SHOWN.
- (4) THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE COMMITMENT THEREFOR THE ONLY SURVEY MATTERS SHOWN ARE PER THE RECORD PLAT. THERE MAY BE ADDITIONAL MATTERS OF RECORD, NOT SHOWN WHICH CAN BE FOUND IN THE PUBLIC RECORDS OF THE CORRESPONDING COUNTY OF RECORD.
- (5) THERE MAY BE EXISTING RECORDED EASEMENTS CONTAINED IN THE PUBLIC RECORDS NOT DEPICTED HEREON THAT ONLY A THOROUGH TITLE SEARCH WOULD UNCOVER.
- (6) SURVEY IS FOR CONVEYANCE PURPOSES UNLESS OTHERWISE NOTED. IF USED FOR CONSTRUCTION AND/OR DESIGN PLEASE CONTACT OFFICE TO GET APPROVAL.
- (7) OWNERSHIP OF FENCES NOT DETERMINED

THIS SURVEY IS MEANT TO BE PRINTED ON 11" X 17" SIZE PAPER. IF PRINTED ON SMALLER OR LARGER SIZE PAPER THEN THE SCALE IS NOT VALID.

THIS SURVEYS MEETS THE STANDARDS OF PRACTICE AS SET FORTH BY THE FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS IN CHAPTER 5J-17, FLORIDA ADMINISTRATIVE CODE.

ERNEST W DUNCAN PSM., STATE OF FLORIDA  
PROFESSIONAL SURVEYOR AND MAPPER LS 5182  
NOT VALID WITHOUT THE ELECTRONIC SIGNATURE  
AND/OR THE ORIGINAL RAISED SEAL OF A FLORIDA  
LICENSED SURVEYOR AND MAPPER.



## PROPERTY ADDRESS:

320 12TH AVENUE  
INDIAN ROCKS BEACH, FL 33785

## FLOOD ZONE:

SUBJECT PROPERTY SHOWN HEREON APPEARS TO BE LOCATED WITHIN FLOOD ZONE "AE", AREAS DETERMINED TO BE INSIDE OF THE 500-YEAR FLOODPLAIN PER F.I.R.M. PANEL #12103C0114H LAST REVISION DATE: 08/24/21 (PER MAPWISE) THIS SURVEYOR MAKES NO GUARANTEES AS TO THE ACCURACY OF THE ABOVE REFERENCED INFORMATION. THE LOCAL F.E.M.A. AGENT SHOULD BE CONTACTED FOR ABSOLUTE VERIFICATION.

JOB #: 66264

CLIENT #:

SCALE: 1" = 30'

FIELD DATE:  
03/23/23

CADD: ARM

CHECKED BY: EWD

SHEET # 1 OF 1

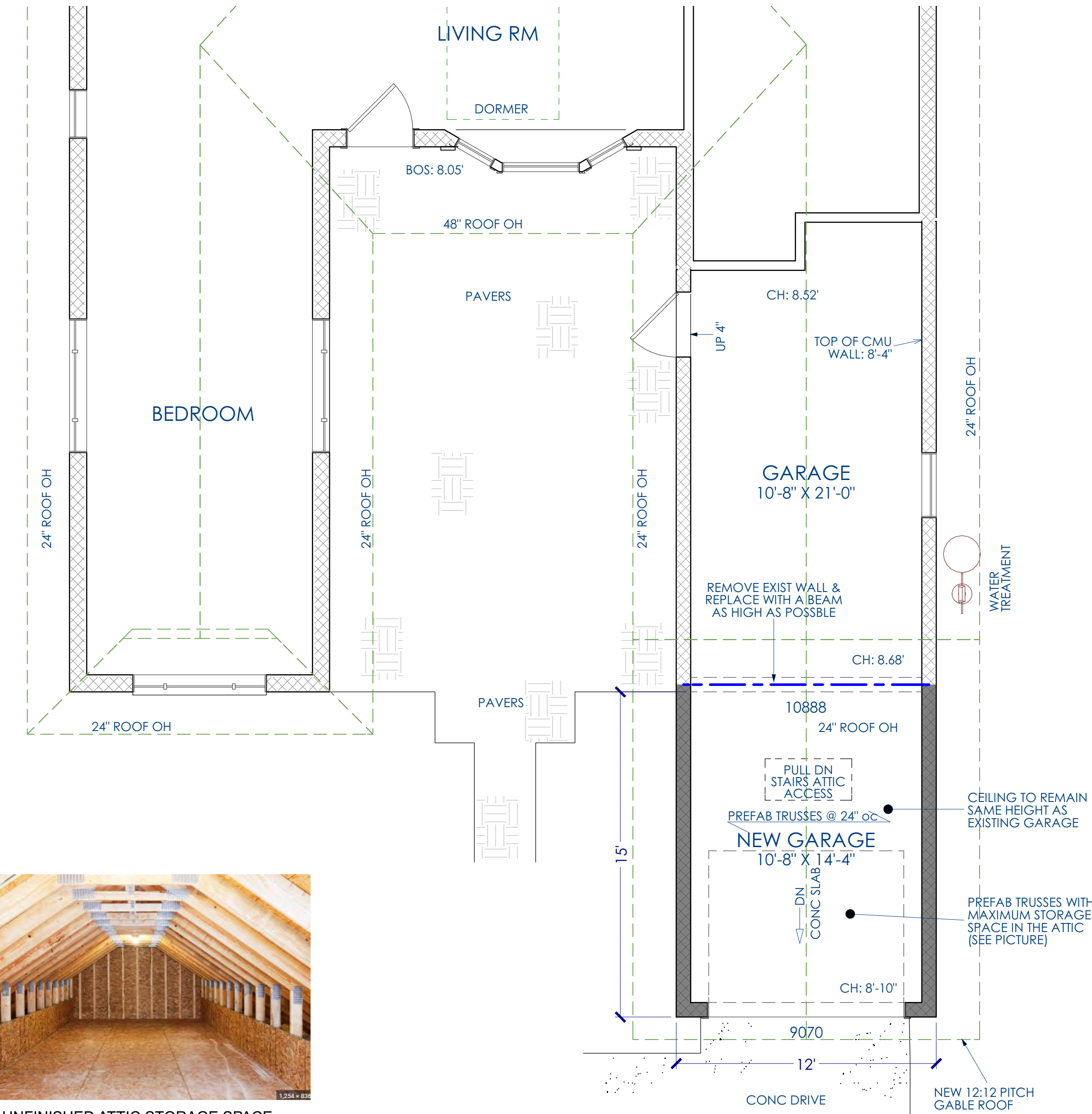
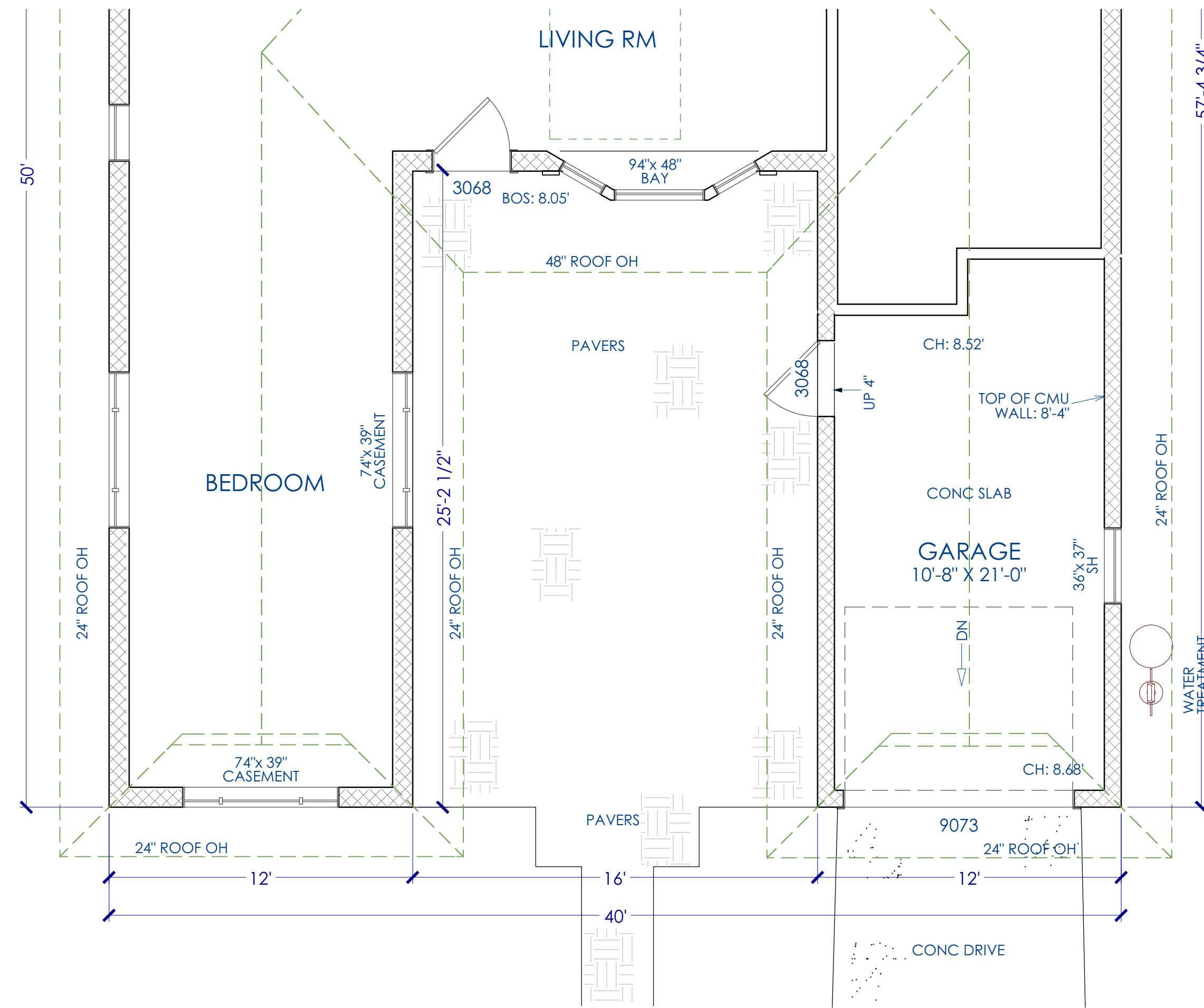


941 S Pennsylvania Ave, Winter Park, FL 32789 | (888) 399-8474

LB 7788

ISSUE DATE:  
 REVISIONS

MARK	DATE	DESCRIPTION
1		
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4		
5		
6		



UNFINISHED ATTIC STORAGE SPACE

**AS-BUILT FLOOR PLAN**  
 SCALE: 1/4" = 1'-0"

**WALL LEGEND**

- TO BE REMOVED
- EXISTING MASONRY WALL
- EXISTING FRAMED WALL
- EXISTING FRAMED BEARING WALL
- NEW MASONRY WALL & INFILL
- NEW FRAMED WALL & INFILL
- NEW BEARING WALL & INFILL
- LIKELY NEW BEAM TO BE VERIFIED

**EXISTING STRUCTURE:**  
 HOUSE WAS BUILT IN 1957.  
**FOUNDATION:** CONTINUOUS POORED FOOTING.  
**FLOOR SYSTEM:** CONCRETE SLAB ON GRADE.  
**EXTERIOR WALLS:** STUCCO ON CMU WALLS.  
**ROOF FRAMING:** HIP & DUTCH GABLE ROOF, PREFAB TRUSSES OVER EXISTING FLAT ROOF WITH CONVENTIONAL FRAMING, 5.5:12 & 6:12 ROOF PITCH, 24" OH ALL AROUND, PLUMB CUT FASCIA.  
**ROOF COVER:** TILE IMITATION METAL ROOF.  
**ROOF PLANES ARE REPRESENTED BY DOTTED GREEN LINES.**

**ABBREVIATIONS**

- ELEC ELECTRICAL BOX / METER
- W/D WASHER / DRYER
- REF REFRIGERATOR
- BOB BOTTOM OF BEAM
- BOS BOTTOM OF SOFFIT
- CH CEILING HEIGHT
- HP CEILING HIGH POINT
- LP CEILING LOWER POINT
- CLG CEILING
- DR DOOR
- OH OVERHANG
- CMU CONCRETE MASONRY UNIT
- A/C AIR CONDITIONING UNIT
- AA ATTIC ACCESS
- VC VAULTED CEILING
- CS CRAWL SPACE

**WINDOW ABBREVIATIONS**

- SH SINGLE HUNG
- DH DOUBLE HUNG
- HG HORIZON GLIDER
- FG: FIXED GLASS
- PT PASS-THROUGH
- RO ROUGH/BLOCK OPENING
- CA CASEMENT, AWNING, JALOUSIE

**NOTE:**  
 HEADER: STANDARD WINDOW HEADER HEIGHT OF 80" IS NOT SHOWN ON THE DRAWING BUT OTHER SPECIAL HEIGHT WILL BE SHOWN.

**DOOR LEGEND**

- 2870 EXIST DR SIZE KEY 2'-8" X 7'-0"
- 2468 NEW DR SIZE KEY 2'-4" X 6'-8"

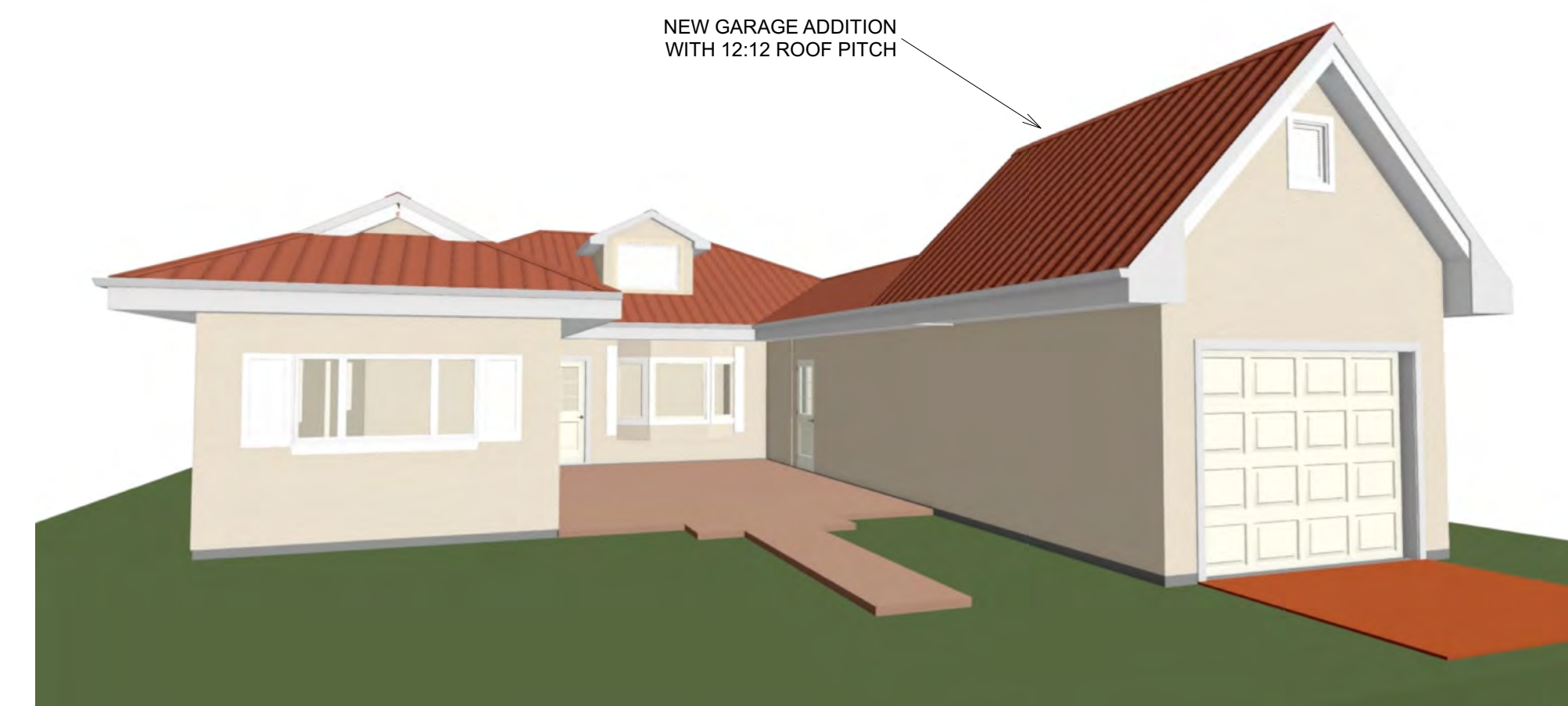
**DESIGN FLOOR PLAN R1**  
 SCALE: 1/4" = 1'-0"

**NEW STRUCTURE:**  
**FOUNDATION:** CONTINUOUS POORED FOOTING.  
**FLOOR SYSTEM:** CONCRETE SLAB ON GRADE.  
**EXTERIOR WALLS:** STUCCO TO MATCH WITH EXISTING ON CMU WALLS.  
**ROOF FRAMING:** DUTCH GABLE ROOF, PREFAB TRUSSES WITH MAXIMUM STORAGE, 12:12 ROOF PITCH, 24" EAVE OH & 12" GABLE OH, PLUMB CUT FASCIA.  
**ROOF COVER:** TILE IMITATION METAL ROOF SIMILAR TO EXISTING.  
**ROOF PLANES ARE REPRESENTED BY DOTTED GREEN LINES.**

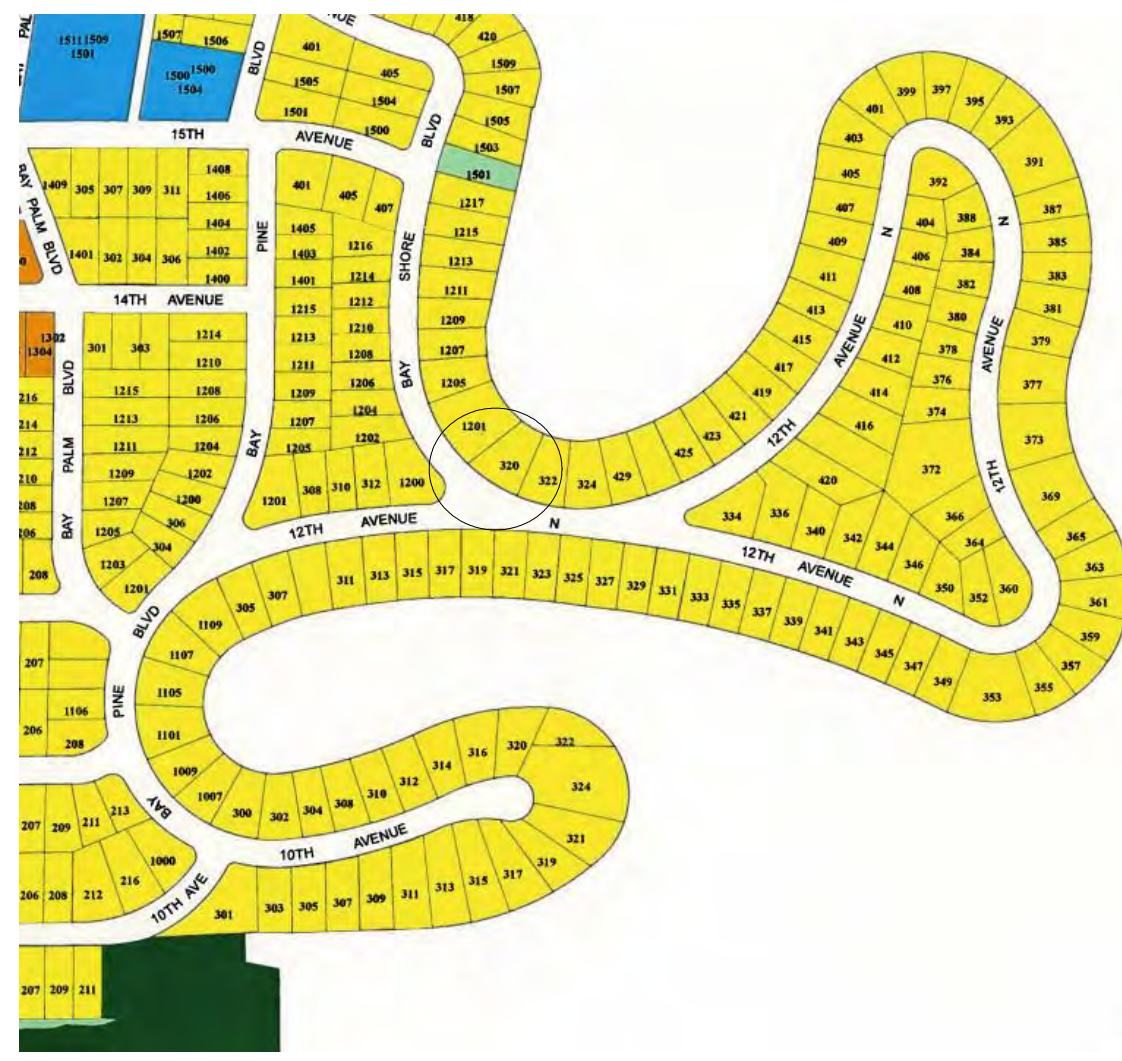
**GENERAL NOTES:**  
 BRAND, STYLE, KIND, COLOR, ETC. OF ALL FINISHES AND MATERIALS, ELECTRICAL FIXTURES, APPLIANCES, EQUIPMENT ARE TO BE AGREED AND NEGOTIATED BETWEEN THE OWNER AND CONTRACTOR AND ARE NOT A PART OF THESE DESIGN DOCUMENTS.  
 ANY REVISIONS OR CHANGES NOT RELATED TO THE CORRECTION OF ERRORS THAT ARE MADE AFTER THE FINAL PLANS HAVE BEEN COMPLETED SHALL BE SUBJECT TO ADDITIONAL FEES.



EXISTING HOUSE



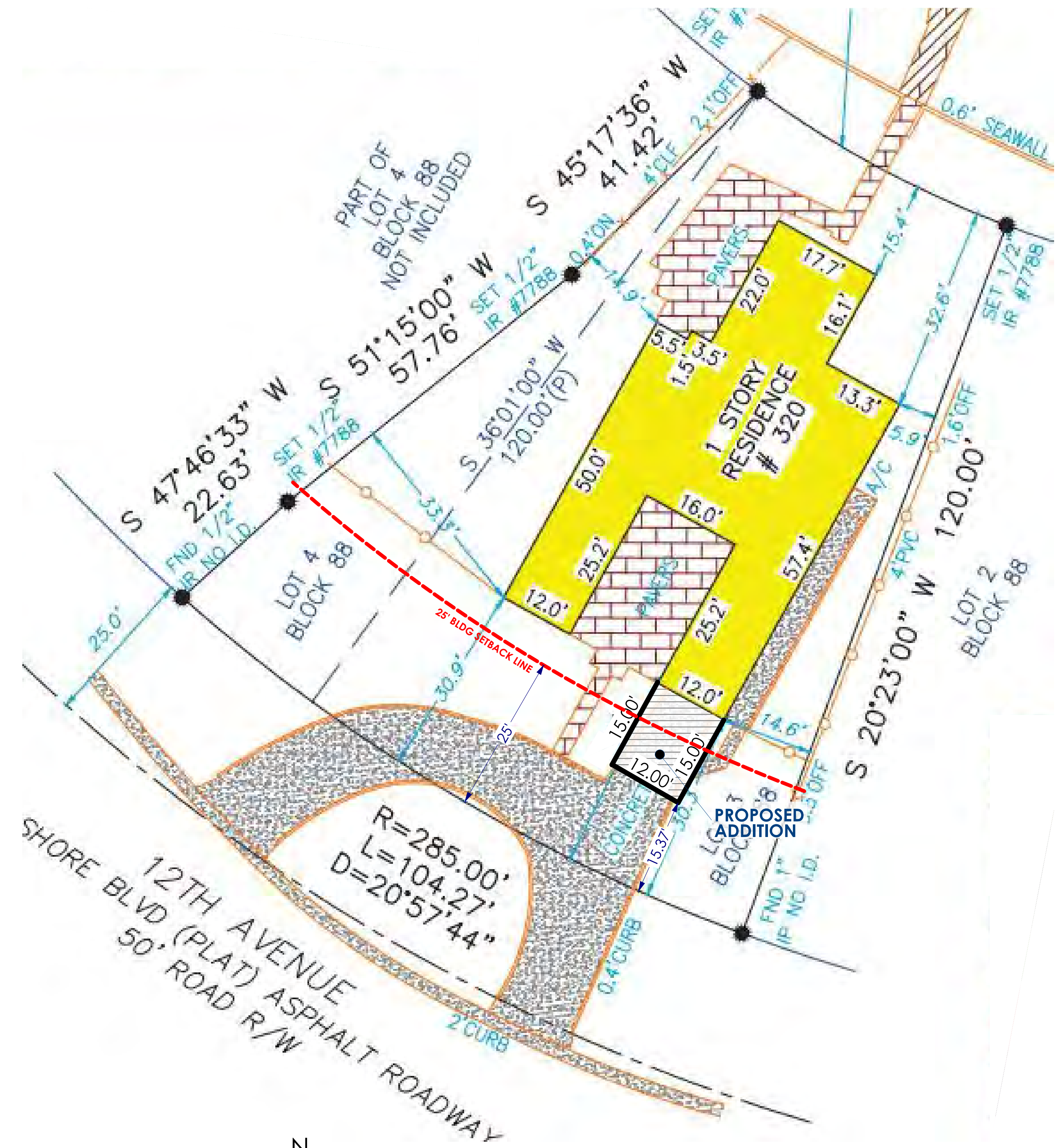
3D FRONT VIEW WITH NEW ADDITION



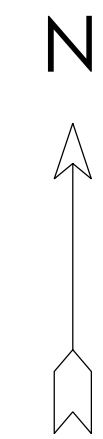
ZONE: S

Zoning Districts	
Business (B)	Public/Community (PC)
Commercial Tourist (CT)	Planned Unit Development (PUD)
Commercial Tourist 1 (CT-1)	Recreation/Open Space (ROS)
Neighborhood Mixed Use (NMLU)	Medium Density Duplex Residential (MD-1)
Preservation (P)	Medium Density Residential (MD-2)
Professional Office (P-1)	Single Family (S)

1. **Front yard:** 25 feet measured from the property line to the structure.
2. **Rear yard:**
  - i. **Waterfront lots:** 25 feet for single-family and 20 feet for duplex measured from the center of the seawall.
  - ii. Non-waterfront lots for single-family and duplex:
    - a) With an alley: five feet from the rear property line.
    - b) With no alley: ten feet from the rear property line.
  - iii. Minimum rear setback on a north/south street is 20 feet.
3. **Side yard:** Total side setback of 15 feet with a minimum of seven feet on either side.
4. **Gulf Boulevard:** All lots with a front, side or rear yard on Gulf Boulevard shall have a minimum of 25 feet from Gulf Boulevard.



FLOOD ZONE ELEVATION: ZONE X 0.2% PTC



**DESIGN SITE PLAN**

SCALE: 1"= 10'

ZONING CODE: S

ABBREVIATIONS:	
A/C	AIR CONDITIONING UNIT
CONC	CONCRETE
EXIST	EXISTING
DR	DRIVE
COV	COVERED
C/C	COVERED CONCRETE

**WERTHIEM'S RESIDENCE**  
 320 12TH AVENUE,  
 INDIAN ROCKS BEACH, FL 33785

ISSUE DATE:		
REVISIONS		
MARK	DATE	DESCRIPTION
1		
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4		
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6		

SCALE: AS SHOWN  
 CHECKED BY:  
 DRAWN BY: C D  
 DATE: AUG 09, 2023  
 PROJECT NB:  
 SHEET NUMBER:

September 15, 2023

City of Indian Rocks Beach  
Planning and Zoning Department  
1507 Bay Palm Boulevard  
Indian Rocks Beach, Florida 33785

RE: Variance Application  
Earl Wertheim – 320 12th Avenue

Dear Sir or Madam:

My name is Anthony P. Marzulli, and I serve as the Trustee of the Anthony P. Marzulli Revocable Living Trust, dated 1/7/99. The Trust owns the property located at 322 12th Avenue, Indian Rocks Beach, Florida 33785, which is where I reside. I am Mr. Wertheim's next-door neighbor to the east of his property located at 320 12th Avenue. I have reviewed the above-referenced Variance Application and reviewed the proposed design plans. The proposed extension of Mr. Wertheim's garage will not be injurious to me or my property, and it will not otherwise be detrimental to the public welfare. Please be advised that this correspondence serves as my Letter of No Objection to the approval of the Application.

Very truly yours,

A handwritten signature in black ink, appearing to read "Anthony P. Marzulli". The signature is fluid and cursive, with a large initial "A" and "M".

Anthony P. Marzulli  
Trustee of the Anthony P. Marzulli Revocable Living Trust, 1/7/99



**Hetty Harmon**

---

**Subject:** FW: 320 12th Ave., IRB, FL

From: 323 12th Ave

---

**From:** Thomas Ries <[tries@ecosphererestoration.org](mailto:tries@ecosphererestoration.org)>

**Sent:** Tuesday, October 10, 2023 8:16 AM

**To:** Kornijtschuk, Lorin <[lkornijtschuk@irbcity.com](mailto:lkornijtschuk@irbcity.com)>

**Subject:** 320 12th Ave., IRB, FL

I support this variance requested, as described in the mailed notice to extend their structure into the 25' front yard setback at the above noted address!

Tom

Thomas F. Ries

President

Ecosphere Restoration Institute

*A Non-Profit Organization*

13801 Walsingham Rd., Unit A-416

Largo, Florida 33774

(TEL) 813.376.9076

[www.ecosphererestorationinstitute.org](http://www.ecosphererestorationinstitute.org)

**MINUTES — OCTOBER 17, 2023  
CITY OF INDIAN ROCKS BEACH  
BOARD OF ADJUSTMENTS AND APPEALS**

The Regular Meeting of the Indian Rocks Beach Board of Adjustments and Appeals was held on TUESDAY, OCTOBER 17, 2023, at 6:00 p.m., in the City Commission Chambers, 1507 Bay Palm Boulevard, Indian Rocks Beach, Florida.

1. **CALL TO ORDER.** Chair DeVore called the meeting to order at 6:17 p.m.

2. **ROLL CALL:**

**PRESENT:** Chair Stewart DeVore, Vice-Chair David Watt, Board Member Rick Alvarez, and Board Member Michael A. Campbell.

**ABSENT:** Alternate Board Member Karen O'Donnell.

**OTHERS PRESENT:** City Attorney Randy Mora, Planning Consultant Hetty C. Harmon, AICP, and City Clerk Lorin A. Kornijtschuk.

(To provide continuity for research, items are listed in agenda order although not necessarily discussed in that order.)

City Attorney Mora stated that the case the Board will be considering tonight is a quasi-judicial proceeding not legislative. In a quasi-judicial capacity, the Board is not making the law, but rather applying the law to establish criteria and guidance in the City Code based on the competent, substantial evidence the Board receives this evening.

3. **APPROVAL OF MINUTES: August 15, 2023.**

**Motion made by Board Member Alvarez, seconded by Vice-Chair Watt, to approve the August 15, 2023, minutes as submitted. UNANIMOUS APPROVAL BY ACCLAMATION.**

**ROLL CALL VOTE:**

**AYES:** Alvarez, Watt, Campbell, Devore

**NAYS:** None

4. **BOA CASE NO. 2023-08- 320 12<sup>th</sup> Avenue, INDIAN ROCKS BEACH**

**Owner/Applicant** Earl Wertheim

**Subject Location:** 320 12<sup>th</sup> Avenue

**Legal Description:** Lot 3, Block 88, 1<sup>st</sup> Addition to Re-Revised Indian Beach Subdivision, recorded in Plat Book 23 Pages 11,12 and13, of the Public Records of Pinellas County, Florida & that part of Lot 4, Block 88, 1<sup>st</sup> Addition to Re-Revised Indian Beach Subdivision Described as Beg Most E'ly Cor of Lot 4 Thence S36D01'00"W 120FT Thence Cur RT RAD 285FT ARC 26.51FT CB N51D29'36"W 26.50FT Thence N47D46'33"E 22.63FT Thence N51D15'00"E 57.76FT Thence N45D17'36"E 41.42FT To POB (Map S-06-30-15)

**Parcel #** 01-30-14-42048088-0030

**Variance Request:** Variance request from Sec.110-131(1) f.1 of the Code of Ordinances, of 10 feet into the required 25-foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage.

[Beginning of Staff Report.]

**OWNER** Earl Wertheim  
**LOCATION of PROPERTY:** 32012th Ave  
**ZONING:** S- Single- Family Residential

Direction	Existing Use	Zoning Category
North	Intracoastal	N/A
East	Residential	S
South	Residential	S
West	Residential	S

**BACKGROUND:**

The applicant is requesting a variance of 10 ft into the front yard to allow for an extension on the garage so that the owner can park his vehicle inside the garage. The house was constructed in 1957.

**Sec. 2-152. - Variances.**

(a) *Generally; criteria for granting variances from the terms of subpart B.*

(1) The board of adjustments and appeals shall make recommendations on and the city commission shall decide variance applications will not be contrary to the public interest, where, owing to special conditions, a literal enforcement of the provisions of subpart B will result in unnecessary and undue hardship. In order to recommend or decide any variance from the terms of subpart B, the board or the city commission shall consider each of the following.

a. Special conditions and circumstances exist which are peculiar to the land, structure or building involved and which are not applicable to other lands, structures or buildings in the same zoning district.

*The property is a pie-shaped lot located along a curved right of way.*

b. The special conditions and circumstances do not result from the actions of the applicant.

*The applicant did not create any special conditions or circumstances.*

c. Granting the variance will not confer on the applicant any special privilege that is denied by subpart B to other lands, structures or buildings in the same zoning district.

*Granting the variance would confer special privileges to the applicant.*

d. Literal interpretation of the provisions of subpart B would deprive other properties in the same zoning district under the terms of subpart B and would work unnecessary and undue hardship upon the applicant.

*The approval of this variance request would not deprive other owners of use and enjoyment of their properties.*

e. The variance granted is the minimum variance that will make possible the reasonable use of the land, structure or building; and

*This is the minimum variance to allow the owner to enlarge the garage to be able to park his car.*

f. The granting of the variance will be in harmony with the general intent and purpose of subpart B, and such variance will not be injurious to the area involved or be otherwise detrimental to the public welfare.

*Granting the variance will not be in harmony with the general intent and purpose of subpart B.*

**NOTICE:** A public notice was mailed by first class mail to property owners within 150 feet in any direction of the subject property and posted on subject property on October 2, 2023, (Sec. 2-149 of the Code of Ordinances.)

**CORRESPONDENCE:** Neighbors at 322 12<sup>th</sup> Avenue and 323 12<sup>th</sup> Ave have signed off on the proposed setback.

**MOTION:**

I move to recommend to the City Commission **APPROVAL/DENIAL** of **BOA CASE NO. 2023-08 – 320 12th Avenue** Variance request from Sec.110-131(1) f.1 of the Code of Ordinances, of 10 feet into the required 25 foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage for property located at 320 12th Avenue, Indian Rocks Beach, Florida, and legally described as Lot 3, Block 88, 1st Addition to Re-Revised Indian Beach Subdivision, recorded in Plat Book 23 Pages 11,12 and13, of the Public Records of Pinellas County, Florida & that part of Lot 4, Block 88, 1st Addition to Re-Revised Indian Beach Subdivision Described as Beg Most E'ly Cor of Lot 4 Thence S36D01'00"W 120FT Thence Cur RT RAD 285FT ARC 26.51FT CB N51D29'36"W 26.50FT Thence N47D46'33"E 22.63FT Thence N51D15'00"E 57.76FT Thence N45D17'36"E 41.42FT To POB (Map S-06-30-15)

[End of Staff Report.]

City Attorney Mora read by title only Agenda Item No. 4, BOA Case No. 2023-08, 320 12<sup>th</sup> Avenue.

City Attorney Mora inquired of the members if they had any ex-parte communications with the applicant or their agent in advance tonight concerning the application before them. All members have responded in the negative.

City Attorney Mora inquired of the members if they had conducted a site visit for the limited purpose of evaluating the application that they are considering this evening.

Member Alvarez and Chair DeVore responded affirmatively Vice-Chair Watt and Member Campbell responded negatively.

City Attorney Mora asked Member Alvarez and Chair Devour when they visited the property, for how long and if the site visit would impair their ability to partially adjudicate this matter.

Member Alvarez replied his visit was on October 17, 2023, for approximately one minute and that it would not impair his ability to partially adjudicate this matter.

Chair Devour replied his visit was on October 16, 2023, for approximately one minute and that it would not impair his ability to partially adjudicate this matter.

City Attorney Mora duly swore in all persons planning to give testimony during the quasi-judicial proceeding.

Planning Consultant Harmon explained the variance while presenting a PowerPoint presentation.

Board Member Alvarez asked what the staff recommendation was.

City Attorney Mora responded that staff will no longer provide a recommendation simply advising the criteria as perceived by city staff.

Board Member Campbell stated that this properties setback looks significantly deeper than the properties on either side of it.

Planning Zoning Consultant Harmon replied that the property is on a curve.

Board Member Campbell asked if there were any safety concerns issues such as line of site.

Planning and Zoning Consultant Harmond replied that the trees are protruding from the neighbor's yard, so there is not a line of site issues.

Chair DeVore requested that staff confirm the existing garage dimensions and description.

Planning and Zoning Consultant replied that it is a full operational one car garage, and measures at 10' x 21'.

Agent/Representative Lauren Rubenstein, Denhardt and Rubenstein Law, 2700 1<sup>st</sup> Avenue N. St. Petersburg, FL. made a PowerPoint Presentation to the Board.

Ms. Rubenstein stated that currently, the garage is a functioning garage but there is not enough space for the client's vehicle. It was one of the reasons the prior homeowner sold the home. She highlighted some of the city's code for granting the variance.

She stated that all the criteria have been met and that special conditions and circumstances exist which are peculiar to the land and are not applicable to other lands in the same zoning district.

She stated the subject property is on a pie-shaped lot along a curved right of way. She pointed out that member Campbell stated how unusually far the right of way comes up into the driveway. She stated that looking at the property you would think the house is set back extremely far, it is currently 55 feet from the edge of the pavement, which is only 30 feet from the property line, but it is different than many of the homes in that neighborhood. The garage would still be 40 feet away from the curb, there would not be any line of site issues, and would not interfere with the conformity of the neighborhood.

She stated the need for the special conditions is not a result of the applicant. It does not interfere with the existing circular driveway and would not increase the impervious surface like building a new garage would do.

She stated that the variance would not confer special privileges to the applicant, there are many homes in the area that can accommodate larger vehicles that appear to be closer to the road. The unusual circumstances are that the right of way is so far extended into the client's driveway. The literal interpretation of the code would show undue hardship on the applicant. Development is limited on this property because of the pie-shaped lot.

She stated that this proposed variance is the minimum variance that would make possible the reasonable use of the structure and the least amount of impact. The granting of the variance would be in harmony with the general intent and purpose of the code.

Applicant Earl Wertheim, 320 12<sup>th</sup> Avenue, stated his property has a larger setback compared to the rest of the properties in his area, and is just asking for a bit more garage space.

Vice-Chair Watt asked how the pie shape lot is a hardship.

Ms. Rubenstein replied the amount of development area is so much less, for there to be any usable yard/ green space, that is really the only area he has.

Vice-Chair Watt asked could you avoid needing a variance if you only built out 5 feet.

Applicant Werthem replied it would not be big enough to open doors on either side. The addition is the same size as the existing one, however the existing garage has mechanical equipment on each side that makes it impossible to open the doors. The existing front end would possibly accommodate a golf car or storage. While the addition will give him the ability to park his car, open the doors and walk around. He stated his hardship would be that he would have to leave his car outside.

Chair DeVore closed the public hearing.

Member Campbell stated unlike every other case that comes before the board, this property has a unique hardship because of the extreme radius.

Member Alvarez stated due to the shape of the lot and the radius curve this is a reasonable request for the Board to consider.

Chair DeVore stated aesthetically it would fit in and he does not see this as a unreasonable request.

Vice-Chair Watt stated he did not disagree but does not view it as a hardship. It is a benefit, the use of more right way is the curved road there is no loss there, but because of the depth and curb visual distance it clearly fits.

**Motion made by Board Member Alvares, Seconded by Board Member Campbell to recommend to the City Commission to APPROVE BOA Case No. 2023-08, a variance request from Sec.25-foot(1) f.1 of the Code of Ordinances, of 10 feet into the required 25 foot front yard setback, resulting in a total setback of 15 feet for the extension of the garage.**

**ROLL CALL VOTE:**

**AYES: Alvarez, Watt, Campbell, Devore**

**NAYS: None**

**MOTION CARRIED UNANIMOUS**

#### **5. OTHER BUSINESS.**

#### **6. ADJOURNMENT.**

**Motion made by Board Member Watt, seconded by Board Member Campbell, to adjourn the meeting at 6:45 p.m. UNANIMOUS APPROVAL BY ACCLAMATION.**

\_\_\_\_\_  
Date Approved

\_\_\_\_\_  
Stewart Devore

/lak

**AGENDA ITEM NO. 6B  
PUBLIC HEARING  
Ordinance No. 2023-07**

**SMALL SCALE FUTURE LAND USE MAP AMENDMENT:**

Request to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit "A".

**&**

**AGENDA ITEM NO 6C  
PUBLIC HEARING  
Ordinance No. 2023-08**

**PLANNED UNIT DEVELOPMENT:**

Request for an amendment to the Holiday Inn Harborside (formerly known as Hamlin's Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harbourside site at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida.



**INDIAN ROCKS CITY COMMISSION STAFF REPORT**

**MEETING OF:** November 14, 2023

**AGENDA Item:** 6B

**ORIGINATED BY:** Hetty C. Harmon, AICP  
City Planner

**AUTHORIZED BY:** Brently Gregg Mims  
City Manager

**PLANNING AND ZONING / LAND PLANNING AGENCY:** The Planning and Zoning/Land Planning Agency recommended denial to the City Commission by a vote of 6-0.

**SUBJECT: SMALL SCALE FUTURE LAND USE MAP AMENDMENT ORDINANCE NO. 2023—07:** Request to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit “A”

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**OWNER:** Gulf Coast Marina Limited Partnership  
**LOCATION of PROPERTY:** 401 2<sup>nd</sup> St  
**FUTURE LAND USE:** Residential/Office/Retail  
**ZONING:** PUD- Planned Unit Development

Direction	Existing Use	Future Land Use	Zoning Category
North	Preservation	Preservation	Preservation/Business
East	Intracoastal Waterway	N/A	N/A
South	Keegan Clair Park	Recreation/Open Space	Recreation/Open Space
West	Business/Chic-a Si Park	Commercial General/ Recreation/Open Space	Business/Recreation Open Space

**I. BACKGROUND**

Gulf Coast Marina Limited Partnership has requested to amend the Future Land Use Map for the 12.3 acre site for the property located at 401 2<sup>nd</sup> St. The Future Land Use Map amendment will allow for the development of an additional 112 2-Bedrooms with 92 of the units having lock off units for a total of 204 additional units. These additional 204 units would increase the existing site total to 568 units, with a density of 47 units per acre. Currently there are 364 units on site, with an existing density of 30 units per acre.

The current Future Land Use Category Residential/Office/Retail allows up to 15 units per acre. The proposed Future Land Use change to Commercial-General-Temp Lodging Density 50-Business District Triangle (CG-TLD50-BDT) would allow up to 50 units per acre. The CG-TLD50-

BDT is subject to a development agreement and is required for temporary lodging densities greater than 15 units per acre.

## **II. REVIEW OF THE LAND USE AMENDMENT**

The future Land Use Amendment was reviewed with compliance with the following:

1. City of Indian Rocks Beach Comprehensive Plan
2. Countywide Plan
3. City of Indian Rocks Beach Land Development Code -Business Triangle Overlay Zone regulations.

### **1. City of Indian Rocks Beach Comprehensive Plan**

#### **Sec. 110-802. - Standards for review of proposed comprehensive plan amendments.**

(a) No amendment shall be recommended for approval by the local planning agency without an affirmative vote from the majority of the full membership of the board or approved by the city commission without an affirmative vote from the majority of the full membership of the city commission, in accordance with the requirements of section 110-8, based upon evidence presented at public hearing and the following standards:

- (1) Conformance with the requirements of this Code.
- (2) The available uses to which the property may be put are appropriate to the property in question and are compatible with the existing and planned uses in the area. Determination of appropriateness shall include consideration of, but not be limited to, soil conditions, vegetative classifications, drainage, topography, and potential flooding.
- (3) The amendment is consistent with the goals, objectives, and policies of the comprehensive plan.
- (4) The amendment will not result in significant adverse impacts to the environment or historical resources.
- (5) The amendment will not create an isolated district unrelated to the scale and character of adjoining future land use plan map designations.
- (6) The amendment will not adversely affect adjoining property values.
- (7) The amendment will neither adversely impact nor exceed the capacity or the fiscal ability of the city to provide available public facilities, including transportation, water, sanitary sewer, stormwater drainage, recreation, solid waste disposal, and other similar public facilities. Compliance with the adopted level of service standards can be demonstrated if necessary.
- (8) The amendment shall provide for efficient and orderly development considering the impact upon growth patterns and the cost to the city to provide public facilities.

***STAFF COMMENT: Review of the proposed development based on the above criteria finds that the project does not meet:***

- (1) Conformance with the requirements of this Code and***
- (3) The amendment is consistent with the goals, objectives, and policies of the comprehensive plan.***

## **A. ALLOWABLE DENSITY**

The Future Land Use change to Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) has been reviewed for compatibility with City of Indian Rocks Beach Comprehensive Plan. The CG-TLD50-BDT Land Use District would allow for up to 50 units per acre.

The City's Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) Future Land Use Category allows the increased density if the plan addresses Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity.

In particular, design considerations applicable to the proposed use shall address the following in the Development Agreement so as to ensure compatibility in terms of context-sensitive design, and the scale and placement of the proposed use so as to achieve a harmonious relationship and fit relative to its location and surroundings:

- A. Building scale, including height, width, location, alignment, and spacing.
- B. Building design, including elevations, façade treatment, entrance and porch or balcony projections, window patterns and roof forms.
- C. Site improvements, including building and site coverage, accessory structures, service and amenity features, walkway and parking areas, open space, and view corridors.
- D. Adjoining property use, including density/intensity, and building location, setbacks, and height.

***STAFF COMMENT: Review of the proposed development based on the above design criteria finds that the project does not meet the standard design criteria.***

***The proposed building height of the 54 unit building is 85'7" ft. This height is not in compliance with the City's Comprehensive Plan or Land Development Code and is not compatible with surroundings and the entrance into the City of Indian Rocks Beach. The adjacent buildings to the south are 52 ft. and the proposed building height of the other two buildings are 57'6" and 42'9" 50 ft. The building height is measured from the crown of the road at 2<sup>nd</sup> St.***

## **B. TRAFFIC IMPACTS**

The traffic study indicates that the level of service will decrease from a Level of Service B to Level of Service C at the intersection of 5<sup>th</sup> Avenue and 1<sup>st</sup> Street.

The overall traffic impact if all of the lock off units were rented would be 1,110 daily trips and an additional 90 PM peak hour trips. The traffic study states that all affected intersections and roadway segments would continue to operate acceptable levels of service.

### **C. COASTAL HIGH HAZARD AREA**

The property is totally located in the Coastal High Hazard area and needs to be evaluated balancing criteria located in the Coastal Management & Conservation section of the City's Comprehensive Plan.

**Objective 2.2** The City shall not increase densities or intensities above those established in this plan within the Coastal High Hazard Area (CHHA), except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

#### **1. ACCESS TO EMERGENCY SHELTER SPACE AND EVACUATION ROUTES**

Since the proposed amendment will not increase in permanent residential populations, adverse impacts to emergency shelter space capacity are not anticipated.

Walsingham Rd is a designated evacuation route and this project is located adjacent to Walsingham Rd.

#### **2. UTILIZATION OF EXISTING AND PLANNED INFRASTRUCTURE**

This project will be served by existing infrastructure.

#### **3. UTILIZATION OF EXISTING DISTURBED AREAS –**

The project will utilize the existing disturbed area within the Business Triangle and no natural areas that buffer existing storms will be altered as a result of the proposed development.

#### **4. WATER DEPENDENT USE**

The proposed project is adjacent to docks on the intracoastal that are part of the overall development.

#### **5. PART OF COMMUNITY REDEVELOPMENT PLAN**

This project is not in a community redevelopment plan but is an amendment to an existing Planned Unit Development.

#### **6. OVERALL REDUCTION OF DENSITY OR INTENSITY**

This proposal is to increase the density in the area, however the proposed land use is compatible with the County Wide Plan and the City's Comprehensive Plan.

#### **7. CLUSTERING OF USES**

The entire City is within the CHHA making it impossible to cluster uses outside of the CHHA.

#### **8. INTEGRAL PART OF COMPREHENSIVE PLANNING PROCESS**

The Harborside development has been a vital part of the Business Triangle for years.

## **2. COUNTYWIDE PLAN**

The Future Land Use amendment has been reviewed for compatibility with the Countywide Map Plan, and specially the Coastal High Hazard Area requirements and the Alternative Temporary

Lodging Use Standards. The Alternative Temporary Lodging Use Standards allow for increased density up to 50 units per acre.

The County's Alternative Temporary Lodging Use Standards allow the increased density if the plan addresses Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity. Sec 5.2.2.2 of the County Wide Rules addresses the building height compatibility.

***STAFF COMMENT: Review of the Countywide Plan will allow for the proposed density however, there are conditions not being met. The design considerations in the County's Alternative Temporary Lodging Use Standards are also included in the Commercial-General-Temp Lodging Density 50- Business District Triangle and were not met.***

### **3. CITY OF INDIAN ROCKS BEACH LAND DEVELOPMENT CODE - BUSINESS TRIANGLE OVERLAY ZONE REGULATIONS.**

The Business Triangle Overlay zone was reviewed for setbacks as discussed in the Design considerations in the Commercial-General-Temp Lodging Density 50- Business District Triangle. According to Section 110-135 (e) (1), a 5-foot setback would ordinarily be allowed with a city reviewed and approved landscaping plan. The plan is showing a 4-foot side setback along the north property line, resulting in a one-foot deviation from the ordinary standard.

***STAFF COMMENT: Review of the Business triangle overlay zone in Section 110-135 (e) (1), a 5-foot setback would ordinarily be allowed with a city reviewed and approved landscaping plan. The proposed plans show a 4-ft setback along the north property line. The applicant believes that the landscape plan previously submitted and installed along 2<sup>nd</sup> St. covers the perimeter of the site. There is no additional landscape plan for the site at this time that would show additional landscaping along the north property line. This property does abut a preservation area and is very dense. A full landscape plan will be required before development***

The Local Planning Agency shall review all materials, facts, documents and forward a recommendation to the City Commission.

After the first public hearing The Future Land Use Map Amendment will be sent to Forward Pinellas for their compliance review with the County Wide Plan.

**CORRESPONDENCE:** 5 letter of support were received and are included in the agenda packet.

#### **MOTION:**

I move to recommend to the City Commission [APPROVE / DENY] **FLU ORDINANCE NO. 2023—07:** Requesting to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit "A".

#### **EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Northwesterly 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non-tangent from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

ASLO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to the plat thereof recorded in Plat book 74, page 24, public records of Pinellas County, Florida.

**Parcel Numbers**

12-30-14-35363-001-0000 -**HAMLIN'S LANDING PHASE I** rear parking and road north half of condos

12-30-14-35363-001-0010 -**HAMLIN'S LANDING PHASE I**, LOT 1 restaurant

12-30-14-35363-002-0100 **HAMLIN'S LANDING PHASE II**, TR A front parking lot

12-30-14-35363-002-0200- **HAMLIN'S LANDING PHASE II**, TR B- south half of condos

12-30-14-35854-000-2080 HARBOUR CLUB AT MARKER 33 COMMERCIAL CONDO UNIT 208

12-30-14-36411-000-6200 HARBOURSIDE AT MARKER 33 VACATION CONDO UNIT 620

12-30-14-35363-003-0000 **HAMLIN'S LANDING PHASE III** LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852 - Water park

**CITY OF INDIAN ROCKS BEACH  
ORDINANCE NO. 2023-07**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA; AMENDING THE COMPREHENSIVE PLAN MAP OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, BY A SMALL SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP BY RECLASSIFYING LAND FROM RESIDENTIAL/OFFICE/RETAIL (R/O/R) TO COMMERCIAL-GENERAL-TEMP LODGING DENSITY 50 - BUSINESS DISTRICT TRIANGLE (CG-TLD50-BDT) FOR THE PROPERTY LOCATED AT 401 2ND ST PROVIDING FOR APPROVAL OF A CORRESPONDING PLANNED UNIT DEVELOPMENT AGREEMENT FOR TEMPORARY LODGING; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Gulf Coast Marina Limited Partnership, owns the real property located at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida, legally described as set forth in “Exhibit A” to this Ordinance; and

**WHEREAS**, Gulf Coast Marina Limited Partnership desires to develop the real property located at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida, for an additional 112 units, with 92 lock-off units to be called “Holiday Inn Harbourside”;

**WHEREAS**, on February 8, 2023, Gulf Coast Marina Limited Partnership submitted its Future Land Use Amendment Map application materials, as attached in “Exhibit B”; and

**WHEREAS**, Gulf Coast Marina Limited Partnership, intends to develop the Property in accordance with the Planned Unit Development Agreement, as set forth in the attached “Exhibit C”; and

**WHEREAS**, on October 19, 2023, the LPA/Planning and Zoning Board of the City of Indian Rocks Beach reviewed the Future Land Use Map Amendment Application and at a public hearing after due notice and recommended [approval / rejection] of the proposed the Future Land Use Map Amendment; and

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (2) (b) has made a request to deviate from Code provisions related to building height per 110-135 (11)(g); and

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (2) (b) has made a request to deviate from Code provisions related to side yard setback per Section 110-311(e)(1); and

**WHEREAS**, the City Commission has considered the findings and recommendation of the Land Planning Agency/Planning and Zoning Board and has held its own public hearings on the application after due notice and finds that the Property, as described in Exhibit A, and finds it is

suitable in location and character for the uses and structures proposed in said application according to the criteria set forth in the City’s Comprehensive Plan governing the Commercial-General-Temp Lodging Density 50 - Business District Triangle Future Land Use.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, that:**

**SECTION 1.** The recitations set forth above are hereby incorporated as findings of fact and are adopted by the City Commission.

**SECTION 2.** The City of Indian Rocks Beach Future Land Use Plan, shall be amended by redesignating the property at 401 2nd Street, to the Commercial-General-Temp Lodging Density 50 - Business District Triangle in accordance with to the provisions of Ordinance and further subject to the additional conditions, requirements, and findings described in this Ordinance and the Exhibits thereto.

**SECTION 3.** The effective date of this ordinance amending the City of Indian Rocks Beach’s land use plan shall be 31 days after adoption, unless the amendment is challenged pursuant to Section 163.3187(3), F.S. If challenged, the effective date of this amendment shall be the date a final order is issued by the Department of Economic Opportunity, or the Administration Commission, finding the amendment in compliance with Section 163.3184, F.S. No development orders, development permits or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status, a copy of which resolution shall be sent to the Department of Economic Opportunity, Bureau of Local Planning, 2555 Shumard Oak Blvd., Tallahassee, Florida 32399-2100.

**ADOPTED ON FIRST READING** on the \_\_\_\_ day of \_\_\_\_\_ 2023, by the City Commission of the City of Indian Rocks Beach, Florida

**ADOPTED ON SECOND AND FINAL READING** on the \_\_\_\_ day of \_\_\_\_\_, 2023, by the City Commission of the City of Indian Rocks Beach, Florida.

\_\_\_\_\_  
Joanne Moston “Cookie” Kennedy  
Mayor-Commissioner

ATTEST

\_\_\_\_\_  
Lorin Kornijtschuk, City Clerk



**EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Northwesterly 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non-tangent from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

ASLO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to the plat thereof recorded in Plat book 74, page 24, public records of Pinellas County, Florida.

**Parcel Numbers**

12-30-14-35363-001-0000 -**HAMLIN'S LANDING PHASE I** rear parking and road north half of condos

12-30-14-35363-001-0010 -**HAMLIN'S LANDING PHASE I**, LOT 1 restaurant

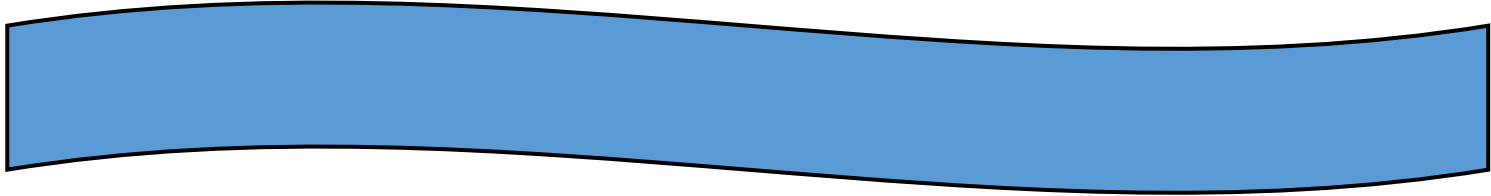
12-30-14-35363-002-0100 **HAMLIN'S LANDING PHASE II**, TR A front parking lot

12-30-14-35363-002-0200- **HAMLIN'S LANDING PHASE II**, TR B- south half of condos

12-30-14-35854-000-2080 HARBOUR CLUB AT MARKER 33 COMMERCIAL CONDO UNIT 208

12-30-14-36411-000-6200 HARBOURSIDE AT MARKER 33 VACATION CONDO UNIT 620

12-30-14-35363-003-0000 **HAMLIN'S LANDING PHASE III** LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852 - Water park



401 2nd Street.

**Ordinance No. 2023-07**

**Ordinance No. 2023-08**



## **ORDINANCE NO. 2023-07**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA; AMENDING THE COMPREHENSIVE PLAN MAP OF THE CITY OF INDIAN ROCKS BEACH., FLORIDA, BY A SMALL SCALE LAND USE AMENDMENT TO THE FUTURE LAND USE MAP BY RECLASSIFYING LAND FROM RESIDENTIAL/OFFICE/RETAIL (R/O/R) TO COMMERCIAL-GENERAL-TEMP LODGING DENSITY 50 - BUSINESS DISTRICT TRIANGLE (CG-TLD50-BDT) FOR THE PROPERTY LOCATED AT 401 2<sup>ND</sup> ST PROVIDING FOR APPROVAL OF A CORRESPONDING DEVELOPMENT AGREEMENT FOR TEMPORARY LODGING; AND PROVIDING FOR AN EFFECTIVE DATE.

## **ORDINANCE NO. 2023-08**

AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA; AMENDING THE 2002 HOLIDAY HARBORSIDE PLANNED UNIT DEVELOPMENT AGREEMENT TO ALLOW FOR AN ADDTIIONAL 112 UNITS WITH 92 LOCK-OFF UNITS FOR THE PROPERTY LOCATED AT 401 2ND ST, INDIAN ROCKS BEACH, FL; PROVIDING FOR APPROVAL OF A CORRESPONDING DEVELOPMENT AGREEMENT FOR TEMPORARY LODGING; AND PROVIDING FOR AN EFFECTIVE DATE.















# 401 2<sup>nd</sup> Street



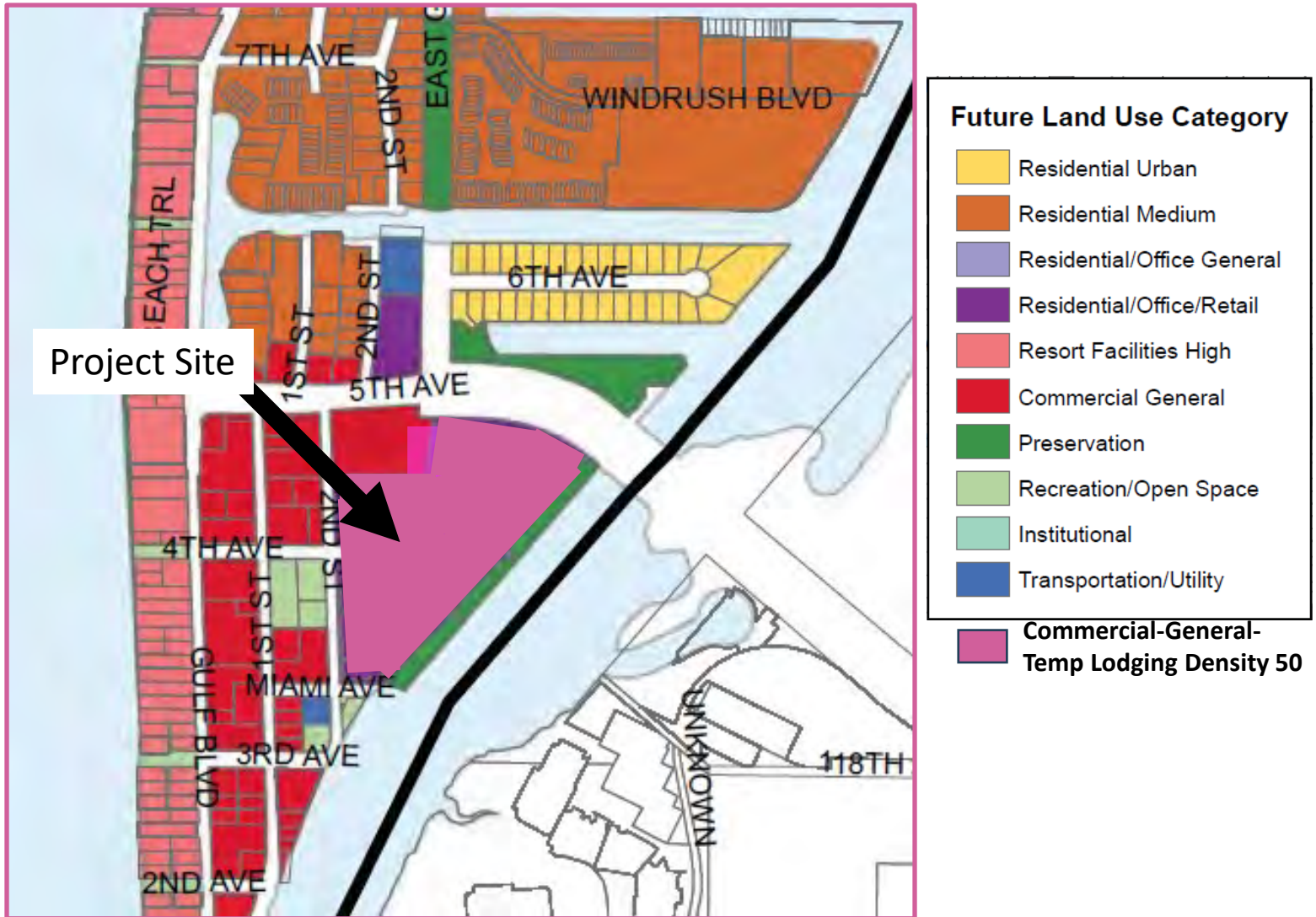
# ZONING



### Zoning Districts

	Business (B)		Public/Semi-Public (P/SP)
	Commercial Tourist (CT)		Planned Unit Development (PUD)
	Commercial Tourist 1 (CT-1)		Recreation/Open Space (R/OS)
	Neighborhood Mixed Use (NMU)		Medium Density Duplex Residential (RM-1)
	Preservation (P)		Medium Density Residential (RM-2)
	Professional Office (P-1)		Single Family (S)

# FUTURE LAND USE





# EXISTING USES

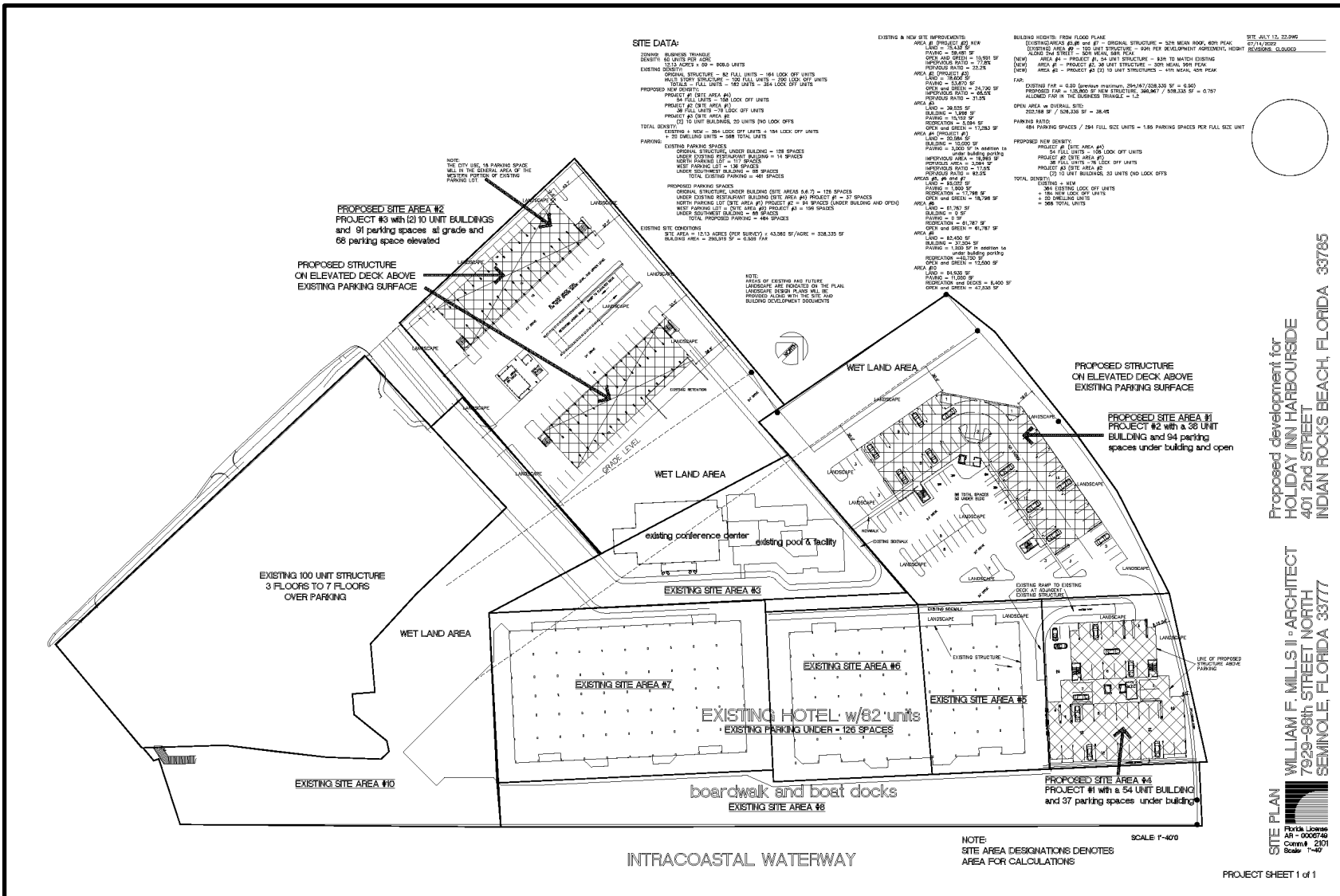




# PROPOSED USES



# PROPOSED SITE PLAN



**SITE DATA:**

ZONING: BUSINESS TRAVELER  
 DENSITY: 50 UNITS PER ACRE - 5000 UNITS  
 EXISTING DENSITY: 100 FULL UNITS - 164 LOCK OFF UNITS  
 ORIGINAL STRUCTURE - 120 FULL UNITS - 100 LOCK OFF UNITS  
 PROPOSED ADDITIONAL UNITS - 100 UNITS - 84 LOCK OFF UNITS  
 PROJECT #1 (SITE AREA #1)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #2)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #3)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #4 (SITE AREA #4)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 TOTAL DENSITY = 504 UNITS (104 UNITS PER ACRE)  
 EXISTING + NEW = 504 LOCK OFF UNITS + 104 LOCK OFF UNITS  
 = 608 LOCK OFF UNITS  
 PARKING:  
 EXISTING PARKING SPACES:  
 ORIGINAL STRUCTURE UNDER BUILDING = 128 SPACES  
 UNDER EXISTING RESTAURANT BUILDING = 18 SPACES  
 UNDER EXISTING HOTEL = 13 SPACES  
 UNDER EXISTING GARAGE = 58 SPACES  
 TOTAL EXISTING PARKING = 417 SPACES  
 PROPOSED PARKING SPACES:  
 ORIGINAL STRUCTURE UNDER BUILDING (SITE AREA #1) = 158 SPACES  
 UNDER EXISTING RESTAURANT BUILDING (SITE AREA #1) PROJECT #1 = 37 SPACES  
 UNDER EXISTING HOTEL (SITE AREA #1) PROJECT #1 = 34 SPACES (UNDER BUILDING AND OFF)  
 UNDER EXISTING GARAGE = 48 SPACES  
 TOTAL PROPOSED PARKING = 484 SPACES

**EXISTING SITE CONDITIONS:**

SITE AREA = 12.15 ACRES (SEE SURVEY) ± 43300 SF/ACRE = 528,335 SF  
 BEARING AREA = 98424 SF ± 0.8081 ACR

**NOTE:**

AREAS OF FRESH AND SALT WATER WETLANDS ARE INDICATED ON THE PLAN. LANDSCAPE DESIGN PLANS WILL BE PROVIDED ALONG WITH THE SITE AND BUILDING DEVELOPMENT DOCUMENTS.

**EXISTING & NEW SITE IMPROVEMENTS:**

AREA A (PROJECT #1) NEW  
 LAND = 75,500 SF  
 OPEN AND GREEN = 15,900 SF  
 IMPROVEMENTS = 15,900 SF  
 PAVED RATIO = 23.2%  
 AREA B (PROJECT #2)  
 LAND = 75,500 SF  
 OPEN AND GREEN = 15,900 SF  
 IMPROVEMENTS = 15,900 SF  
 PAVED RATIO = 23.2%  
 AREA C (PROJECT #3)  
 LAND = 75,500 SF  
 OPEN AND GREEN = 15,900 SF  
 IMPROVEMENTS = 15,900 SF  
 PAVED RATIO = 23.2%  
 AREA D (PROJECT #4)  
 LAND = 75,500 SF  
 OPEN AND GREEN = 15,900 SF  
 IMPROVEMENTS = 15,900 SF  
 PAVED RATIO = 23.2%

**BUILDING HEIGHTS FROM FLOOD PLANE:**

(EXISTING) AREA #1 = 120 FEET STRUCTURE = 200 FEET EQUIVALENT HEIGHT - HSBT  
 (NEW) AREA #1 = 120 FEET STRUCTURE = 200 FEET EQUIVALENT HEIGHT - HSBT  
 (NEW) AREA #2 = 120 FEET STRUCTURE = 200 FEET EQUIVALENT HEIGHT - HSBT  
 (NEW) AREA #3 = 120 FEET STRUCTURE = 200 FEET EQUIVALENT HEIGHT - HSBT  
 (NEW) AREA #4 = 120 FEET STRUCTURE = 200 FEET EQUIVALENT HEIGHT - HSBT

**PROPOSED NEW UNITS:**

PROJECT #1 (SITE AREA #1)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #2)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #3)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #4 (SITE AREA #4)  
 104 FULL UNITS - 158 LOCK OFF UNITS  
 TOTAL NEW UNITS = 416 UNITS  
 EXISTING + NEW = 608 LOCK OFF UNITS  
 + 38 OFFICE UNITS  
 = 646 TOTAL UNITS

**NOTE:**  
 SITE AREA DESIGNATIONS DENOTES  
 AREA FOR CALCULATIONS

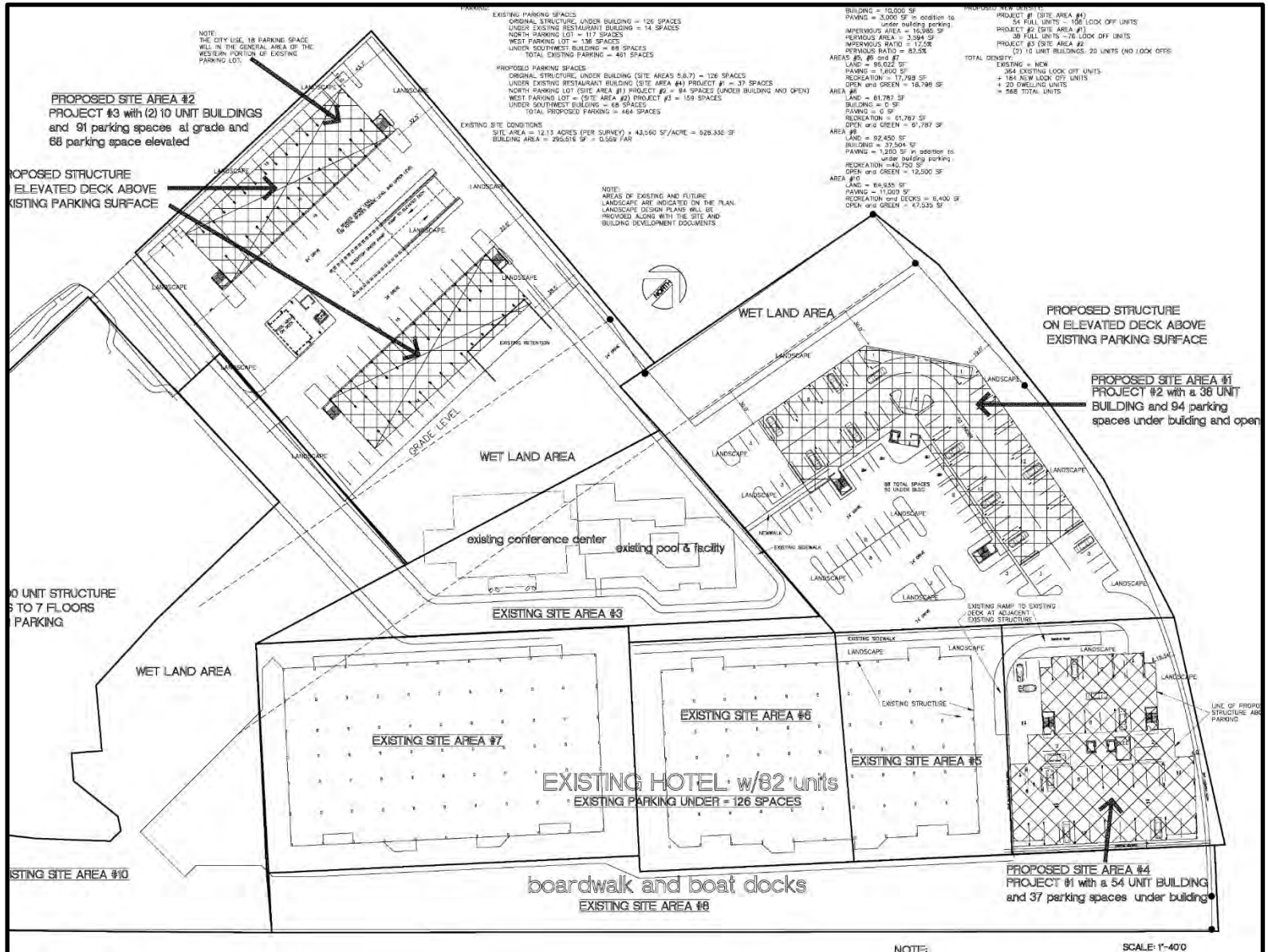
SCALE: 1"=40'

Proposed development for  
 HOLIDAY INN HARBOURSIDE  
 401 2nd STREET  
 INDIAN ROCKS BEACH, FLORIDA 33785

WILLIAM F. MILLS II • ARCHITECT  
 7929-86th STREET NORTH  
 SEMINOLE, FLORIDA 33777

**SITE PLAN**  
 Plan & License  
 AN - 0006749  
 Comm. 2/01  
 Scale: 1"=40'

# PROPOSED SITE PLAN



42'-9" CROWN RD TO MID ROOF

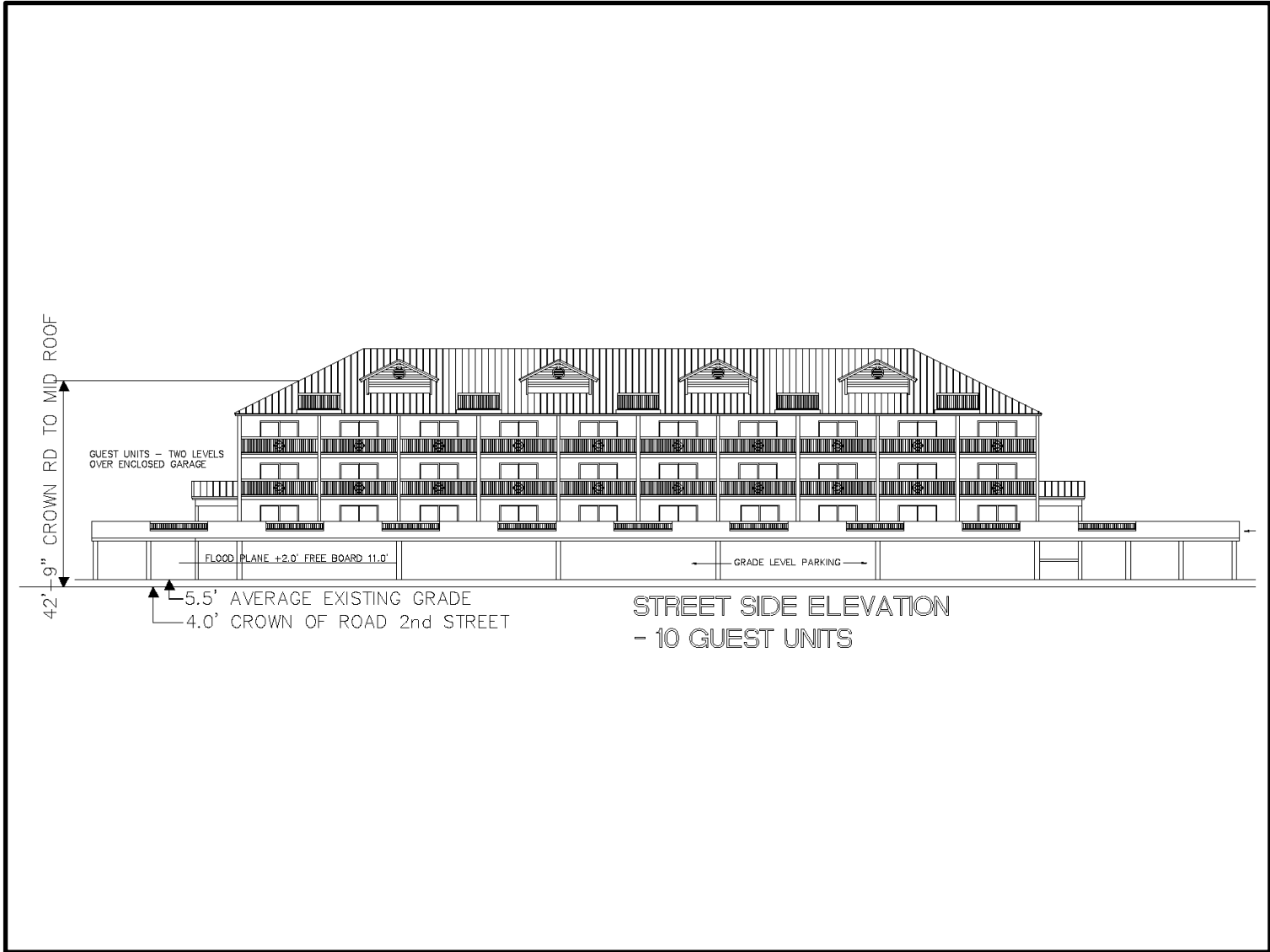
GUEST UNITS - TWO LEVELS  
OVER ENCLOSED GARAGE

FLOOD PLANE +2.0' FREE BOARD 11.0'

← GRADE LEVEL PARKING →

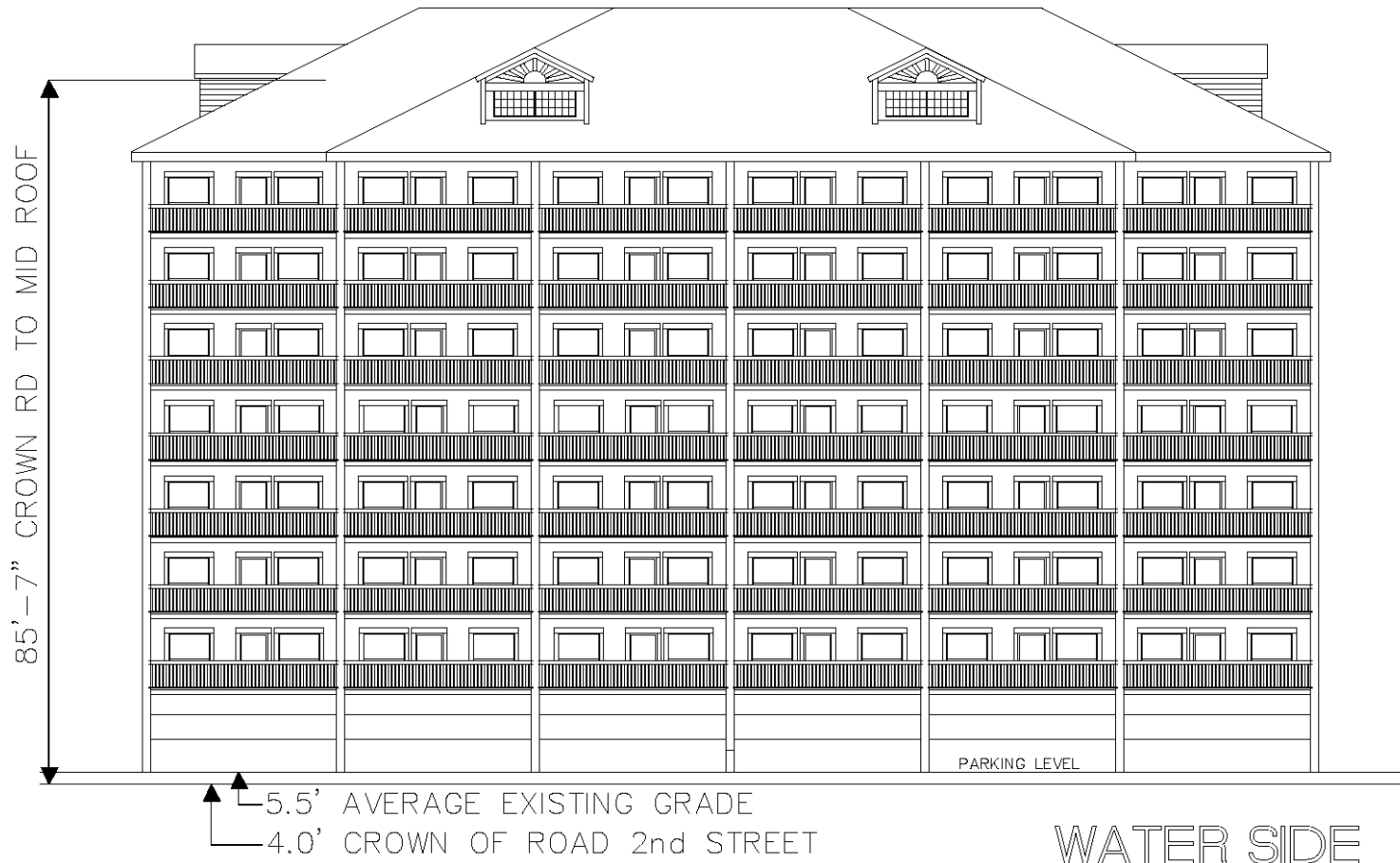
5.5' AVERAGE EXISTING GRADE  
4.0' CROWN OF ROAD 2nd STREET

STREET SIDE ELEVATION  
- 10 GUEST UNITS





SOUTH ELEVATION - 38 GUEST SUITE BLDG



**BUILDING HEIGHTS: FROM FLOOD PLANE**

(EXISTING) AREAS #5, #6 and #7 - ORIGINAL STRUCTURE = 52ft MEAN ROOF, 60ft PEAK

(EXISTING) AREA #9 - 100 UNIT STRUCTURE - 93ft PER DEVELOPMENT AGREEMENT, HEIGHT  
ALONG 2nd STREET - 50ft MEAN, 59ft PEAK

(NEW) AREA #4 - PROJECT #1, 54 UNIT STRUCTURE - 93ft TO MATCH EXISTING

(NEW) AREA #1 - PROJECT #2, 38 UNIT STRUCTURE - 50ft MEAN, 59ft PEAK

(NEW) AREA #2 - PROJECT #3 (2) 10 UNIT STRUCTURES - 41ft MEAN, 45ft PEAK

SITE  
07/  
REV

**FAR:**

EXISTING FAR = 0.50 (previous maximum, 264,187/528,335 SF = 0.50)

PROPOSED FAR = 135,800 SF NEW STRUCTURE, 399,967 / 528,335 SF = 0.757

ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.2

**OPEN AREA vs OVERALL SITE:**

202,168 SF / 526,335 SF = 38.4%

**PARKING RATIO:**

484 PARKING SPACES / 294 FULL SIZE UNITS = 1.65 PARKING SPACES PER FULL SIZE UNIT

**PROPOSED NEW DENSITY:**

PROJECT #1 (SITE AREA #4)

54 FULL UNITS - 108 LOCK OFF UNITS

PROJECT #2 (SITE AREA #1)

38 FULL UNITS - 76 LOCK OFF UNITS

PROJECT #3 (SITE AREA #2)

(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)

**TOTAL DENSITY:**

EXISTING + NEW

364 EXISTING LOCK OFF UNITS

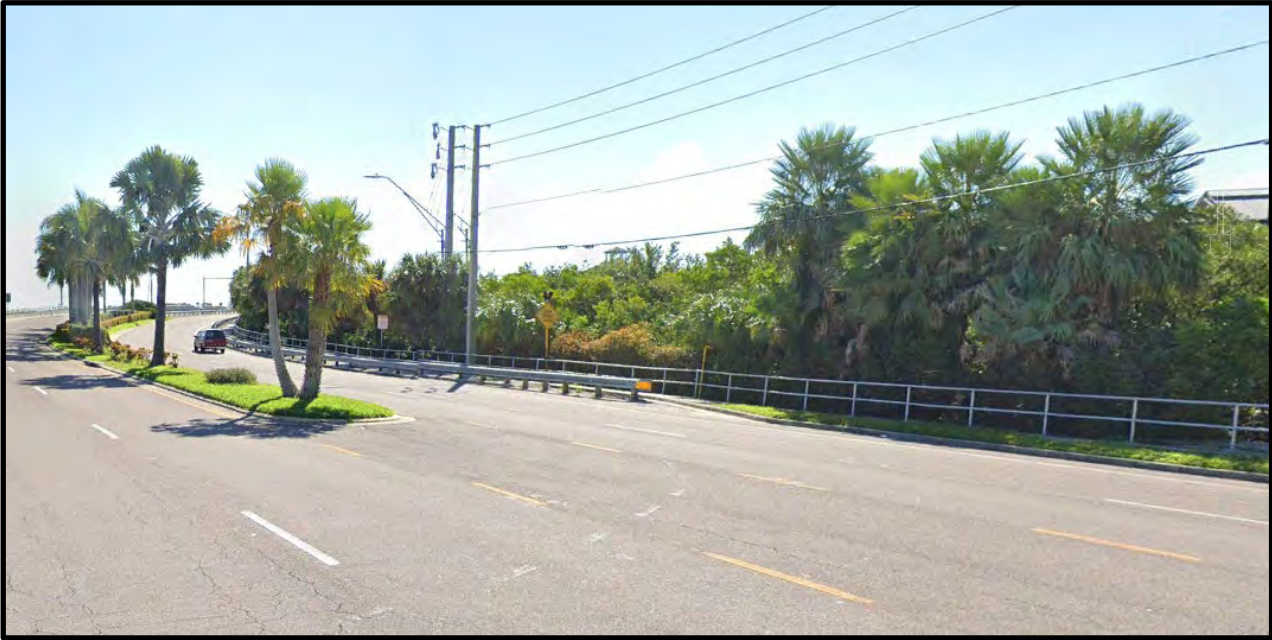
+ 184 NEW LOCK OFF UNITS

+ 20 DWELLING UNITS

= 568 TOTAL UNITS

















CITY OF INDIAN ROCKS BEACH

APPLICATION FOR FUTURE LAND USE MAP AMENDMENT

DATE FILED: 2-8-23

NAME: Harbourside at Marker 34 aka/ Holiday Inn Harbour side

**NOTICE TO THE APPLICANT**

This application with all supplemental data and information, must be completed in accordance with the attached "Information Sheet," and in accordance with the specific instructions set forth in this application and returned to the Planning and Zoning Director, before it can be processed (including advertisement for hearing), as required by law. All applications must be signed by the present owner or trustee of the property.

1. Owner:

Name: Gulfcoast Marina L.P. Address: 13555 Bishops Court, Suite 345  
City: Brookfield State: WI Zip Code: 53005  
Telephone: 262-893-8228

2. Agent/ Representative: Jeffrey Keierleber Address: 13555 Bishops Ct. #345  
City: Brookfield State: WI Zip Code: 53005  
Telephone: 262-893-8228

2A. Any other person having any ownership, interest in subject property:

na  
Specify interest held: na

Is such interest contingent or absolute? absolute

2B. Is there any existing contract for sale on subject property? \_\_\_ Yes X No

If so, list names of all parties to option: \_\_\_\_\_

2C. Are there any options to purchase on subject property? \_\_\_ Yes X No

If so, list names of all parties to option: \_\_\_\_\_

3. Hearing requested to consider Re-Zoning to allow the following: to increase the density in the current PUD to 50 units per acre.

4. Address of Subject Property: 401 2nd. Street, Indian Rocks Beach, FL

5. Legal Description of Subject Property: See attached Property Appraiser's information for 5 parcels

6. Lot Size: 12.13 acres more or less

7. Present Zoning Classification: PUD

Present Land Use Designation: R/O/R

Proposed Zoning Classification: PUD

Proposed Land Use Designation: CG-TLD50-BDT

8. Present Structures and Improvement on the property: 182 transient rental units in 4 buildings, water park, marina, and other accessory uses.

9. Proposed use of property will be: Same as existing. this is the final phase of transient rental units complementing the existing PUD.

10. I (We) believe that this application should be granted because: see attached narrative from application already submitted

11. Has any previous application or appeal been filed in connection with this property within the last two years?  Yes  No.

If yes, briefly state the nature of the application or appeal: \_\_\_\_\_

12. Has a Certificate of Occupancy been refused?  Yes  No

13. The following data and exhibits must be submitted with this application and they become a permanent part of the public records:

(a) Plot Plan, (at least 8 1/2"x 11") drawn to scale showing all existing structures, use of each, dimension, spacing between, setbacks from all property lines, property dimensions, abutting streets and other public easements, clearly delineated off-street parking spaces and North point.

(b) Plat, if it will have particular bearing on the subject application.

(c) Certification of Ownership. Submit a certificate from a duly licensed title or abstract company or a licensed attorney-at-law, showing that each applicant is the present title holder of record.

(d) Current Survey, (performed within one year)

14. Date property acquired: 12-30-93



[Interactive Map of this parcel](#)

[Sales Query](#)

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### 12-30-14-35363-001-0010

[Compact Property Record Card](#)

[Tax Estimator](#)

**Updated February 7, 2023**

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<b>Ownership/Mailing Address <a href="#">Change Mailing Address</a></b>	<b>Site Address</b>
GULFCOAST MARINA LTD 13555 BISHOPS CT STE 345 BROOKFIELD WI 53005-6218	401 2ND ST INDIAN ROCKS BEACH



**Property Use:** 3912 (Hotels and Motels (50 units or more)) Current Tax District: INDIAN ROCKS BEACH (IRB) Total Heated SF: 9,924 Total Gross SF: 20,116

[click here to hide] **Legal Description**  
HAMLIN'S LANDING PHASE I, LOT 1

<a href="#">File for Homestead Exemption</a>			<b>2023 Parcel Use</b>	
<b>Exemption</b>	<b>2023</b>	<b>2024</b>		
Homestead:	No	No	Homestead Use Percentage: 0.00%	
Government:	No	No	Non-Homestead Use Percentage: 100.00%	
Institutional:	No	No	Classified Agricultural: No	
Historic:	No	No		

**Parcel Information Latest Notice of Proposed Property Taxes (TRIM Notice)**

<b>Most Recent Recording</b>	<b>Sales Comparison</b>	<b>Census Tract</b>	<b>Evacuation Zone</b> <small>(NOT the same as a FEMA Flood Zone)</small>	<b>Flood Zone</b> <small>(NOT the same as your evacuation zone)</small>	<b>Plat Book/Page</b>
08520/1935	<a href="#">Sales Query</a>	121030276061	A	<a href="#">Current FEMA Maps</a>	74/24

**2022 Interim Value Information**

Year	<a href="#">Just/Market Value</a>	<a href="#">Assessed Value / Non-HX Cap</a>	<a href="#">County Taxable Value</a>	<a href="#">School Taxable Value</a>	<a href="#">Municipal Taxable Value</a>
2022	\$650,000	\$550,000	\$550,000	\$650,000	\$550,000

[click here to show] Value History as Certified (yellow indicates correction on file)

<b>2022 Tax Information</b>		<b>Ranked Sales</b> <small>(What are Ranked Sales?)</small> <a href="#">See all transactions</a>			
<a href="#">2022 Tax Bill</a>	Tax District: <a href="#">IRB</a>	<b>Sale Date</b>	<b>Book/Page</b>	<b>Price</b>	<b>Q/U V/I</b>
2022 Final Millage Rate	15.3397	30 Dec 1993	08520 / 1935	\$370,000	U I
<p><b>Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our new <a href="#">Tax Estimator</a> to estimate taxes under new ownership.</b></p>					

**2022 Land Information**

Seawall: No	Frontage:	View: None				
<b>Land Use</b>	<b>Land Size</b>	<b>Unit Value</b>	<b>Units</b>	<b>Total Adjustments</b>	<b>Adjusted Value</b>	<b>Method</b>
Hotels And Motels (39)	163x137	13.00	21856.9800	1.0000	\$284,141	SF

[click here to hide] **2023 Building 1 Structural Elements** [Back to Top](#)

Site Address: 401 2ND ST

Building Type: **Restaurant / Lounge/Drive-In Rest.**

Quality: **Average**

Foundation: **Special Footing**

Floor System: **Structrual Slab**

Exterior Wall: **Siding Above Avg**

Roof Frame: **Wood Frame/Truss**

Roof Cover: **Composition Shingle**

Stories: **2**

Living units: **0**

Floor Finish: **Carpet Combination**

Interior Finish: **Dry Wall**

Fixtures: **17**

Year Built: **1987**

Effective Age: **36**

Cooling: **Heat & Cooling Pkg**

Other Depreciation: **25%**

**No Building Drawing Available**

[Compact Property Record Card](#)

**Building 1 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Base (BAS)</a>	9,360	9,360
<a href="#">Utility Unfinished (UTU)</a>	564	564
<a href="#">Open Porch (OPF)</a>	0	832
<a href="#">Carport (CPE)</a>	0	9,360
Total Building Heated SF: <b>9,924</b>		Total Gross SF: <b>20,116</b>

[\[click here to hide\]](#) 2023 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
PATIO/DECK	\$39.00	9,900.00	\$386,100.00	\$154,440.00	1987
ELEV STOP	\$9,000.00	2.00	\$18,000.00	\$7,200.00	1987
ELEV PASS	\$55,000.00	1.00	\$55,000.00	\$22,000.00	1987
FIRESPRINK	\$4.00	18,720.00	\$74,880.00	\$38,938.00	1987

[\[click here to hide\]](#) Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
201100229	DAMAGE FIRE/FLOOD/VEHICLE	26 Apr 2011	\$1,750
9800668	ROOF	19 Nov 1998	\$91,060



**If you are experiencing issues with this map loading, you may need to clear your web browsing history, then close and restart your web browser.**

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### 12-30-14-35363-002-0100

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[Tax Estimator](#)

**Updated February 7, 2023**

[Email Print](#)

[Radius Search](#)

[FEMA/WLM](#)

<b>Ownership/Mailing Address</b> <a href="#">Change Mailing Address</a>	<b>Site Address</b>
GULFCOAST MARINA LTD 13555 BISHOPS CT STE 345 BROOKFIELD WI 53005-6218	2ND ST INDIAN ROCKS BEACH



[Property Use](#): 1000 (Vacant Commercial Land)   Current Tax District: INDIAN ROCKS BEACH (IRB)   Total Heated SF:   Total Gross SF:

[click here to hide] **Legal Description**  
HAMLIN'S LANDING PHASE II, TR A

<a href="#">File for Homestead Exemption</a>			<b>2023 Parcel Use</b>	
<b>Exemption</b>	<b>2023</b>	<b>2024</b>		
Homestead:	No	No	Homestead Use Percentage: 0.00%	
Government:	No	No	Non-Homestead Use Percentage: 100.00%	
Institutional:	No	No	Classified Agricultural: No	
Historic:	No	No		

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08520/1935		121030276061	A	<a href="#">Current FEMA Maps</a>	74/24

**2022 Interim Value Information**

Year	Just/Market Value	Assessed Value / Non-HX Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2022	\$584,824	\$575,347	\$575,347	\$584,824	\$575,347

[click here to hide] **Value History as Certified (yellow indicates correction on file)**

Year	Homestead Exemption	Just/Market Value	Assessed Value	County Taxable Value	School Taxable Value	Municipal Taxable Value
2021	No	\$529,252	\$523,043	\$523,043	\$529,252	\$523,043
2020	No	\$529,252	\$475,494	\$475,494	\$529,252	\$475,494
2019	No	\$489,558	\$432,267	\$432,267	\$489,558	\$432,267
2018	No	\$423,402	\$392,970	\$392,970	\$423,402	\$392,970
2017	No	\$357,245	\$357,245	\$357,245	\$357,245	\$357,245
2016	No	\$344,014	\$344,014	\$344,014	\$344,014	\$344,014
2015	No	\$330,703	\$330,703	\$330,703	\$330,703	\$330,703
2014	No	\$317,475	\$317,475	\$317,475	\$317,475	\$317,475
2013	No	\$317,475	\$317,475	\$317,475	\$317,475	\$317,475
2012	No	\$317,475	\$317,475	\$317,475	\$317,475	\$317,475
2011	No	\$317,475	\$317,475	\$317,475	\$317,475	\$317,475
2010	No	\$357,160	\$357,160	\$357,160	\$357,160	\$357,160
2009	No	\$370,388	\$370,388	\$370,388	\$370,388	\$370,388
2008	No	\$393,400	\$393,400	\$393,400	\$393,400	\$393,400
2007	No	\$382,800	\$382,800	\$382,800	N/A	\$382,800
2006	No	\$370,400	\$370,400	\$370,400	N/A	\$370,400
2005	No	\$343,900	\$343,900	\$343,900	N/A	\$343,900
2004	No	\$317,500	\$317,500	\$317,500	N/A	\$317,500
2003	No	\$291,000	\$291,000	\$291,000	N/A	\$291,000
2002	No	\$291,000	\$291,000	\$291,000	N/A	\$291,000
2001	No	\$277,800	\$277,800	\$277,800	N/A	\$277,800
2000	No	\$264,600	\$264,600	\$264,600	N/A	\$264,600
1999	No	\$264,600	\$264,600	\$264,600	N/A	\$264,600
1998	No	\$264,600	\$264,600	\$264,600	N/A	\$264,600
1997	No	\$264,600	\$264,600	\$264,600	N/A	\$264,600
1996	No	\$264,600	\$264,600	\$264,600	N/A	\$264,600

**2022 Tax Information**

[2022 Tax Bill](#)   Tax District: [IRB](#)  
2022 Final Millage Rate   15.3397

**Ranked Sales** (What are Ranked Sales?)   [See all transactions](#)

Sale Date	Book/Page	Price	Q/U	V/I
30 Dec 1993	08520 / 1935	\$370,000	U	V

**Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our new [Tax Estimator](#) to estimate taxes under new ownership.**

2022 Land Information

Seawall: No	Frontage:			View: None		
<a href="#">Land Use</a>	<a href="#">Land Size</a>	<a href="#">Unit Value</a>	<a href="#">Units</a>	<a href="#">Total Adjustments</a>	<a href="#">Adjusted Value</a>	<a href="#">Method</a>
Vacant Commercial (10)	0x0	13.00	62264.9600	0.8500	\$688,028	SF

[click here to hide] 2023 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
No Extra Features on Record					

[click here to hide] Permit Data

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
No Permit Data Found			



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Ownership/Mailing Address <a href="#">Change Mailing Address</a>	Site Address
GULFCOAST MARINA LTD 13555 BISHOPS CT STE 345 BROOKFIELD WI 53005-6218	401 2ND ST INDIAN ROCKS BEACH



**Property Use:** 3912 (Hotels and Motels (50 units or more)) Current Tax District: INDIAN ROCKS BEACH (IRB) Total Heated SF: 66,400 Total Gross SF: 102,991 Total Units:92

[click here to hide] **Legal Description**  
HAMLIN'S LANDING PHASE I

<a href="#">File for Homestead Exemption</a>			2023 Parcel Use	
Exemption	2023	2024		
Homestead:	No	No	Homestead Use Percentage: 0.00%	
Government:	No	No	Non-Homestead Use Percentage: 100.00%	
Institutional:	No	No	Classified Agricultural: No	
Historic:	No	No		

### Parcel Information [Latest Notice of Proposed Property Taxes \(TRIM Notice\)](#)

Most Recent Recording	<a href="#">Sales Comparison</a>	<a href="#">Census Tract</a>	Evacuation Zone <small>(NOT the same as a FEMA Flood Zone)</small>	Flood Zone <small>(NOT the same as your evacuation zone)</small>	Plat Book/Page
08520/1935	<a href="#">Sales Query</a>	121030276061	A	<a href="#">Current FEMA Maps</a>	74/24

### 2022 Interim Value Information

Year	<a href="#">Just/Market Value</a>	<a href="#">Assessed Value / Non-HX Cap</a>	<a href="#">County Taxable Value</a>	<a href="#">School Taxable Value</a>	<a href="#">Municipal Taxable Value</a>
2022	\$6,000,000	\$5,830,000	\$5,830,000	\$6,000,000	\$5,830,000

[click here to show] Value History as Certified (yellow indicates correction on file)

2022 Tax Information		Ranked Sales <small>(What are Ranked Sales?)</small> <a href="#">See all transactions</a>				
<a href="#">2022 Tax Bill</a>	Tax District: <a href="#">IRB</a>	Sale Date	Book/Page	Price	Q/U	V/I
2022 Final Millage Rate	15.3397	30 Dec 1993	08520 / 1935	\$370,000	U	I
<b>Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our new <a href="#">Tax Estimator</a> to estimate taxes under new ownership.</b>		Aug 1985	06045 / 0109	\$3,823,500	M	

### 2022 Land Information

Land Use	Land Size	Unit Value	Units	Total Adjustments	Adjusted Value	Method
Rivers And Lakes (95)	0x0	1000.00	1.3100	1.0000	\$1,310	AC
Hotels And Motels (39)	415x474	13.00	167351.0800	1.0000	\$2,175,564	SF

[click here to hide] 2023 Building 1 Structural Elements [Back to Top](#)

Site Address: 401 2ND ST

Building Type: **Motel / Hotel < 4 Stories**

Quality: **Average**

Foundation: **Special Footing**

Floor System: **Structrual Slab**

Exterior Wall: **Siding Above Avg**

Roof Frame: **Wood Frame/Truss**

Roof Cover: **Composition Shingle**

Stories: **2**

Living units: **92**

Floor Finish: **Carpet Combination**

Interior Finish: **Dry Wall**

Fixtures: **176**

Year Built: **1986**

Effective Age: **24**

Cooling: **Heat & Cooling Pkg**

**No Building Drawing Available**

[Compact Property Record Card](#)

**Building 1 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Base (BAS)</a>	57,786	57,786
<a href="#">Carport (CPF)</a>	0	34,789
<a href="#">Utility (UTE)</a>	3,000	3,000
Total Building Heated SF: <b>60,786</b>		Total Gross SF: <b>95,575</b>

[click here to hide] 2023 Building 2 Structural Elements [Back to Top](#)

Site Address:

Building Type: **Recreational/Clubhouses**  
 Quality: **Average**  
 Foundation: **Continuous Footing**  
 Floor System: **Slab On Grade**  
 Exterior Wall: **Concrete Blk/Stucco**  
 Roof Frame: **Gable Or Hip**  
 Roof Cover: **Custom**  
 Stories: **1**  
 Living units: **0**  
 Floor Finish: **Concrete Finish**  
 Interior Finish: **Dry Wall**  
 Fixtures: **12**  
 Year Built: **1986**  
 Effective Age: **29**  
 Cooling: **None**

**No Building Drawing Available**

[Compact Property Record Card](#)

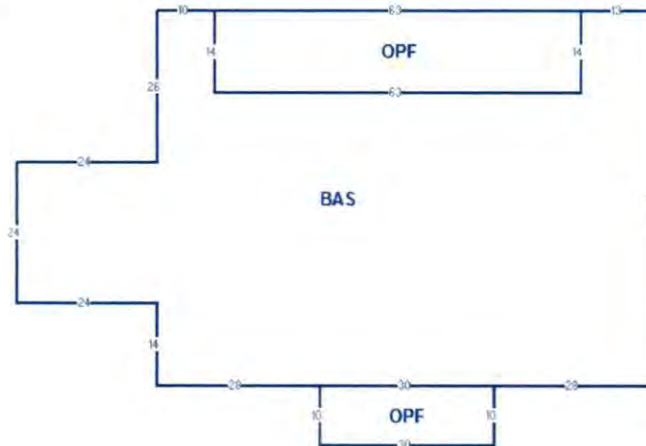
**Building 2 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Base (BAS)</a>	416	416
<a href="#">Open Porch Unfinished (OPU)</a>	0	620
Total Building Heated SF: <b>416</b>		Total Gross SF: <b>1,036</b>

[click here to hide] 2023 Building 3 Structural Elements [Back to Top](#)

Site Address:

Building Type: **Recreational/Clubhouses**  
 Quality: **Average**  
 Foundation: **Special Footing**  
 Floor System: **Wood W/Sub Floor**  
 Exterior Wall: **Siding Average**  
 Roof Frame: **Gable Or Hip**  
 Roof Cover: **Composition Shingle**  
 Stories: **1**  
 Living units: **0**  
 Floor Finish: **Carpet Combination**  
 Interior Finish: **Dry Wall**  
 Fixtures: **10**  
 Year Built: **2001**  
 Effective Age: **22**  
 Cooling: **Heat & Cooling Pkg**



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**Building 3 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Open Porch (OPF)</a>	0	1,182
<a href="#">Base (BAS)</a>	5,198	5,198
Total Building Heated SF: <b>5,198</b>		Total Gross SF: <b>6,380</b>

[click here to hide] 2023 Extra Features

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
FIRESPRINK	\$4.00	5,198.00	\$20,792.00	\$12,891.00	2001
ELEV PASS	\$55,000.00	1.00	\$55,000.00	\$22,000.00	1986
FIRESPRINK	\$4.00	74,612.00	\$298,448.00	\$149,224.00	1986
ASPHALT	\$4.00	31,000.00	\$124,000.00	\$124,000.00	0

SPA/JAC/HT	\$18,000.00	1.00	\$18,000.00	\$7,200.00	1986
BOAT SLIP	\$10,000.00	51.00	\$510,000.00	\$510,000.00	1986
ELEV STOP	\$9,000.00	4.00	\$36,000.00	\$14,400.00	1986
POOL	\$85,000.00	1.00	\$85,000.00	\$34,000.00	1986

[\[click here to hide\] Permit Data](#)

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
<a href="#">EBP-21-03000</a>	PLUMBING	25 Feb 2021	\$2,000
201100070	POOL	15 Feb 2011	\$38,208
RC3891408	DOCK	29 Feb 2008	\$0
200200624	FIRESPRINK	06 Sep 2002	\$1,400
0100095	ADDITION/REMODEL/RENOVATION	02 Mar 2001	\$15,000
0001050	ROOF	10 Jan 2001	\$10,500
0000841	FIRESPRINK	27 Nov 2000	\$14,000
0000707	ADDITION/REMODEL/RENOVATION	07 Sep 2000	\$300,000
CD2711699	DOCK	02 Jun 1999	\$0
9600406	HEAT/AIR	05 Jun 1998	\$3,650
9700868	FENCE	22 May 1998	\$0
9800113	FIRESPRINK	07 Apr 1998	\$7,100
97797	ADDITION/REMODEL/RENOVATION	05 Nov 1997	\$24,900
97704	DOCK	05 Nov 1997	\$500
97625	POOL	17 Oct 1997	\$229,580
96836	CANOPY	20 Mar 1997	\$40,000



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<b>Ownership/Mailing Address</b> <a href="#">Change Mailing Address</a>	<b>Site Address</b>
GULFCOAST MARINA LTD 13555 BISHOPS CT STE 345 BROOKFIELD WI 53005-6218	401 2ND ST INDIAN ROCKS BEACH

**Property Use:** 3912 (Hotels and Motels (50 units or more)) **Current Tax District:** INDIAN ROCKS BEACH ([IRB](#)) **Total Heated SF:** 61,686 **Total Gross SF:** 96,475 **Total Units:** 72

[click here to hide] **Legal Description**  
HAMLIN'S LANDING PHASE II, TR B

<a href="#">File for Homestead Exemption</a>			<b>2023 Parcel Use</b>	
<b>Exemption</b>	<b>2023</b>	<b>2024</b>		
Homestead:	No	No	Homestead Use Percentage: 0.00%	
Government:	No	No	Non-Homestead Use Percentage: 100.00%	
Institutional:	No	No	Classified Agricultural: No	
Historic:	No	No		

**Parcel Information Latest Notice of Proposed Property Taxes (TRIM Notice)**

<b>Most Recent Recording</b>	<a href="#">Sales Comparison</a>	<a href="#">Census Tract</a>	<b>Evacuation Zone</b> (NOT the same as a FEMA Flood Zone)	<b>Flood Zone</b> (NOT the same as your evacuation zone)	<b>Plat Book/Page</b>
08520/1935	<a href="#">Sales Query</a>	121030276061	A	<a href="#">Current FEMA Maps</a>	74/24

**2022 Interim Value Information**

Year	<a href="#">Just/Market Value</a>	<a href="#">Assessed Value / Non-HX Cap</a>	<a href="#">County Taxable Value</a>	<a href="#">School Taxable Value</a>	<a href="#">Municipal Taxable Value</a>
2022	\$4,700,000	\$4,510,000	\$4,510,000	\$4,700,000	\$4,510,000

[click here to show] Value History as Certified (yellow indicates correction on file)

**2022 Tax Information**

[2022 Tax Bill](#) Tax District: [IRB](#)  
2022 Final Millage Rate 15.3397  
**Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our new [Tax Estimator](#) to estimate taxes under new ownership.**

**Ranked Sales** (What are Ranked Sales?) [See all transactions](#)

<b>Sale Date</b>	<b>Book/Page</b>	<b>Price</b>	<b>Q/U</b>	<b>V/I</b>
30 Dec 1993	08520 / 1935	\$370,000	U	I

**2022 Land Information**

Seawall: No	Frontage:			View: None	
<b>Land Use</b>	<b>Land Size</b>	<b>Unit Value</b>	<b>Units</b>	<b>Total Adjustments</b>	<b>Adjusted Value Method</b>
Rivers And Lakes (95)	0x0	1000.00	0.9700	1.0000	\$970 AC
Hotels And Motels (39)	0x0	13.00	59596.4100	1.0000	\$774,753 SF

[click here to hide] **2023 Building 1 Structural Elements** [Back to Top](#)

Site Address: 401 2ND ST

Building Type: Motel / Hotel < 4 Stories

Quality: Average

Foundation: Special Footing

Floor System: Structural Slab

Exterior Wall: Siding Above Avg

Roof Frame: Wood Frame/Truss

Roof Cover: Composition Shingle

Stories: 4

Living units: 72

Floor Finish: Carpet Combination

Interior Finish: Dry Wall

Fixtures: 176

Year Built: 1986

Effective Age: 24

Cooling: Heat & Cooling Pkg

**No Building Drawing Available**

[Compact Property Record Card](#)



**Building 1 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Base (BAS)</a>	57,786	57,786
<a href="#">Utility (UTE)</a>	3,000	3,000
<a href="#">Carport (CPE)</a>	0	34,789
Total Building Heated SF: <b>60,786</b>		Total Gross SF: <b>95,575</b>

[\[click here to show\] 2023 Building 2 Structural Elements](#) [Back to Top](#)

Site Address:

[\[click here to hide\] 2023 Extra Features](#)

Description	Value/Unit	Units	Total Value as New	Depreciated Value	Year
FIRESPRINK	\$4.00	76,412.00	\$305,648.00	\$158,937.00	1986
ASPHALT	\$4.00	55,000.00	\$220,000.00	\$220,000.00	0
DOCK	\$56.00	4,950.00	\$277,200.00	\$110,880.00	1986
PATIO/DECK	\$39.00	11,960.00	\$466,440.00	\$186,576.00	1986
KIOSK	\$44.00	144.00	\$6,336.00	\$3,041.00	2002

[\[click here to show\] Permit Data](#)



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<b>Ownership/Mailing Address</b> <a href="#">Change Mailing Address</a>	<b>Site Address</b>
GULFCOAST MARINA LTD 13555 BISHOPS CT STE 345 BROOKFIELD WI 53005-6218	399 2ND ST INDIAN ROCKS BEACH



**Property Use:** 3913 (Hotels and Motels (49 units or less)) Current Tax District: INDIAN ROCKS BEACH (IRB) Total Heated SF: 3,056 Total Gross SF: 4,369

[\[click here to hide\] Legal Description](#)

HAMLIN'S LANDING PHASE III LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852

<a href="#">File for Homestead Exemption</a>			<b>2023 Parcel Use</b>	
<b>Exemption</b>	<b>2023</b>	<b>2024</b>		
Homestead:	No	No	Homestead Use Percentage: 0.00%	
Government:	No	No	Non-Homestead Use Percentage: 100.00%	
Institutional:	No	No	Classified Agricultural: No	
Historic:	No	No		

**Parcel Information Latest Notice of Proposed Property Taxes (TRIM Notice)**

Most Recent Recording	Sales Comparison	Census Tract	Evacuation Zone <small>(NOT the same as a FEMA Flood Zone)</small>	Flood Zone <small>(NOT the same as your evacuation zone)</small>	Plat Book/Page
08520/1935	<a href="#">Sales Query</a>	121030276061	A	<a href="#">Current FEMA Maps</a>	74/24

**2022 Interim Value Information**

Year	Just/Market Value	Assessed Value / Non-HX Cap	County Taxable Value	School Taxable Value	Municipal Taxable Value
2022	\$2,346,974	\$2,231,929	\$2,231,929	\$2,346,974	\$2,231,929

[\[click here to show\] Value History as Certified \(yellow indicates correction on file\)](#)

<b>2022 Tax Information</b>		<b>Ranked Sales</b> <small>(What are Ranked Sales?)</small> <a href="#">See all transactions</a>			
<a href="#">2022 Tax Bill</a>	Tax District: <a href="#">IRB</a>	<b>Sale Date</b>	<b>Book/Page</b>	<b>Price</b>	<b>Q/U V/I</b>
2022 Final Millage Rate	15.3397	30 Dec 1993	08520 / 1935	\$370,000	U V
<b>Do not rely on current taxes as an estimate following a change in ownership. A significant change in taxable value may occur after a transfer due to a loss of exemptions, reset of the Save Our Homes or 10% Cap, and/or market conditions. Please use our new <a href="#">Tax Estimator</a> to estimate taxes under new ownership.</b>					

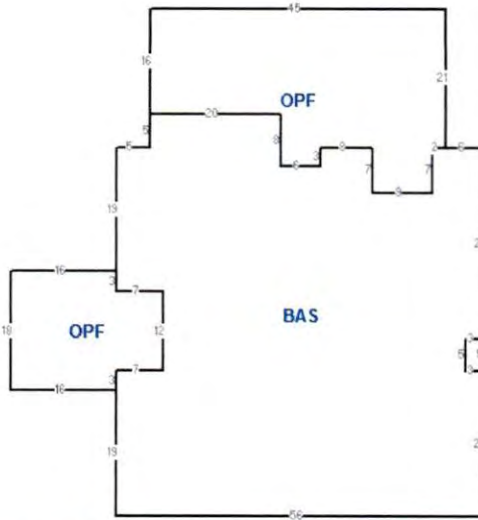
**2022 Land Information**

Seawall: No	Frontage:			View: None		
<b>Land Use</b>	<b>Land Size</b>	<b>Unit Value</b>	<b>Units</b>	<b>Total Adjustments</b>	<b>Adjusted Value</b>	<b>Method</b>
Rivers And Lakes (95)	0x0	1000.00	0.9200	1.0000	\$920	AC
Hotels And Motels (39)	0x0	13.00	87824.0500	1.0000	\$1,141,713	SF

[\[click here to hide\] 2023 Building 1 Structural Elements](#) [Back to Top](#)

Site Address: 399 2ND ST

Building Type: **Recreational/Clubhouses**  
 Quality: **Average**  
 Foundation: **Continuous Footing**  
 Floor System: **Slab Above Grade**  
 Exterior Wall: **Siding Above Avg**  
 Roof Frame: **Gable Or Hip**  
 Roof Cover: **Metal Shingle**  
 Stories: **1**  
 Living units: **0**  
 Floor Finish: **Hard Tile**  
 Interior Finish: **Dry Wall**  
 Fixtures: **21**  
 Year Built: **2016**  
 Effective Age: **7**  
 Cooling: **Heat & Cooling Pkg**



[Compact Property Record Card](#)

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**Building 1 Sub Area Information**

Description	Building Heated SF	Gross Area SF
<a href="#">Open Porch (OPF)</a>	0	1,313
<a href="#">Base (BAS)</a>	3,056	3,056
Total Building Heated SF: 3,056		Total Gross SF: <b>4,369</b>

[\[click here to show\] 2023 Extra Features](#)

[\[click here to hide\] Permit Data](#)

Permit information is received from the County and Cities. This data may be incomplete and may exclude permits that do not result in field reviews (for example for water heater replacement permits). We are required to list all improvements, which may include unpermitted construction. Any questions regarding permits, or the status of non-permitted improvements, should be directed to the permitting jurisdiction in which the structure is located.

Permit Number	Description	Issue Date	Estimated Value
WND-20-00027	DOCK	13 Nov 2020	\$0
201800815	FIRESPRINK	18 Oct 2018	\$15,202
201800794	ADDITION/REMODEL/RENOVATION	12 Oct 2018	\$0
201400867	ADDITION/REMODEL/RENOVATION	22 Jan 2015	\$306,800
201400102	NEW IMPROVEMENT	13 Feb 2014	\$500,000
200800389	NEW IMPROVEMENT	11 Jan 2010	\$13,000



## **PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

### **PUD narrative, intended for uses and proposed development activity**

Gulfcoast Marina Limited Partnership proposes to improve its property located on the east side of 2<sup>nd</sup> street and north of 4<sup>th</sup> Avenue in the City of Indian Rocks Beach. The property is currently developed as an 82-unit (164 with lock-off units) hotel, the Holiday Inn & Suites – Harbourside, with on-site Jimmy Guana’s restaurant, Splash Harbour waterpark and adjacent 100 (200 with lock-off units) vacation condominiums, boardwalk/boat docs, and surface parking lots. The applicant intends to develop unused portions of the property with mid-rise vacation condominiums and a parking deck.

The new improvements will include (1) 54 full units (which equates to 108 lock-off units) in a new building including an approximate 5,000 sf of indoor recreation area and a pool situated along the intracoastal waterfront and SR688 to replace the former Brewmaster restaurant, (2) 38 full units (76 lock-off units) in a new building in the north parking lot along SR688, and (3) 20 full units (no lock-offs) on the westernmost parking area adjacent to 2<sup>nd</sup> Street.

The goal of this project is to expand the existing transient rental capabilities at the site. The addition will increase the number of full units by 112 (which include the 20 units contemplated in the 2002 Amendment to the existing Development Agreement paragraph 13). As with the existing units, the new units will not be permitted to be used for either full or part-time residency. The new units will be for transient rental under the same rules and regulations that currently exist. In addition, a parking deck will increase the overall parking to 484 spaces. A review of the history of this project will show that it has been a PUD since 1982, with amendments to the Development Agreement in 1996 and 2002.

Prior to the 2002 Amendment being signed, the City was aware of the initial Phase III plan including height (64.2’) and as compatible, but not the same Key West design as currently existed. However, after the Amendment was signed in February in 2002, the City Commission reviewed the architectural view and denied approval based on height, compatibility with Phases I & II in December of 2002. After filing the Owner’s Request for Relief with the court and after the City’s response in January 2003, the matter was referred to a Special Master. The Special Master conducted a mediation and hearing on August 26, 2003. Thereafter, the Special Master issued the Opinion of Special Master on or about September 8, 2003 finding that the architectural view presented by Gulfcoast on December 10, 2002 was reasonably compatible with the existing development as required by the Agreement. In addition, the Special Master agreed that the height, setbacks and other City objections were unreasonable. Several months later the City signed a Resolution agreeing with the Special Master, but STILL denied the height that was clearly allowed! In the same Resolution, the City approved an “Alternative View” which Required the building along 2<sup>nd</sup> Street to be lower than what was allowed, but also Required the building along the water to be higher than planned (93’). See Resolution dated October 16, 2003. We redid our plans and built to the City’s required height.

We feel that this information is important when considering the current planned addition. You will note that the 20 units along 2<sup>nd</sup> Street that were not able to be built with the original signed Phase III addition are now lower than originally planned. Throughout the different amendments to the PUD, this project has always followed the spirit of the purpose and intent of the PUD zoning district applicable to the transient rental and commercial aspects of our development and enhancement to the Business Triangle. Our latest and most likely final addition is compatible with the surrounding buildings and have been coordinated throughout to eliminate the negative impact of unplanned and piece meal developments.

The development as a whole is unique, and for the most part fits very well within the Business Triangle zoning district plan. In addition, all of the structures built to date have been found to be consistent with the City's comprehensive and land development regulations. The new building will be built with the same design, construction material, color combinations, maximum height, size scale, landscaping, etc. as the existing.

It is also notable that the height(s) of the existing buildings have rarely, if ever, complied with height restrictions imposed outside of the PUD. We believe this latest addition to the PUD will balance the property, remove the deteriorating Brewmaster building and add transient units which will increase vibrancy in and around the Business Triangle, and add additional economic support to the other restaurant, shops, and services that call the Business Triangle home.

**SITE DATA:**

ZONING: BUSINESS TRIANGLE  
 DENSITY: 50 UNITS PER ACRE  
 EXISTING DENSITY: 50 UNITS PER ACRE  
 EXISTING DENSITY: 50 UNITS PER ACRE  
 EXISTING DENSITY: 50 UNITS PER ACRE  
 EXISTING DENSITY: 50 UNITS PER ACRE

**EXISTING & NEW SITE IMPROVEMENTS**

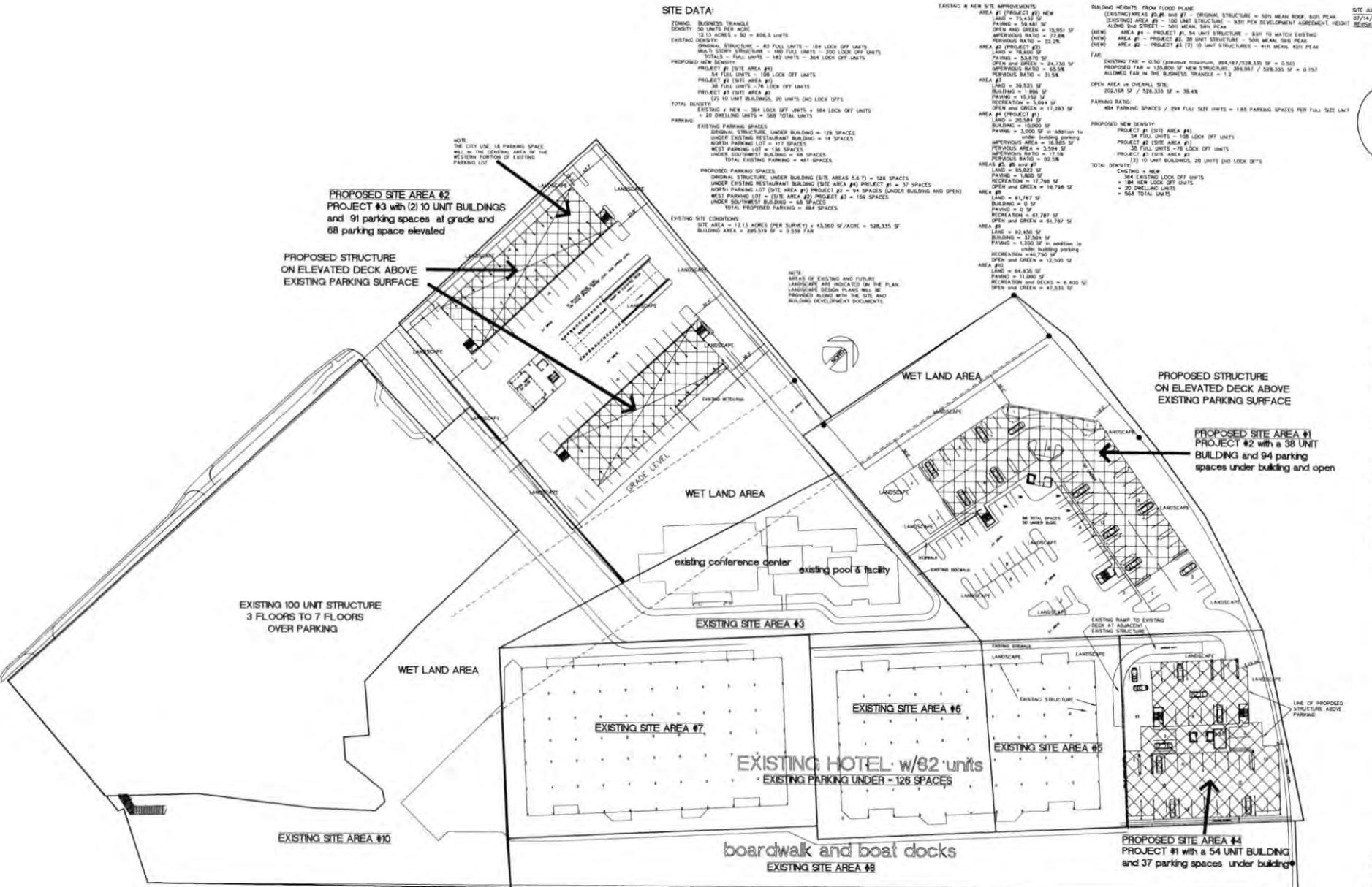
AREA #1 (PROJECT #1) NEW LAND = 70,432 SF  
 PARKING = 58,487 SF  
 OPEN AND GREEN = 10,951 SF  
 IMPERVIOUS RATIO = 77.06  
 PERVAZOUS RATIO = 22.94  
 AREA #2 (PROJECT #2)  
 LAND = 16,826 SF  
 OPEN AND GREEN = 15,822 SF  
 IMPERVIOUS RATIO = 31.58  
 AREA #3  
 LAND = 30,822 SF  
 BUILDING = 1,994 SF  
 PARKING = 15,152 SF  
 RECREATION = 5,058 SF  
 OPEN AND GREEN = 17,783 SF  
 AREA #4 (PROJECT #1)  
 LAND = 20,584 SF  
 BUILDING = 10,000 SF  
 PARKING = 3,000 SF  
 RECREATION = 17,780 SF  
 OPEN AND GREEN = 16,788 SF  
 AREA #5  
 LAND = 41,787 SF  
 BUILDING = 0 SF  
 PARKING = 0 SF  
 RECREATION = 41,787 SF  
 OPEN AND GREEN = 41,787 SF  
 AREA #6  
 LAND = 81,452 SF  
 BUILDING = 32,288 SF  
 PARKING = 1,500 SF  
 RECREATION AND DECKS = 4,400 SF  
 OPEN AND GREEN = 47,313 SF

**BUILDING HEIGHTS FROM FLOOD PLANE**

(EXISTING) AREAS #5, #6 and #7 - ORIGINAL STRUCTURE = 50% MEAN ROOF, 50% PEAK  
 ALONG 2nd STREET - 50% MEAN ROOF PEAK  
 (NEW) AREA #4 - PROJECT #1 38 UNIT STRUCTURE - 50% TO MATCH EXISTING  
 AREA #1 - PROJECT #2 38 UNIT STRUCTURE - 50% MEAN, 50% PEAK  
 AREA #2 - PROJECT #1 (2) 10 UNIT STRUCTURES - 41% MEAN, 40% PEAK  
 FAR  
 EXISTING FAR = 0.50 (PERVIOUS minimum) PER 147/208.33 SF = 0.50  
 PROPOSED FAR = 130.00 SF OF NEW STRUCTURE, 264,947 / 208,330 SF = 0.157  
 ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.3  
 OPEN AREA IN OVERALL SITE: 202,158 SF / 320,335 SF = 63.44%  
 PARKING RATIO: 488 PARKING SPACES / 294,141 SIZE UNITS = 1.66 PARKING SPACES PER FULL SIZE UNIT  
 PROPOSED NEW DENSITY:  
 PROJECT #1 (SITE AREA #1) 54 FULL UNITS - 158 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #1) 38 FULL UNITS - 76 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #2) 38 UNITS  
 TOTAL DENSITY:  
 EXISTING = NEW  
 184 EXISTING LOCK OFF UNITS  
 354 NEW LOCK OFF UNITS  
 20 DWELLING UNITS  
 = 568 TOTAL UNITS

**EXISTING PARKING SPACES**  
 ORIGINAL STRUCTURE UNDER BUILDING = 126 SPACES  
 UNDER EXISTING RESTAURANT BUILDING (SITE AREA #6) PROJECT #1 = 37 SPACES  
 NORTH PARKING LOT = 177 SPACES  
 WEST PARKING LOT = 156 SPACES  
 UNDER SOUTHWEST BUILDING = 84 SPACES  
 TOTAL EXISTING PARKING = 484 SPACES  
**PROPOSED PARKING SPACES**  
 ORIGINAL STRUCTURE UNDER BUILDING (SITE AREAS 2 & 7) = 126 SPACES  
 UNDER EXISTING RESTAURANT BUILDING (SITE AREA #6) PROJECT #1 = 37 SPACES  
 NORTH PARKING LOT (SITE AREA #1) PROJECT #2 = 84 SPACES (UNDER BUILDING AND OPEN)  
 WEST PARKING LOT = 156 SPACES  
 UNDER SOUTHWEST BUILDING = 84 SPACES  
 TOTAL PROPOSED PARKING = 484 SPACES

**EXISTING SITE CONDITIONS**  
 SITE AREA = 13.1 (1.0 ACRES OVER SURVEY) = 43,360 SF/ACRE = 528,115 SF  
 BUILDING AREA = 295,519 SF = 0.5587 ACR



Proposed development for  
**HOLIDAY INN HARBOURSIDE**  
 401 2nd STREET  
 INDIAN ROCKS BEACH, FLORIDA 33785

WILLIAM F. MILLS II - ARCHITECT  
 7929 - 98th STREET NORTH  
 SEMINOLE, FLORIDA 33777



**INTRACOASTAL WATERWAY**

NOTE:  
 SITE AREA DESIGNATIONS DENOTES  
 AREA FOR CALCULATIONS

SCALE 1"=40'



**AFFIDAVIT OF OWNERSHIP**

The undersigned represents that they are the owners of record of property located: at:

401 2nd Street, Indian Rocks Beach, FL

Legal Description: Hamlin's Landing (see attached)

OWNER'S NAME: Gulfcoast Marine Limited Partnership

OWNER'S ADDRESS: 13555 Bishops Court, Suite 345, Brookfield, WI 53005

OWNER'S PHONE NUMBER: 262-797-9215

11/05/2021  
DATE

DECADE PROPERTIES Inc  
General Partner  
By: Michael Sweet  
OWNER'S SIGNATURE Secretary

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly qualified to administer oaths and take acknowledgments, to me known to be the person described in or who has produced \_\_\_\_\_ as identification and who executed the above Affidavit of Ownership, and who acknowledged before me that he executed the same for the purpose therein expressed.

WITNESS my hand and official seal in the County and State last aforesaid this 5th day of November (month), 2021 (year).



Betty Ackerman  
NOTARY PUBLIC  
State of Florida at Large Wisconsin

**PLANNED UNIT DEVELOPMENT APPLICATION**  
**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**  
**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**AFFIDAVIT OF OWNERSHIP**

**Legal Description:**

<u>Parcel Identification Number:</u>	<u>Legal Description</u>
12/30/14/35363/001/0000	Hamlin's Landing Phase I
12/30/14/35363/001/0010	Hamlin's Landing Phase I, Lot 1
12/30/14/35363/002/0100	Hamlin's Landing Phase II, Tr A
12/30/14/35363/002/0200	Hamlin's Landing Phase II, Tr B
12/30/14/35363/003/0000	Hamlin's Landing Phase III Less Harbourside



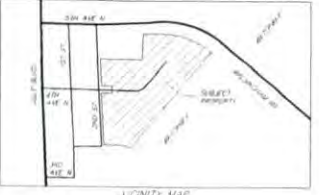
**Legal Description**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14 and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15, and a portion of vacated Blocks 17 and 18 and streets according to plat of Indian Rocks Beach, as recorded in Plat Book 4, Page 17, Public Records of Pinellas County, Florida and including a portion of the vacated right of way for State Road 609 and being more particularly described as follows:

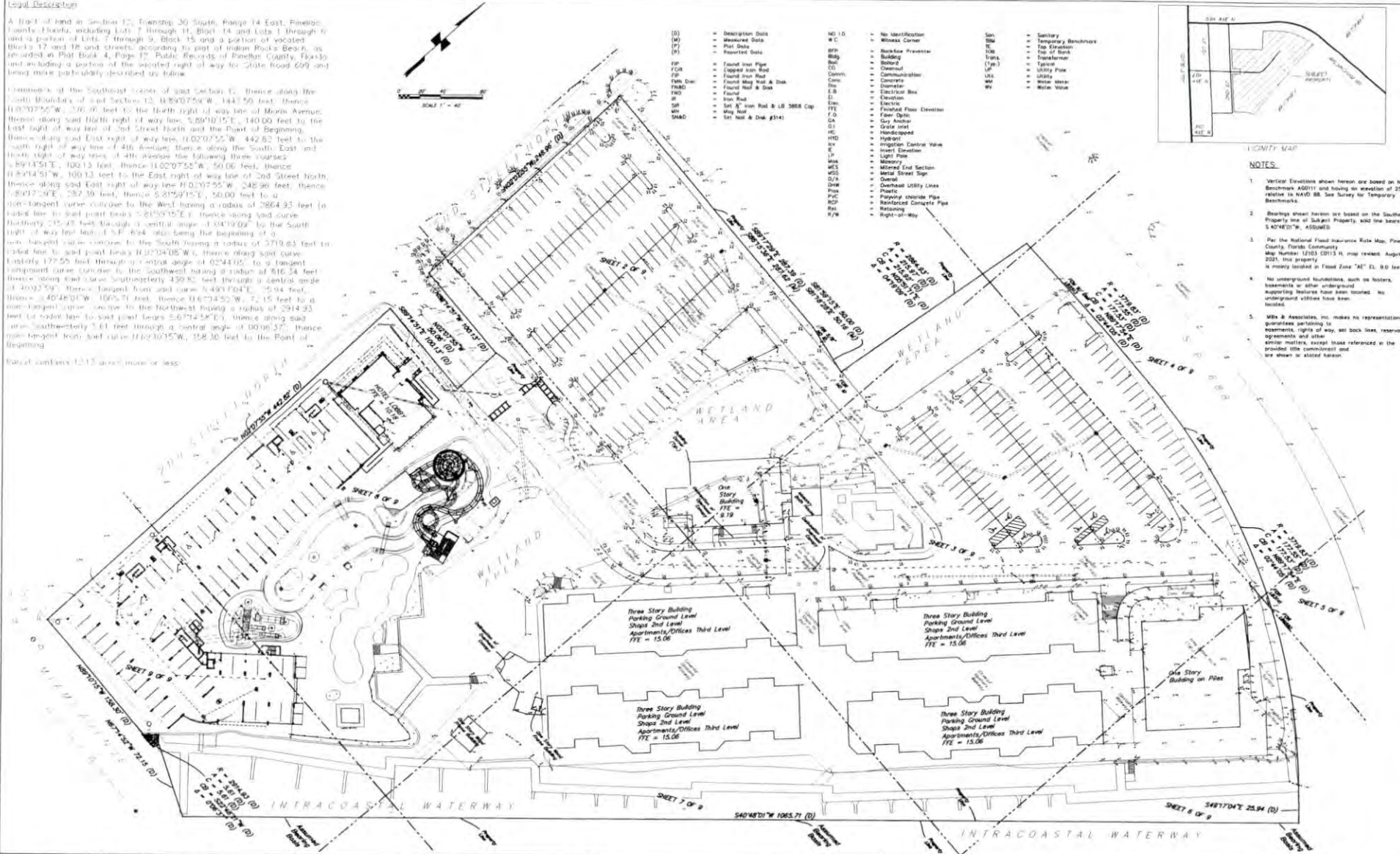
Commence at the Southeast corner of said Section 12, thence along the South Boundary of said Section 12,  $11,890.750' W$ , 1443.50 feet, thence  $11,830.750' W$ , 376.00 feet to the North right of way line of Miami Avenue, thence along said North right of way line,  $5,890.151' E$ , 140.00 feet to the East right of way line of 2nd Street North and the Point of Beginning, thence along said East right of way line,  $11,020.755' W$ , 442.82 feet to the South right of way line of 4th Avenue, thence along the South, East and North right of way lines of 4th Avenue the following three courses:  $5,991.351' E$ , 100.13 feet, thence  $11,020.755' W$ , 50.00 feet, thence  $11,824.511' W$ , 100.13 feet to the East right of way line of 2nd Street North, thence along said East right of way line  $11,020.755' W$ , 248.86 feet, thence  $11,841.719' E$ , 282.39 feet, thence  $5,815.915' E$ , 50.00 feet to a non-tangent curve concave to the West having a radius of 2864.93 feet to a radial line to said point bears  $S 21.531515' E$ , thence along said curve thence  $715.47$  feet through a central angle  $-3.041909'$  to the South right of way line of 1st Street North also being the beginning of a non-tangent curve concave to the South having a radius of 3779.63 feet to a radial line to said point bears  $N 10.70408' W$ , thence along said curve thence  $177.55$  feet through a central angle of  $02.44105'$  to a tangent compound curve concave to the southwest having a radius of 516.34 feet thence along said curve southerly  $139.85$  feet through a central angle of  $40.93759'$ , thence tangent from said curve to a radial line,  $5.481703' E$ , 2.14 feet, thence  $1,404.801' W$ , 16.65 feet, thence  $11,612.183' W$ , 2.15 feet to a non-tangent curve concave to the northeast having a radius of 2914.93 feet to a radial line to said point bears  $S 6.71454' E$ , thence along said curve southerly  $5.61$  feet through a central angle of  $00.0637'$ , thence along tangent from said curve  $11,824.015' W$ , 158.30 feet to the Point of Beginning.

Block contains 1213 acres, more or less.

- |                               |                            |                           |
|-------------------------------|----------------------------|---------------------------|
| (D) = Description Data        | ND 1.0 = No Identification | Sen = Sanitary            |
| (M) = Measured Data           | W.C. = Witness Corner      | TSB = Temporary Benchmark |
| (P) = Plotted Data            | BRP = Backsight Precursor  | TK = Top of Knob          |
| (R) = Referred Data           | Bldg = Building            | TB = Top of Bench         |
| EP = Elevation Point          | Bldf = Building            | TRM = Transformer         |
| FP = Found Iron Pipe          | Blfd = Building            | Trm = Tower               |
| LPP = Lapped Iron Pipe        | CC = Construction          | ULS = Utility Line        |
| TRSD = Trapped Sanitary Drain | CCM = Concrete Mason       | ULM = Utility Meter       |
| FD = Found Iron Rod & Disk    | Conc = Concrete            | WV = Water Valve          |
| FRD = Found Rod & Disk        | CP = Cast Pipe             | WV = Water Valve          |
| FWD = Found Wood              | CP = Cast Pipe             | WV = Water Valve          |
| SH = Set Nail                 | CP = Cast Pipe             | WV = Water Valve          |
| SN = Set Nail                 | CP = Cast Pipe             | WV = Water Valve          |
| SNAC = Set Nail & Disk #3141  | CP = Cast Pipe             | WV = Water Valve          |



- NOTES**
- Vertical Elevations shown hereon are based on NGS Benchmark A0911 and having an elevation of 25.48 relative to NAVD 88. See Survey for Temporary Benchmarks.
  - Readings shown hereon are based on the Southeast Property line of Subject Property, and the bearing  $S 40^{\circ}00'00'' W$ , ASSUMED.
  - Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 13013 CD13 is, map revision August 24, 2021, this property is wholly located in Flood Zone "AE" XL 9.0 feet.
  - No underground facilities, such as meters, manholes or other underground supporting structures have been located. No underground utilities have been located.
  - Mills & Associates, Inc. makes no representations or warranties regarding to easements, rights of way, set back lines, reservations, agreements and other similar matters, except those referenced in the provided title commitment and are shown as stated herein.



BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	7/27/22	2ND ST N ADDITIONAL TOPO			

**MILLS and ASSOCIATES, INC.**  
CONSULTING ENGINEERS & LAND SURVEYORS  
3242 HENDERSON BOULEVARD • SUITE 300  
TAMPA, FLORIDA 33609-3056  
TELEPHONE: (813) 876-5889

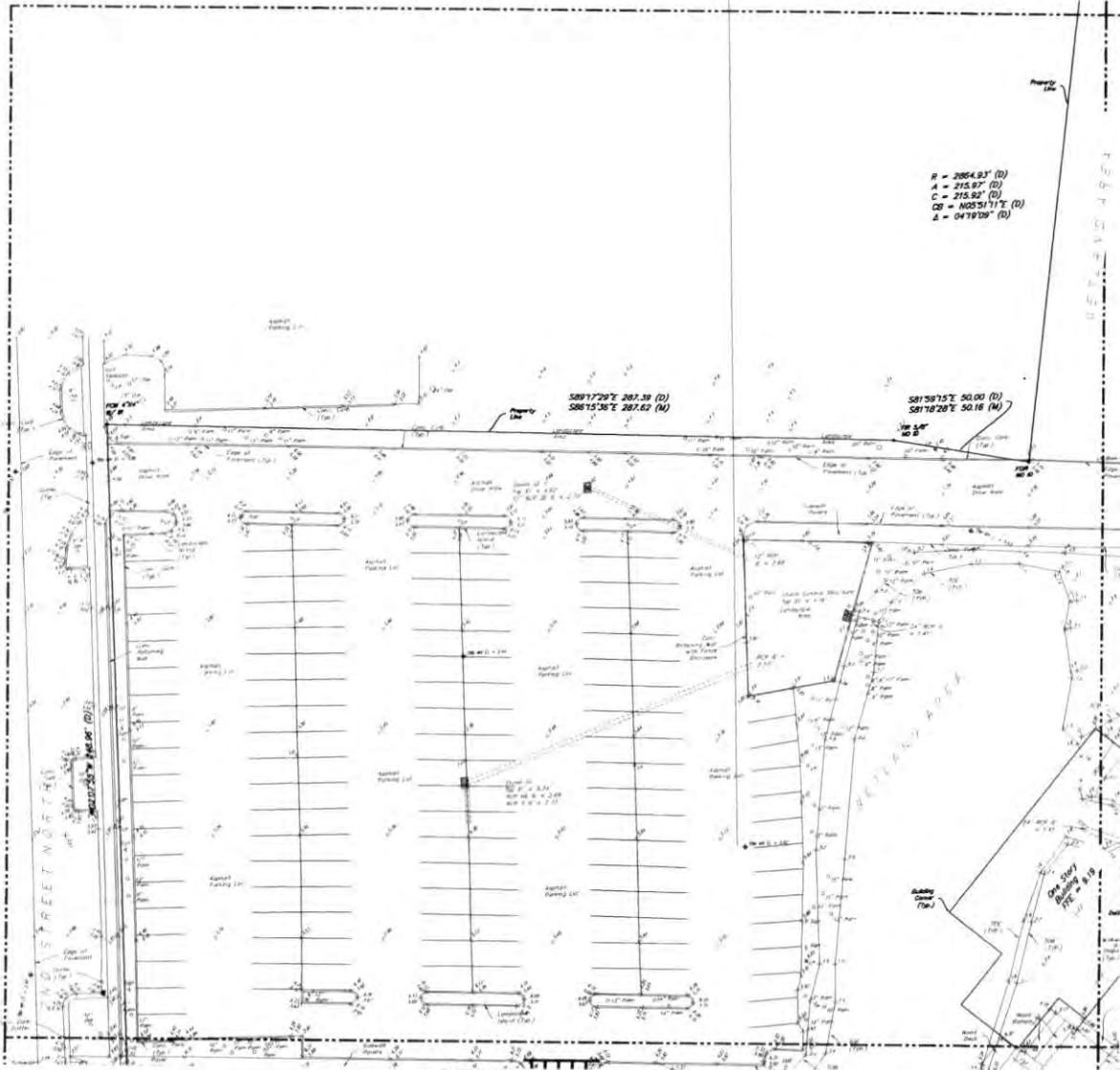
FOR  
**JEFF KEIERLEBER**

DRAWN BY: AS DATE: 3/2/22  
DSON BY: DATE:  
CHKD BY: LEM DATE: 3/2/22  
SCALE: 1" = 40'  
SHOWS THE APPROXIMATE LOCATION AND THE EXACT POINT AND THE POINT OF BEGINNING AND THE POINT OF ENDING OF THE PROPERTY AND THE POINT OF BEGINNING AND THE POINT OF ENDING OF THE PROPERTY AND THE POINT OF BEGINNING AND THE POINT OF ENDING OF THE PROPERTY.

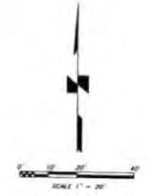


**PROJECT**  
SPECIAL PURPOSE TOPOGRAPHIC SURVEY  
DATE OF FIELD SURVEY: 02-23-22

SHEET 1 of 9  
JOB NO. 22-001.003



MATCH LINE - SEE SHEET 3 of 9



- DTI = Description Data
- (M) = Measured Data
- PT = Plot Data
- (R) = Reported Data
- FIP = Found Iron Pipe
- FCR = Capped Iron Rod
- FR = Found Iron Rod
- FMB Dis = Found May Mail & Dis
- FMBD = Found Mail & Dis
- FD = Found
- IR = Iron Rod
- SR = Set & Iron Rod & IR 3608 Exp
- MR = May Mail
- SMAD = Set Mail & Dis #3141
- MC 10 = Identification
- W.C. = Witness Corner
- BP = Backhoe Protection
- BB = Building
- BR = Building
- CC = Culvert
- Comm = Communication
- Conc = Concrete
- Dis = Diameter
- EB = Electrical Box
- Elev = Elevation
- ET = Electric
- FPE = Finishing Floor Elevation
- FD = Floor Data
- GA = Guy Anchor
- GI = Gravel Inlet
- HC = Handicapped
- MC = Manhole
- IC = Irrigation Control Valve
- IE = Inlet Elevation
- IP = Light Pole
- IS = Inlet
- MIS = Mitered End Section
- MS = Manhole
- MSH = Manhole Street Sign
- N/A = Not Applicable
- OSM = Overhead Utility Lines
- PCC = Precast
- RCS = Reinforced Concrete Pipe
- RS = Reinforcing
- R/W = Right-of-Way
- Sand = Sand
- SB = Sanitary
- Temp = Temporary Benchmark
- TS = Top of Section
- TSB = Top of Bank
- Tran = Transformer
- Tap = Tap
- UP = Utility Pole
- US = Utility
- WP = Water Meter
- WV = Water Valve

**NOTES**

1. Vertical Elevations shown herein are based on NGS Benchmark AD0111 and having an elevation of 25.45' relative to NAD 83. See Survey for Temporary Benchmarks.
2. Bearings shown herein are based on the Southwest Property line of Subject Property, said line bears S 45°48'31"W, ASSUMED.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 H, map revised August 24, 2021, this property is mostly located in Flood Zone "AE" (1, 3) to 3.
4. No underground foundations, such as basements or other underground supporting features have been located. No underground utilities have been located.
5. Mills & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, restrictions, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

MATCH LINE - SEE SHEET 8 of 9

REVISIONS					
BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	7/27/22	2ND SET, N. ADDITIONAL TOPG			

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD \* SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 878-5869

FOR  
**JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE 3/2/22  
 DSON BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/2/22  
 SCALE: 1" = 20'

**SURVEYORS CERTIFICATE**  
 This certificate shall be a survey of the herein described property and prepared under my supervision and control. The boundaries of this tract are fixed by the Florida Board of Professional Surveyors and Report Chapter 22-177 pursuant to Section 470.027 of the Florida Statutes.

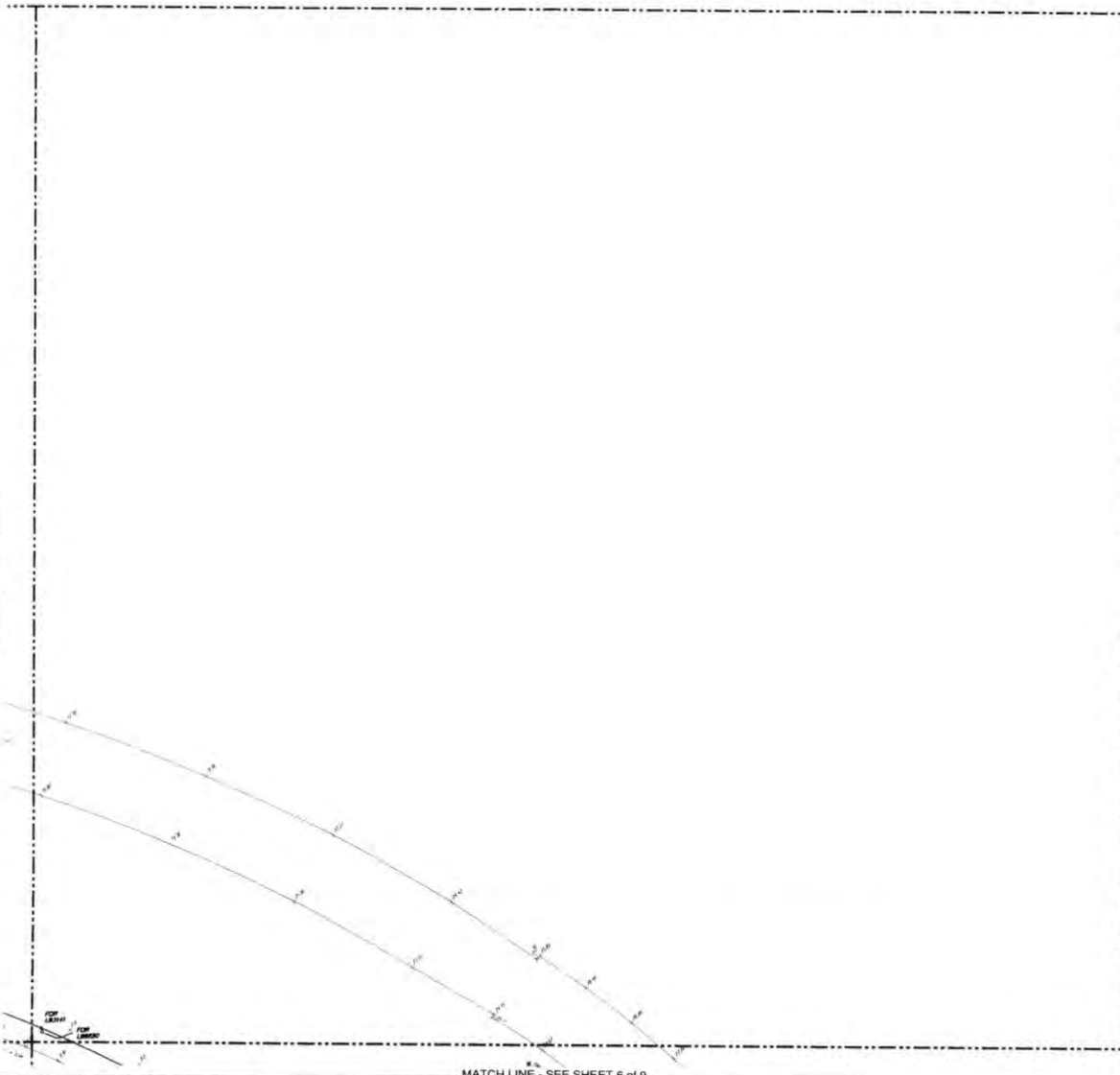
**LAWRENCE C. MILLS**  
 P.E. NO. 32284 - L.S. NO. 3842  
 P.A.S. NO. 2941 - L.S. NO. 3868  
 STATE OF FLORIDA

<b>PROJECT</b>	<b>SHEET</b>
<b>SPECIAL PURPOSE TOPOGRAPHIC SURVEY</b>	<b>2 of 9</b>
<b>DATE OF FIELD SURVEY: 02-23-22</b>	<b>JOB NO.</b>
	<b>22-001.003</b>





MATCH LINE - SEE SHEET 4 of 9



- (D) = Description Data
- (M) = Measured Data
- (P) = Plot Data
- (R) = Reported Data
- FP = Found Iron Pipe
- FCB = Copper Iron Rod
- FR = Found Iron Rod
- FMB = Found Metal Box & Disk
- FMBD = Found Metal Box & Disk
- FRD = Found
- R = Iron Rod
- SR = 1/2" Iron Rod & LB 3068 Top
- MR = Metal Rod
- MRD = Metal Rod & Disk #111
- NO ID = No Identification
- W.C. = Witness Corner
- B.P. = Backsight Precursor
- Bdg = Building
- Bld = Building
- CO = Culvert
- Comm. = Communication
- Conc. = Concrete
- Dis. = Disposal
- E.B. = Electrical Box
- E. = Electric
- F.F.E. = Finished Floor Elevation
- F.D. = Fiber Duct
- GA = Gas
- G.I. = Grade Iron
- HC = Handicap
- HYD = Hydraulic
- IC = Inlet
- IP = Light Pole
- Man. = Manhole
- MCS = Metered Curb Section
- MSJ = Meter Street Sign
- ORA = Overhead
- DRW = Overhead Utility Lines
- Pipe = Pipe
- PVC = Polyvinyl Chloride Pipe
- RCP = Reinforced Concrete Pipe
- Rst. = Retaining
- R/W = Right-of-Way
- Spr. = Sanitary
- Temp. = Temporary Benchmark
- TE = Top Elevation
- T.B. = Top of Bench
- Tran. = Transformer
- Top. = Top
- UP = Utility Pole
- UTL = Utility
- WW = Water Meter
- WV = Water Valve

**NOTES**

1. Vertical Elevations shown herein are based on NGS Benchmark AD0111 and showing an elevation of 25.48 relative to NAD 83. See Survey for Temporary Benchmarks.
2. Bearings shown herein are based on the Southeast Property line of Subject Property, said line bears S 49°48'01"W, ASSUMED.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 3203 0213 10, map revised August 24, 2021, this property is mainly located in Flood Zone "AE" EL 9.0 feet.
4. No underground foundations, such as footers, basements or other underground supporting features have been located. No underground utilities have been located.
5. Mills & Associates, Inc. makes no representations or guarantees pertaining to easements, rights of way, easement liens, reservations, agreements and other similar matters, except those referenced in the provided file attachments and are shown or stated herein.

MATCH LINE - SEE SHEET 6 of 9

REVISIONS	
BY	DATE

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

JEFF KEIERLEBER

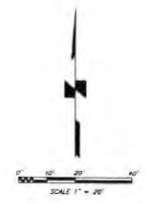
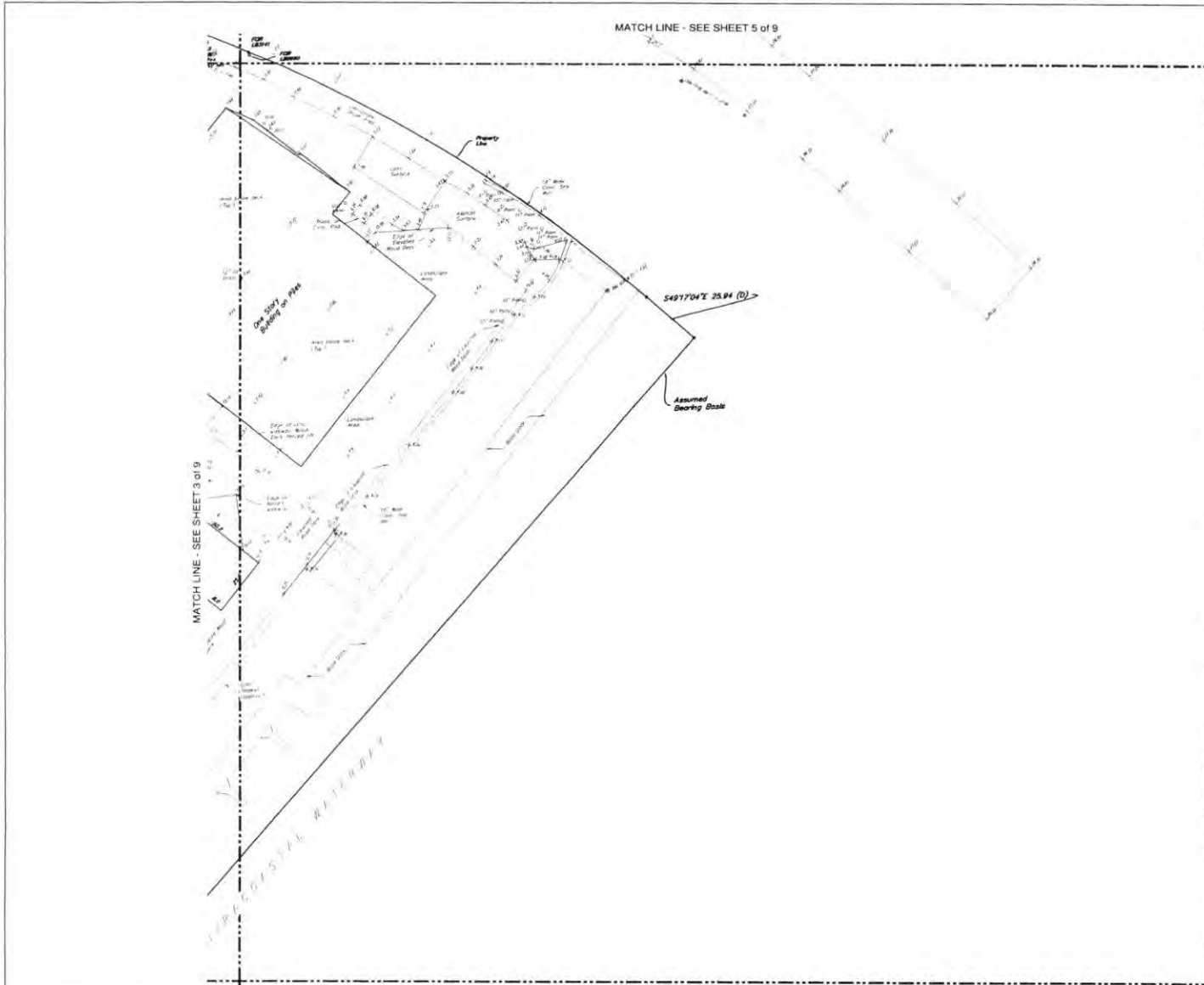
DRWN BY: \_\_\_\_\_ DATE 3/2/22  
 DSON BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/3/22

SCALE: 1" = 20'  
Unless it says the opposite in the survey notes and if a purpose-related diagram and legend, the map report is the authoritative document only used in this regard.

SURVEYORS CERTIFICATE  
 This certifies that a survey of the herein described property was prepared under my supervision and under the direction of the Principal and I am a duly Licensed Professional Surveyor and I am duly Licensed in accordance with the provisions of Chapter 461, F.S., and I am duly Licensed in accordance with the provisions of Chapter 461, F.S.

LAWRENCE E. MILLS  
 P.E. NO. 82284 - L.S. NO. 2660  
 P.L.S. NO. 2811 - L.S. NO. 2660  
 STATE OF FLORIDA

PROJECT	SHEET
SPECIAL PURPOSE TOPOGRAPHIC SURVEY	5 of 9
DATE OF FIELD SURVEY: 02-23-22	JOB NO. 22-001.003



(D)	= Description Data
M	= Measured Data
P	= Plotted Data
R	= Reported Data
FF	= Found Iron Pipe
FCR	= Found Iron Rod
FPR	= Found Iron Rod
FWD	= Found Wood Nail & Disk
FND	= Found
W	= Wire
SB	= 1st & 2nd Iron Rod & LB 3000 Cap
WH	= Wire Nail
NO&G	= Not Nails & Disc #1st
NO ID	= No Identification
WC	= Witness Corner
BFP	= Backflow Preventer
BWP	= Building
Bo	= Boiler
CD	= Cement
Comm.	= Communication
Conc.	= Concrete
Dis.	= Diameter
E.S.	= Elected Base
EI	= Elevation
Elec.	= Electric
FEE	= Finished Floor Elevation
F.O.	= Face of Wall
GA	= Guy Anchor
GL	= Gutter Line
HC	= Handicapped
HTD	= Handicapped
ICV	= Irrigation Control Valve
E	= Inlet Elevation
LP	= Light Pole
MW	= Manhole
MES	= Metered End Section
MSS	= Main Street Sign
O/A	= Overhead
Ons	= Overhead Utility Lines
Pvc	= Plastic
PVC	= Polyvinyl Chloride Pipe
RCP	= Reinforced Concrete Pipe
Re	= Rebar
R/W	= Right-of-Way
Se	= Sewer
TM	= Temporary Benchmark
TE	= Top Elevation
TOB	= Top of Bank
Trns	= Transformer
(Tpt.)	= Typical
UP	= Utility Pole
US	= Utility
WM	= Water Meter
WV	= Water Valve

- NOTES:**
- Vertical Elevations shown herein are based on MGS Benchmarks A02011 and nearby an elevation of 25.48 relative to NAVD 88. See Survey for Temporary Benchmarks.
  - Bearings shown herein are based on the Southeast Property line of Subject Property, said line bears S 83°02'00" W, ASSUMED.
  - Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 CD13 H, map revised August 24, 2021, this property is wholly located in Flood Zone "XZ" 1.0 S.D. zone.
  - No underground foundations, such as vaults, basements or other underground supporting features have been located. No underground utilities have been located.
  - M/A & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, wet back lines, reservations, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

REVISIONS				
BY	DATE	DESCRIPTION	BY	DATE

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3742 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

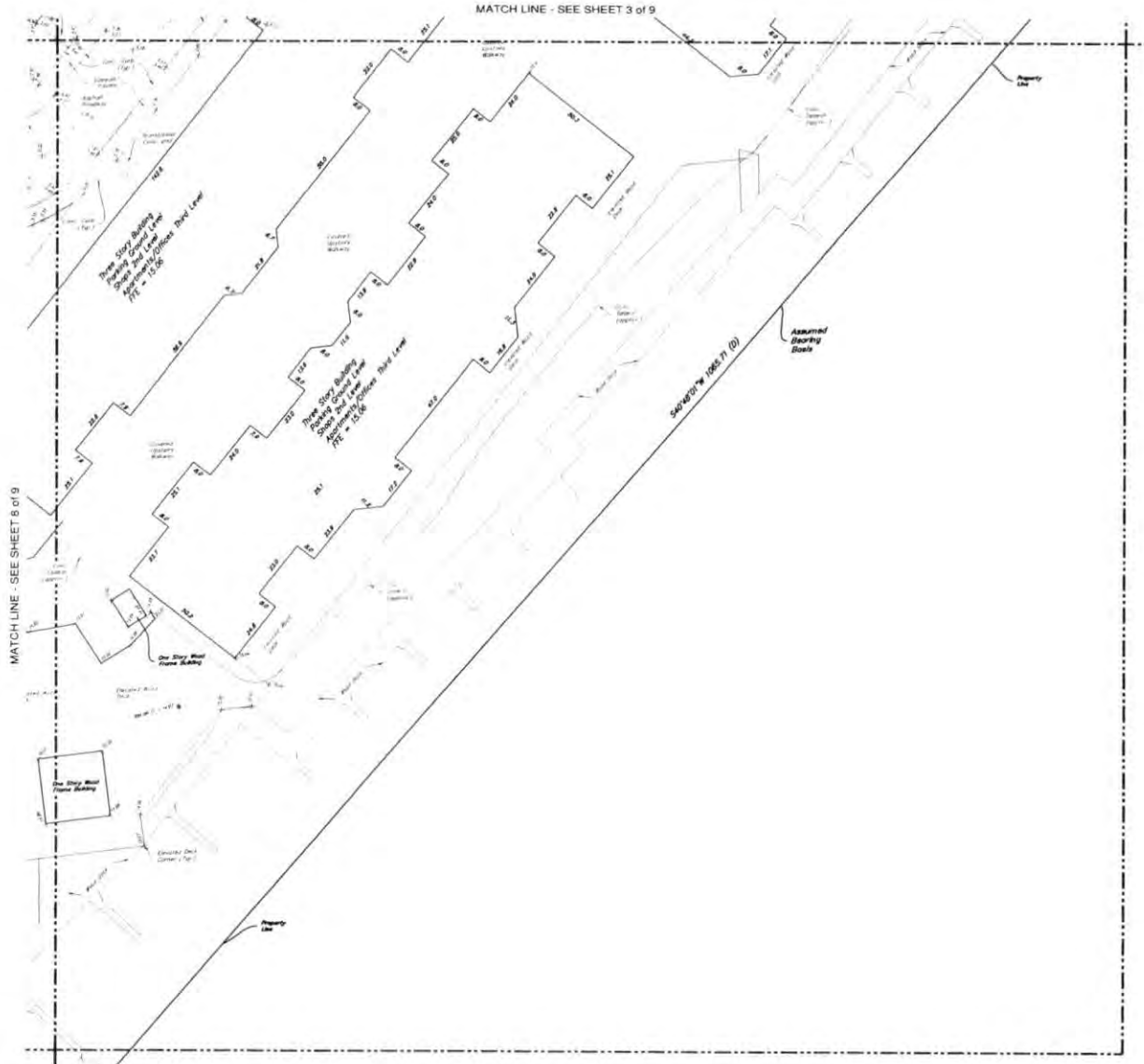
FOR  
**JEFF KEIERLEBER**

DRAWN BY: \_\_\_\_\_ DATE 3/2/22  
 DESIGNED BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_ DATE 3/2/22  
 SCALE: 1" = 20'

**SURVEYORS CERTIFICATE**  
 We certify that a copy of the above described property was prepared under my supervision and under the direction of the State of Florida Department of Professional Services and Chapter 463-12, pursuant to Section 463.12(2) of the Florida Statutes.

LAWRENCE E. MILLS  
 P.L.S. NO. 384 - L.S. 82, 3848  
 STATE OF FLORIDA

PROJECT	SHEET
SPECIAL PURPOSE TOPOGRAPHIC SURVEY	6 of 9
DATE OF FIELD SURVEY: 02-23-22	JOB NO. 22-001.003



- (D) = Description Date
- (M) = Measured Date
- (F) = Field Date
- (R) = Reported Date
- FP = Found Iron Pipe
- FCP = Capped Iron Pipe
- FP = Found Iron Pipe
- FWD = Found Wrought Iron & Steel
- FND = Found Nail & One
- W = Iron Nail
- SW = Set X Iron Nail & LB 3/8" Cap
- WNY = Wrought Nail
- WID = Set Iron & One #11x1
- NO ID = No Identification
- W.C. = Wrought Corner
- BFF = Backflow Preventer
- Blap = Building
- Blot = Blotter
- CO = Channel
- Comm = Communication
- Conc = Concrete
- Dim = Diameter
- E.B. = Electrical Box
- E = Elevation
- Elec = Electric
- FTE = Finished Floor Elevation
- F.O. = Floor Data
- CA = Guy Anchor
- CL = Chain Link
- HC = Handicapped
- Hyd = Hydrant
- ICV = Irrigation Control Valve
- E = Inset Elevation
- LP = Light Pole
- M = Manhole
- MSL = Manned End Station
- MSSL = Manned Street Sign
- O/A = Overhead
- OU = Overhead Utility Lines
- Plas = Plastic
- PP = Precast Concrete Pipe
- RCF = Reinforced Concrete Pipe
- RW = Right-of-Way
- S = Sanitary
- SBM = Temporary Benchmark
- TE = Top Elevation
- TDB = Top of Bank
- Tran = Transformer
- (Tm) = Trench
- UP = Utility Pole
- US = Utility
- W = Water Meter
- WV = Water Valve

**NOTES**

1. Vertical Elevations shown herein are based on NGS Benchmark A02111 and showing an elevation of 25.45' relative to NAVD 88. See Survey for Temporary Benchmarks.
2. Readings shown herein are based on the Southeast Property line of Subject Property, and line bears S 42°48'01"W, ASSUMED.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 R, map revised August 24, 2021, this property is mostly located in Flood Zone "X1" (1) S.O. (a).
4. No underground utilities, such as water, sewerage or other underground supporting features have been located. No underground utilities have been located.
5. Mills & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, encroachments, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

REVISIONS					
BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3345 HENDERSON BOULEVARD SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

FOR  
**JEFF KEIERLEBER**

DRAWN BY: \_\_\_\_\_ DATE 3/2/22  
 DSON BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/3/22  
 SCALE: 1" = 20'  
Unless it shows the signature and the official seal and stamp of a Florida Registered Surveyor and Engineer, this plan/report is for informational purposes only and is not valid.

PROJECT  
**SPECIAL PURPOSE  
 TOPOGRAPHIC SURVEY**

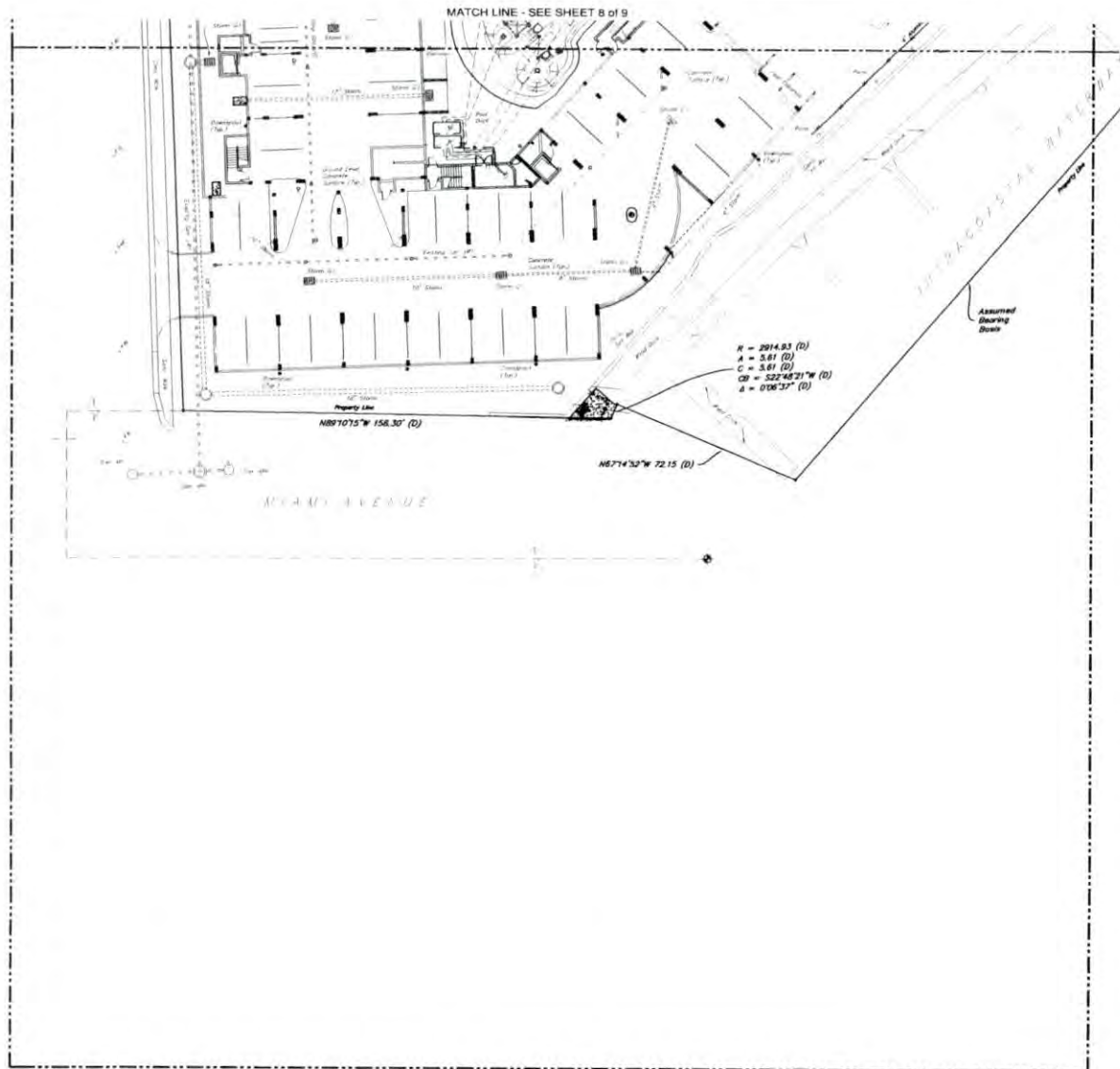
DATE OF FIELD SURVEY: 02-23-22

SHEET  
**7 of 9**  
 JOB NO.  
**22-001.003**

LAWRENCE E. MILLS  
 P.E. NO. 83384 - L.S. NO. 2649  
 P.L.S. NO. 341 - L.S. NO. 2649  
 STATE OF FLORIDA







- (D) - Description Date
- (M) - Measurement Date
- (P) - Plot Date
- (R) - Reported Date
- FP - Foundation Foot
- FCB - Chopped Iron Rod
- FP - Found Iron Rod
- FHW - Found Wood Post & Box
- FWD - Found Rod & Box
- F - Found
- IR - Iron Rod
- SR - Six 1/2" Iron Rods @ 18" Spacing
- SHRD - Six Iron Rods @ 18" Spacing
- MC 1/8 - 1/8" Metal Corner
- WC - Witness Corner
- BFP - Backhoe Footprint
- Blg - Building
- Bot - Bottom
- CD - Corner
- Comm - Communication
- Cont - Contour
- Dis - Displacement
- EB - Elevation Benchmark
- El - Elevation
- Fin - Finished
- FTE - Finished Floor Elevation
- F - Foot
- GA - Guy Anchor
- GI - Gully
- HC - Handicapped
- HYD - Hydro
- IC - In-ground Control Valve
- E - Elevation
- LP - Light Pole
- M - Meter
- MES - Meter Enclosure
- MSE - Meter Enclosure
- O/A - Overhead
- TSB - Temporary Benchmark
- Plus - Plastic
- PVC - Polyvinyl Chloride Pipe
- RCP - Reinforced Concrete Pipe
- Rv - Right-of-Way
- R/W - Right-of-Way
- TE - Temporary Benchmark
- TE - Top of Earth
- TOB - Top of Bench
- Trans - Transient
- [Top] - Top
- UP - Utility Pole
- Use - Utility
- WB - Water Box
- WV - Water Valve

- NOTES:**
- Vertical Elevations shown herein are based on NGS Benchmark 850111 and having an elevation of 25.48' relative to NAVD83. See Survey for Temporary Benchmarks.
  - Bearings shown herein are based on the Southeast Property line of Subject Property, and the back-sight BENCHMARK ASSIGNED.
  - For the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 00113 N, map effective August 24, 2021, this property is mainly located in Flood Zone "AE" (1.0' flood).
  - No underground foundations, such as pilers, basements or other underground supporting features have been located. No underground utilities have been located.
  - M/A & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, easements, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

REVISIONS			
BY	DATE	DESCRIPTION	BY
AS	7/21/22	2ND SET, N. ADDITIONAL TOPO	

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-2669

FOR **JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE: 3/2/22  
 DSON BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CKED BY: \_\_\_\_\_ DATE: 3/3/22

SCALE: 1" = 20'

**SURVEYORS CERTIFICATE**  
 I, the undersigned, being a duly licensed and sworn Surveyor of the State of Florida, do hereby certify that the foregoing is a true and correct copy of the original record map as shown to me by the undersigned and as the same appears on the records of the Public Records Office of the State of Florida.

LAWRENCE E. MILLS  
 P.E. NO. 82384 - L.S. NO. 28842  
 P.L.T. NO. 284 - L.S. NO. 28842  
 STATE OF FLORIDA

**PROJECT**  
 SPECIAL PURPOSE  
 TOPOGRAPHIC SURVEY

DATE OF FIELD SURVEY: 02-23-22

**SHEET**  
 9 of 9

**JOB NO.**  
 22-001.003

15. Does Applicant own any property contiguous to the subject property?

\_\_\_\_ Yes  No

If so give complete legal description of contiguous property:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION**

I hereby certify that I have read and understand the contents of this application and that this application, together with all supplemental data and information is a true representation of the facts concerning this request; that this application is made with my approval, as owner and applicants, as evident by my signature appearing below. It is hereby acknowledged that the filing of this application does not constitute automatic approval of the request; and further that if the request is approved, I will obtain all necessary permits and comply with all applicable orders, codes, conditions and rules and regulations pertaining to the use of the subject property.

*Betty Ackerman*

\_\_\_\_\_  
Signature of Owner, Representative or Trustee

The foregoing instrument was acknowledged before me this 8th day of February, 2023 by Jeffrey Keierleber, who is personally known to me, or who has produced \_\_\_\_\_ as identification and who did (did not) take an oath.

*Betty Ackerman*  
\_\_\_\_\_  
NOTARY PUBLIC



**Applications which are filed by corporations must bear the seal of the corporation over the signature of an officer authorized to act on behalf of the corporation.**

# Indian Rocks Beach 2035

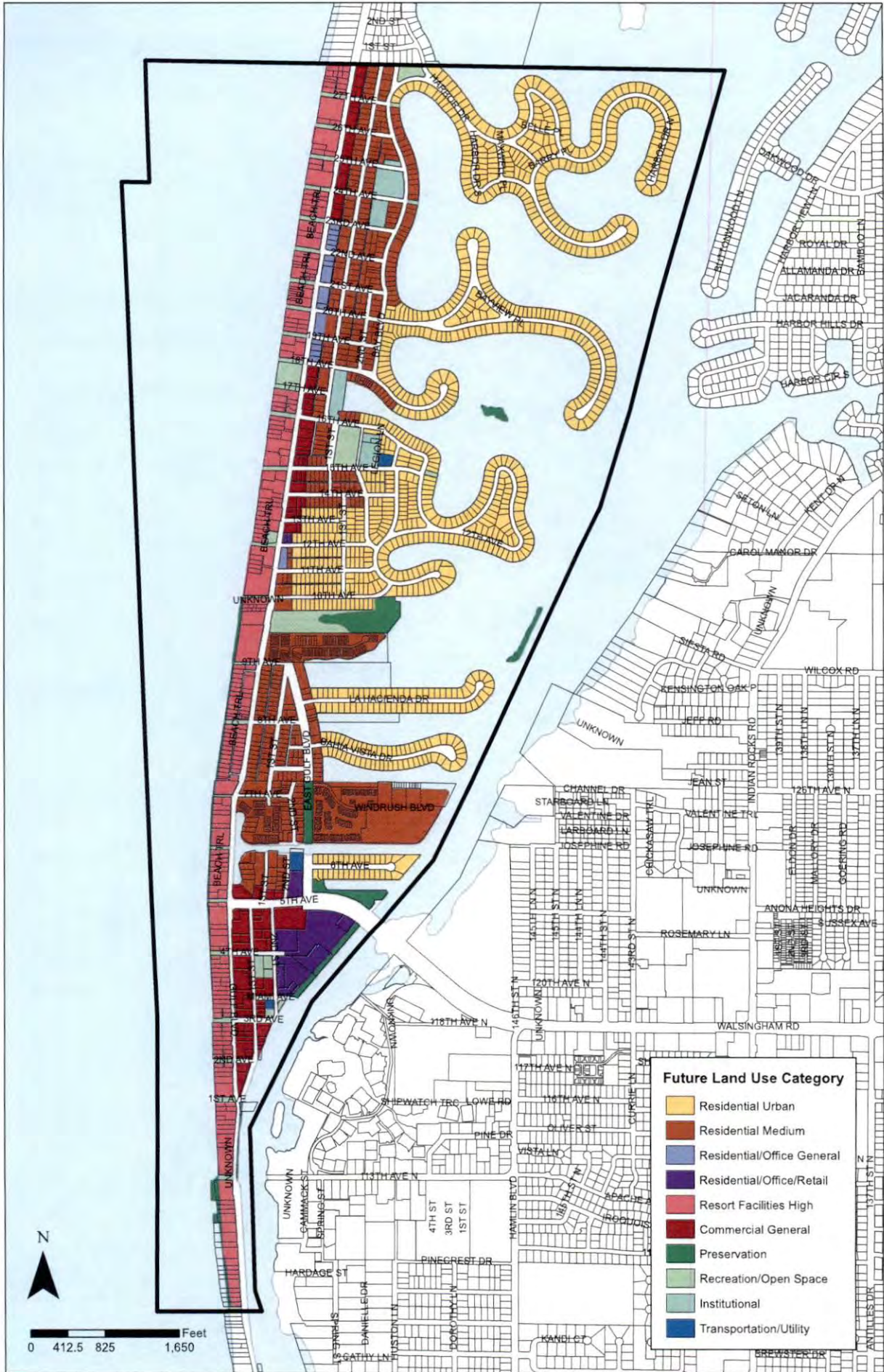


Exhibit " B-1"

**SITE DATA:**

ZONING: BUSINESS TRIANGLE  
DENSITY: 50 UNITS PER ACRE  
12.13 ACRES x 50 = 606.5 UNITS  
EXISTING DENSITY:  
ORIGINAL STRUCTURE - 82 FULL UNITS - 164 LOCK OFF UNITS  
MULTI STORY STRUCTURE - 100 FULL UNITS - 200 LOCK OFF UNITS  
TOTALS - FULL UNITS - 182 UNITS - 364 LOCK OFF UNITS  
PROPOSED NEW DENSITY:  
PROJECT #1 (SITE AREA #4)  
54 FULL UNITS - 108 LOCK OFF UNITS  
PROJECT #2 (SITE AREA #1)  
38 FULL UNITS - 76 LOCK OFF UNITS  
PROJECT #3 (SITE AREA #2)  
(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)  
TOTAL DENSITY:  
EXISTING + NEW - 364 LOCK OFF UNITS + 184 LOCK OFF UNITS  
+ 20 DWELLING UNITS = 568 TOTAL UNITS

PARKING:  
EXISTING STRUCTURE, UNDER BUILDING = 126 SPACES  
UNDER EXISTING RESTAURANT BUILDING = 14 SPACES  
NORTH PARKING LOT = 117 SPACES  
WEST PARKING LOT = 136 SPACES  
UNDER SOUTHWEST BUILDING = 68 SPACES  
TOTAL EXISTING PARKING = 461 SPACES  
PROPOSED PARKING SPACES  
ORIGINAL STRUCTURE, UNDER BUILDING (SITE AREAS 5,6,7) = 126 SPACES  
UNDER EXISTING RESTAURANT BUILDING (SITE AREA #4) PROJECT #1 = 37 SPACES  
NORTH PARKING LOT (SITE AREA #1) PROJECT #2 = 94 SPACES (UNDER BUILDING AND OPEN)  
WEST PARKING LOT (SITE AREA #2) PROJECT #3 = 159 SPACES  
UNDER SOUTHWEST BUILDING = 68 SPACES  
TOTAL PROPOSED PARKING = 484 SPACES

EXISTING SITE CONDITIONS  
SITE AREA = 12.13 ACRES (PER SURVEY) x 43,560 SF/ACRE = 528,335 SF  
BUILDING AREA = 295,519 SF = 0.559 FAR

**EXISTING & NEW SITE IMPROVEMENTS:**

AREA #1 (PROJECT #2) NEW  
LAND = 75,432 SF  
PAVING = 59,481 SF  
OPEN AND GREEN = 15,951 SF  
IMPERVIOUS RATIO = 77.8%  
PERVIOUS RATIO = 22.2%  
AREA #2 (PROJECT #3)  
LAND = 78,600 SF  
PAVING = 53,870 SF  
OPEN AND GREEN = 24,730 SF  
IMPERVIOUS RATIO = 68.5%  
PERVIOUS RATIO = 31.5%  
AREA #3  
LAND = 39,525 SF  
BUILDING = 1,996 SF  
PAVING = 15,152 SF  
RECREATION = 5,094 SF  
OPEN AND GREEN = 17,283 SF  
AREA #4 (PROJECT #1)  
LAND = 20,584 SF  
BUILDING = 10,000 SF  
PAVING = 3,000 SF in addition to  
under building parking  
IMPERVIOUS AREA = 16,985 SF  
PERVIOUS AREA = 3,594 SF  
IMPERVIOUS RATIO = 17.5%  
PERVIOUS RATIO = 82.5%  
AREAS #5, #6 and #7  
LAND = 95,022 SF  
PAVING = 1,800 SF  
RECREATION = 17,798 SF  
OPEN AND GREEN = 18,798 SF  
AREA #8  
LAND = 61,787 SF  
BUILDING = 0 SF  
PAVING = 0 SF  
RECREATION = 61,787 SF  
OPEN AND GREEN = 61,787 SF  
AREA #9  
LAND = 92,450 SF  
BUILDING = 37,504 SF  
PAVING = 1,200 SF in addition to  
under building parking  
RECREATION = 40,750 SF  
OPEN AND GREEN = 12,500 SF  
AREA #10  
LAND = 64,935 SF  
BUILDING = 11,000 SF  
RECREATION and DECKS = 6,400 SF  
OPEN AND GREEN = 47,535 SF

**BUILDING HEIGHTS: FROM FLOOD PLANE**  
(EXISTING) AREAS #5, #6 and #7 - ORIGINAL STRUCTURE = 52ft MEAN ROOF, 60ft PEAK  
(EXISTING) AREA #9 - 100 UNIT STRUCTURE - 93ft PER DEVELOPMENT AGREEMENT, HEIGHT ALONG 2nd STREET - 50ft MEAN, 59ft PEAK  
(NEW) AREA #4 - PROJECT #1, 54 UNIT STRUCTURE - 93ft TO MATCH EXISTING  
(NEW) AREA #1 - PROJECT #2, 38 UNIT STRUCTURE - 50ft MEAN, 59ft PEAK  
(NEW) AREA #2 - PROJECT #3 (2) 10 UNIT STRUCTURES - 41ft MEAN, 45ft PEAK  
FAR:  
EXISTING FAR = 0.50 (previous maximum, 264,167/528,335 SF = 0.50)  
PROPOSED FAR = 135,800 SF NEW STRUCTURE, 399,967 / 528,335 SF = 0.757  
ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.2

**OPEN AREA vs OVERALL SITE:**  
202,168 SF / 528,335 SF = 38.4%  
**PARKING RATIO:**  
484 PARKING SPACES / 294 FULL SIZE UNITS = 1.65 PARKING SPACES PER FULL SIZE UNIT

**PROPOSED NEW DENSITY:**  
PROJECT #1 (SITE AREA #4)  
54 FULL UNITS - 108 LOCK OFF UNITS  
PROJECT #2 (SITE AREA #1)  
38 FULL UNITS - 76 LOCK OFF UNITS  
PROJECT #3 (SITE AREA #2)  
(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)  
TOTAL DENSITY:  
EXISTING + NEW  
364 EXISTING LOCK OFF UNITS  
+ 184 NEW LOCK OFF UNITS  
+ 20 DWELLING UNITS  
= 568 TOTAL UNITS

**PROPOSED SITE AREA #2  
PROJECT #3 with (2) 10 UNIT BUILDINGS  
and 91 parking spaces at grade and  
68 parking space elevated**

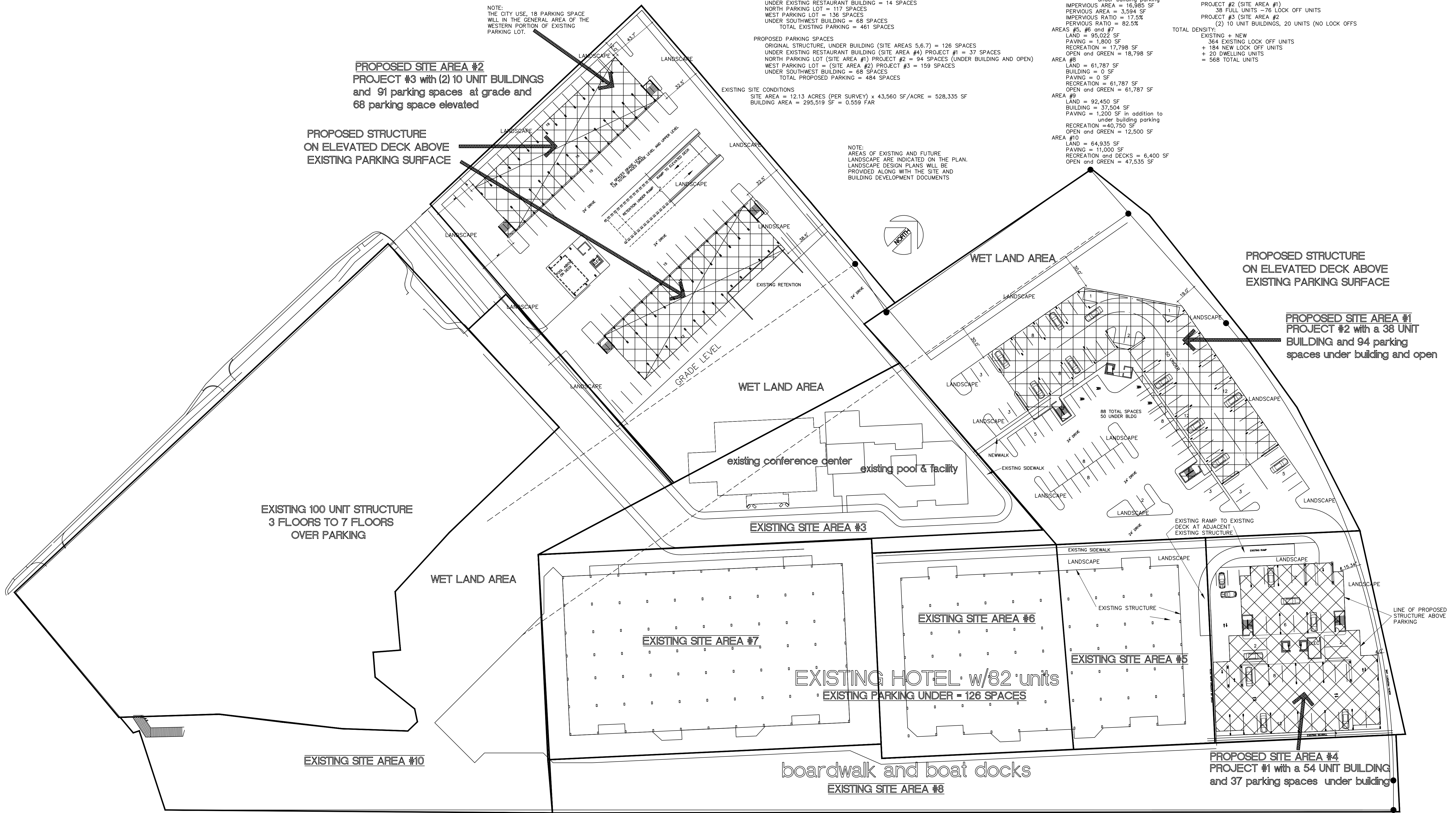
**PROPOSED STRUCTURE  
ON ELEVATED DECK ABOVE  
EXISTING PARKING SURFACE**

**PROPOSED STRUCTURE  
ON ELEVATED DECK ABOVE  
EXISTING PARKING SURFACE**

**PROPOSED SITE AREA #1  
PROJECT #2 with a 38 UNIT  
BUILDING and 94 parking  
spaces under building and open**

EXISTING RAMP TO EXISTING  
DECK AT ADJACENT  
EXISTING STRUCTURE

**PROPOSED SITE AREA #4  
PROJECT #1 with a 54 UNIT BUILDING  
and 37 parking spaces under building**

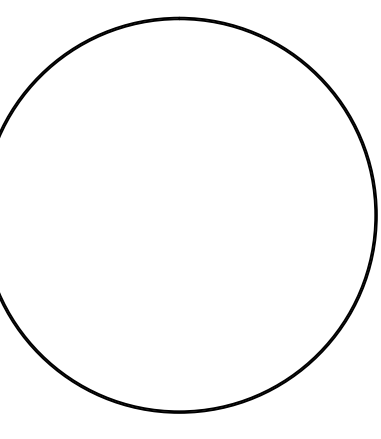


NOTE:  
AREAS OF EXISTING AND FUTURE  
LANDSCAPE ARE INDICATED ON THE PLAN.  
LANDSCAPE DESIGN PLANS WILL BE  
PROVIDED ALONG WITH THE SITE AND  
BUILDING DEVELOPMENT DOCUMENTS

NOTE:  
SITE AREA DESIGNATIONS DENOTES  
AREA FOR CALCULATIONS

SCALE: 1"=40'

INTRACOASTAL WATERWAY

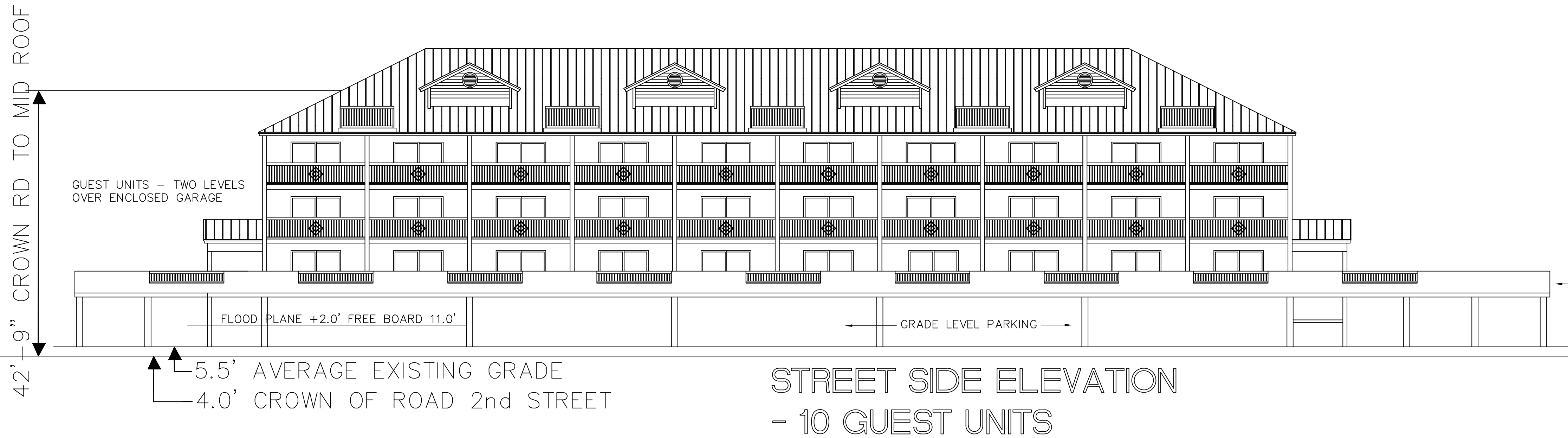


Proposed development for  
HOLIDAY INN HARBOURSIDE  
401 2nd STREET  
INDIAN ROCKS BEACH, FLORIDA 33785

WILLIAM F. MILLS II - ARCHITECT  
7929-98th STREET NORTH  
SEMINOLE, FLORIDA 33777

SITE PLAN  
Florida License  
AR - 0006749  
Comm.# 2101  
Scale: 1"=40'

# Exhibit "B-2"

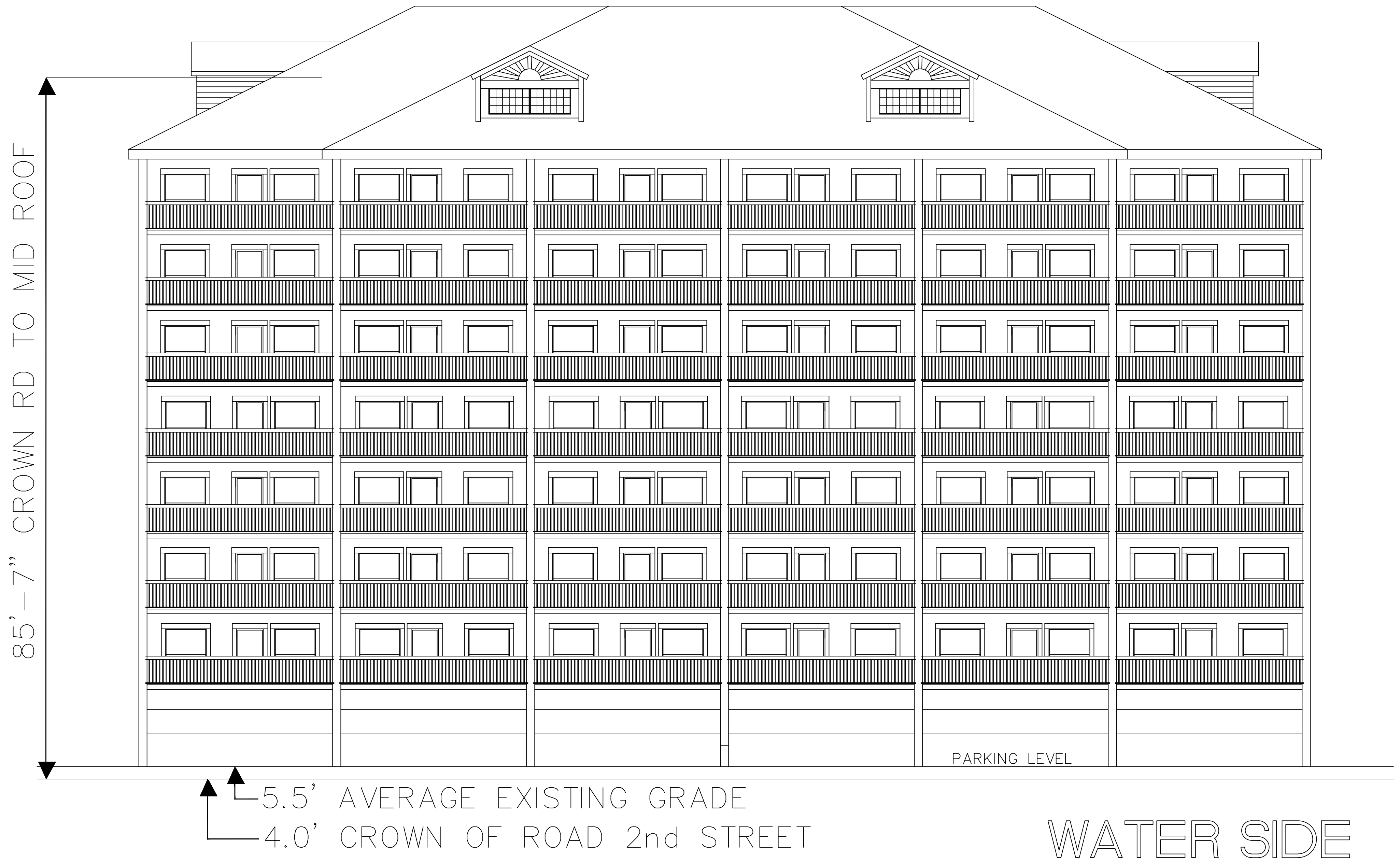


# Exhibit "B-3"



## SOUTH ELEVATION - 38 GUEST SUITE BLDG

# Exhibit "B-4"



**EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Northwesterly 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non-tangent from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

ASLO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to the plat thereof recorded in Plat book 74, page 24, public records of Pinellas County, Florida.

**Parcel Numbers**

12-30-14-35363-001-0000 -**HAMLIN'S LANDING PHASE I** rear parking and road north half of condos

12-30-14-35363-001-0010 -**HAMLIN'S LANDING PHASE I**, LOT 1 restaurant

12-30-14-35363-002-0100 **HAMLIN'S LANDING PHASE II**, TR A front parking lot

12-30-14-35363-002-0200- **HAMLIN'S LANDING PHASE II**, TR B- south half of condos

12-30-14-35854-000-2080 HARBOUR CLUB AT MARKER 33 COMMERCIAL CONDO UNIT 208

12-30-14-36411-000-6200 HARBOURSIDE AT MARKER 33 VACATION CONDO UNIT 620

12-30-14-35363-003-0000 **HAMLIN'S LANDING PHASE III** LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852 - Water park





# Gulf Coast Consulting, Inc.

Land Development Consulting

Engineering • Planning • Transportation • Permitting

ICOT Center

13825 ICOT Boulevard, Suite 605

Clearwater, FL 33760

Phone: (727) 524-1818

Fax: (727) 524-6090

October 11, 2023

Ms. Hetty Harmon, AICP  
City of Indian Rocks Beach  
Via email: hharmon@civilsurv.com

Re: LUPA Ordinance 2023-07 & PUD Ordinance 2023-08: Harbourside Vacation Condos,  
401 2<sup>nd</sup> Street – PLANNING REPORT – Revised 10/11/23

Dear Ms. Harmon:

I have been requested to evaluate the proposed LU Plan Amendment to CG-TLD50-BDT and the modification of the existing PUD for (Planned Unit Development) for an additional 112 units with potential for up to 92 additional lock-off units for the Holiday Inn Harbourside site at 399 - 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida.

Property ID # 12-30-14-35363-001-0000, #12-30-14-35363-001-0010, #12-30-14-35363-002-0100, #12-30-14-35363-002-0200, #12-30-14-35363-003-000

**OWNER:** Gulf Coast Marina Limited Partnership  
**LOCATION of PROPERTY:** 401 2<sup>nd</sup> Street  
**ZONING:** PUD- Planned Unit Development  
**FUTURE LAND USE:** FLU- Residential/Office/Retail

## I. INTRODUCTION

Direction	Existing Use	Zoning Category	Future Land Use
North	Preservation	Preservation/Business	Preservation
East	Intracoastal Waterway	N/A	N/A
South	Keegan Clair Park	Recreation/Open Space	Recreation/Open Space
West	Business/Chic-a Si Park	Business/Recreation Open Space	Commercial General/ Recreation/Open Space

The owner has requested to modify 4.0 +/- acres of the 12.13 acres of the 2002 Planned Unit Development (PUD) for the property located at 401 2<sup>nd</sup> St. This new development will replace the former defunct "Brewmaster" restaurant, which is currently an eyesore, and add vacation condo units within the underused parking area on the site. This redevelopment is a continuation of Phase III development from the originally approved PUD. The site is located in the Business Triangle area of the city, although the current land use designation is R/O/R it is appropriate for it to be included in the CG-TLD50-BDT land use designation on the Future Land Use Map. The LU Plan Amendment is consistent with many policies of the Comprehensive Plan (1.2.4, 1.4.2, 1.4.3, 1.4.4, 1.4.8, 1.4.13, 1.5.2, 1.5.7, 1.7.2.) It is also appropriate for the property to be developed/redeveloped as a PUD given the highly unique characteristics of the property.

## II. EXISTING CONDITIONS

The property currently contains the Holiday Inn Harbourside hotel and the Harborside @ Marker 33 Vacation condos as well as Splash Harbour Water Park. The property is unique in that it is bounded by the Intracoastal Waterway to the east, Walsingham Bridge ROW to the north, Keegan Clair city park to the south, and 2<sup>nd</sup> Street and PJs Oyster Pub restaurant to the west; and is the largest concentration of land in the vicinity.

**The property is a major business revenue generator in the city providing lodging for tourists and families, that in turn support local restaurants and businesses in the business triangle area and throughout the city.** Current development on the site consists of 182 units, which when lock-off rooms are counted equates to 364 rooms. This equates to a density of 15 units/acre (182/12.13) or 30 units/acre when the lock-offs are considered (364/12.13)

The existing Harbourside Hotel is 3-stories over ground level parking (65-feet high) and the existing Harborside @ Marker 33 vacation condos are 7 stories over ground level parking (93-foot high) and is located at the south end of the property. The 93-foot height was approved by the City Commission on October 16, 2003 as Resolution 2003-130 which accepted the ruling of a Special Master. Although the original plan depicted a common height of 65 feet, city commissioners approved an Alternate Plan depicting 3 stories and 4-stories over parking along 2<sup>nd</sup> Street and 7-stories over parking along the waterfront (93 feet). The existing 93-foot-high building was subsequently constructed and has been occupied for several years. There is a reduced height along 2<sup>nd</sup> Street. The owner plans to construct additional buildings on the site.

The location of a proposed 85'-7" high building on the north end of the site is currently a vacant former Brewmaster restaurant. **This portion of the property is somewhat isolated from other development outside the project limits, being bounded by the Intracoastal Waterway on the east, a large parking lot on the west, and the Walsingham Bridge ROW on the north.** (See Figure 1)

## III. FUTURE CONDITIONS

If approved, the amended PUD and LU Plan Amendment would allow for the development of an additional 112 2-Bedroom units, with 92 of those units having lock-off rooms, thereby creating a total of 204 additional units/rooms. These additional units would increase the existing site total to 294 units or 568 units when the lock offs are considered., This equates to a density of 24 units/acre (294/12.13) or 47 units/acre when the lock-offs are considered (568/12.13)

To accommodate this increased density, the Property Owner is requesting a Future Land Use change that would allow for a higher density. The proposed Future Land Use change to Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) would allow up to 50 units per acre. **This is a very appropriate location for this land use designation.**

The application, as a modification of the existing PUD is required in the Commercial-General-Temp Lodging Density 50- Business District Triangle regulations, would normally allow for construction of up to 50 ft in height, measured from crown of road.

The proposed building heights for the additional structures range from 42'-9" on 2nd Street to 85'-7" along the intra-coastal waterway. The increased height of the waterfront building is nearly identical to what presently exists at the south end of the site and would provide symmetry to the

overall development by acting as a “bookend” with the south building and proposed building framing the 4-story Harbourside hotel.

The mitigation for this height increase is that this portion of the site is isolated from other development. (See Figure 1) The proposed 8-story building (7-stories over ground level parking) would be over 340 feet from PJ’s Oyster Pub restaurant to the west, and 750 feet from any development east of the intra-coastal waterway. The building is also located adjacent to the Walsingham Bridge (5<sup>th</sup> Avenue) which is a 199-foot ROW. As such, the only adjacent development is the Harbourside hotel within the PUD itself. Furthermore, the downslope of the bridge is well above normal street grade (approximately 26 feet high adjacent to this building site) which mitigates the increased height since **the adjacent roadway** is elevated above the site.

The setbacks comply with business triangle overlay district regulations except for the proposed structure located at the old Brewmaster restaurant site. The proposed side property setback for this structure is four (4) feet to the side property line adjacent to the Walsingham Bridge. The business triangle overlay district ordinarily requires a five (5) foot setback from the side property line. This is a minor deviation that is approvable through the PUD process. The unique situation on the north property boundary is the Walsingham Bridge ROW is exceptionally wide (199 feet) and the sidewalk is part of the bridge structure and is separated from the actual site. This area is ROW and serves as a natural buffer between the bridge structure and the proposed building.

Presently, there are 461 existing parking spaces on the property, and the parking supply is more than adequate for existing development. The proposal provides for 484 total parking spaces for the 568 units (if all the lock off units were rented) which would be 0.85 parking spaces per unit, or more realistically, 1.64 parking spaces/unit if the lock-offs were not considered ( $484/294 = 1.64$ ), since these lock-off rooms are typically occupied by the same party that rents the main unit. In this instance the lock-off does not typically generate additional parking demand. Information from ITE Parking Generation 5<sup>th</sup>, Edition shows parking demand for mid-rise condominiums is 1.31 spaces/unit (385 spaces required for 294 2BR/2BA units) or 0.74 spaces per hotel room (420 spaces required for 568 hotel rooms). The 484 spaces provided exceeds both of these figures.

#### **IV. APPLICABLE CITY CODE PROVISIONS**

##### **A. Sec. 110-643 PLANNED UNIT DEVELOPMENT (PUD)**

- (1) Purpose and Intent of the PUD Zoning District:
  - (a) It is the purpose of this district to provide a method for landowners or developers to submit unique proposals which may not be provided for or allowed in the other zoning districts otherwise established by this Code. The PUD zoning district allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in one of the other listed districts, but that otherwise conform to the City of Indian Rocks Beach Comprehensive Plan.
  - (b) The PUD provisions are intended to promote flexibility of design and integration of uses and structures, while at the same time retaining in the City Commissioners the absolute authority to establish limitations and regulations thereon for the benefit of the public health, welfare and safety. By encouraging flexibility while retaining control by the City Commission, the PUD is designed to accomplish one or more of the following:
    1. Permit innovative residential, nonresidential, and mixed-use developments

provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design that encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as various street widths compatible with the type of development project proposed, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.

2. Provide flexibility to meet changing needs, technologies, economics and consumer preferences.
  3. Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.
  4. Lower development and building costs by permitting smaller networks of utilities, and the use of more economical development patterns and shared facilities.
  5. Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.
  6. Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.
  7. Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.
  8. Provide an efficient public process for considering complex developments where the proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PUD process.
- (c) All building code, housing code and other land use regulations of this Code are applicable to a PUD, unless otherwise approved within the PUD Ordinance.

**The Subject property, being a PUD, is already recognized as a unique property with innovative design, clustering of units, mixed-uses including hotel rooms, vacation condo rentals, a restaurant, and open space/recreation amenities. The site layout encourages travel by foot or bicycle and reduces auto dependence by its proximity to area restaurants, shops and the beach.**

**B. Sec 110-644 Justification and Minimum Requirements for Rezoning to Planned Unit Development.**

- (1) An applicant for a PUD rezoning must present evidence in the PUD Narrative that the rezoning to PUD is justified by one or more of the following:
  - (a) The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan. The proposed development is of such size, scale, complexity, and/or unique design that it would

be inconvenient and inefficient to process such a proposal outside the PUD process.

- (b) The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.

**The site is clearly unique being the only large concentration of tourist related facilities in the city and is the only waterfront location on the intra-coastal waterway offering temporary lodging, restaurant/bar and marina facilities. It is a complex development that requires the flexibility of the PUD process and cannot be processed using straight Euclidean zoning procedures. This is why the site is presently a PUD. The site plan proposes sole vehicular access to the site via 2<sup>nd</sup> Street and will add 1,110 trips per day, and 90 PM peak hour trips per the traffic study. All roads and intersections were demonstrated to operate at acceptable levels of service with the project impacts and therefore complies with the Comprehensive Plan and city code. The site is bounded by public rights of way on the north and west, and by the intra-coastal waterway to the east which separates the site from other development.**

- (2) The applicant for the PUD rezoning must further present evidence in the aforementioned PUD Narrative that the rezoning to PUD meets the following standards:
  - (a) The density and/or intensity, character and type of development proposed in the development plan is consistent with the Comprehensive Plan, future land use map and the concurrency management system, and the development plan meets one or more of the objectives set forth in section 110-643 above.

**The project would be located in the Commercial-General-Temp Lodging Density 50- Business District Triangle future land use district which would allow for 50 units per acre. This is the logical location for the CG-TLD50-BDT land use designation as this site is the primary economic engine for the city by drawing families and tourists to the business triangle area. Furthermore, these visitors can easily patronize local restaurants and retail stores within walking distance of the site, thereby reducing auto dependence and providing multi-modal transportation options.**

- (b) An evaluation of the external compatibility of a PUD should be based on the following factors: (1) adjacent existing and proposed uses, (2) design of the development to avoid undue noise, odor, traffic or other nuisances and other nuisances and dangers to abutting property owners; (3) traffic circulation to ensure the transportation system and streets are of sufficient width and capacity to serve the demands created by the development; and (4) density and/or intensity including type and size of structures and/or units and height shall be considered to address compatibility.

**The proposed project would be consistent with adjacent uses, would avoid nuisances and dangers to adjacent properties, sole vehicle access would be**

from 2<sup>nd</sup> Street. Existing walkways and sidewalks allow the visitors to access nearby restaurants, and shops on foot or bike rather than relying on automobiles. The building heights of the proposed project ranging from 42'-9" to 85'-7" would be compatible with adjacent uses on the site since they would be lower than the existing buildings.

#### 1. Height

This proposed height deviation from the Land Development Regulations within the maximum building height of 50 feet is allowed. This proposal requests building heights to be up to 85'-7" which is consistent with an existing on-site building. This provides justification for the height deviation.

#### 2 Setback North Side to ROW

This proposed setback deviation from the Land Development Regulations in for which a ten-foot minimum setback is required on other property boundaries abutting a right-of-way. The remaining boundary setbacks shall be five feet minimum with a city-reviewed and approved landscaping plan, which shall meet the overlay zone requirements regarding in-ground landscaping and irrigation. This proposal requests a four-foot setback on the north side of the building. The 4-foot setback to the ROW line of Walsingham Bridge is justified in that the ROW is extra-wide at this location and the sidewalk that is part of the bridge is well separated from the property boundary and the proposed building.

- (c) Usable open spaces, and recreation areas provided within a PUD must provide appropriate recreational opportunities, protect sensitive environmental areas, conserve areas of unique beauty or historical significance, enhance neighborhood design, and encourage compatible and cooperative relationships between adjoining land uses.

This proposed development has maintained the wetland areas and there is an existing pool onsite. Open space is being retained and the proposed open space comprises 38% of the site. The ISR of 62% is well below the permitted ISR of 90% allowed for temporary lodging in the CG-TLD50-BDT land use category.

Every dwelling unit or other use permitted in the PUD shall have access to a public street either directly or by way of a private road, pedestrian way, court or other area which is either dedicated to public use or is a common area guaranteeing access. Permitted uses are not required to front on a dedicated public road, but at a minimum, private roads and other access ways shall be required to be constructed so as to ensure that they are safe and maintainable. To that end, all public roads within any PUD shall be constructed in accordance with the latest applicable FDOT specifications. The City further recommends that private roads be built to the latest applicable FDOT specifications Connection to existing or planned adjacent streets is required, where applicable and feasible to minimize adverse traffic impacts.

The proposed development has direct access to 2<sup>nd</sup> Street from the private interior drive that aligns with 4<sup>th</sup> Avenue. Second Street is a one-way street (SB) between 5<sup>th</sup> Avenue and 4<sup>th</sup> Avenue, and a 2-way street south of 4<sup>th</sup> Avenue. Pedestrian access is provided between the site and the public

**sidewalks abutting the property on 2<sup>nd</sup> Street.**

Sufficient off-street parking for bicycles, automobiles and other vehicles must be provided. Parking areas must be constructed in accordance with the standards outlined in the Land Development Regulations in the City's Code, and any deviations must be specifically identified and approved by the city commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses. The design of a PUD should, whenever feasible, incorporate appropriate pedestrian and bicycle access ways so as to provide for a variety of mobility opportunities. Connection to all sidewalks, greenways, trails, bikeways, and transit stops along the perimeter of the PUD is required. Where existing perimeter sidewalks do not exist, sidewalks shall be provided by the development unless otherwise approved within the PUD Ordinance.

**Parking**

**This proposed development requests a deviation from the Land Development Regulations regarding parking spaces; (2)- Multifamily dwellings: Two spaces for one-bedroom and two-bedroom units; three spaces for three-bedroom units and above. The project consists of 2-bedroom units which ordinarily require 2 spaces per unit. This would result in a code requirement of 1,136 spaces for the 568 temporary lodging units ( $568 * 2 = 1,136$ ), or 588 spaces if the lock-offs were not considered ( $294 * 2 = 588$ ). These figure are ridiculously high and do not reflect reality.**

**Per the approved Resolution 2003-130 the approved parking rate is 1.5 spaces per unit. Given the ultimate development would include 274 2-bedroom/2-bath units + 20 without lock-off capability (1 space/unit), the total parking requirement would be 431 spaces ( $274 * 1.5 + 20 = 431$ )**

**The existing development has never had a parking problem in meeting its own parking demands. This is because many guests do not use a car and simply take an airport shuttle/limousine to the facility. Those guests that do have a car are provided one(1) parking pass upon check-in. The proposed development will actually increase the amount of on-site parking to 484 spaces by providing parking under each proposed building.**

**The proposal provides for 484 total parking spaces for the 568 units (if all the lock offs units were rented) which would be 0.85 parking spaces per unit, or more realistically, 1.64 parking spaces/unit if the lock-offs were not considered ( $484/294 = 1.64$ ). These lock-off rooms are typically occupied by the same party that rents the main unit. In this instance the lock-off does not typically generate additional parking demand. As previously mentioned, many guests use an airport shuttle/limousine service and do not possess a car. In addition, the location of the proposed units in close proximity to nearby restaurants, shops, and the beach reduce auto dependency and encourages pedestrian travel. Therefore, the parking demand would be reduced as compared to a typical residential condominium. Information from ITE Parking Generation 5<sup>th</sup>, Edition shows parking demand for mid-rise condominiums is 1.31 spaces/unit (385 spaces required for 294 2BR/2BA units) or 0.74 spaces per hotel room (420 spaces required for 568 hotel rooms). The 484 spaces provided exceeds both of these figures.**

- (d) Utilities and essential public services, including but not limited to, sanitary sewer, potable water, fire abatement services or appurtenances, solid waste, and other services must be available and have capacity to serve the development.

**The proposed development has access to all required services.**

**V. SUMMARY**

In summary, the Land Use Category of CG-TLD50-BDT is appropriate for this location in that it is the largest concentration of land hosting tourist lodging facilities within the city. In addition, this site provides lodging to families and tourists that support area restaurants and shops. It is the most logical location for the CG-TLD50-BDT designation. The PUD allows deviations from standard code requirements, the unique characteristics of this site justify the special treatment as permitted by the PUD. THIS IS THE LOGICAL LOCATION FOR THIS TYPE OF FACILITY IN OUR CITY.

I look forward to upcoming public hearings.

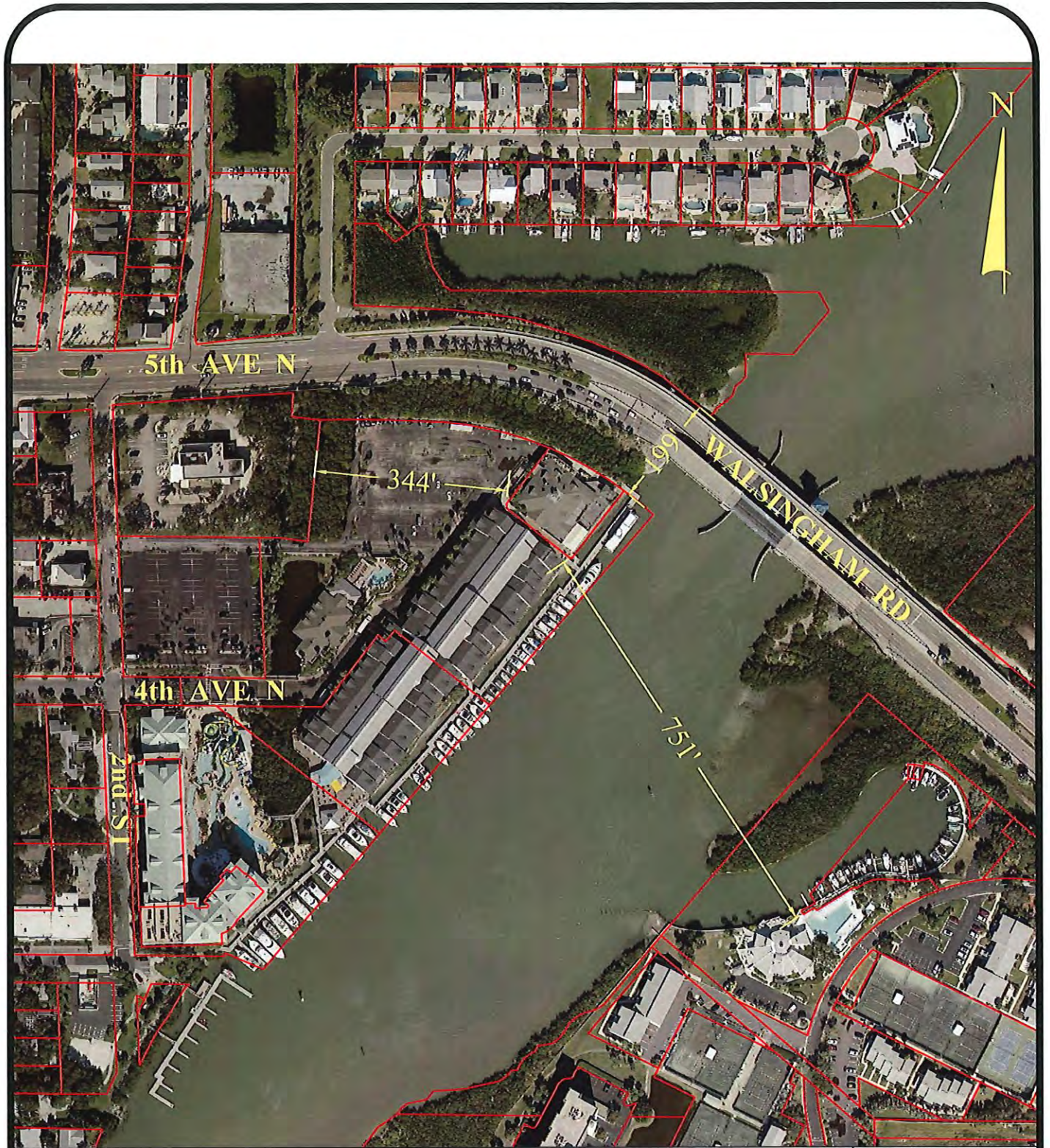
Sincerely,



Robert Pergolizzi, AICP/PTP  
Principal

Cc: Jeff Keierleber  
Robert Williams  
Chris Perrigan  
21-057.01





AERIAL EXHIBIT

PROJECT NO:  
21-057.01



Gulf Coast Consulting, Inc.  
Land Development Consulting

DATE:  
08/2023

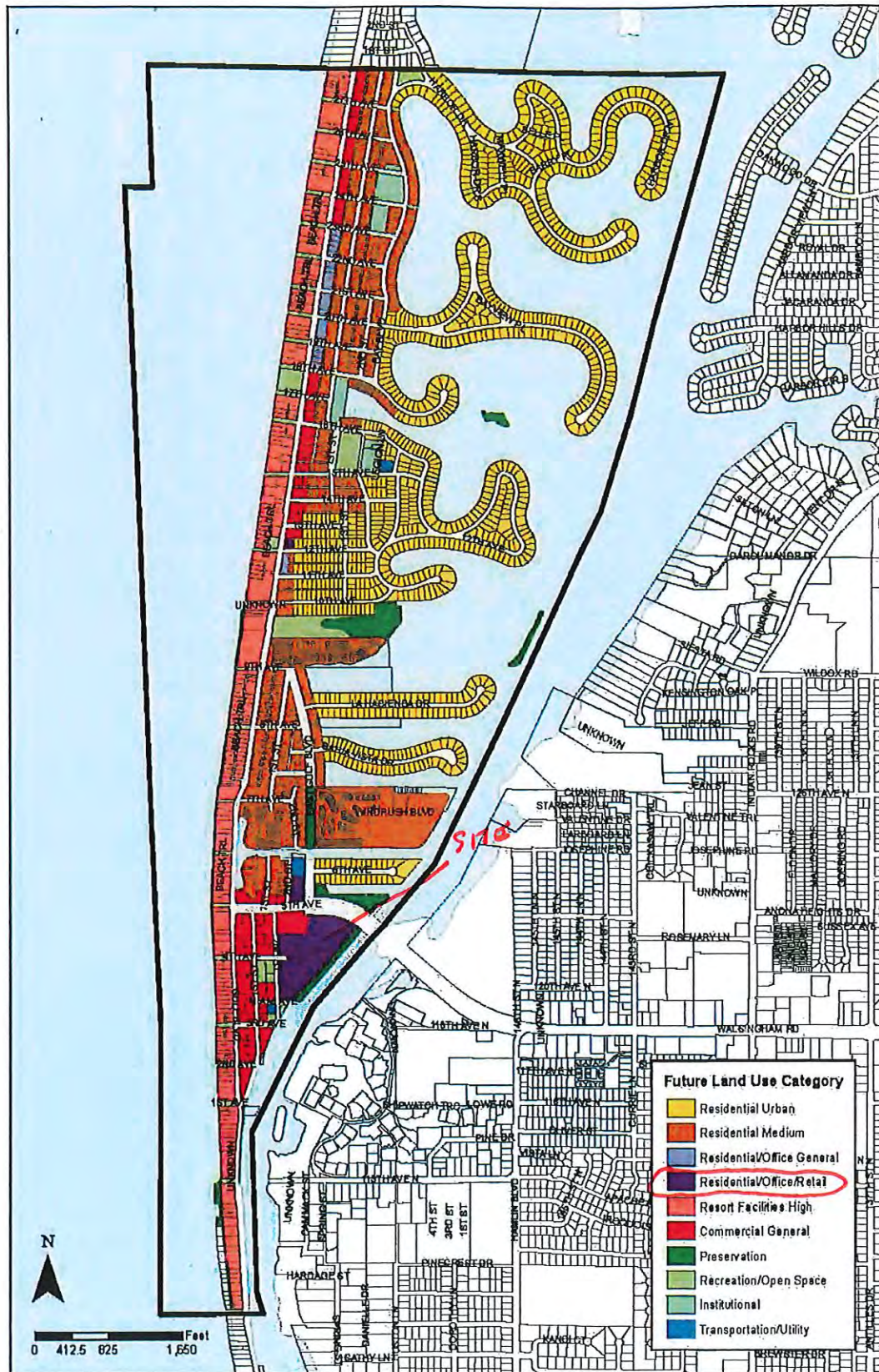
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APPENDIX A

# Indian Rocks Beach 2035



<b>Future Land Use Map Category</b>	<b>Density/Intensity</b>		<b>Countywide Plan Map Category</b>
Residential Medium	Residential: Non-Residential:	0 to 15.0 dwelling units per acre 0.50 FAR and 0.75 ISR	Residential Medium
Residential/Office General	Residential: Non-Residential:	0 to 15.0 dwelling units per acre 0.40 FAR and 0.70 ISR	Office
Residential/Office/Retail	Residential: Non-Residential:	0 to 15.0 dwelling units per acre 0.40 FAR and 0.70 ISR	Retail & Services
Resort Facilities High	Residential: Non-Residential:	0 to 30 dwelling units per acre 0.5 FAR and 0.7 ISR	Resort
Commercial General	Residential: Non-Residential:	0 to 18 dwelling units per acre 0.55 FAR and 0.70 ISR	Retail & Services
Commercial General- Temporary Lodging Density 50- Business District Triangle	Residential: Non-Residential:	0 to 50 units per acre for temporary lodging 1.2 FAR and 0.90 ISR for temporary lodging	Retail & Services
Preservation	Non-Residential:	0.10 FAR and 0.20 ISR	Preservation
Recreation/Open Space	Non-Residential:	0.25 FAR and 0.60 ISR	Recreation/Open Space
Institutional	Residential: Non-Residential:	N/A 0.65 FAR and 0.85 ISR	Public/Semi-Public
Transportation/Utility	Non-Residential:	0.70 FAR and 0.90 ISR	Public/Semi-Public
Water/Drainage Feature	N/A	N/A	N/A

**Policy 1.1.2:** The City of Indian Rocks Beach hereby adopts those land use categories identified in Policy 1.1.1 and defined in this policy as those which shall govern residential and commercial development within the community.

**a. Residential Urban (RU)**

Purpose - It is the purpose of this category to depict those areas of the City that are now developed, or appropriate to be developed, in an urban low density residential manner; and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities and natural resource characteristics of such areas.

Use Characteristics - Those uses appropriate to and consistent with this category include:

- Primary Uses - Residential
- Secondary Uses - Institutional; Transportation/Utility; Public Educational Facility; Recreation/Open Space

Locational Characteristics - This category is generally appropriate to locations removed from, but in close proximity to urban activity centers; in areas where use and

- Submerged Land at Mean High Tide; Drainage Feature – No density/intensity allocation.

### **I. Commercial General – Temporary Lodging Density 50 – Business District Triangle (CG-TLD50-BDT)**

Purpose –It is the purpose of this district to provide for temporary lodging at a density of 50 units per acre, subject to a development agreement as specified below. The CG-TLD50-BDT land use district's location is restricted to the business district triangle. The CG-TLD50-BDT shall only be implemented in the text of the land development regulation and on the city's official zoning map as a planned development district (PDD).

It is also the purpose of this category to depict those areas of the City that are now developed, or appropriate to be developed, in a manner designed to provide community and Citywide commercial goods and services; and to recognize such areas as primarily consistent with the need, relationship to adjoining uses and with the objective of encouraging a consolidated, concentrated commercial center providing for the full spectrum of commercial uses.

- Use Characteristics - Those uses appropriate to and consistent with this category include:
- Primary Uses - Office; Personal Service/Office Support; Retail Commercial; Commercial/ Business Service; Temporary Lodging; Wholesale/Distribution (Class A); Storage/Warehouse (Class A);
- Secondary Uses - Commercial Recreation; Residential; Residential Equivalent; Institutional; Transportation/Utility; Recreation/Open Space; Research/Development.

Locational Characteristics - This category is generally appropriate to the business district triangle as defined in the Indian Rocks Beach Code of Ordinances Section 110-135.

#### Density/Intensity Standards:

- Maximum floor area ratio (FAR) of 0.55.
- Maximum impervious surface ratio (ISR) of 0.7.
- Residential density of 18 units per acre.
- Temporary lodging density of 50 units per acre.
- Temporary lodging floor area ratio (FAR) of 1.2 applies to temporary lodging use, residential dwelling uses integrated into the same structure with the temporary lodging use, associated parking structures and uses accessory to temporary lodging uses such as meeting space, restaurants, spas, clubs, etc. For development that includes a combination of temporary lodging and residential dwelling use, each use shall be allowed in proportion to the size of the property and the permitted density and intensity of the respective use.
- Temporary lodging impervious surface ratio (ISR) of 0.90

**Objective 1.2: Land Development Regulations**

**Future growth and development shall be managed through the implementation and enforcement of land development regulations as codified in the *Indian Rocks Beach Code* consistent with this comprehensive plan.**

**Policy 1.2.1:** The land development regulations shall contain provisions which implement guidelines for the administration of those land use categories adopted for the city.

**Policy 1.2.2:** Current land development regulations adopted pursuant to Section 163.3202, Florida Statutes, shall continue to be enforced and future amendments to them shall support and further the provisions and intent of this comprehensive plan.

**Policy 1.2.3:** The City shall adopt land development regulations which recognize the limitations of development on a barrier island (e.g., 100-year floodplain, vulnerability to tropical storms, topography and soil conditions).

**Policy 1.2.4:** The City shall continue to enforce land development regulations that contain specific and detailed provisions required to implement this comprehensive plan, which, at a minimum shall:

- Regulate the subdivision of land;
- The land development regulatory system shall include the identification of "deficient" roadways, including facilities operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years. *Deficient roads will be identified through the annual MPO Level of Service Report. The level of service for the State Highway System during peak travel hours in the urbanized areas is level-of-service (LOS) D.*
- Protect the limited amount of marine wetlands remaining in the community and those lands designated as Preservation on the *Future Land Use Map* and in the *Coastal Management and Conservation Element*;
- Regulate signage;
- Ensure all development is consistent with National Flood Insurance Program regulations;
- Ensure that all development is consistent with those coastal construction regulations as may be adopted and/or amended by the State of Florida, Pinellas County, or the City of Indian Rocks Beach;
- *Ensure the compatibility of adjacent land uses and provide for adequate and appropriate buffering;*
- Ensure that development orders and permits are issued only when it is documented that such development is consistent with the level of service standards for the affected public facilities adopted by this comprehensive plan;
- Provide for drainage and stormwater management, based on the minimum criteria established by the Southwest Florida Water Management District, as may be amended, the City of Indian Rocks Beach, or other appropriate governmental

- agencies, and the *Pinellas County Master Drainage Plan* ;
- Provide requirements for the provision of open space, and safe and convenient on-site traffic flow and parking requirements;
- Require the use of native vegetation and drought-tolerant species in the landscaping of multifamily and commercial developments;
- Provide provisions for the control of erosion and runoff from construction sites; and
- Encourage land development which highlights scenic amenities and ensures public access to the waterfront.
- Provide design guidelines to regulate aesthetic qualities and compatibility of development.
- Encourage compact development and energy efficiency in building construction and retrofitting.

**Policy 1.2.5:** The land development regulations shall contain provisions whereby all applications for development approval shall be subject to site plan review unless exempted in the regulations.

### **Objective 1.3: Residential Development**

**The integrity and quality of life, as exhibited by the continuation of the city's beach community, family-oriented, residential character, will be maintained in residential neighborhoods.**

**Policy 1.3.1:** The land development regulations shall encourage that development or redevelopment of multi-use projects be developed as a planned unit development.

**Policy 1.3.2:** The land development regulations shall continue to contain provisions which govern the development of a planned unit development, the intent of which is to provide flexible standards and guidelines while maintaining and protecting the desired coastal community character.

**Policy 1.3.3:** The planned unit development regulations shall, at a minimum, address the following:

- Allowance for a creative approach for development or redevelopment;
- A requirement that more open space be provided than that called for by the strict application of the minimum requirements of the land development regulations;
- A harmonious development of the site and the surrounding areas and community facilities while providing safe and efficient traffic circulation;
- An allowance for zero lot line, cluster or other non-traditional lot layout or site design;
- The establishment of minimum acreage and dimensional requirements;
- The establishment of procedures for the granting of increase structure height in exchange for increased open space and decreased amounts of impervious surfaces; and
- Other provisions as deemed appropriate by the city in keeping with the intent of the Planned Unit District.

**Policy 1.3.4:** Existing residential land uses shall be protected, through provisions contained in the land development regulations, from the encroachment of incompatible activities.

**Policy 1.3.5:** The land development regulations shall ensure that residential land uses are located and designed to protect life and property from natural and manmade hazards such as flooding, excessive traffic, subsidence, noxious odors, noise, and deterioration of structures.

**Policy 1.3.6:** The land development regulations shall ensure that residential land uses are encouraged in a manner which is compatible with the type and scale of surrounding land uses.

**Policy 1.3.7:** Land development regulations shall contain performance standards which address buffering and open space requirements within residential land uses, as appropriate.

#### **Objective 1.4: Nonresidential Development**

**Commercial development compatible with environmental and economic resources shall occur in a planned and orderly fashion.**

**Policy 1.4.1:** The land development regulations shall contain provisions which identify those specific uses and such other requirements or restrictions deemed appropriate, for those commercial activities permitted within the Resort Facilities High land use category.

**Policy 1.4.2:** The land development regulations shall contain provisions which encourage mixed-use development within the Residential/Office/Retail and Residential/Office General land use categories.

**Policy 1.4.3:** The land development regulations shall contain provisions which discourage the use of the Residential/Office/Retail and Residential/Office General land use categories for single use purposes only.

**Policy 1.4.4:** The land development regulations shall contain provisions which create a smooth land use transition within any mixed use development that includes:

- a. Variable buffers, combining land and landscaping to achieve adequate separation of uses, appropriate open space, reduction of potential noise, light, glare and pollution and screening of physical features of a proposed development;
- b. Variable setbacks, based upon degree of difference in proposed use, density, intensity, scale, mass or height;
- c. Placement and effective screening or shielding of site features such as lights, signs, dumpsters, loading areas, parking areas, outdoor storage or other features with potential negative impacts;



- d. Effective transitions of on-site densities, intensities, scale, mass and height; and,
- e. Other innovative site design features that effectively achieve compatibility and effectively mitigate potential negative impacts.

**Policy 1.4.5:** In order to minimize incompatibility when residential and commercial land uses share a common boundary, the land development regulations shall continue to require the installation of buffering, as appropriate, where there is a change of use or increase in intensity.

**Policy 1.4.6:** Commercial land uses shall, through provisions contained in the land development regulations, be located in a manner which ensures the compatibility with the type and scale of surrounding land uses and where existing or programmed public facilities (based on the adopted level of service) shall not be overburdened.

**Policy 1.4.7:** The land development regulations shall contain provisions which ensure that single use commercial developments are located so as to serve residential land uses without disrupting their quality of life. Such provisions shall include:

- a. Appropriate buffers, which combine land and landscaping to achieve adequate separation of uses, appropriate open space, reduction of potential noise, light, glare and pollution and screening of physical features of a proposed development;
- b. Appropriate setbacks, based upon proposed use, intensity, scale, mass or height;
- c. Placement and effective screening or shielding of site features such as lights, signs, dumpsters, loading areas, parking areas, outdoor storage or other features with potential negative impacts;
- d. Other innovative site design features that effectively achieve compatibility and effectively mitigate potential negative impacts.

**Policy 1.4.8:** Temporary lodging, at a maximum density of 15 units/acre, shall be located in the Commercial General and Residential/Office/Retail land use categories; the Resort Facilities High land use category at a maximum density of 30 units/acre shall be located on the west side of Gulf Boulevard. **The CG-TLD50-BDT shall be located within the boundaries of the business district triangle and shall have an alternative maximum temporary lodging density of 50 units per acre** in accordance with the Countywide Rules Section 4.2.7.7

**Policy 1.4.9:** The land development regulations shall contain provisions establishing the guidelines under which ancillary commercial uses associated with seasonal tourist facilities and limited commercial development may be incorporated into the Resort Facilities High land use category.

**Policy 1.4.10:** In order to encourage the best use of the Residential/Office/Retail, Residential/Office General, and Commercial General land use categories, the land

development regulations shall include provisions which enhance the opportunities for the redevelopment or rehabilitation of existing commercial land uses.

**Policy 1.4.11:** The City shall, through provisions contained in the land development regulations, ensure that commercial areas are located and designed so as to enhance safety by providing adequate off-street parking and loading areas and by separating pedestrian and vehicular traffic.

**Policy 1.4.12:** Strip commercial development that compounds traffic and land use conflicts is strongly discouraged through cooperation with the Florida Department of Transportation and Pinellas County through provisions contained in the land development regulations which minimize the amount of direct access onto major roads by controlling the number and location of curb cuts.

**Policy 1.4.13:** The land development regulations shall contain provisions which encourage the concentration or clustering of commercial activities, within commercial nodes such as the Narrows aka "Business District Triangle" and along Gulf Boulevard. Such provisions may include alternative parking strategies or a Multi-Modal Transportation District (MMTD).

**Policy 1.4.14:** The City shall require minimum design standards for drainage and stormwater management, open space, and safe and convenient on site pedestrian circulation, traffic and parking.

### **Objective 1.5: Redevelopment**

**The enhancement and protection of the city's existing character shall be achieved through redevelopment which ensures an orderly and aesthetic mixture of land uses.**

**Policy 1.5.1:** The City shall encourage redevelopment of a type consistent with the *Future Land Use Map*.

**Policy 1.5.2:** The City of Indian Rocks Beach shall promote business and civic activities in the Narrows aka "Business District Triangle" and along Gulf Boulevard by encouraging redevelopment and revitalization of the area.

**Policy 1.5.3:** The land development regulations shall contain incentives encouraging redevelopment and/or revitalization through the use of either the Residential/Office/Retail or Residential/Office General land use categories.

**Policy 1.5.4:** In order to ensure the continued maintenance of its beach residential character the City shall require new development and substantial renovation projects be compatible with the character of the surrounding environment by recognizing and

enhancing the architectural character that reflects the city's unique resident and tourist friendly environment.

**Policy 1.5.5:** The land development regulations shall contain provisions whereby redevelopment activity is consistent with the availability of public facilities and services. The City of Indian Rocks Beach will coordinate with Pinellas County with the implementation of the mobility management system.

**Policy 1.5.6:** Redevelopment proposals and plans shall be reviewed for compliance with the goals, objectives and policies of the Comprehensive Plan and other appropriate plans and regulations, including the City's regulations governing Floodplain Management.

**Policy 1.5.7:** The City will encourage the preservation and enhancement of working waterfronts and marinas.

#### **Objective 1.6: Nonconforming Uses**

**Existing land uses or structures which are either incompatible or inconsistent with this adopted *Future Land Use Plan* shall be deemed nonconforming.**

**Policy 1.6.1:** Those commercial and residential activities existing as of the effective date of this comprehensive plan which were conforming prior to such adoption and have now been rendered nonconforming, shall be considered grandfathered, as defined in the land development regulations.

**Policy 1.6.2:** As a condition of redevelopment, the developer/property owner shall:

- a. Bring their property into compliance with the Plan and land development regulations; or
- b. If it is physically impossible to bring the site into compliance with the Plan and land development regulations due to the size of the site and physical layout of the structure, the site shall be brought into compliance with all applicable NFIP, floodplain and stormwater requirements.













#### **Objective 1.7: Natural Resources**

**Development activities shall ensure the protection of natural resources.**

**Policy 1.7.1:** The City shall ensure that land is developed in a manner which respects necessary ecological functions and suitability for urban development.

**Policy 1.7.2:** In order to protect environmentally sensitive areas located east of Gulf Boulevard, the City shall continue to allow for cluster zoning or transfer of development rights to be consistent with planned unit development regulations.

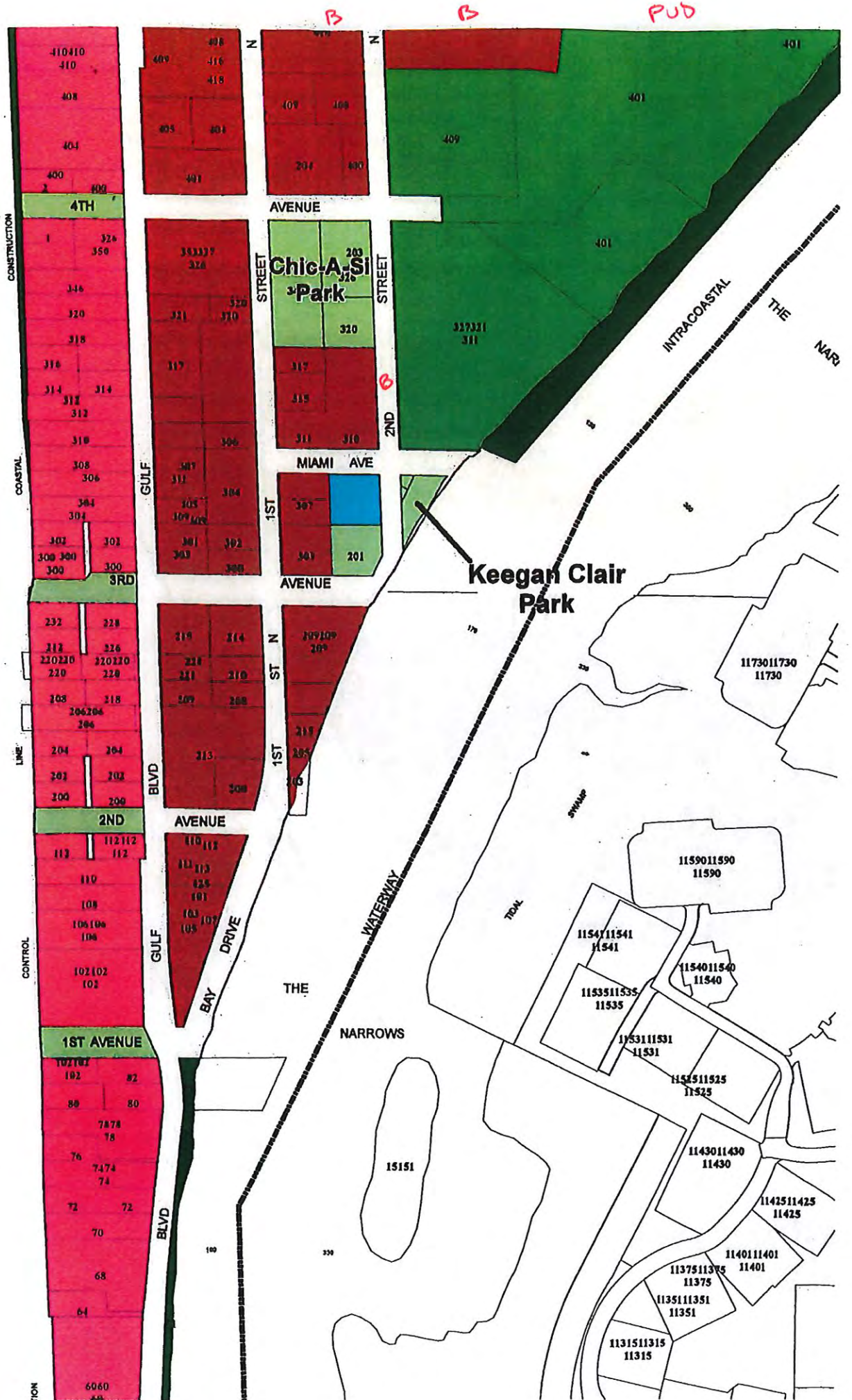
# City of Indian Rocks Beach Zoning Map Atlas

Zoning Districts	
 Business (B)	 Public/Semi-Public (P/SP)
 Commercial Tourist (CT)	 Planned Unit Development (PUD)
 Commercial Tourist 1 (CT-1)	 Recreation/Open Space (R/OS)
 Neighborhood Mixed Use (NMU)	 Medium Density Duplex Residential (RM-1)
 Preservation (P)	 Medium Density Residential (RM-2)
 Professional Office (P-1)	 Single Family (S)

Produced: October 29, 2014

By





**Chic-A-Si Park**

**Keegan Clair Park**

CONSTRUCTION

COASTAL

LINE

CONTROL

FROM

4TH AVENUE  
3RD AVENUE  
2ND AVENUE  
1ST AVENUE

GULF BLVD  
BAY DRIVE

STREET  
STREET  
MIAMI AVE  
1ST ST N  
1ST AVENUE

INTRACOASTAL WATERWAY  
THE NARROWS

B

B

PUB

2ND

1ST

1ST

1ST

1ST

1ST

1ST

1ST

1ST

1ST

INTRACOASTAL WATERWAY

SWAMP

TRAIL

15151

1173011730

11730

1159011590

11590

1154111541

11541

1154011540

11540

1153511535

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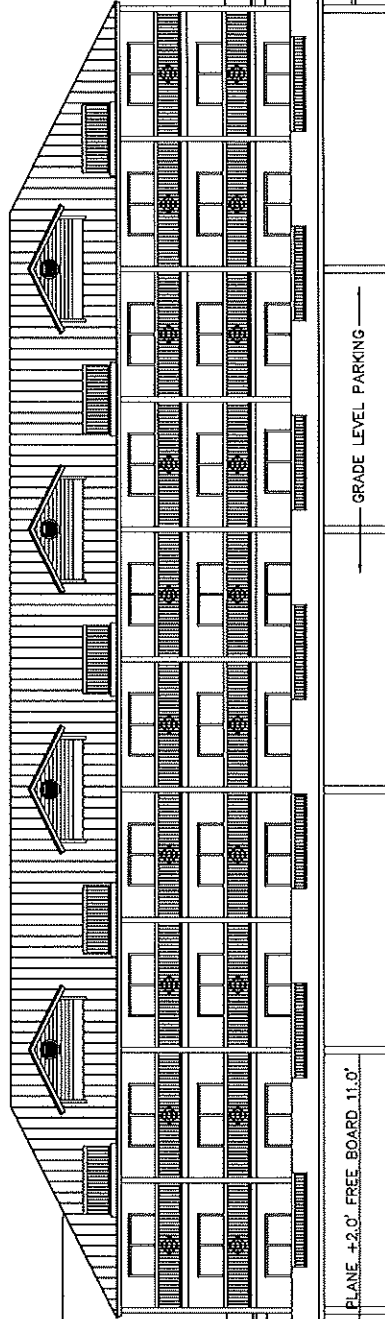
1131511315

11315

100

350

42' 9" CROWN RD TO MID ROOF



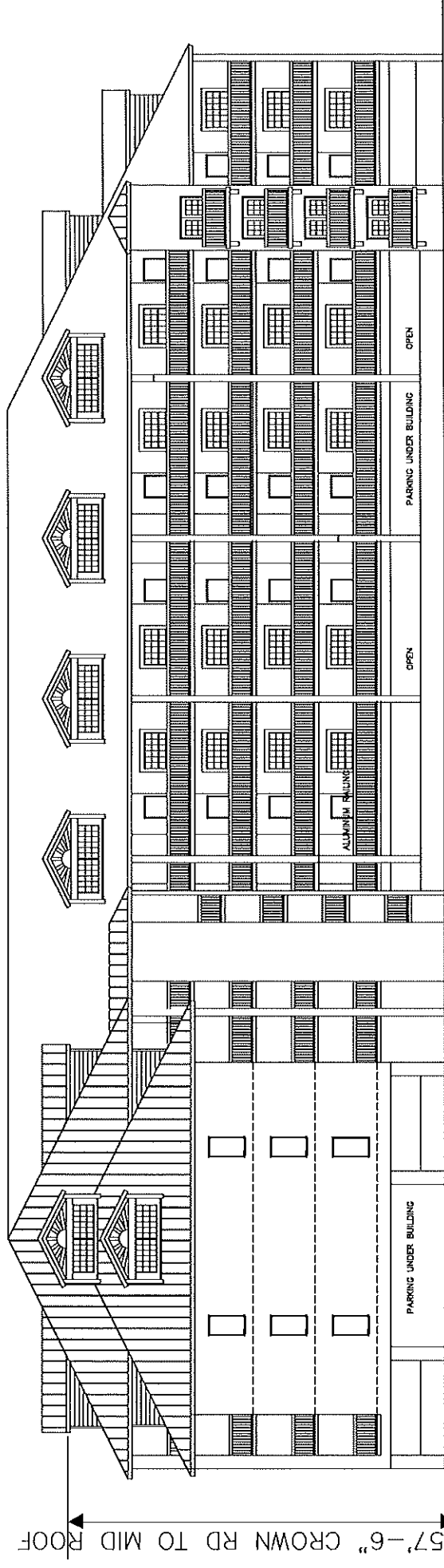
GUEST UNITS - TWO LEVELS  
OVER ENCLOSED GARAGE

FLOOD PLANE +2.0' FREE BOARD 11.0'

GRADE LEVEL PARKING

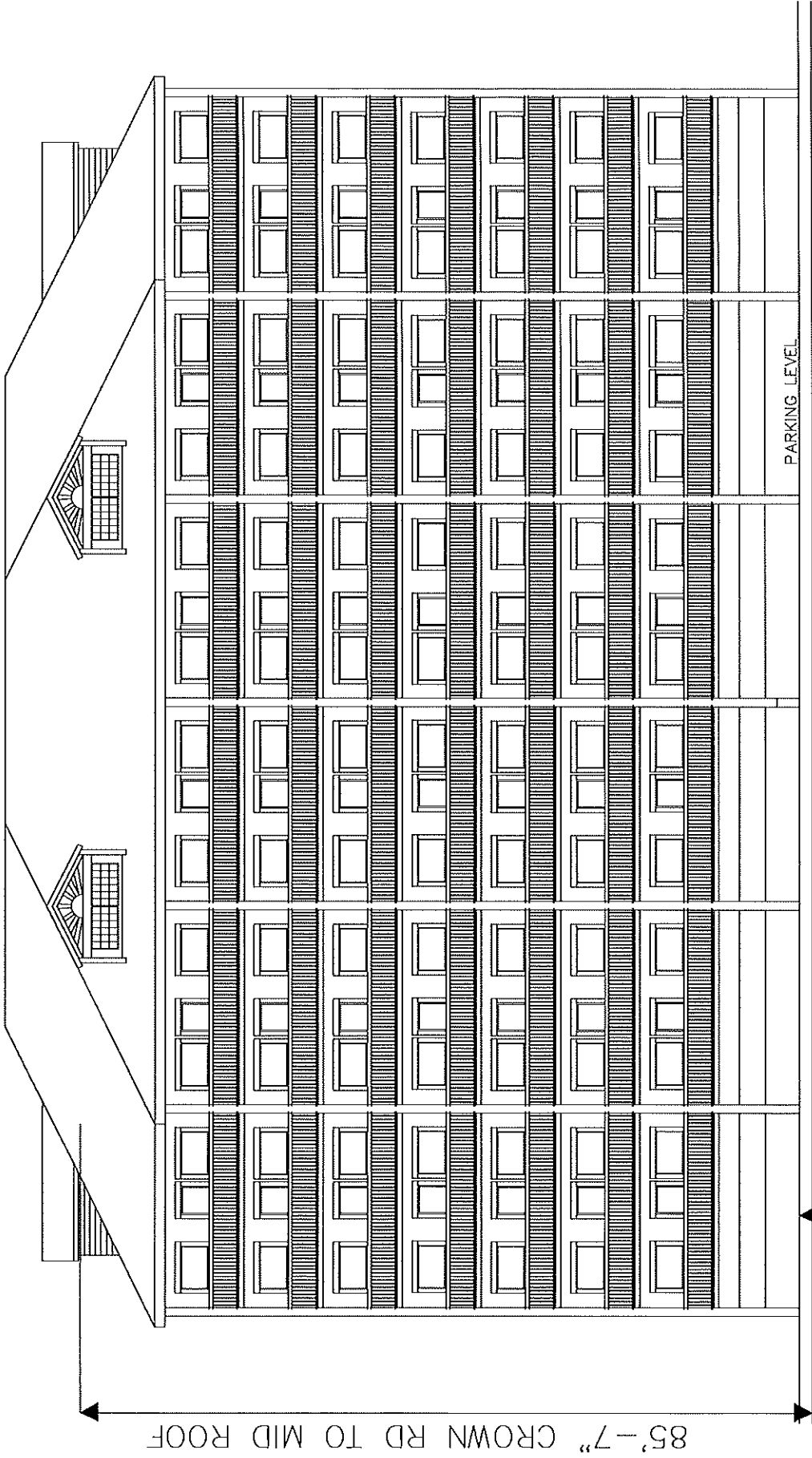
5.5' AVERAGE EXISTING GRADE  
4.0' CROWN OF ROAD 2nd STREET

STREET SIDE ELEVATION  
- 10 GUEST UNITS



5.5' AVERAGE EXISTING GRADE  
 4.0' CROWN OF ROAD 2nd STREET

SOUTH ELEVATION - 38 GUEST SUITE BLDG



85'-7" CROWN RD TO MID ROOF

PARKING LEVEL

← 5.5' AVERAGE EXISTING GRADE  
 ← 4.0' CROWN OF ROAD 2nd STREET

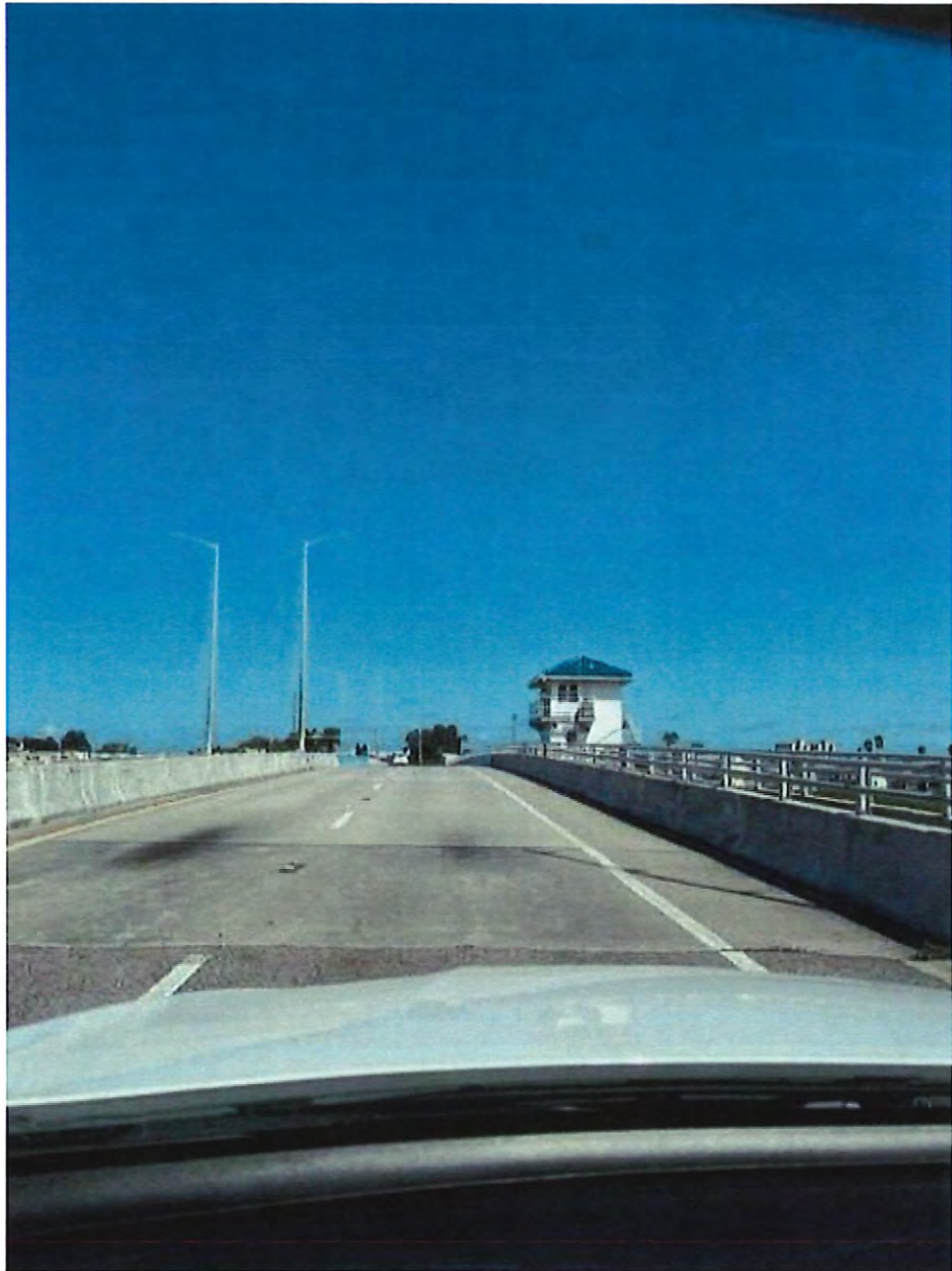
WATER SIDE











**INDIAN ROCKS CITY COMMISSION STAFF REPORT**

**MEETING OF: November 14, 2023**

**AGENDA Item: 6C**

**ORIGINATED BY:** Hetty C. Harmon, AICP  
City Planner

**AUTHORIZED BY:** Brently Gregg Mims  
City Manager

**PLANNING AND ZONING / LAND PLANNING AGENCY:** The Planning and Zoning/Land Planning Agency recommended denial to the City Commission by a vote of 6-0.

**SUBJECT: PUD ORDINANCE NO. 2023—08:** Request for an amendment to the Holiday Inn Harborside (formerly known as Hamlin’s Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harborside site at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida.

Property ID # 12-30-14-35363-001-0000, #12-30-14-35363-001-0010, #12-30-14-35363-002-0100, #12-30-14-35363-002-0200, #12-30-14-35363-003-0000

Legal is attached in Exhibit “A”

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**OWNER:** Gulf Coast Marina Limited Partnership

<b>Direction</b>	<b>Existing Use</b>	<b>Zoning Category</b>	<b>Future Land Use</b>
North	Preservation	Preservation/Business	Preservation
East	Intracoastal Waterway	N/A	N/A
South	Keegan Clair Park	Recreation/Open Space	Recreation/Open Space
West	Business/Chic-a Si Park	Business/Recreation Open Space	Commercial General/ Recreation/Open Space

**LOCATION of PROPERTY:** 401 2<sup>nd</sup> St

**ZONING:** PUD- Planned Unit Development

**FUTURE LAND USE:** FLU- Residential/Office/Retail

## **I. BACKGROUND**

Gulf Coast Marina Limited Partnership has requested to modify 4.0 +/- acres of the 12.13 acres of the 2002 Planned Unit Development (PUD) for the property located at 401 2<sup>nd</sup> St. If approved, the amended PUD would allow for the development of an additional 112 2-Bedroom units, with 92 of those units having lock off units, thereby creating a total of 204 additional units. These additional 204 units would increase the existing site total to 568 units, with a density of 47 units per acre. Currently there are 364 units on site, with an existing density of 30 units per acre.

To accommodate this increased density, the Property Owner is requesting a Future Land Use change that would allow for a higher density. The proposed Future Land Use change to Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) would allow up to 50 units per acre.

The application, as a modification of the existing PUD along with the PDD district, which is required in the Commercial-General-Temp Lodging Density 50- Business District Triangle regulations, the district would ordinarily allow for construction of up to 50 feet in height, absent any variance or differing agreement in the PUD process building height is measured from crown of road at 2<sup>nd</sup> St. The business triangle overlay district regulations will be utilized for setbacks requirements.

The proposed building heights for the additional structures range from 42'9" ft on 2nd Street to 85'7" ft along the intra-coastal.

The setbacks comply with business triangle overlay district regulations except for the Project #1 structure located at the old restaurant site. The proposed side property setback for this structure is four (4) feet to the side property line. The business triangle overlay district ordinarily requires a five (5) foot setback from the side property line.

Presently, there are 461 existing parking spaces on the property, providing an estimated 1.27 parking spaces per unit. The proposal provides for 484 total parking spaces for the 568 units (if all the lock offs units were rented) which would be .85 parking spaces per unit. No spaces are designated for public parking.

## **II. APPLICABLE CITY CODE PROVISIONS**

### **A. Sec. 110-643 PLANNED UNIT DEVELOPMENT (PUD)**

- (1) Purpose and Intent of the PUD Zoning District:
  - (a) It is the purpose of this district to provide a method for landowners or developers to submit unique proposals which may not be provided for or allowed in the other zoning districts otherwise established by this Code. The PUD zoning district allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in one of the other listed districts, but that otherwise conform to the City of Indian Rocks Beach Comprehensive Plan.
  - (b) The PUD provisions are intended to promote flexibility of design and integration of uses and structures, while at the same time retaining in the City Commissioners the absolute authority to establish limitations and regulations thereon for the benefit of the public health, welfare and safety. By encouraging flexibility while retaining control by

the City Commission, the PUD is designed to accomplish one or more of the following:

1. Permit innovative residential, nonresidential, and mixed-use developments provide for an integration of housing types and accommodation of changing lifestyles within neighborhoods; and provide for design that encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as various street widths compatible with the type of development project proposed, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.
2. Provide flexibility to meet changing needs, technologies, economics and consumer preferences.
3. Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.
4. Lower development and building costs by permitting smaller networks of utilities, and the use of more economical development patterns and shared facilities.
5. Achieve overall coordinated building and facility relationships and infill development, and eliminate the negative impacts of unplanned and piecemeal development.
6. Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.
7. Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.
8. Provide an efficient public process for considering complex developments where the proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PUD process.

(c) All building code, housing code and other land use regulations of this Code are applicable to a PUD, unless otherwise approved within the PUD Ordinance.

**STAFF COMMENT: The proposed Planned Unit Development is inconsistent with the City's Comprehensive Plan and Land Development Code. The proposed building height of 85'7" feet is 35'7" feet higher than the allowed 50 feet on the old restaurant site. Also the north side yard setback is proposed at 4 feet and which is 1 foot less than the allowed 5 feet.**

**B. Sec 110-644 Justification and Minimum Requirements for Rezoning to Planned Unit Development.**

- (1) An applicant for a PUD rezoning must present evidence in the PUD Narrative that the rezoning to PUD is justified by one or more of the following:
  - (a) The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan. The proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PUD process.
  - (b) The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.

**STAFF COMMENT: The site plan proposes access to the site 2<sup>nd</sup> Street and will add 1,110 trips per day, per the applicant's enclosed traffic study.**

- (2) The applicant for the PUD rezoning must further present evidence in the aforementioned PUD Narrative that the rezoning to PUD meets the following standards:
  - (a) The density and/or intensity, character and type of development proposed in the development plan is consistent with the Comprehensive Plan, future land use map and the concurrency management system, and the development plan meets one or more of the objectives set forth in section 110-643 above.

**STAFF COMMENT: The project would be located in the Commercial-General-Temp Lodging Density 50- Business District Triangle future land use district which would allow for 50 units per acre.**

- (b) An evaluation of the external compatibility of a PUD should be based on the following factors: (1) adjacent existing and proposed uses, (2) design of the development to avoid undue noise, odor, traffic or other nuisances and other nuisances and dangers to abutting property owners; (3) traffic circulation to ensure the transportation system and streets are of sufficient width and capacity to serve the demands created by the development; and (4) density and/or intensity including type and size of structures and/or units and height shall be considered to address compatibility.

**STAFF COMMENT: The proposed project would be consistent with adjacent uses, would avoid nuisances and dangers to adjacent properties, access would be off of 2<sup>nd</sup> Street which is a one way street. The building height of the proposed project would be incompatible with adjacent uses.**

**This proposed development has deviated from the Land Development Regulations in Section 110-131 (11) (g) Maximum building height. For buildings constructed on pilings, the maximum height of pilings is ten feet. The maximum height of a building above pilings is 40 feet. Otherwise, the maximum height of a building is 50 feet. This proposal is requesting building heights to be 85'7" ft.**



**This proposed development has deviated from the Land Development Regulations in Section 110-135(e)(1) A ten-foot minimum setback is required on other property boundaries abutting a right-of-way. The remaining boundary setbacks shall be five feet minimum with a city-reviewed and approved landscaping plan, which shall meet the overlay zone requirements regarding in-ground landscaping and irrigation. In addition to the additional 35'7" of height, this proposal is also requesting a four foot setback on the north side of building, as opposed to the ordinary five foot setback restriction.**

- (c) Usable open spaces, and recreation areas provided within a PUD must provide appropriate recreational opportunities, protect sensitive environmental areas, conserve areas of unique beauty or historical significance, enhance neighborhood design, and encourage compatible and cooperative relationships between adjoining land uses.

**STAFF COMMENT: This proposed development has maintained the wetland areas and there is an existing pool on-site.**

- (d) Every dwelling unit or other use permitted in the PUD shall have access to a public street either directly or by way of a private road, pedestrian way, court or other area which is either dedicated to public use or is a common area guaranteeing access. Permitted uses are not required to front on a dedicated public road, but at a minimum, private roads and other access ways shall be required to be constructed so as to ensure that they are safe and maintainable. To that end, all public roads within any PUD shall be constructed in accordance with the latest applicable FDOT specifications. The City further recommends that private roads be built to the latest applicable FDOT specifications Connection to existing or planned adjacent streets is required, where applicable and feasible to minimize adverse traffic impacts.

**STAFF COMMENT: The proposed development has direct access to 2<sup>nd</sup> Street from the private interior drive. 2<sup>nd</sup> Street is a one way street.**

- (e) Sufficient off-street parking for bicycles, automobiles and other vehicles must be provided. Parking areas must be constructed in accordance with the standards outlined in the Land Development Regulations in the City's Code, and any deviations must be specifically identified and approved by the city commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses. The design of a PUD should, whenever feasible, incorporate appropriate pedestrian and bicycle access ways so as to provide for a variety of mobility opportunities. Connection to all sidewalks, greenways, trails, bikeways, and transit stops along the perimeter of the PUD is required. Where existing perimeter sidewalks do not exist, sidewalks shall be provided by the development unless otherwise approved within the PUD Ordinance.

**STAFF COMMENT: This proposed development has deviated from the Land Development Regulations in Section 110-372(2) Required number of parking spaces; (2)- Multifamily dwellings: Two spaces for one- and two-bedroom units; three spaces for three-bedroom units and above. The project consists of 2-bedroom units which ordinarily require 2 spaces per unit. Instead, the Property Owner is proposing an overall parking space to unit ratio of .85 spaces per unit.**

**The applicant has not provided any bike racks onsite.**

- (f) Utilities and essential public services, including but not limited to, sanitary sewer, potable water, fire abatement services or appurtenances, solid waste, and other services must be available and have capacity to serve the development.

**STAFF COMMENT: The proposed development has access to all requisite services.**

**Section 110-646 - Application requirements for preliminary review by City staff.**

**STAFF COMMENT:** City staff reviewed the preliminary application including the location map, description and conceptual plan and found it to be in compliance with the requirements of Section 110-646.

**Section 110-647- Application requirements for rezoning to PUD**

**STAFF COMMENT:** The City staff reviewed the application documents and site plan drawings, survey, landscape plan, traffic study and architectural renderings and found them to be consistent with the submittal requirements in Section 110-647 (a).

In Section 110-647(b)5 - we may require a detailed landscape plan meeting or exceeding the requirements of this Code for all new or existing uses;

In Section 110-822(d) requires a PUD be compliant with the Design Standards. The architectural design does not meet Section 110-825(c) requiring articulation of building mass facing a right-of-way.

**MOTION:**

I move to recommend to the City Commission [APPROVAL / DENIAL] of PUD ORDINANCE NO. 2023—08: Requesting an amendment to the Holiday Inn Harborside (formerly known as Hamlin's Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harbourside site at 401 2nd Street, Indian Rocks Beach, FL.

**EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Northwesterly 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non-tangent from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

ASLO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to the plat thereof recorded in Plat book 74, page 24, public records of Pinellas County, Florida.

**Parcel Numbers**

12-30-14-35363-001-0000 -**HAMLIN'S LANDING PHASE I** rear parking and road north half of condos

12-30-14-35363-001-0010 -**HAMLIN'S LANDING PHASE I**, LOT 1 restaurant

12-30-14-35363-002-0100 **HAMLIN'S LANDING PHASE II**, TR A front parking lot

12-30-14-35363-002-0200- **HAMLIN'S LANDING PHASE II**, TR B- south half of condos

12-30-14-35854-000-2080 HARBOUR CLUB AT MARKER 33 COMMERCIAL CONDO UNIT 208

12-30-14-36411-000-6200 HARBOURSIDE AT MARKER 33 VACATION CONDO UNIT 620

12-30-14-35363-003-0000 **HAMLIN'S LANDING PHASE III** LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852 - Water park

**CITY OF INDIAN ROCKS BEACH  
ORDINANCE NO. 2023-08**

**AN ORDINANCE OF THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA; AMENDING THE 2002 HOLIDAY INN HARBOURSIDE PLANNED UNIT DEVELOPMENT AGREEMENT TO ALLOW FOR AN ADDITIONAL 112 UNITS WITH 92 LOCK-OFF UNITS FOR THE PROPERTY LOCATED AT 401 2ND ST, INDIAN ROCKS BEACH, FL; PROVIDING FOR APPROVAL OF A CORRESPONDING DEVELOPMENT AGREEMENT FOR TEMPORARY LODGING; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Gulf Coast Marina Limited Partnership, owns the real property located at 401 2nd Street, Indian Rocks Beach, Florida, legally described as set forth in “**Exhibit A**” to this Ordinance; and

**WHEREAS**, Gulf Coast Marina Limited Partnership desires to develop the real property located at 401 2nd Street, Indian Rocks Beach, Florida, for an additional 112 units with 92 lock-off units to be called “Holiday Inn Harbourside”; and

**WHEREAS**, February 8, 2023, Gulf Coast Marina Limited Partnership submitted its Planned unit development application materials, as attached in “**Exhibit B**”; and

**WHEREAS**, Gulf Coast Marina Limited Partnership, intends to develop the Property in accordance with the Development Agreement, as set forth in the attached “**Exhibit C**”; and

**WHEREAS**, on October 19, 2023, the Planning and Zoning Board of the City of Indian Rocks Beach reviewed the PUD conceptual site plan and at a public hearing after due notice and recommended [approval / rejection] of the proposed PUD conceptual site plan.

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (2) (e) has made a request to deviate from Code provisions related to parking per Section 110-372 (2); and

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (2) (b) has made a request to deviate from Code provisions related to building height per 110-135 (11)(g); and

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (2) (b) has made a request to deviate from Code provisions related to side yard setback per Section 110-311(e)(1); and

**WHEREAS**, in connection with the proposed redevelopment, Gulf Coast Marina Limited Partnership, pursuant to Section 110-644 (1) (a) has made a request to deviate from Code provisions related to design Standards per Section 110-822 (d); and

**WHEREAS**, the City Commission has considered the findings and recommendation of the Planning and Zoning Board and has held its own public hearings on the application after due notice and finds that the Property, as described in Exhibit A is suitable in location and character for the uses and structures proposed in said application according to the criteria set forth in the City’s Code governing Planned Unit Developments.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, that:**

**SECTION 1.** The Whereas Clauses set forth above are hereby incorporated as findings of fact and are adopted by the City Commission.

**SECTION 2.** The Property for 401 2nd Street shall amend the Planned Unit Development (PUD) in accordance with and subject to the provisions of this Ordinance and further subject to the additional conditions, requirements, and findings described in this Ordinance and the Exhibits thereto.

**SECTION 3.** The 401 2<sup>nd</sup> Street Amended Planned Unit Development concept shall proceed in accordance with this Ordinance and in the manner set forth in the development plan and schedule for development indicated in the amended Harborside PUD Agreement attached hereto as Exhibit 3 and is hereby approved by the City Commission. The Harbourside PUD is also subject to the requirements of Ordinance 2023- \_\_\_\_, except as otherwise provided herein. Further, the conditions of the City of Indian Rocks Beach Code, establishing the methodology for final development plan, the City’s Comprehensive Plan, and such conditions and safeguards as may be established by the City Commissioners are applicable.

**SECTION 4.** This Ordinance shall take effect immediately upon passage, subject to the valid adoption and enactment of Ordinance 2023-07, amending the Future Land Use designation for the Property.

**ADOPTED ON FIRST READING** on the \_\_\_\_\_ day of \_\_\_\_\_, 2023 by the City Commission of the City of Indian Rocks Beach, Florida

**ADOPTED ON SECOND AND FINAL READING** on the \_\_\_\_\_ day of \_\_\_\_\_, 2023, by the City Commission of the City of Indian Rocks Beach, Florida.

\_\_\_\_\_  
Joanne Moston “Cookie” Kennedy  
Mayor-Commissioner

ATTEST

\_\_\_\_\_  
Lorin Kornijtschuk, City Clerk



**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name:** Holiday Inn Harbourside (Harbourside at Marker 34 Addition)

**Project Address:** 401 2nd Street, Indian Rocks Beach, FL

**Parcel Identification Number:** See attached

**Parcel Size:** 12.13 acres

**Zoning Map Designation:** Planned Unit Development PUD - Business Triangle

**Future Land Use Map Designation:** Planned Unit Development PUD - Business Triangle

I hereby request Planned Unit Development approval for the following development (Include in the statement the number of residential units, square footage of living space per unit, number of bedrooms per unit and/or the type of amount of non-residential square footage).

See attached

**Property Owner:** Gulfcoast Marina Limited Partnership

**Address:** 13555 Bishops Court, Suite 345, Brookfield, WI 53005

**Telephone:** 262-797-9215

**Application Content Checklist**

Item	Planned Unit Development Number of Copies	Included
PUD narrative, intended uses and proposed development activity	10	
Sealed Boundary Survey	10	
Legal Description	10	
Affidavit of Ownership	10	
Agent of Record	10	
Subsurface Investigation/ Soil Condition Report	10	
Building Elevations	10	
Drainage Plan and Calculations	10	
Site Plan	10	
Landscaping Plan	10	
Traffic Analysis	10	
Flood Zones	10	
Architectural renderings	10	
Electronic version of plans and documents	1	
Filing Fee	\$1,500	

Provide notice of Name, Title and Certification/Licenses of those providing professional services including Architectural, Engineering, Legal, Planning and Surveying. Each agent must submit an authorization letter as provided on the following page.

**Agent:** Name and Title: William F. Mills Architect  
Certification/License: AR-0006749  
Telephone: 727-290-9834  
Fax/Mobile: \_\_\_\_\_  
Mailing Address: 7429 98th Street N, Seminole, FL 33777

**Agent:** Name and Title: Robert Pergolizzi (Traffic Analysis)  
Certification/License: AICP # 9023 / PTP # 133  
Telephone: 727-524-1818  
Fax/Mobile: 727-524-6090 / 727-444-2695  
Mailing Address: Gulf Coast Consulting Inc. 13825 ICOT Blvd, Suite 605  
Clearwater, FL 33760

**Agent:** Name and Title: \_\_\_\_\_  
Certification/License: \_\_\_\_\_  
Telephone: \_\_\_\_\_  
Fax/Mobile: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_

**Agent:** Name and Title: \_\_\_\_\_  
Certification/License: \_\_\_\_\_  
Telephone: \_\_\_\_\_  
Fax/Mobile: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_

**Agent:** Name and Title: \_\_\_\_\_  
Certification/License: \_\_\_\_\_  
Telephone: \_\_\_\_\_  
Fax/Mobile: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Application Content Checklist**

<b>Item</b>	<b>Planned Unit Development</b>	<b>Included</b>
	Number of Copies	
PUD narrative, intended for uses and proposed development activity	10	
Sealed Boundary Survey	10	
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Traffic Analysis	10	
Flood Zones	10	
Architectural renderings	10	
Electronic version of plans and documents	10	
Filing Fee	\$1,500	



(F99)

CHECK DATE: 11/05/2021

CHECK NO.: 469596

INDIA

Invoice No.	Inv. Date	Inv. Amount	Disc. Amt	Description	Vchr	Net Amount
FILING-FEE	11/05/2021	1,500.00	0.00	Planned Unit Development Application 1,500.00 Prop 47 - HOLIDAY INN HARBOURS	63601	1,500.00
<b>TOTAL</b>		<b>1,500.00</b>	<b>0.00</b>			<b>1,500.00</b>

Form #40

DO NOT ACCEPT THIS CHECK UNLESS YOU CAN SEE AN ARTIFICIAL WATERMARK THAT APPEARS ON BACK OF CHECK WHEN HELD AT ANGLE. VERIFY AUTHENTICITY BY RUBBING RED "LS" LOGO BELOW.

DECADE CLEARING ACCOUNT  
 13555 BISHOPS COURT  
 SUITE 345  
 BROOKFIELD, WI 53005

Associated Bank  
 Milwaukee, WI 53202

79-57/759  
 075900575

DATE: 11/05/2021  
 CHECK NO.: 469596  
 AMOUNT: \$1,500.00\*

One Thousand Five Hundred and no/100 DOLLARS \*\*\*

PAY TO THE ORDER OF  
 CITY OF INDIAN ROCKS BEACH  
 1507 BAY PALM BLVD  
 INDIAN ROCKS BEACH, FL 33785

*[Handwritten Signature]*

Void After 90 Days

Rub Here Ink Disappears

⑈469596⑈ ⑆075900575⑆ ⑈04⑈ 23 2232⑈

PLANNED UNIT DEVELOPMENT APPLICATION

Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)

Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL

Attachment

<u>Parcel Identification Number:</u>	<u>Legal Description</u>
12/30/14/35363/001/0000	Hamlin's Landing Phase I
12/30/14/35363/001/0010	Hamlin's Landing Phase I, Lot 1
12/30/14/35363/002/0100	Hamlin's Landing Phase II, Tr A
12/30/14/35363/002/0200	Hamlin's Landing Phase II, Tr B
12/30/14/35363/003/0000	Hamlin's Landing Phase III Less Harbourside

I hereby request Planned Unit Development approval for the following development (*Include in the statement the number of residential units, square footage of living space per unit, number of bedrooms per unit and/or the type of amount of non-residential square footage*).

EXISTING:

Original Structure – 82 full units – 164 lock off units

Multi Story Structure – 100 full units – 200 lock off units

Totals – Full Units – 182 units – 364 lock off units

PROPOSED NEW ADDITION:

Site Area #1 – 38 2-bedroom/2-bath full units of approximately 1,200 sf each – 76 lock off units

Site Area #2 – 20 2-bedroom/3-bath full units with den of approx. 1,450 sf each – no lock off units

Site Area #4 – 54 2-bedroom/2-bath full units of approximately 1,200 sf each – 108 lock off units plus approximately 5,000 sf indoor play area amenity

Totals – Full Units – 92 2-bedroom/2-bath units of approx. 1,200 sf each (which can be locked off for 184 hotel units) – 20 2-bedroom/3-bath units with den of approx. 1,450 sf each (no lock off)

TOTAL DENSITY:

Existing + New = 182 existing full units + 92 new full units + 20 new full units

PARKING:

Existing Parking Spaces

Original Structure, under building = 126 spaces

Under Existing Restaurant Building = 14 spaces

North Parking Lot = 117 spaces

West Parking Lot = 136 spaces

Multi Story Structure, under building = 68 spaces

Total Existing Parking = 461 spaces

Proposed Parking Spaces

Original Structure, under building = 126 spaces

Existing Restaurant Building, under new building = 37 spaces

North Parking Lot, under new building and open = 94 spaces

West Parking Lot = 91 spaces at grade, plus 68 spaces under and between new buildings = 159 total spaces

Existing Multi Story Structure, under building = 68 spaces

Total Proposed Parking = 484 spaces



AGENT OF RECORD

DATE: November 5, 2021

I, Jeffrey Keierleber hereby designate and appoint William F Mills II as my Agent of Record for the purposes of representing me during the Planning & Zoning Department's review processes with regard to Application # \_\_\_\_\_.

My Agent of Record is hereby vested with authority to make any representations, agreements, or promises, which are necessary or desirable in conjunction with the Planning and Zoning Departments review process. My Agent of Record is also authorized to accept or reject any conditions imposed by any reviewing board or entity.

APPLICANT/OWNER SIGNATURE: \_\_\_\_\_  
AGENT OF RECORD SIGNATURE: William F. Mills II Digitally signed by William F Mills II Date: 2021.11.05 15:25:46 -0400

ADDRESS: 7929 98th St N  
CITY, STATE, ZIP CODE: Seminole, FL 33777  
TELEPHONE NUMBER: 727-290-9834  
FAX NUMBER: \_\_\_\_\_

STATE OF ~~FLORIDA~~ Wisconsin  
COUNTY: Waukesha

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly qualified to administer oaths and take acknowledgments, to me known to be the person or described in or who has produced \_\_\_\_\_ as identification and who executed the above and foregoing Agent of Record Letter, and who acknowledged before me that he executed the same for the purposes therein expressed.

WITNESS my hand and official seal in the County and State last aforesaid this 5th day of November (month), 2021 (year).



Betty Ackerman  
NOTARY PUBLIC  
State of Florida at Large Wisconsin

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Affidavit of Ownership**

See attached Affidavit of Gulfcoast Marina Limited Partnership.



**AFFIDAVIT OF OWNERSHIP**

The undersigned represents that they are the owners of record of property located: at:

401 2nd Street, Indian Rocks Beach, FL

Legal Description: Hamlin's Landing (see attached)

OWNER'S NAME: Gulfcoast Marine Limited Partnership

OWNER'S ADDRESS: 13555 Bishops Court, Suite 345, Brookfield, WI 53005

OWNER'S PHONE NUMBER: 262-797-9215

11/05/2021

DATE

DECADE PROPERTIES Inc  
General Partner  
By: Michael Sweet  
OWNER'S SIGNATURE Secretary

I HEREBY CERTIFY that on this day personally appeared before me, an officer duly qualified to administer oaths and take acknowledgments, to me known to be the person described in or who has produced \_\_\_\_\_ as identification and who executed the above Affidavit of Ownership, and who acknowledged before me that he executed the same for the purpose therein expressed.

WITNESS my hand and official seal in the County and State last aforesaid this 5th day of November (month), 2021 (year).



Betty Ackerman  
NOTARY PUBLIC  
State of Florida at Large Wisconsin

**PLANNED UNIT DEVELOPMENT APPLICATION**  
**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**  
**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**AFFIDAVIT OF OWNERSHIP**

**Legal Description:**

<u>Parcel Identification Number:</u>	<u>Legal Description</u>
12/30/14/35363/001/0000	Hamlin's Landing Phase I
12/30/14/35363/001/0010	Hamlin's Landing Phase I, Lot 1
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12/30/14/35363/002/0200	Hamlin's Landing Phase II, Tr B
12/30/14/35363/003/0000	Hamlin's Landing Phase III Less Harbourside

## PLANNED UNIT DEVELOPMENT APPLICATION REQUIREMENTS



The application packet must include the following materials.

- I. Location Map** showing relationship between area proposed for development and surrounding developments or lots, including current aerial photograph.
- II. Accurate boundary survey sealed by a Registered Surveyor.**
- III. Affidavit of ownership and designation of an authorized agent.**
- IV. Letter stating proposed anticipated commencement and completion date.**
- VII. Conceptual Site Plan containing:**
  1. The conceptual site plan shall be drawn at a readable scale, All required information shall be presented on sheets no larger than twenty four (24) by thirty six (36) inches.
  2. All conceptual Site Plans will show a Site Data Table with the following information:
    - a. Existing and proposed gross density for residential uses and number of units.
    - b. Existing and proposed gross floor area by type of non-residential uses.
    - c. Lot dimensions.
    - d. Existing and proposed setback dimensions.
    - e. Parking calculations (parking provided and required).
    - f. Existing and proposed Zoning Districts.
    - g. Existing and proposed building height.
    - h. Impervious surface calculations and ratio.
  3. A conceptual landscaping plan:
    - a. A tree survey with overlay of proposed development indication size, type, location of trees to remain and location of trees to be removed.
    - b. Landscaping provided by size, type, spacing, and location.
  4. All Site Plans will show/provide the following information:
    - a. Complete screening details, including fences or walls.
    - b. Driveways and access improvements.
    - c. Dumpster location and screening.
    - d. Accessory structures, such as, pools, decks, docks, open shelters, etc.
    - e. Proposed streets and street right-of-way (give easement width for private streets).
    - f. Existing and/or proposed sidewalks.
  5. Other Information to be provided:
    - a. Entity responsible for the maintenance of common facilities (residential projects).
    - b. Plans for signs, if any, including the location, type, height, area, and proposed lighting shall be shown.
    - c. Size and location of required loading (non-residential projects).
    - d. The location of existing structures and buildings.
    - e. Elevations of proposed building(s).
- VIII. Architectural plans including elevations and statement of compliance with guidelines.**
- VIII. Submit Site Plan Review Fee.**

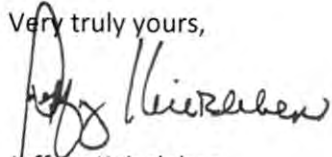
September 23, 2022

RE: IV. Expansion of the Harbourside Project

To Whom It May Concern:

It is anticipated that this expansion will commence approximately 120 days after all approvals, and will become completed within 18 months thereafter. Barring any unforeseen supply shortages, labor shortages, or other events outside the owner's control.

Very truly yours,

A handwritten signature in black ink, appearing to read "Jeffrey Keierleber". The signature is written in a cursive style with a large initial "J".

Jeffrey Keierleber



## IX. PLANNED UNIT DEVELOPMENT REVIEW CHECKLIST

<b>Submission of Review:</b>	<b>Date of Review:</b>
<b>Name and address of Project:</b>	
<b>Zoning:</b>	<b>Future Land Use:</b>

Item	Chapter	Section	Subject	Information Provided		Meets Requirements		Notes
				Yes	No	Yes	No	
1.	6	31	License designation					
2.		32	Location approval					
3.	26	36 (c)	Setback: AC					
4.	50	64	Dumpster: enclosure					
5.		66	Dumpster: accessibility					
6.		91 (c)	Container(s) required					
7.	78	32 (a)	Statement received					
8.		33	Statement: contents					
9.	82	34	Concurrency data					
10.	86	85	Beach lighting					
11.	106	38	Tree spacing					
12.		39	Dist: curb/sidewalk					
13.		40	Dist: corner/hydrant					
14.		114	Landscaping (ROW)					
15.		115	Landscaping: parking					
16.		116	Landscaping: interior					
17.	110							
18.		153	Setbacks					
19.		153	ISR					
20.		153	FAR					
21.		153/183	Height					
22.		154	Unit area					
23.		154/261	Density					
24.		155	Use					
25.		218	Gulf setback					
26.		241	Yard features					
27.		245	Setback: overhang					
28.		282	Plan received-Fence					
29.		(1)(a)	Height					
30.		(b)	Decoration					
31.		285	Permitted materials					
32.		290	Setback: front-yard					
33.		291	Setback: side-yard					
34.		292	Setback: Rear-yard					
35.		293	Setback: double					
36.		294	Setback: Alley					
37.		311	Front-yard-Accessory					
38.		312	Lots not abutting					
39.		314	Accessory size					
40.		341	Outdoor storage					
41.		372	Required parking					

Item	Chapter	Section	Subject	Information Provided		Meets Requirements		Notes
				Yes	No	Yes	No	
42		373	Collective parking					
43		375	Stall/aisle size					
44		377	Off-street loading					
45		378	Bicycle parking					
46		Building Elevations						
47		Design Standards						
48		821 (a)	Zoning district					
49		(b)	Business Triangle					
50		(c)	50% applicability					
51		823	Unique structures					
52		824	Non-structural fix					
53		825	Site plan contents					
54		826	Prohibited features					
55		827(1)(a)	Design articulation					
56		(b)	Facade methods					
57		(c)	Facade methods					
58		(2)(a)	Building entrance					
59		(b)	Pedestrian connect					
60		(c)	Parking access					
61		(d)	Parking screen					
62		(3)(a)	Blank Bldg walls					
63		(b)	Facade style					
64		(c)	Facade openings					
65		(4)(a)	Roof pitch					
66		(b)	Flat roofs					
67		(5)(a)	Window/door trim					
68		(b)	Display windows					
69		(6)(a)	Landscaping					
70		(b)	Mailboxes					
71		(c)	Common areas					
72		(d)	Pavement treatment					
73		(e)	Lighting fixtures					
74		(f)	Fence/wall landscape					
75		(g)	Tree canopy					

**PLANNED UNIT DEVELOPMENT APPLICATION**  
**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**  
**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**PUD narrative, intended for uses and proposed development activity**

Gulfoast Marina Limited Partnership proposes to improve its property located on the east side of 2<sup>nd</sup> street and north of 4<sup>th</sup> Avenue in the City of Indian Rocks Beach. The property is currently developed as an 82-unit (164 with lock-off units) hotel, the Holiday Inn & Suites – Harbourside, with on-site Jimmy Guana’s restaurant, Splash Harbour waterpark and adjacent 100 (200 with lock-off units) vacation condominiums, boardwalk/boat docs, and surface parking lots. The applicant intends to develop unused portions of the property with mid-rise vacation condominiums and a parking deck.

The new improvements will include (1) 54 full units (which equates to 108 lock-off units) in a new building including an approximate 5,000 sf of indoor recreation area and a pool situated along the intracoastal waterfront and SR688 to replace the former Brewmaster restaurant, (2) 38 full units (76 lock-off units) in a new building in the north parking lot along SR688, and (3) 20 full units (no lock-offs) on the westernmost parking area adjacent to 2<sup>nd</sup> Street.

The goal of this project is to expand the existing transient rental capabilities at the site. The addition will increase the number of full units by 112 (which include the 20 units contemplated in the 2002 Amendment to the existing Development Agreement paragraph 13). As with the existing units, the new units will not be permitted to be used for either full or part-time residency. The new units will be for transient rental under the same rules and regulations that currently exist. In addition, a parking deck will increase the overall parking to 484 spaces. A review of the history of this project will show that it has been a PUD since 1982, with amendments to the Development Agreement in 1996 and 2002.

Prior to the 2002 Amendment being signed, the City was aware of the initial Phase III plan including height (64.2’) and as compatible, but not the same Key West design as currently existed. However, after the Amendment was signed in February in 2002, the City Commission reviewed the architectural view and denied approval based on height, compatibility with Phases I & II in December of 2002. After filing the Owner’s Request for Relief with the court and after the City’s response in January 2003, the matter was referred to a Special Master. The Special Master conducted a mediation and hearing on August 26, 2003. Thereafter, the Special Master issued the Opinion of Special Master on or about September 8, 2003 finding that the architectural view presented by Gulfoast on December 10, 2002 was reasonably compatible with the existing development as required by the Agreement. In addition, the Special Master agreed that the height, setbacks and other City objections were unreasonable. Several months later the City signed a Resolution agreeing with the Special Master, but STILL denied the height that was clearly allowed! In the same Resolution, the City approved an “Alternative View” which Required the building along 2<sup>nd</sup> Street to be lower than what was allowed, but also Required the building along the water to be higher than planned (93’). See Resolution dated October 16, 2003. We redid our plans and built to the City’s required height.

We feel that this information is important when considering the current planned addition. You will note that the 20 units along 2<sup>nd</sup> Street that were not able to be built with the original signed Phase III addition are now lower than originally planned. Throughout the different amendments to the PUD, this project has always followed the spirit of the purpose and intent of the PUD zoning district applicable to the transient rental and commercial aspects of our development and enhancement to the Business Triangle. Our latest and most likely final addition is compatible with the surrounding buildings and have been coordinated throughout to eliminate the negative impact of unplanned and piece meal developments.

The development as a whole is unique, and for the most part fits very well within the Business Triangle zoning district plan. In addition, all of the structures built to date have been found to be consistent with the City's comprehensive and land development regulations. The new building will be built with the same design, construction material, color combinations, maximum height, size scale, landscaping, etc. as the existing.

It is also notable that the height(s) of the existing buildings have rarely, if ever, complied with height restrictions imposed outside of the PUD. We believe this latest addition to the PUD will balance the property, remove the deteriorating Brewmaster building and add transient units which will increase vibrancy in and around the Business Triangle, and add additional economic support to the other restaurant, shops, and services that call the Business Triangle home.

EXHIBIT C  
RESOLUTION

CITY OF INDIAN ROCKS BEACH  
RESOLUTION NO. 2003-130

A RESOLUTION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, APPROVING THE OPINION OF THE SPECIAL MASTER THAT THE ARCHITECTURAL VIEW FOR PHASE III FOR THE DEVELOPMENT KNOWN AS HOLIDAY INN HARBOURSIDE, AS PRESENTED BY GULF COAST MARINA LIMITED PARTNERSHIP, d/b/a HOLIDAY INN HARBOURSIDE, IS IN REASONABLE COMPLIANCE WITH THE PROVISIONS OF SECTION 13 OF THE AMENDMENT TO THE DEVELOPMENT AGREEMENT DATED FEBRUARY 26, 2002, AND PROVIDING FOR AN EMERGENCY DATE.

WHEREAS, on February 26, 2002, the City Commission in Resolution No. 2002-01, approved the Revised Development Agreement dated February 26, 2002, between the City of Indian Rocks Beach, Florida, and Gulfcoast Marina Limited Partnership, d/b/a Holiday Inn Harbourside, (hereinafter referred to as "Gulfcoast"), extending the expiration date by two years; and

WHEREAS, Section 13, Construction on Phase III of Project, Paragraph 2, states: "Prior to construction, the City Commission shall review an architectural view of the Project for consideration. Approval of the architectural view by the City Commission shall be necessary prior to any construction. Such approval will not be unreasonably withheld"; and

WHEREAS, Gulfcoast submitted proposed architectural view for Phase III Buildings for City Commission modifications, comments and/or acceptance; and

WHEREAS, the Community Development Director has reviewed the submitted architectural view and found it to be in compliance with the Amendment to the Development Agreement dated February 26, 2002, height limitation of 64.16 feet, except for the top cupola, which is estimated to be 73 feet; and

WHEREAS, on December 10, 2002, the City Commission in Resolution No. 2002-157, denied the Gulfcoast's request for approval of architectural view; and

WHEREAS, on June 24, 2003, and August 12, 2003, the City Commission and Gulfcoast engaged in extensive and good faith efforts to address, settle and resolve issues pertaining to the requested architectural view, but efforts were without settlement and resolution; and

WHEREAS, Gulfcoast filed its Request for Relief, pursuant to Section 70.51, Florida Statutes, asserting that the City's denial of Gulfcoast's request for approval of the architectural view was unreasonable and unduly burdens the property; and

is hereby resolved that the City is responsible to Gulfcoast's Request for Relief asserting that the decision of the City was reasonable based upon a determination by the City that the architectural view was in compliance with the

WHEREAS, on August 26, 2003, a mediation hearing was held by a Special Master, pursuant to Chapter 70, Florida Statutes, upon the Request for Relief filed by Guldbost from the denial by the City Commission of Guldbost's request for approval of architectural view of the proposed plans for development of Phase III of the development known as Holiday Inn Harborside; and

WHEREAS, by said Special Master's Opinion that (1) the Development Agreement is enforceable and does not conflict with the provisions of the Revised Development Agreement; (2) The architectural view presented by Guldbost to the City is in reasonable compliance with the provisions of Section 13 of the Amendment to the Development Agreement dated February 26, 2002; and (3) Approval of Guldbost's request for architectural view is in the best interests of the City.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, THAT:

Section 1. The City Commission does hereby accept the Special Master's Opinion that the architectural view for Phase III of the Development known as Holiday Inn Harborside, as presented by Guldbost, is in reasonable compliance with the provisions of Section 13 of the Amendment to the Development Agreement dated February 26, 2002.

Section 2. The City Commission does hereby deny the architectural view for Phase III of the Development, as originally presented to the City Commission on December 10, 2002, attached hereto and made a part of this record.

Section 3. The City Commission does hereby approve the alternate architectural view for Phase III of the Development, as presented to the City Commission on August 12, 2003, attached hereto and made a part of this record.

Section 4. The City Commission does hereby add the condition that this architectural view approval shall not be considered to be or extend any actual or implied approval of the proposed site plan, or any portion thereof, submitted and presented with the building elevations on December 10, 2002.

Section 5. This Resolution shall become effective immediately upon its adoption.

PASSED AND ADOPTED this 16<sup>th</sup> of October, 2003, by the City Commission of the City of Indian Rocks Beach, Florida.

*[Signature]*  
City of Indian Rocks Beach, Florida, Public Works

ATTEST: *[Signature]*  
Deanne Bulino O'Reilly, City Clerk

Resolution No. 2003-130  
City of Indian Rocks Beach, Florida, Public Works

Official Publication Date: October 5, 2003

*[Signature]*  
Deanne Bulino O'Reilly, City Clerk

Resolution No. 2003-130

Summary of major site plan requirements for Holiday Inn - Phase III PUD

	Planned	Received	Comments
<b>Setbacks (Phase III)</b>			
Front (West)	12.12 ft.	10 ft.	Setbacks per Code Sec. 116-135(4)(1). Setbacks not yet discussed in the DA.
Rear (East)	3.33 ft. (5 ft. - 4')	5 ft. from centerline of easement	
Side (North)	14.34 ft. (15' - 0" 7/8')	10 ft.	
	Interior	Setbacks 20.3 ft. m.s.l. onto Phase II (Tract "B") lot	The side yard improvement is acceptable subject to securing an approved Utility of Title for the lot.
Side (South)	Miami Ave.	14.34 ft.	
<b>Building Heights (Phase III)</b>			
West Building (along 2 <sup>nd</sup> Ave.)	64 ft. at ridge of roof	64 ft. at roof ridge	For PUD Agreement, dated 2/26/02, and per Code and Comp. Plan max. Ht. for R/OH land use.
South Building (along Miami Ave.)	64 ft. at ridge of roof	64 ft. at roof ridge	
<b>Green Land Areas</b>			
Green Supervised Surface Areas:	354,533 sq. ft. (entire PUD)	N/A	For PUD Agreement, dated 2/26/02, and per Code and Comp. Plan max. Ht. for R/OH land use.
	sq. ft. (Phase III)	369,834.3 sq. ft. / 0.70 IER (max. - entire PUD)	
	sq. ft. (Phase I & II (existing))		
Green Floor Area:	sq. ft. (entire PUD)	264,167.3 sq. ft. / 0.30 FAR (max. - entire PUD)	For PUD Agreement, dated 2/26/02, and per Code and Comp. Plan max. FAR for R/OH land use.
	sq. ft. (Phase III)		
	138,010 sq. ft. (Phase I & II (existing), per P.C. PUD records)		Developer did not provide existing and proposed sq. ft. figures as required in staff's letter dated 7/16/04.
Hotel "Sleeping Units":	100 (Phase III) - 2 bedroom/2 bath "lock-off" units  81 (Phase I & II)	130 (max. - Phase III) 84 (max. - Phase I&II)  Each 2 bedroom/2 bath "lock-off" unit shall be counted as one unit but may be rented as either 1 or 2 units.	For PUD Agreement, dated 2/26/02.  Existing/proposed units per Architect 10/1/04. Also, the current occupational license is for 164 rooms, which equates to 82 units.
Parking Spaces:	433	448 (min. - entire PUD) 150 (Phase III-700 units @ 1.5 per unit) 290 (Phase I & II, marina, public boat center and restaurant) 18 (municipal parking spaces for the business district area, adjacent to 2 <sup>nd</sup> Street)	For PUD Agreement, dated 2/26/02, which was based in part on the applicant's shared parking analysis, dated 1/03.

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Sealed Boundary Survey**



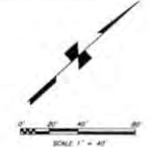


**Legal Description**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including lots 7 through 10, Block 14 and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of uncolored Blocks 17 and 18 and streets, according to plat of Indian Rocks Beach, as recorded in Plat Book 4, Page 17, Public Records of Pinellas County, Florida and including a portion of the related right of way for State Road 669 and being more particularly described as follows:

Commence at the southeast corner of said Section 12, thence along the South boundary of said Section 12, N 89°07'59"W, 1442.50 feet; thence N 02°07'55"W, 236.76 feet to the North right of way line of Miami Avenue; thence along said North right of way line, S 89°10'10"E, 140.00 feet to the East right of way line of 2nd Street North and the Point of Beginning; thence along said East right of way line, N 02°07'55"W, 442.52 feet to the South right of way line of 4th Avenue; thence along the South, East and North right of way lines of 4th Avenue the following three courses: S 89°14'51"E, 100.13 feet; thence N 02°07'55"W, 50.06 feet; thence N 89°14'51"W, 100.13 feet to the East right of way line of 2nd Street North; thence along said East right of way line N 02°07'55"W, 248.98 feet; thence S 89°17'29"E, 287.39 feet; thence S 81°59'15"E, 50.00 feet to a non-tangent curve concave to the West having a radius of 2864.93 feet (a radial line to said point bears S 81°59'15"E); thence along said curve Northerly 215.97 feet through a central angle of 04°19'09" to the South right of way line line of S 81°59'15"E, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet to radial line to said point bears N 02°04'08"W; thence along said curve Easterly 177.55 feet through a central angle of 02°44'05"; a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 430.82 feet through a central angle of 40°32'58"; thence tangent from said curve S 49°17'04"E, 25.94 feet; thence S 40°48'01"W, 106.71 feet; thence N 67°14'52"W, 72.15 feet to a non-tangent curve concave to the Northeast having a radius of 2914.93 feet to radial line to said point bears S 67°14'58"E); thence along said curve Southeasterly 5.81 feet through a central angle of 00°36'37"; thence non-tangent from said curve N 89°10'15"W, 158.30 feet to the Point of Beginning.

Plat contains 12-13 acres more or less.

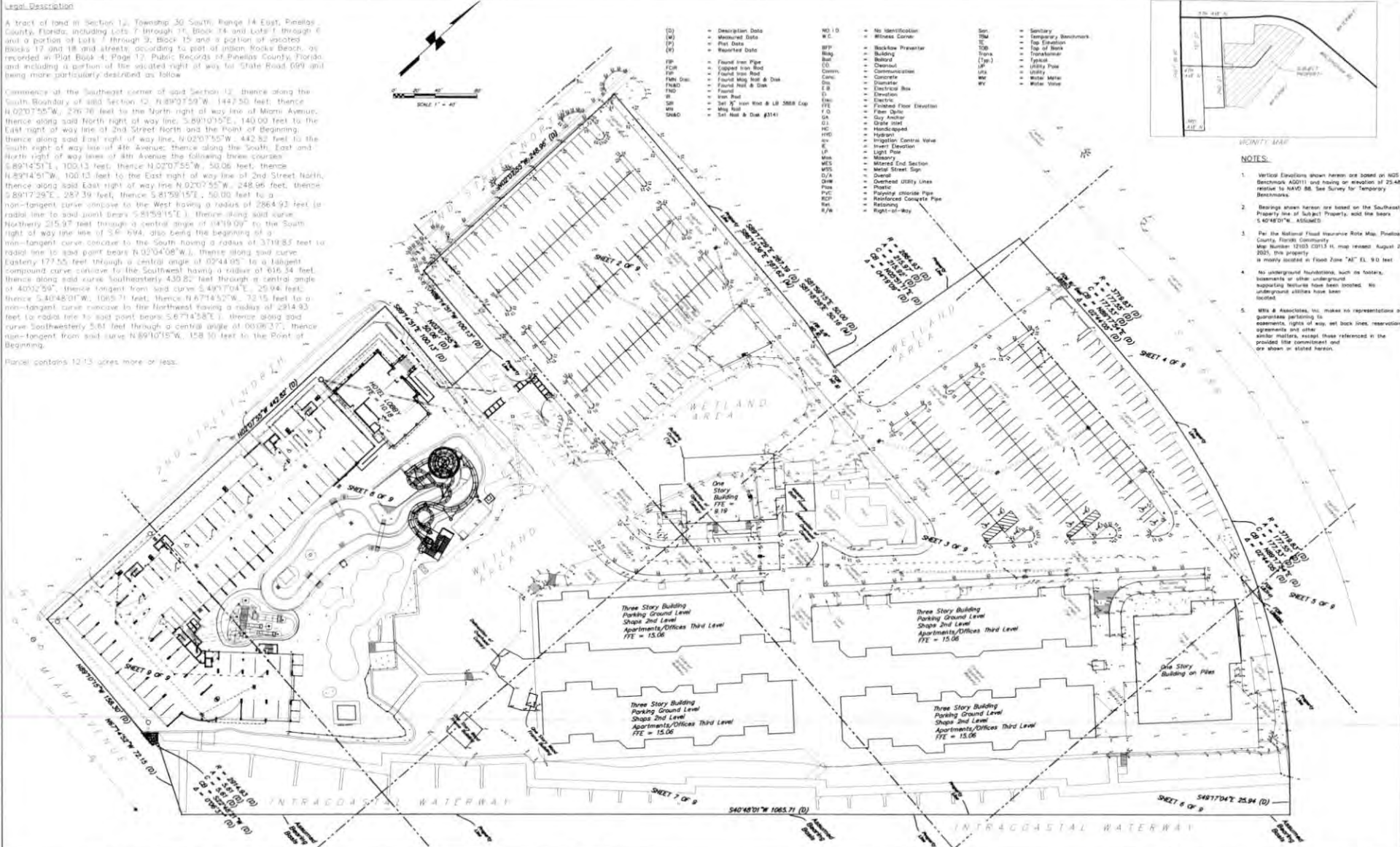


- (D) = Description Date
- (M) = Measured Data
- (P) = Plan Date
- (R) = Reported Date
- FCR = Found Iron Rod
- FR = Found Iron Rod
- FRD = Found Iron Rod & Disk
- TND = Found Nail & Disk
- R = Iron Rod
- SM = Set of Iron Rod & L8 SS Cap
- MS = Misc Nail
- SHED = Set Nail & Disk (214)
- NO ID = No Identification
- W.C. = Witness Corner
- BBP = Backhoe Preventer
- Bldg = Building
- Bul = Bulb
- Ch = Chisel
- Comm = Communication
- Con = Concrete
- Dis = Discrete
- EB = Electric Box
- Dir = Direction
- Fl = Floor
- FVE = Finished Floor Elevation
- Fls = Floor Slab
- GA = Guy Anchor
- H = Height
- HC = Handicapped
- HT = Horizontal
- IC = Irrigation Control Valve
- Inv = Invert Elevation
- LP = Light Pole
- M = Meter
- MES = Meter End Section
- MSS = Meter Street Sign
- D/W = Overhead Utility Lines
- Pl = Plastic
- PUP = Rigid Polyethylene Pipe
- RC = Reinforced Concrete Pipe
- Ret = Retaining
- R/W = Right-of-Way
- Sen = Secondary
- SBM = Temporary Benchmark
- TC = Top Station
- TOP = Top of Bench
- Trns = Trunk
- Fl = Fossil
- UT = Utility Pole
- US = Utility
- WV = Waste Valve
- WV = Water Valve



**NOTES:**

1. Vertical Elevations shown herein are based on NGD Station 82011 and having an elevation of 25.44 relative to NAVD 88. See Survey for Temporary Benchmarks.
2. Readings shown herein are based on the Southwest Property line of Subject Property, with the bears 140°48'00" W. ASSUMED.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12033 C0013 II, map revised August 24, 2020, this property is mostly located in Flood Zone "AE" EL 9.0 feet.
4. No underground foundations, such as footers, basements or other underground supporting features have been located. No underground utilities have been located.
5. Mills & Associates, Inc. makes no representation or guarantee pertaining to easements, rights of way, set back lines, interlocking agreements and other similar matters, except those referenced in the provided title commitment and as shown in stated herein.



BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	7/27/22	2ND ST. N. ADDITIONAL TOPG			

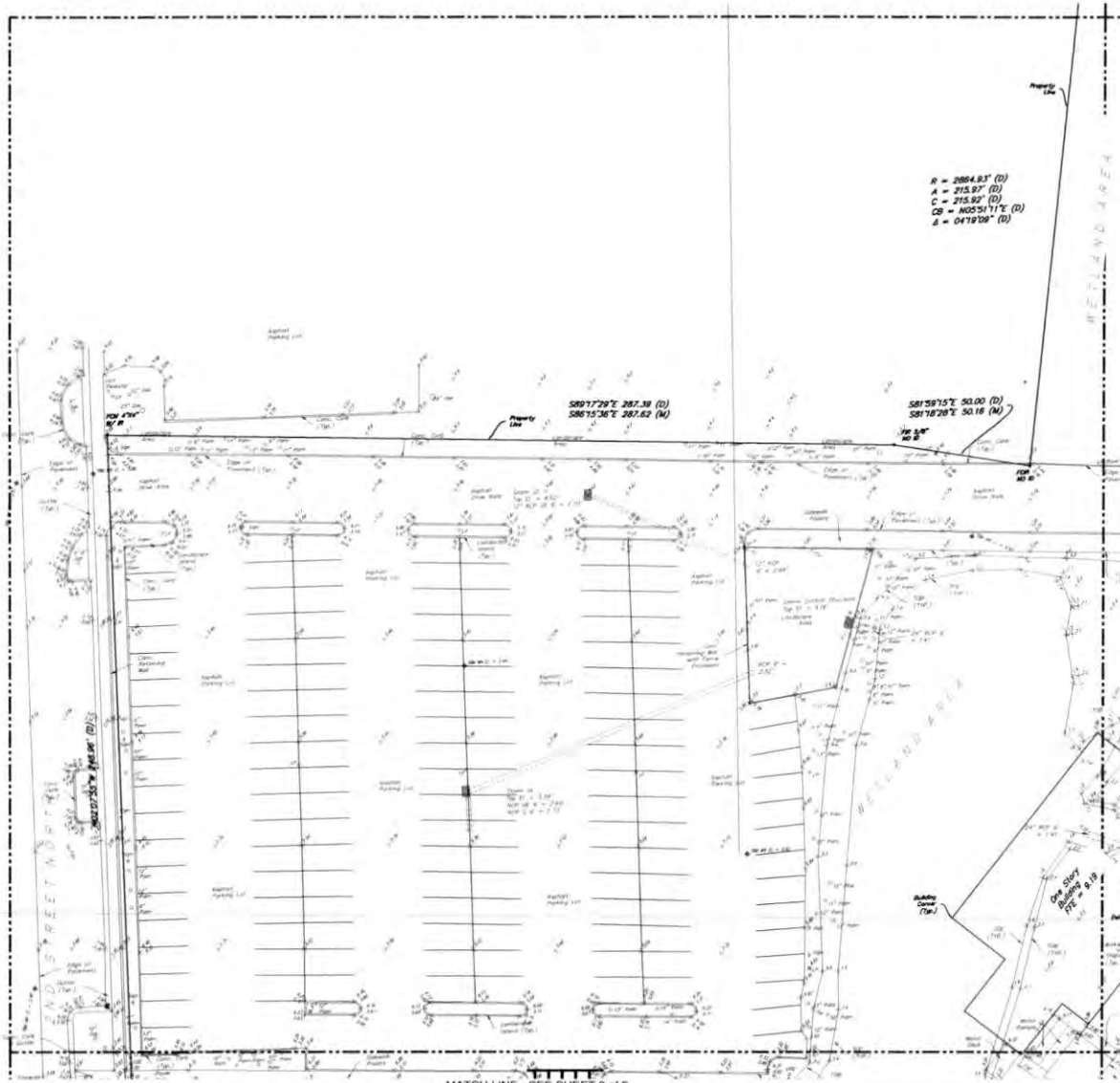
**MILLS and ASSOCIATES, INC.**  
CONSULTING ENGINEERS & LAND SURVEYORS  
3242 HENDERSON BOULEVARD • SUITE 300  
TAMPA, FLORIDA 33609-3056  
TELEPHONE: (813) 876-8869

FOR  
**JEFF KEIERLEBER**

DRWN BY: AS DATE 3/22/22  
DSGN BY: DATE  
CHKD BY: LEM DATE 3/22/22  
SCALE: 1" = 40'  
No smaller than 1/8" shall be used for any portion of this drawing. All dimensions shall be given in feet and inches. All measurements shall be taken from the established datum and in feet only.  
DATE: 2022.07.27  
PL. 1, 2, 3, 4 - 2022  
P.E. NO. 2834 - 08-89-366  
STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
DATE OF FIELD SURVEY: 02-23-22

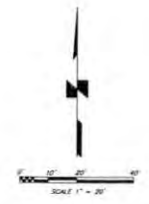
SHEET  
1 of 9  
JOB NO.  
22-001.003



B = 2864.93' (D)  
 A = 215.97' (D)  
 C = 215.97' (D)  
 CD = 40255111'E (D)  
 Δ = 0419'09" (D)

S89°17'29"E 287.18 (D)  
 S86°15'36"E 287.62 (M)

S81°59'15"E 50.00 (D)  
 S81°16'29"E 50.16 (M)



- (D) = Description Data
- (M) = Measured Data
- (P) = Plot Data
- (R) = Reported Data
- FP = Found Iron Pipe
- FCR = Copied Iron Rod
- FR = Found Iron Rod
- FMH Dec = Found Mag Nail & Disk
- FMB = Found Nail & Disk
- FND = Found
- IR = Iron Rod
- SR = Set 'X' Iron Rod & LB 3888 Cap
- MR = Mag Rod
- SMB = Set Nail & Disk #3141
- NO ID = No Identification
- W.C. = Witness Corner
- BFP = Backsight Provenance
- Bldg = Building
- Bul = Bulb
- Ch = Channel
- Comm. = Communication
- Con. = Concrete
- Dir. = Direction
- E.B. = Electrical Box
- E. = Elevation
- Fac. = Face
- FTE = Finished Floor Elevation
- F.C. = Face of Concrete
- SA = Day Anchor
- L.I. = Lateral Inset
- HC = Handicapped
- HTD = Horizontal Tied
- IRV = Irrigation Control Valve
- IR = Iron Rod
- LP = Light Pole
- M = Meter
- MES = Meter End Section
- MSS = Meter Street Sign
- O/A = Overhead
- DL = Overhead Utility Lines
- P = Pipe
- PC = Polypropylene Concrete Pipe
- PCP = Reinforced Concrete Pipe
- R = Retention
- R/W = Right-of-Way
- S = Sundry
- TM = Temporary Benchmark
- T = Top
- TMB = Top of Bench
- T = Transformer
- U = Utility
- UP = Utility Pole
- UL = Utility
- ULS = Utility
- W = Water
- WV = Water Valve

- NOTES:**
- Vertical Elevation shown herein are based on NGS Benchmark 420111 and having an elevation of 25.48' relative to NAVD 88. See Survey for Temporary Benchmarks.
  - Boundaries shown herein are based on the Southeast Property line of Subject Property and are based on S. 42° 45' 00" W, 450.00'.
  - For the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 H, map revised August 24, 2021, this property is mainly located in Flood Zone "AL" EL 9.0 feet.
  - No underground foundations, such as tunnels, basements or other underground supporting features have been located. No underground utilities have been located.
  - M&A Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, restrictions, agreements and other similar matters, except those referenced in the proposed title commitment and are shown or noted herein.

BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	7/27/22	2ND ST. H. ADDITIONAL TOPO			

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-8869

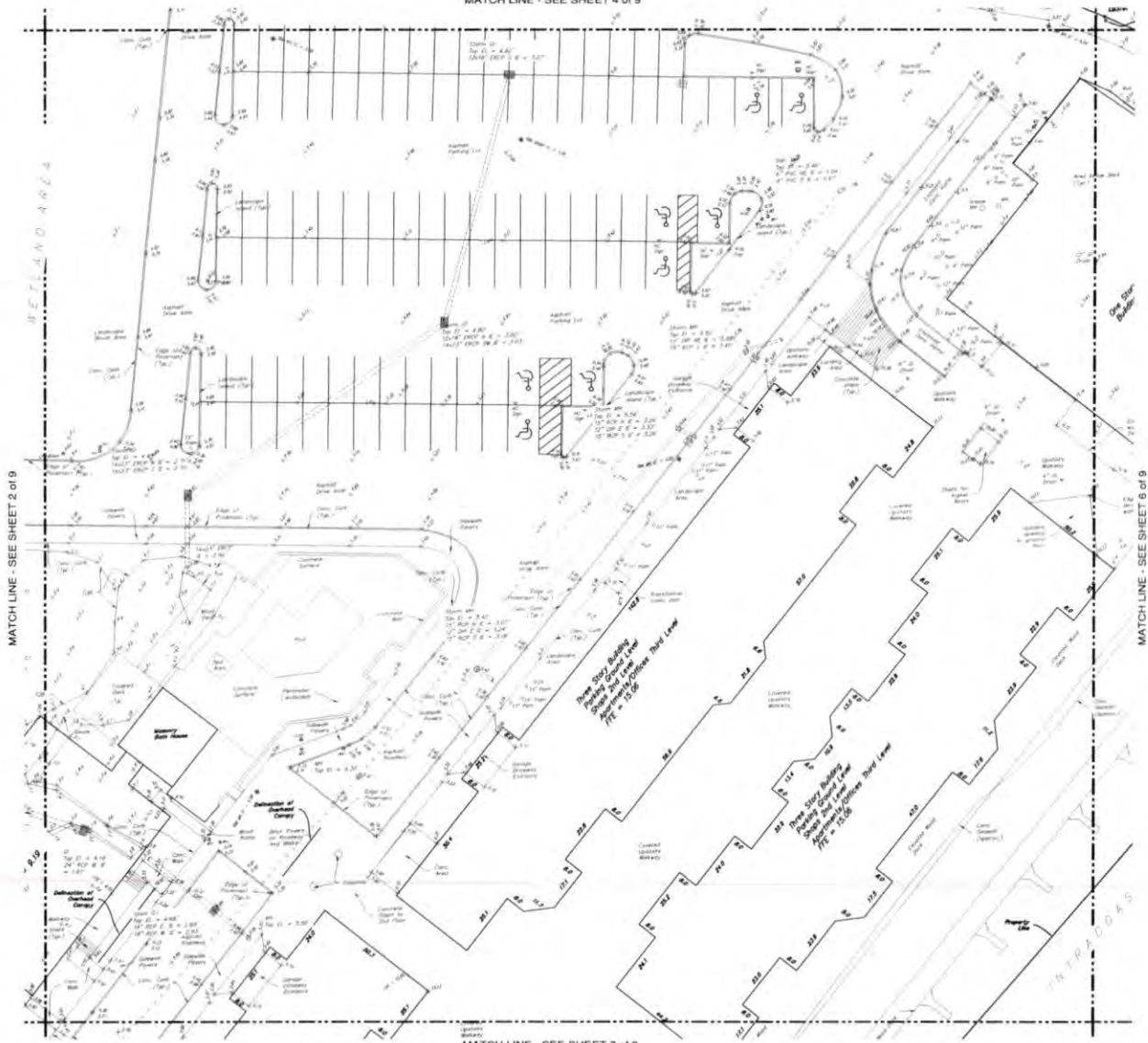
JEFF KEIERLEBER

DRWN BY: \_\_\_\_\_ DATE 3/22/22  
 DSGN BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/22/22  
 SCALE: 1" = 20'  
Unless it bears the signature and the original notepad copy of a Florida Licensed Surveyor and Engineer, this map/instrument is an unenforceable document and void in that state.

**SURVEYOR'S CERTIFICATE**  
No matter what is wrong if the former described property are prepared under my supervision and made the Division of Professions and Skills by the Florida Board of Professional Surveys and Report Chapter 4A-17, pursuant to Section 405.02 of the Florida Statutes.  
 LAURENCE E. MILLS  
 P.E. NO. 28294 - E.S. NO. 2886  
 P.A. 11, NO. 246 - L.S. NO. 2864  
 STATE OF FLORIDA

PROJECT: **SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22  
 SHEET: **2 of 9**  
 JOB NO.: 22-001.003

MATCH LINE - SEE SHEET 4 of 9



- (D) - Description Data
- (M) - Measured Data
- (P) - Plot Data
- (R) - Reported Data
- FP - Found Iron Pipe
- FCR - Capped Iron Rod
- FR - Found Iron Rod
- FMH Dwg - Found Map Hole & Dwg
- FMBD - Found Mail & Dwg
- FND - Found
- SI - Iron Stud
- SR - Set 3" Iron Rod & LB 3/8" Cap
- MR - Map Rod
- SM&C - Set Nail & Dwg #3141
- NO I.D. - No Identification
- W.C. - Witness Corner
- BFP - Backfill Protection
- Blg - Building
- Bul - Bulb
- Ch - Channel
- Comm. - Communication
- Con. - Concrete
- Dis. - Diameter
- E.S. - Electrical Box
- EL - Elevation
- Fin. - Finish
- FFE - Finished Floor Elevation
- F.O. - Floor Offset
- GA - Gage Anchor
- LI - Light
- HC - Handicapped
- FND - Found
- IRV - Irrigation Control Valve
- IS - Invert Elevation
- LP - Light Pole
- M&S - Manhole
- M&S - Metered End Section
- M&S - Meter Street Sign
- O/A - Overall
- OSM - Overhead Utility Lines
- Pipe - Pipe
- PCP - Polyethylene Plastic Pipe
- PCP - Reinforced Concrete Pipe
- Rein. - Reinforcement
- R/W - Right-of-Way
- San. - Sanitary
- Temp. - Temporary Benchmarks
- TE - Top Elevation
- Top of Bank
- Truss - Truss
- Top of Form
- UP - Utility Pole
- US - Utility
- WV - Water Valve

- NOTES:**
- Vertical Elevations shown herein are based on NGS Benchmark ASD111 and having an elevation of 25.48' relative to NAVD 88. See Survey for Temporary Benchmarks.
  - Benchmarks shown herein are based on the Southeast Property line of Subject Property, said line bears S 82°48'00" W, ASSUMED.
  - Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 0013 H, map revised August 24, 2021, this property is mostly located in Flood Zone "AC" EL 9.0 feet.
  - No underground foundations, such as factors, basements or other underground supporting features have been located. No underground utilities have been located.
  - M&A & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, reservations, agreements and other similar matters, except those referenced in the provided title commitment and are shown or noted hereon.

MATCH LINE - SEE SHEET 7 of 9

BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE (813) 876-8869

FOR  
**JEFF KEIERLEBER**

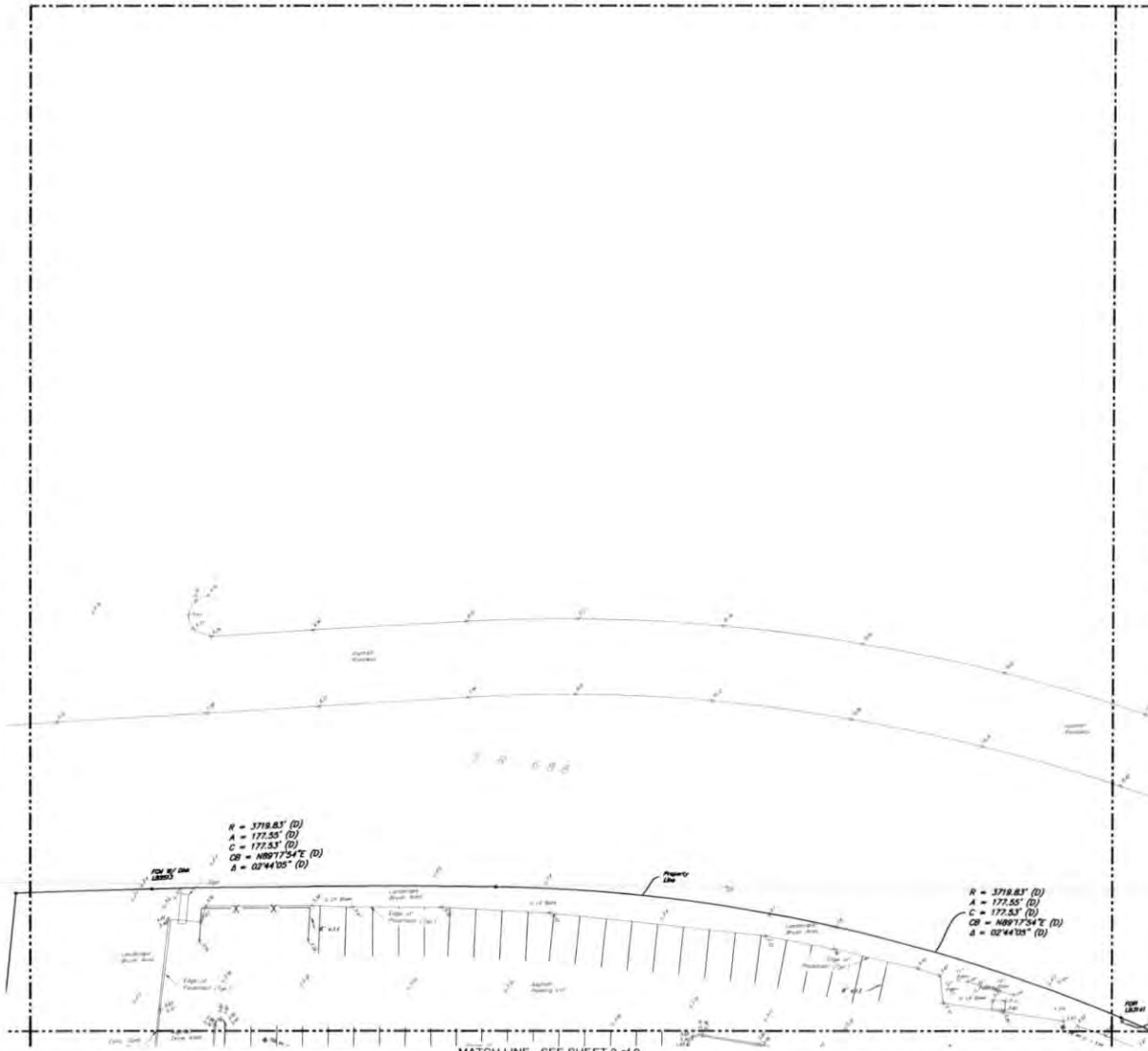
DRWN BY: \_\_\_\_\_ DATE 3/22/22  
 DSGN BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/22/22  
 SCALE: 1" = 20'

**SURVEYORS CERTIFICATE**  
 We certify that a survey of the herein described property was prepared under my supervision and made by Licensed Surveyors as shown by the Florida Board of Professional Surveyors and Report Chapter 49-12, prepared in Section 110507 of the Florida Statutes.

LAWRENCE E. MILLS  
 P.E. NO. 50784 - C.S. NO. 3804  
 P.L.S. NO. 3491 - L.S. NO. 2884  
 STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22

SHEET  
**3 of 9**  
 JOB NO.  
**22-001.003**



- (D) = Description Data
- (M) = Measured Data
- (P) = Plat Data
- (R) = Reported Data
- FR = Found Iron Pipe
- CR = Copper Iron Rod
- FR = Found Iron Rod
- FR = Found Wood Stake & Disc
- FR = Found Nail & Disc
- FR = Found Iron Rod
- SR = Set 3" Iron Rod & 18" SMM Cap
- MR = Metal Rod
- SMAC = Set Nail & Disc #3141
- NO ID = No Identification
- W.C. = Witness Corner
- BYP = Backflow Preventer
- BLDG = Building
- BUR = Buried
- CO = Curved
- COMM = Communication
- CONC = Concrete
- DIAM = Diameter
- E.B. = Electrical Box
- EW = Elevation
- EXP = Elevation
- FTE = Finished Floor Elevation
- F.O. = Floor Offset
- GA = Guy Anchor
- G.I. = Girth Iron
- HC = Handicapped
- HYD = Hydrant
- IRV = Irrigation Control Valve
- I.E. = Invert Elevation
- LP = Light Pole
- MEN = Meter
- MES = Meter End Section
- MSS = Meter Street Sign
- O/A = Overall
- OSL = Overhead Utility Lines
- PLAS = Plastic
- PUC = Polyurethane Pipe
- RCP = Reinforced Concrete Pipe
- RET = Retaining
- R/W = Right-of-Way
- SAN = Sanitary
- TEMP = Temporary Benchmark
- TOP = Top Elevation
- TUB = Top of Beam
- TRAF = Transformer
- TRM = Trunk
- UP = Utility Pole
- UVS = Utility
- WEL = Well
- WV = Water Valve

MATCH LINE - SEE SHEET 5 OF 9

**NOTES**

1. Vertical Elevations shown herein are based on NGS Benchmark AS011 and having an elevation of 25.45 relative to NAVD 88 Sea Survey for Temporary Benchmarks.
2. Bearings shown herein are based on the Southeast Property line of Subject Property, said line bears S 69°02'00" W, AS010.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 H, map revised August 24, 2021, this property is mostly located in Flood Zone "AE" 1: 0.0 feet.
4. No underground foundations, such as basements or other underground supporting features have been located. No underground utilities have been located.
5. MEA & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, covenants, agreements and other similar matters, except those referenced in the provided title commitment and as shown or stated herein.

N = 3719.83' (D)  
A = 177.55' (D)  
C = 177.53' (D)  
CB = N89°17'54"E (D)  
Δ = 02°44'05" (D)

R = 3719.83' (D)  
A = 177.55' (D)  
C = 177.53' (D)  
CB = N89°17'54"E (D)  
Δ = 02°44'05" (D)

MATCH LINE - SEE SHEET 3 OF 9

REVISIONS				
BY	DATE	DESCRIPTION	BY	DATE

**MILLS and ASSOCIATES, INC.**  
CONSULTING ENGINEERS & LAND SURVEYORS  
3242 HENDERSON BOULEVARD • SUITE 300  
TAMPA, FLORIDA 33609-3056  
TELEPHONE: (813) 876-5889

FOR  
**JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE: 3/2/22  
DSGN BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
CHKD BY: \_\_\_\_\_ DATE: 3/2/22  
SCALE: 1" = 20'

SURVEYORS CERTIFICATE  
No certificate that a copy of the survey description  
pertains to the project site is required and must  
be obtained in Florida and sent to the Florida Board  
of Professional Surveyors and Report Chapter 34-11  
pursuant to Section 402.02 of the Florida Statutes.

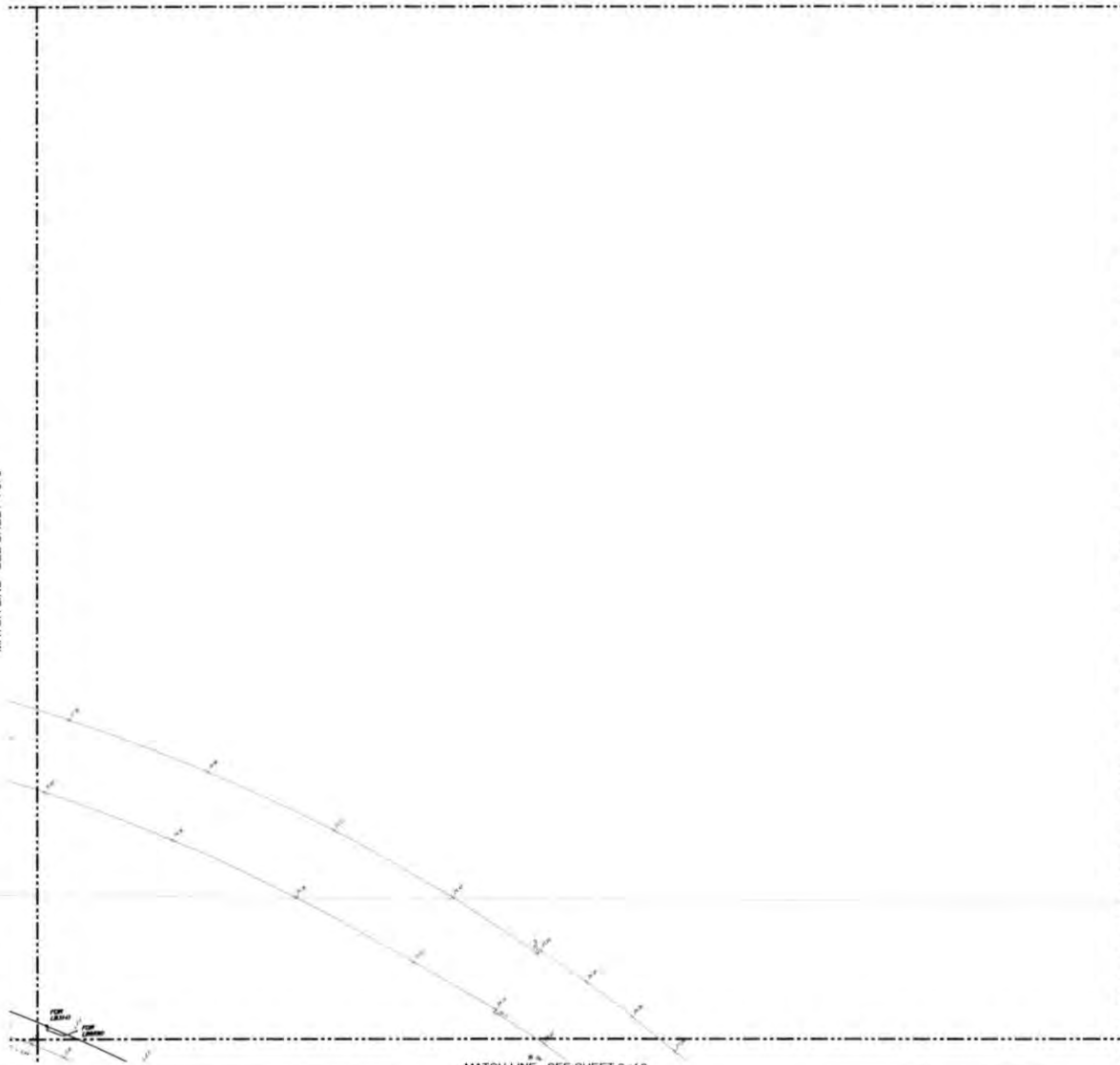
LAWRENCE E. HILLS  
P.E. NO. 95994 - L.S. NO. 2868  
FL S. NO. 2841 - L.S. NO. 2868  
STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE  
TOPOGRAPHIC SURVEY**

DATE OF FIELD SURVEY: 02-23-22

SHEET  
4 of 9  
JOB NO.  
22-001.003

MATCH LINE - SEE SHEET 4 of 9



- (D) - Description Data
- (M) - Measured Data
- (P) - Plat Data
- (R) - Reported Data
- FP - Found Iron Pipe
- FCR - Capped Iron Rod
- FR - Found Iron Rod
- FMG Dia - Found Mag Rod & Dia.
- FMG - Found Mag Rod & Dia.
- FR - Found
- SR - Iron Rod
- SR - Set 3/4" Iron Rod & 1.8 3/8" Cap
- MR - Mag. Rod
- SMAG - Set Iron & Dia. #3/4"
- NO ID - No identification
- W.C. - Witness Corner
- BFP - Backflow Preventer
- BLDG - Building
- BOB - Bolster
- CD - Channel
- Comm - Communication
- Cont - Contour
- DI - Diameter
- E.B - Electrical Box
- EL - Elevation
- ELoc - Elevation
- FFC - Fishhead Flash Elevation
- T.O. - True Origin
- GA - Guy Anchor
- G.I. - Gutter Inlet
- HC - Handicapped
- HTD - Hydrant
- ICV - Irrigation Control Valve
- E - Invert Elevation
- LP - Light Pole
- M - Manhole
- MES - Mineral End Section
- MSS - Metal Street Sign
- G/A - Overhead
- DM - Overhead Utility Lines
- PL - Plastic
- PC - Polypropylene Pipe
- PCP - Reinforced Concrete Pipe
- REL - Retaining
- R/W - Right-of-Way
- S - Survey
- TM - Temporary Benchmark
- TE - Top Elevation
- TOB - Top of Bank
- T - Transformer
- UT - Utility
- UP - Utility Pole
- US - Utility
- UM - Meter Meter
- WV - Water Valve

- NOTES.**
- Vertical Elevations shown herein are based on MGS Benchmarks AG0111 and having an elevation of 25.45' relative to NAVD 83. See Survey for Temporary Benchmarks.
  - Bearings shown herein are based on the Southeast Property line of Subject Property, and have been 1-40-00/00" M. ASSUMED.
  - Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 CD13 H, map revised August 24, 2021, this property is wholly located in Flood Zone "AE" EL 5.0 feet.
  - No underground foundations, such as basements or other underground supporting features have been located. No underground utilities have been located.
  - M&A Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, restrictions, agreements and other similar matters, except those referenced in the provided title commitment and are shown as noted herein.

REVISIONS					
BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

JEFF KEIERLEBER

DRWN BY: \_\_\_\_\_ DATE 3/2/22  
 DSGN BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/3/22  
 SCALE: 1" = 20'

**SURVEYORS CERTIFICATE**  
 We certify that a copy of the Survey description  
 property was prepared under the supervision and under  
 the direction of the Surveyor and signed by the Surveyor  
 present in Section 4702B of the Florida Statutes.

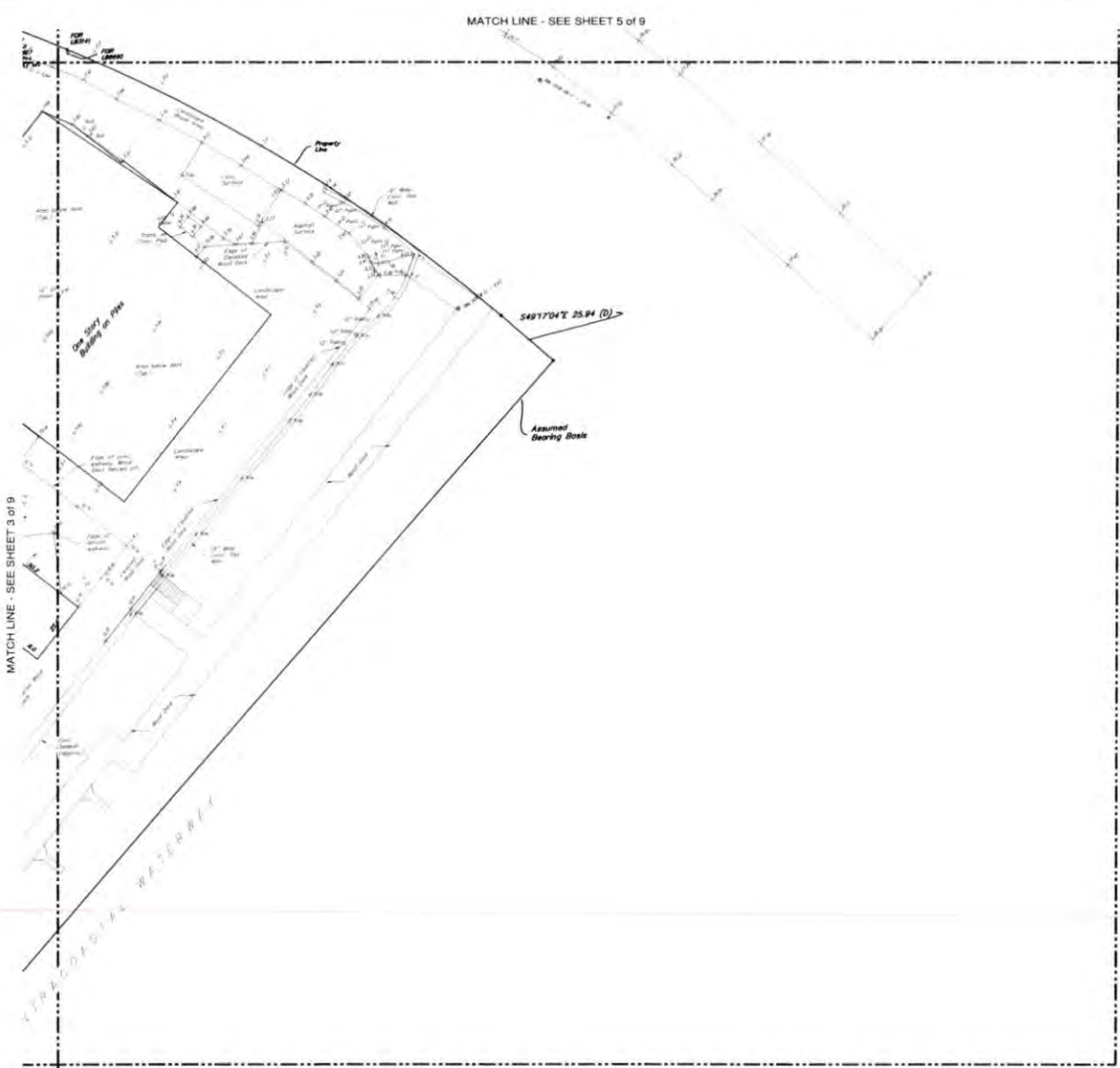
LAWRENCE E. MILLS  
 P.E. NO. 93304 - L.S. NO. 2662  
 P.L.S. NO. 246 - L.S. NO. 2662  
 STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE  
 TOPOGRAPHIC SURVEY**

DATE OF FIELD SURVEY: 02-23-22

SHEET  
**5 of 9**

JOB NO.  
**22-001.003**



(D)	= Description Data
(M)	= Measured Data
(P)	= Plot Data
(R)	= Reported Data
EP	= Found Iron Pipe
FCB	= Lapped Iron Rod
FIP	= Found Iron Pipe
FMB Dia	= Found Mfg Stud & Dia
FMB	= Found Mfg Stud & Dia
FND	= Found
IR	= Iron Rod
SR	= Set $\frac{1}{2}$ " Iron Rod & 18 3/16" Con
MR	= Mfg Rod
SMAC	= Set Ass & Dia #3141
NO ID	= No Identification
W.C.	= Witness Corner
BP	= Back-Site Pinpoint
Blg	= Building
Bul	= Bulb
CD	= Cement
Comm	= Communication
Conc	= Concrete
Dis	= Diameter
E.B.	= Electrical Box
Elev	= Elevation
Exc	= Excavation
FTE	= Finished Floor Elevation
F.O.	= Fine Optic
GA	= Dry Anchor
GL	= Grade Level
HC	= Handicapped
HTD	= Height
I+V	= Irrigation Control Valve
EL	= Level Elevation
LP	= Light Pole
Misc	= Miscellany
MES	= Metered End Section
MSS	= Meter Street Sign
O/A	= Overhead
OW	= Overhead Utility Lines
Pipe	= Plastic
PIC	= Polypropylene Pipe
PCP	= Reinforced Concrete Pipe
Ret	= Retaining
R/W	= Right-of-Way
S	= Survey
TBM	= Temporary Benchmark
TE	= Top Elevation
TSB	= Top of Bench
Trns	= Transformer
[Tm]	= [Tm]
UP	= Utility Pole
UTS	= Utility
WM	= Water Meter
WV	= Water Valve

**NOTES:**

1. Vertical Elevations shown herein are based on NGD Benchmark A52011 and having an elevation of 25.45' relative to NAVD 88. See Survey for Temporary Benchmarks.
2. Bearings shown herein are based on the Southeast Property line of Subject Property, and are based on S 49° 17' 04" E, ASCE.
3. For the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 H, map issued August 24, 2021, this property is wholly located in Flood Zone "AE" 1.0 to 1.5 feet.
4. No underground foundations, such as footings, basements or other underground supporting features have been located. No underground utilities have been located.
5. MEA & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, covenants, agreements and other intangible matters, except those referenced in the provided title commitment and as shown or stated herein.

REVISIONS	
BY	DESCRIPTION

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-0889

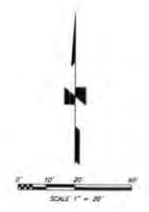
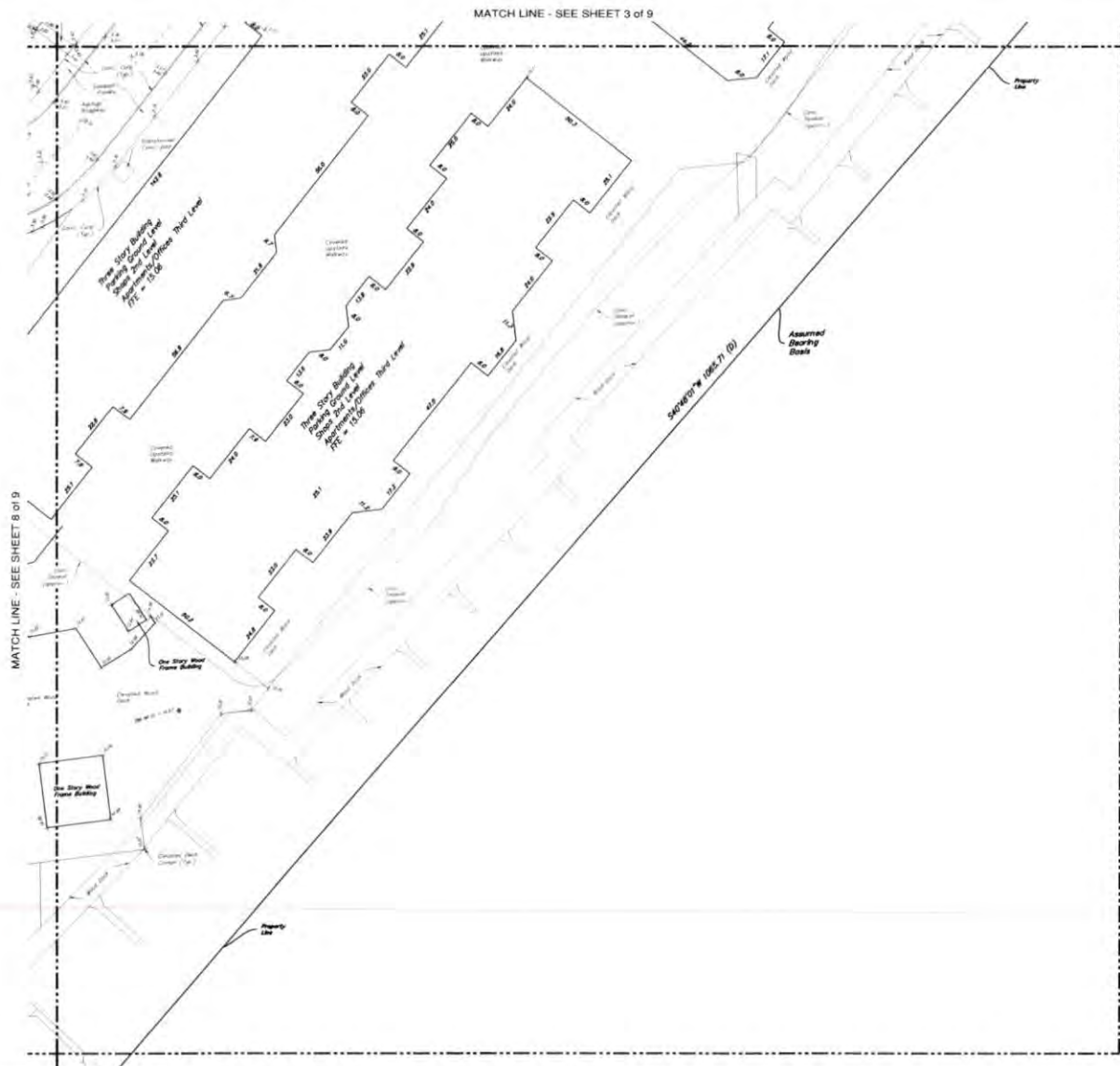
FOR  
**JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE: 3/2/22  
 DSGN BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHG BY: \_\_\_\_\_ DATE: 3/2/22  
 SCALE: 1" = 20'

SURVEYORS' CERTIFICATE  
 We certify that a copy of the survey described herein was prepared under my supervision and under the immediate direction and control of the State of Florida. I am a duly Licensed Professional Surveyor and Chapter 46-111, paragraph 1, Section 46202 of the Florida Statutes.  
 LAWRENCE E. MILLS  
 P.E., No. 85294 - F.S. No. 3663  
 P.L. No. 82, 346 - F.S. No. 3663  
 STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22

SHEET  
**6 of 9**  
 JOB NO.  
**22-001.003**



- (D) = Description Date
- (M) = Measured Data
- (P) = Plot Date
- (R) = Reported Date
- FP = Found Iron Pipe
- FCR = Dipped Van Road
- FR = Found Van Road
- FMB-Disc = Found Man Hole & Disc
- FMB = Found Man Hole & Disc
- FND = Found
- IR = Iron Rod
- SR = Set 3" Iron Rod # 18 3648 Copy
- MR = Map Rod
- SNAC = Set Nail & Disc #3141
- NO ID = No Identification
- W.C. = Witness Corner
- BFP = Backflow Preventer
- Bldg = Building
- Bot = Bottom
- CD = Channel
- Comm. = Communication
- Conc. = Concrete
- Dis. = Diameter
- E.B. = Electrical Box
- Elev. = Elevation
- Exc. = Excavation
- FFE = Finished Floor Elevation
- F.O. = Flow Optic
- GA = Guy Anchor
- G.L. = Grade Level
- HC = Handicapped
- HGT = Height
- IRV = Irrigation Control Valve
- E = Elevation
- LP = Light Pole
- Mis. = Misery
- MES = Meter End Section
- MSS = Meter Street Sign
- O/A = Overhead
- DWP = Overhead Utility Lines
- Pave. = Paved
- PWC = Precipitation Control
- RCP = Reinforced Concrete Pipe
- Ret. = Retaining
- R/W = Right-of-Way
- Sew. = Sewer
- TBW = Temporary Backroom
- TE = Top Elevation
- TCB = Top of Beam
- Trns. = Transformer
- UP = Utility Pole
- UNID = Utility
- W.M. = Water Meter
- WV = Water Valve

- NOTES.**
1. Vertical Elevations shown herein are based on NGS Benchmark A50111 and having an elevation of 25.48' relative to NAVD 88. See Survey for Temporary Benchmarks.
  2. Bearings shown herein are based on the Southeast Property line of Subject Property, and are based on 84°04'00" W, ASSUMED.
  3. For the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 CD13 H, map revised August 24, 2021, this property is mostly located in Flood Zone "X1" 0.0 feet.
  4. No underground foundations, such as footers, basements or other underground supporting features have been located. No underground utilities have been located.
  5. M&A Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set back lines, restrictions, agreements and other similar matters, except those referenced in the provided title commitment and are shown as stated herein.

BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

FOR  
**JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE: 3/2/22  
 DSGN BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 CHD BY: \_\_\_\_\_ DATE: 3/2/22  
 SCALE: 1" = 20'

**SURVEYORS' CERTIFICATE**  
 I, the undersigned, being a duly licensed Surveyor of the State of Florida, do hereby certify that the foregoing is a true and correct copy of the original record map as the same is shown to me by the client, and that the same is a true and correct copy of the original record map as the same is shown to me by the client, and that the same is a true and correct copy of the original record map as the same is shown to me by the client.

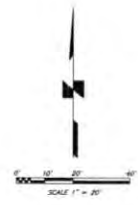
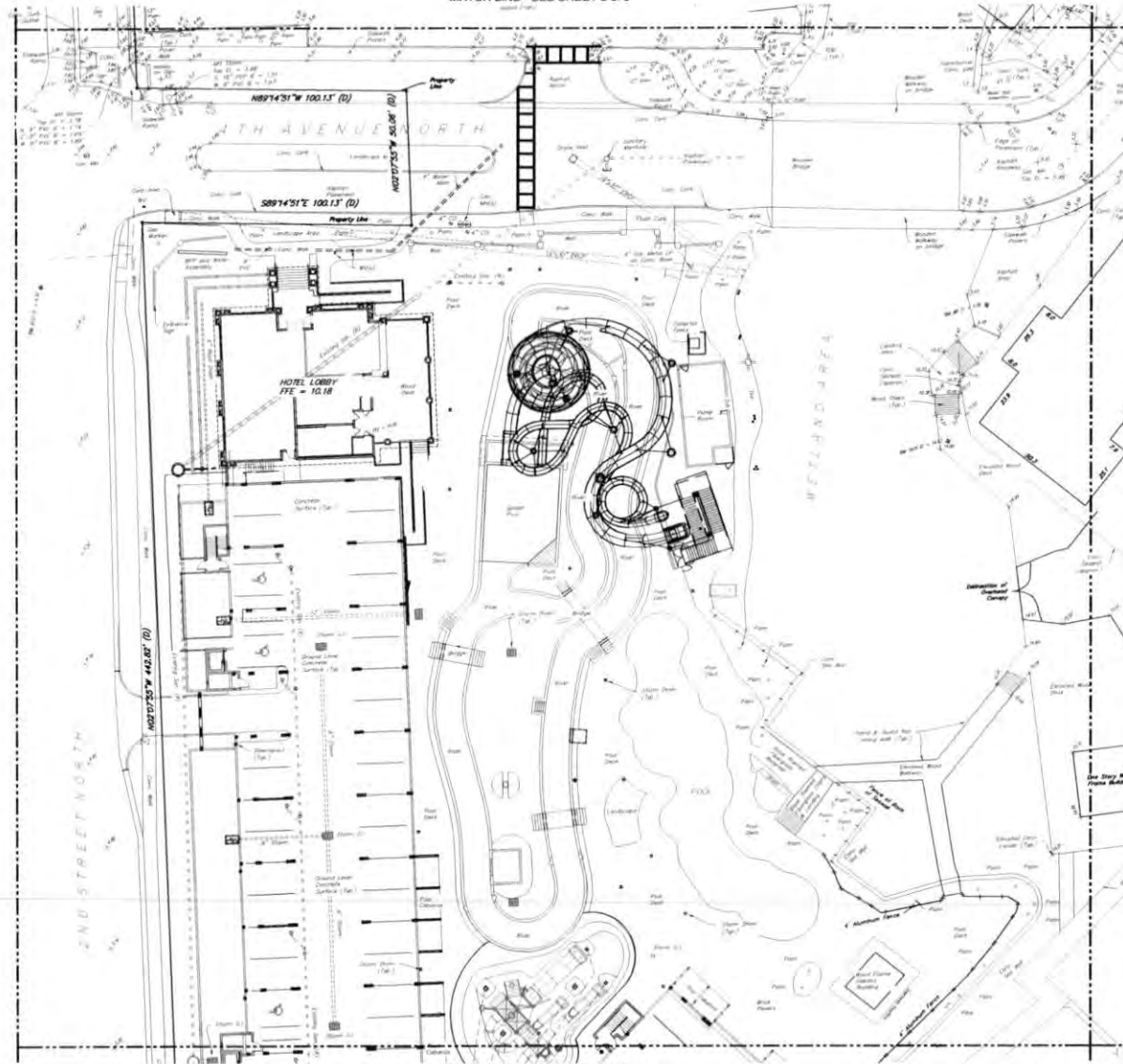
LAWRENCE E. MILLS  
 P.E., No. 12334 - E.S. No. 3668  
 P.L.S. No. 345 - L.S. No. 3668  
 STATE OF FLORIDA

**PROJECT**  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22

**SHEET**  
 7 of 9  
 JOB NO.  
 22-001.003



MATCH LINE - SEE SHEET 2 of 9



- (D) = Description Data
- (M) = Measured Data
- (P) = Plot Data
- (R) = Reported Data
- FBP = Found Iron Pipe
- FCR = Copied Iron Rod
- FDR = Found Iron Rod
- FMB Dia. = Found May Hole & Box
- FMBD = Found Hole & Box
- FND = Found
- FR = Iron Rod
- SR = Set 8" Iron Rod & LB 3/8" Dia
- SRB = May Rod
- SNAB = Set Nail & Box #314
- NO ID = No Identification
- W.C. = Witness Corner
- BFP = Backflow Preventer
- Bldg = Building
- Bot = Bolter
- CD = Channel
- Comm. = Communication
- Conc. = Concrete
- Dia. = Diameter
- E.B. = Electric Box
- Elev. = Elevation
- Exc. = Excavation
- F.F.E. = Finished Floor Elevation
- F.O. = Fire Outlet
- GA = Guy Anchor
- G.L. = Grade Line
- HC = Handicapped
- HYD = Hydrant
- Int. = Infiltration Control Valve
- E = Elevation
- LP = Light Pole
- Mans. = Manhole
- MES = Metered End Section
- MSS = Meter Street Sign
- O/A = Overhead
- OL = Overhead Utility Line
- Plan. = Planter
- P.C. = Polypropylene Pipe
- RCP = Reinforced Concrete Pipe
- Ret. = Retaining
- R/W = Right-of-Way
- Son. = Sonar
- Temp. = Temporary Benchmark
- Top. = Top Elevation
- Top of Bank = Top of Bank
- Trans. = Transformer
- UTP = Utility Pole
- UTS = Utility
- WM = Water Meter
- WV = Water Valve

- NOTES.**
1. Vertical Elevations shown herein are based on MGS Benchmark AGD2111 and having an elevation of 23.45' relative to NAVD 83. See Survey for Temporary Benchmarks.
  2. Bearings shown herein are based on the Southeast Property line of Subject Property, and line bears S 42°02'37" E.
  3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 C0113 H, map revised August 24, 2021, this property is wholly located in Flood Zone "A" 1.0 feet.
  4. No underground foundations, such as tunnels, basements or other underground supporting features have been located. No underground utilities have been located.
  5. Mills & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way and back lots, reservations, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

MATCH LINE - SEE SHEET 9 of 9

BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	7/27/22	2ND ST. R. ADDITIONAL TOPO			

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-5869

FOR  
**JEFF KEIERLEBER**

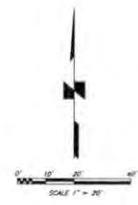
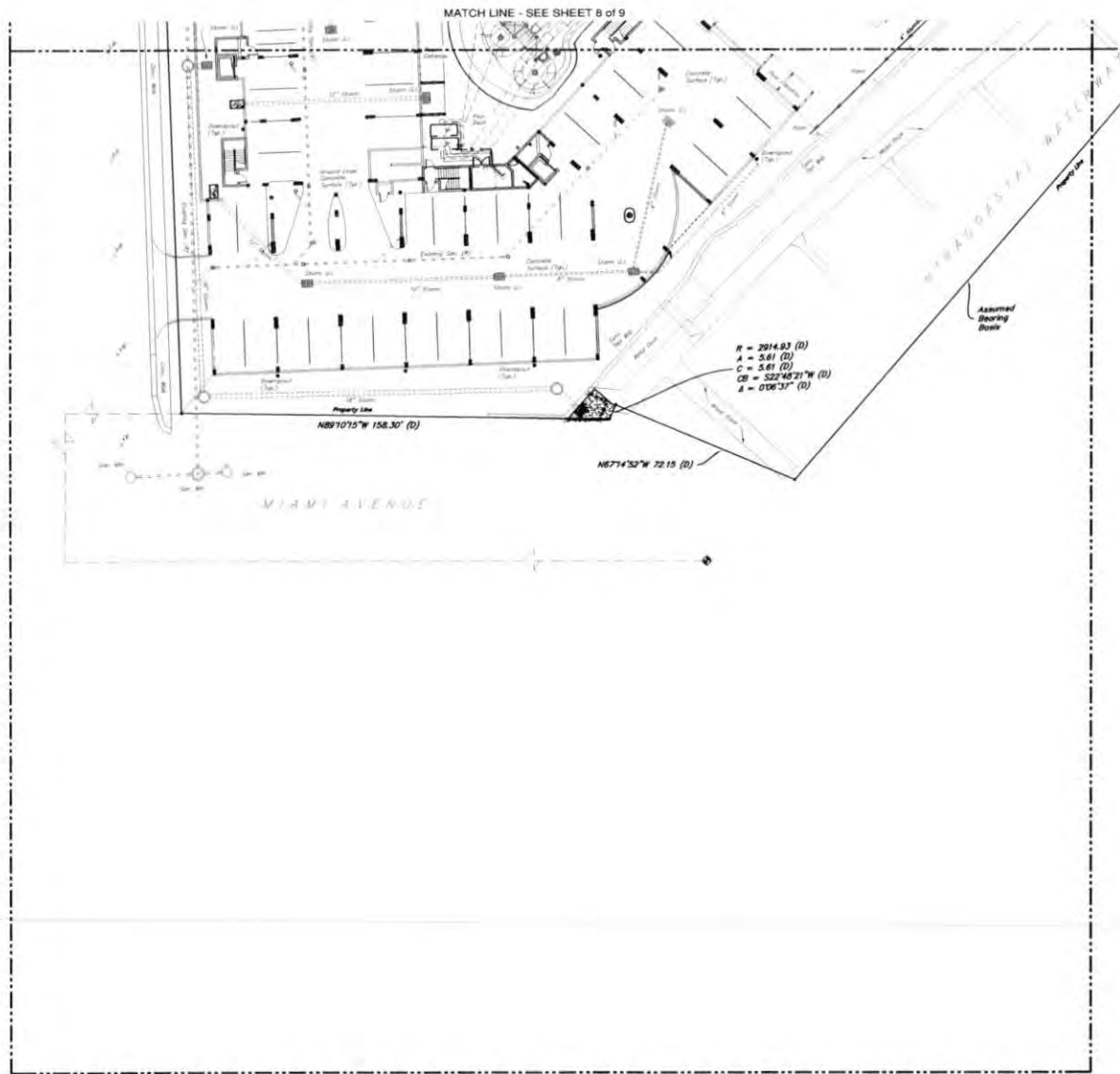
DRWN BY: \_\_\_\_\_ DATE 3/22/22  
 DSGN BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHKD BY: \_\_\_\_\_ DATE 3/22/22  
 SCALE: 1" = 20'

**SURVEYORS CERTIFICATE:**  
 We certify that a copy of the above described project was prepared under my supervision and under the direction of Florida and both for the Florida Board of Professional Surveyors and Chapter 32-11, pursuant to Section 472.027 of the Florida Statutes.

LAWRENCE E. MILLS  
 P.E. NO. 10789 - 1.8. NO. 3863  
 P.L.S. NO. 341 - 1.8. NO. 3863  
 STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22

SHEET  
**8 of 9**  
 JOB NO.  
**22-001.003**



- (D) = Description Data
- (M) = Measured Data
- (P) = Plot Data
- (R) = Reported Data
- FP = Found Iron Pipe
- FCP = Clipped Iron Rod
- FR = Found Iron Rod
- FMB Disc = Found Mfg. Bolt & Disc
- FMB = Found Mfg. Bolt & Disc
- FND = Found
- FR = Iron Rod
- SR = Set 3" Iron Rod & LB 3888 Cap
- SR = Set Nail & Disc #3141
- NO ID = No Identification
- W.C. = Witness Corner
- BFP = Back-Sight Pivometer
- Bldg = Building
- Bol = Bolter
- CD = Channel
- Comm = Communication
- Cone = Cone
- Dis = Diameter
- E B = Electrical Box
- EL = Elevation
- Fluc = Fluctuation
- FTE = Finished Floor Elevation
- F.O. = Fibre Optic
- SA = Guy Anchor
- S.L. = Scribe Line
- HC = Handicapped
- IRD = Irrigation Control Valve
- E = Invert Elevation
- LP = Light Pole
- Mfg = Masonry
- MES = Mitered End Section
- MSS = Metal Street Sign
- O/A = Overhead
- OUW = Overhead Utility Lines
- Pipe = Pipe
- PAC = Parapet outside Pipe
- RCP = Reinforced Concrete Pipe
- Rat = Raining
- R/W = Right-of-Way
- Sun = Sun
- TSM = Temporary Benchmarks
- TE = Top Elevation
- TWB = Top of Bank
- Trans = Transformer
- Upl = Uplift
- UP = Utility Pole
- USW = Utility
- WM = Water Meter
- WV = Water Valve

- NOTES**
1. Vertical Elevations shown herein are based on NGS Benchmark ASD111 and having an elevation of 25.45' relative to NAVD 88. See Survey for Temporary Benchmarks.
  2. Bearings shown herein are based on the Southeast Property line of Subject Property, said line bears S 45°02'31" W, ASUMED.
  3. Per the National Flood Insurance Rate Map, Pinellas County, Florida Community Map Number 12103 00113 N, map revised August 24, 2021, this property is mainly located in Flood Zone "AC" EL: 8.0 feet.
  4. No underground foundations, such as basements, or other underground supporting features have been located. No underground utilities have been located.
  5. MEA & Associates, Inc. makes no representations or warranties pertaining to easements, rights of way, set-back lines, restrictions, agreements and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.

BY	DATE	DESCRIPTION	BY	DATE	DESCRIPTION
AS	3/21/22	2ND ST. N. ADDITIONAL TOPO			

**MILLS and ASSOCIATES, INC.**  
 CONSULTING ENGINEERS & LAND SURVEYORS  
 3242 HENDERSON BOULEVARD • SUITE 300  
 TAMPA, FLORIDA 33609-3056  
 TELEPHONE: (813) 876-8889

FOR  
**JEFF KEIERLEBER**

DRWN BY: \_\_\_\_\_ DATE 3/22/22  
 DSGN BY: \_\_\_\_\_ DATE \_\_\_\_\_  
 CHD BY: \_\_\_\_\_ DATE 3/22/22  
 SCALE: 1" = 20'

SURVEYORS CERTIFICATE  
 We certify that a copy of the survey described herein was prepared under my supervision and under the direction of the State of Florida, and that I am a duly Licensed Surveyor and Member Chapter 34-12 pursuant to Section 402.02 of the Florida Statutes.

LAWRENCE E. MILLS  
 P.E., M.S., L.S., L.M., L.S., L.S. No. 3864  
 STATE OF FLORIDA

PROJECT  
**SPECIAL PURPOSE TOPOGRAPHIC SURVEY**  
 DATE OF FIELD SURVEY: 02-23-22

SHEET  
 9 of 9  
 JOB NO.  
 22-001.003

Legal Description

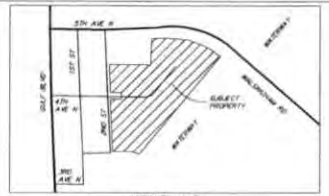
A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14 and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of Indian Rocks Beach, as recorded in Plat Book 4, Page 12, Public Records of Pinellas County, Florida and including a portion of the vacated right of way for State Road 699 and being more particularly described as follows:

Commence of the Southeast corner of said Section 12; thence along the South Boundary of said Section 12, N. 89°07'59" W., 1442.50 feet; thence N. 02°07'55" W., 276.76 feet to the North right of way line of Miami Avenue; thence along said North right of way line, S. 89°10'15" E., 140.00 feet to the East right of way line of 2nd Street North and the Point of Beginning; thence along said East right of way line, N. 02°07'55" W., 442.82 feet to the South right of way line of 4th Avenue; thence along the South, East and North right of way lines of 4th Avenue the following three courses: S. 89°14'51" E., 100.13 feet; thence N. 02°07'55" W., 50.06 feet; thence N. 89°14'51" W., 100.13 feet to the East right of way line of 2nd Street North; thence along said East right of way line, N. 02°07'55" W., 248.95 feet; thence S. 89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2864.93 feet (a radial line to said point bears S. 81°59'15" E.); thence along said curve Northerly 215.97 feet through a central angle of 04°19'09" to the South right of way line of S.R. 694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet (a radial line to said point bears N. 02°04'08" W.); thence along said curve Easterly 177.55 feet through a central angle of 02°44'05" to a tangent compound curve concave to the Southwest having a radius of 816.34 feet; thence along said curve Southeasterly 430.82 feet through a central angle of 40°07'59"; thence tangent from said curve S. 49°17'04" E., 25.94 feet; thence S. 40°48'01" W., 1063.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.93 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non-tangent from said curve N. 89°10'15" W., 158.30 feet to the Point of Beginning.

Parcel contains 12.13 acres more or less.

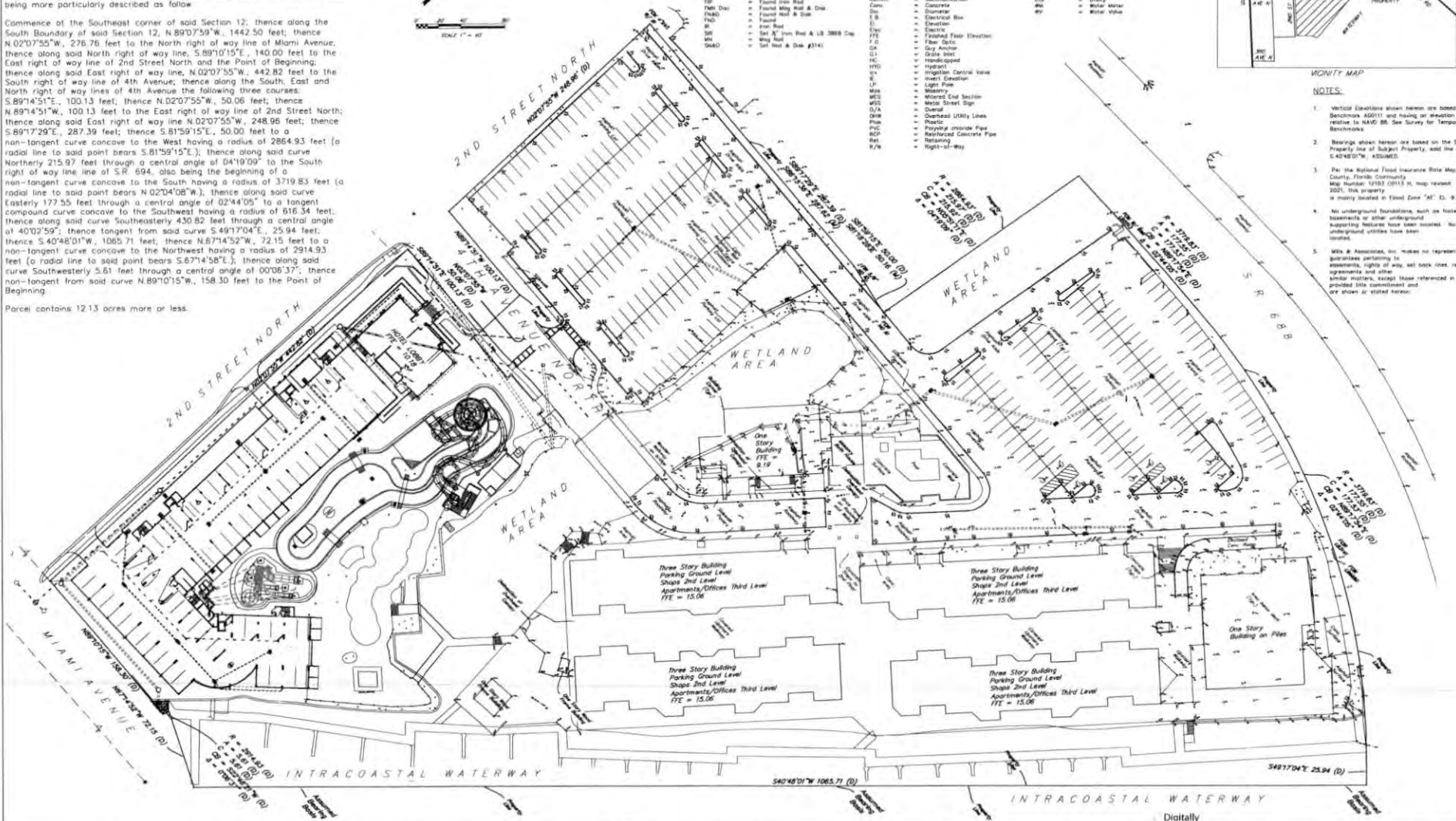


- (O) = Designation Date
(W) = Measured Date
(T) = Total Date
(R) = Reported Date
FCR = Found Iron Pipe
FCR-D = Found Iron Rod
FCR-DL = Found Metal Rod & Disk
FCR-DL-D = Found Metal Rod & Disk
B = Iron Rod
SM = Set Iron Rod & L.S. 3/888 Dis
SM-D = Set Iron Rod & Disk #1841
MC-ID = No Identification
W.C. = Witness Corner
MPP = Mason's Plaster
Bldg = Building
BLDR = Blotter
C = Cement
C-Comm = Communication
C-Conc = Concrete
C-Elec = Electrical Box
C-Elev = Elevation
C-Exc = Excavation
C-F = Flag
C-FTE = Finished Floor Elevation
C-Fin = Finish
C-G = Guy Anchor
C-GL = Grade Line
C-H = Handicap
C-Irr = Irrigation Control Valve
C-Invert = Invert Elevation
C-L = Light Pole
C-M = Mast
C-MWC = Masonry
C-N = Noise
C-N/A = Not Applicable
C-OS = One Section
C-Plas = Plastic
C-PF = Pressure Grade Pipe
C-RCP = Reinforced Concrete Pipe
C-Rel = Retaining
C-R/W = Right-of-Way
S = Sanitary
S-Str = Top of Structure
S-TB = Top of Beam
S-Tran = Transformer
S-Top = Top of Wall
S-UT = Utility Pole
S-UV = Utility Valve
S-WM = Waste Water
S-WV = Water Valve
S-Tem = Temporary Benchmark
S-Tru = True Elevation
S-Turb = Turbidity
S-UT-Inv = Invert
S-UT-P = Utility Pole
S-UT-Val = Utility Valve
S-WM = Waste Water
S-WV = Water Valve



NOTES

- 1. Vertical Elevations shown herein are based on MGS Benchmark 45011 and having an elevation of 25.48 relative to NAVD 83. See Survey for Temporary Benchmarks.
2. Bearings shown herein are based on the Southeast Property line of Subject Property, said line bears N. 40°07'59" E. ADJUSTED.
3. Per the National Flood Insurance Rate Map, Pinellas County, Florida, Community Map Number 12015 (2015), this property is many located in Flood Zone "AE" F1, F0.0 feet.
4. No underground installations, such as sewers, stormsewers or other underground supporting features have been located. No underground utilities have been located.
5. Mills & Associates, Inc. makes no representation or warranties pertaining to encumbrances, rights of way, easements, reservations, encumbrances and other similar matters, except those referenced in the provided title commitment and are shown or stated herein.



REVISIONS table with columns for BY, DATE, DESCRIPTION, and checkboxes for revision status.

MILLS and ASSOCIATES, INC. CONSULTING ENGINEERS & LAND SURVEYORS 3242 HENDERSON BOULEVARD \* SUITE 300 TAMPA, FLORIDA 33609-3056 TELEPHONE: (813) 876-8868

FOR GULFCOAST MARINA LTD

DRWN BY: DATE 3/22/22
DSGN BY: DATE
CHKD BY: DATE 3/22/22
SCALE: 1" = 40'

PROJECT TOPOGRAPHIC & TREE SURVEY
DATE OF FIELD SURVEY: 02-23-22
SHEET 1 of 1
JOB NO. 22-001.003

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Legal Description**

See attached legal description.

## LEGAL DESCRIPTION

### PARCEL A:

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 8 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public records of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the South boundary of said Section 12, N.  $89^{\circ}07'59''$  W., 1442.50 feet; thence N.  $02^{\circ}07'55''$  W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.  $89^{\circ}10'15''$  E., 140.00 feet to the East right-of-way line of 2nd Street North and the Point of Beginning; thence along said East right-of-way line, N.  $02^{\circ}07'55''$  W., 442.82 feet to the South right-of-way line of 4th Avenue; thence along the South, East and North right-of-way lines of 4th Avenue the following three courses; S.  $89^{\circ}14'51''$  E., 100.13 feet; thence N.  $02^{\circ}07'55''$  W., 50.06 feet; thence N.  $89^{\circ}14'51''$  W., 100.13 feet to the East right-of-way line of 2nd Street North; thence along said East right-of-way line N.  $02^{\circ}07'55''$  W., 248.96 feet; thence S.  $89^{\circ}17'29''$  E., 287.39 feet; thence S.  $81^{\circ}58'15''$  E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S.  $81^{\circ}59'15''$  E.); thence along said curve Northerly 215.97 feet through a central angle of  $04^{\circ}18'09''$  to the South right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet (a radial line to said point bears N.  $02^{\circ}04'08''$  W.); thence along said curve Easterly 177.55 feet through a central angle of  $02^{\circ}44'03''$  to a tangent compound curve concave to the Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 430.82 feet through a central angle of  $40^{\circ}02'59''$ ; thence tangent from said curve S.  $49^{\circ}17'04''$  E., 25.94 feet; thence S.  $40^{\circ}48'01''$  W., 1085.71 feet; thence N.  $87^{\circ}14'52''$  W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S.  $67^{\circ}14'58''$  E.); thence along said curve Southwesterly 5.61 feet through a central angle of  $00^{\circ}06'37''$ ; thence non-tangent from said curve, N.  $89^{\circ}10'15''$  W., 158.30 feet to the Point of Beginning.

ALSO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to plat thereof recorded in Plat Book 74, page 24, public records of Pinellas County, Florida.

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Landscaping Plan**



**GENERAL NOTES**

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK AS SHOWN ON THE LANDSCAPE DRAWINGS AND SPEC. THE PLANTS SHALL BE UTILIZED AS A GUIDE ONLY.
2. ALL PLANT MATERIAL SHALL BE GRADED 1/4" TO 1/2" OR BETTER, AS OUTLINED UNDER GRADES AND STANDARDS FOR NURSERY PLANTS, UNLESS OTHERWISE NOTED.
3. THE LANDSCAPE ARCHITECT SHALL APPROVE ALL PLANTS LABELED SPECIMEN PRIOR TO INSTALLATION IF REQUESTED BY OWNER.
4. NO SUBSTITUTION OR CHANGE OF LOCATION SHALL BE MADE WITHOUT THE APPROVAL OF THE LANDSCAPE ARCHITECT PRIOR TO THE LANDSCAPE ARCHITECT'S OF ANY DISCREPANCY BETWEEN THE PLANS AND FIELD CONDITIONS PRIOR TO INSTALLATION.
5. ALL PLANT MATERIAL SHALL BE QUANTIFIED FOR ONE YEAR.
6. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL PLANT MATERIAL IN A VERTICAL CONDITION THROUGHOUT THE GUARANTEED PERIOD.

LANDSCAPE AREA:  
 TOTAL PARCEL AREA (PHASE 0) = 143,588.45 SF  
 TOTAL AREA (PHASE 0) = 122,756.00 SF  
 LANDSCAPE AREA (PHASE 0) = 23,215.00 SF  
 TOTAL AREA (PHASE 0) = 122,756.00 SF

LANDSCAPE PERCENTAGE:  
 TOTAL AREA VS. LANDSCAPE = 19.42%  
 TOTAL AREA VS. LANDSCAPE = 19.42%

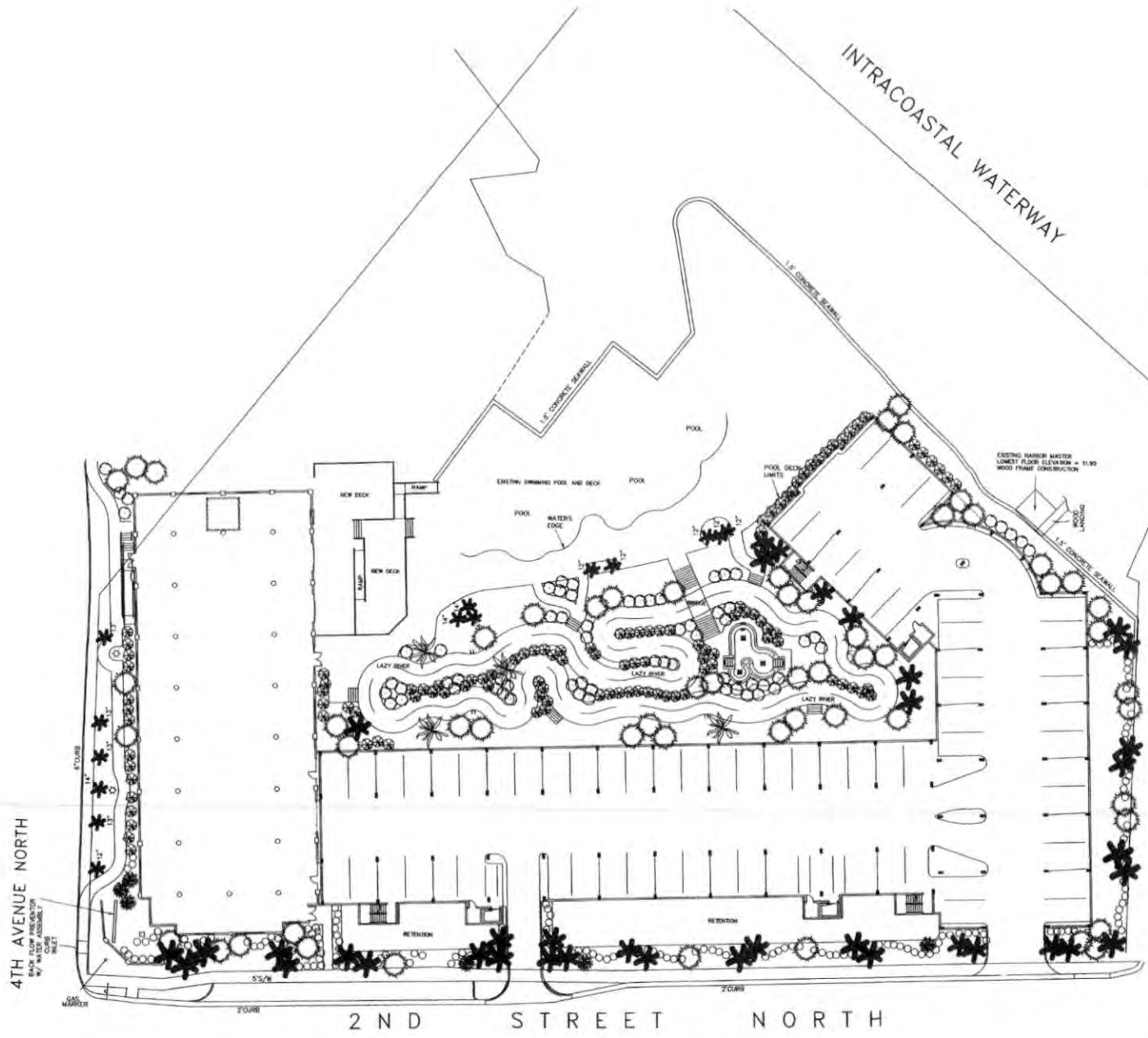
**PLANT LIST**

SYM.	DESCRIPTION
30	WEETING WILLOW/SALIX BAYLANDICA, 10 FT., 2" DB, 2" CAL., MATCHED PAIR
40	WASHINGTON PALM/WASHINGTONIA ROBERTA, 10'-12'-14" CT., STAGGER HTS. PER GROUPING
40	WAX MYRTLE/AMYCIA CARYOTA, 8' HT., 4" DB, MULT. TRUNKED, DAB
41	ORANGE MYRTLE/PURPLE/LAURESTIMA INEQA, 8' HT., 4" DB, MULT. TRUNKED, 15 CAL.
42	SPLIT LEAF PALM/PHOENIXIA BELLOTTA, 36" HT., 3/4" DB, 3 CAL., 48" O.C.
43	PAMPAS GRASS/COENOCLOA BELLOTTA, 36" HT., 3/4" DB, 3 CAL., 48" O.C.
44	WINDMILL PALM/CHORIZANDRA, 36" HT., 2 1/2" DB, 3 CAL., 48" O.C.
45	EXOTIC PALM/DATE PALM/PHOENIXIA BELLOTTA, 12' HT., 3" DB, 3 CAL., 48" O.C.

FLORITAN SOIL, SEE 300 W/FLORITAN 10' BEHIND THE BUILDING ON THE GRAY COURSE. THE REMAINING AREA SHALL BE PROPOSED W/40 BERBERIS AT A RATE OF 400 BUSHES PER ACRE.

NOTE: ALL EXISTING PALM TREES ALONG WEST SIDE OF PROPERTY AND THOSE WITHIN 15' OF BEARING FOOTPRINT ARE TO BE MAINTAINED PRIOR TO CONSTRUCTION AND STOP FILLED FOR FURTHER USE.

IRRIGATION TO BE PROVIDED BY SPRINKLER SYSTEM UTILIZING RECLAIMED WATER IF AVAILABLE.



PROPOSED ADDITION for  
 HOLIDAY INN HARBOURSIDE  
 401 SECOND STREET EAST  
 INDIAN ROCKS BEACH, FLORIDA

LANDSCAPE PLAN  
 WILLIAM F. MILLS II ARCHITECT  
 3300 HENDERSON BL. # 107  
 TAMPA, FLORIDA 33609-2978

Florida License  
 AR - 0006749  
 NCARB 60448  
 Comm# 0113  
 Scale  
 P-200

There is no new landscaping planned for this addition. A complete landscape plan was previously approved for the entire site. All existing landscape will remain. Where certain parking island landscape needs to be removed during construction it will be replaced with the same type and amount of landscape that currently exists.



**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Flood Zones**

The entire property lies in the AE Flood Zone as designated by FEMA.

# STANDARD FLOOD HAZARD DETERMINATION

Contact Name: Bruce@Gendelman  
Contact Phone: 262-478-1000  
Contact Email: yelena@gendelman.com  
Contact Fax: 262-478-1001

## SECTION I - LOAN INFORMATION

<b>1. LENDER NAME AND ADDRESS</b>		<b>2. COLLATERAL</b> ( <i>Building/MobileHome/Personal Property</i> ) <b>PROPERTY ADDRESS</b> ( <i>Legal Description may be attached</i> ) <b>Certified Address:</b>  Gulfcoast Marina, 401 2ND ST INDIAN ROCKS BEACH 33785-2569		
<b>REQUENTER:</b>				
<b>3. LENDER ID. NO</b>	<b>4. LOAN IDENTIFIER</b>	<b>5. AMOUNT OF FLOOD INSURANCE REQUIRED</b>		

## SECTION II

### A. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) COMMUNITY JURISDICTION

<b>1. NFIP Community Name</b>	<b>2. County(ies)</b>	<b>3. State</b>	<b>4. NFIP Community Number</b>
INDIAN ROCKS BEACH, CITY OF	PINELLAS COUNTY		125117

### B. NATIONAL FLOOD INSURANCE PROGRAM (NFIP) DATA AFFECTING BUILDING/MOBILE HOME

<b>1. NFIP Map Number or Community-Panel Number</b> (Community name, if not the same as "A")	<b>2. NFIP Map Panel Effective/Revised Date</b>	<b>3. LOMA/LOMR</b>	<b>4. Flood Zone</b>	<b>5. No NFIP Map</b>
125117-0113-H	08-24-2021	No	AE	No

### C. FEDERAL FLOOD INSURANCE AVAILABILITY (*Check all that apply*)

Federal Flood Insurance is available (community participates in NFIP).  Regular Program  Emergency Program of NFIP  
 Federal Flood Insurance is not available because the community is not participating in the NFIP  
 Building/Mobile Home is in a Coastal Barrier Resource Area (CBRA) or Otherwise Protected Area (OPA), Federal Flood Insurance may not be available

CBRA/OPA Designation date:

### D. DETERMINATION

#### IS BUILDING/MOBILE HOME IN SPECIAL FLOOD HAZARD AREA

(ZONES BEGINNING WITH LETTER "A" OR "V")?

YES  NO

If yes, flood insurance is required by the Flood Disaster Protection Act of 1973.

If no, flood insurance is not required by the Flood Disaster Protection Act of 1973.

**E. COMMENTS:** This flood determination is provided solely for the use and benefit of the entity named in Section 1, Box 1 in order to comply with the 1994 Reform Act and may not be used for or relied upon by any other entity or individual for any purpose, including, but not limited to deciding whether to purchase a property or determining the value of a property. 0018942190

<b>Determination No.</b>  S01_1425459722	<b>Borrower:</b> Gulfcoast Marina, <b>Reg. Pgm. Entry:</b> 05-07-1971 <b>BFE:</b> 9.0, Datum Type: NAVD1988 <b>BFD:</b> <b>Det Ref ID:</b> 19417785	<b>MSA:</b> State/County Code: 12-5117 <b>Parcel No:</b> <b>Legal Description:</b>
--	---	--

This determination is based on examining the NFIP map, and any Federal Management Agency revisions to it, and any other information needed to locate the building/mobile home on the NFIP map.

### F. PREPARER'S INFORMATION

<b>NAME, ADDRESS, TELEPHONE NUMBER</b> ServiceLink National Flood 500 E Border St #300 Arlington, TX 76010	<b>DATE OF DETERMINATION</b>  11-05-2021
--	--

### G. PRIOR COMMUNITY INFORMATION

<b>1. NFIP Map Number or Community-Panel Number</b>	<b>2. NFIP Map Panel Effective/Revised Date</b>	<b>3. LOMA/LOMR</b>	<b>4. Flood Zone</b>	<b>Determination Inquiries:</b>
125117-0113-G	09-03-2003	No	AE	800-371-0061

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Agent of Record**

See attached Agent of Record letters from:

William F Mills II, Architect

Robert Pergolizzi, Traffic Analysis

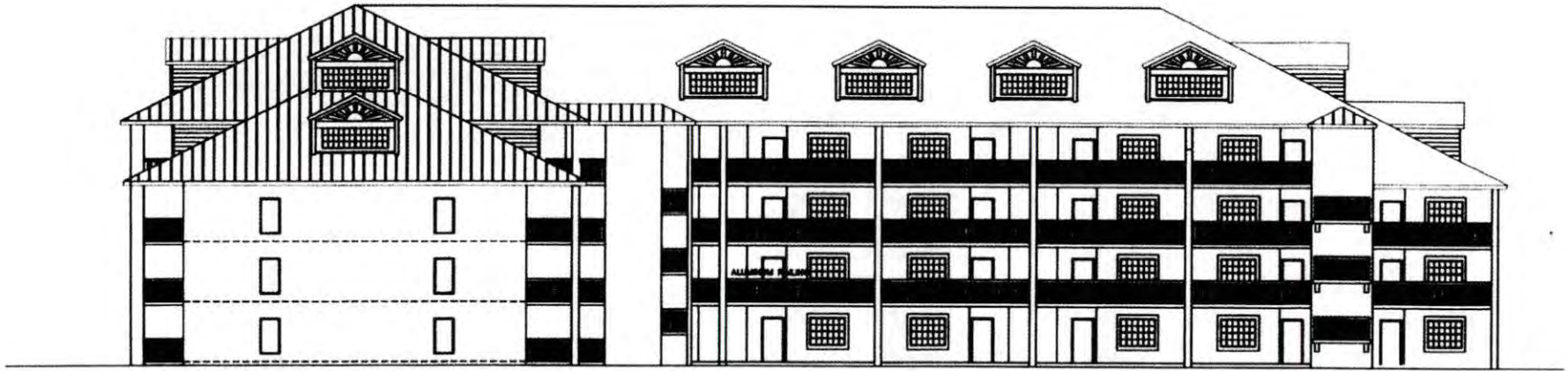
**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

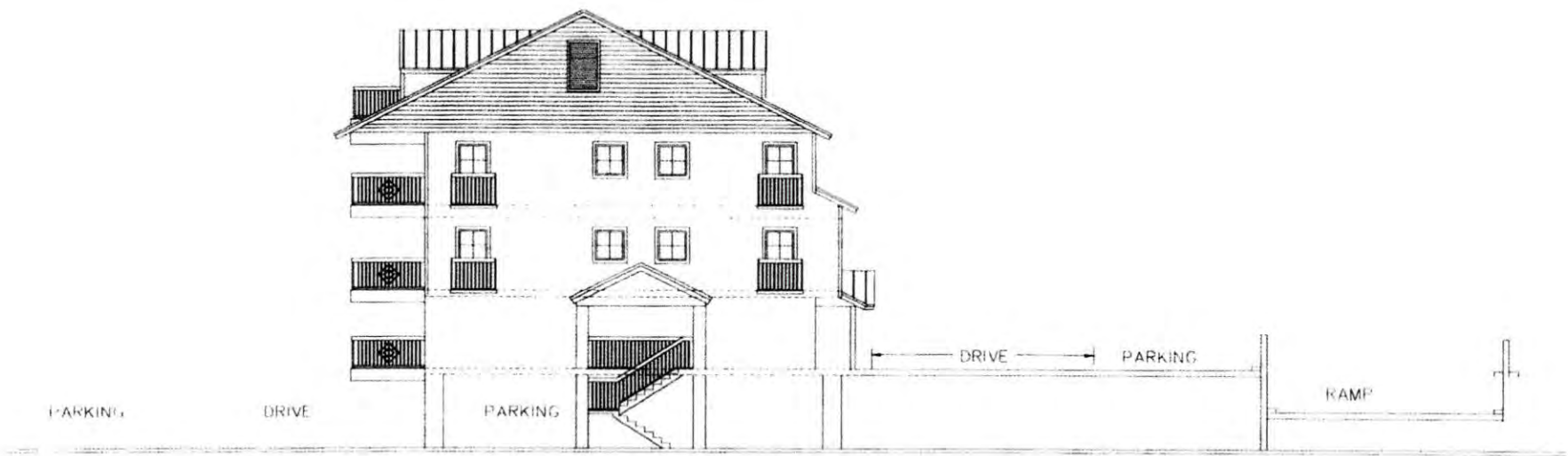
**Architectural renderings**

See attached.



Building at Northwest  
Parking Lot

Site Area #1 Project #2



Elevation

Site Area #2 Project #3



Elevation

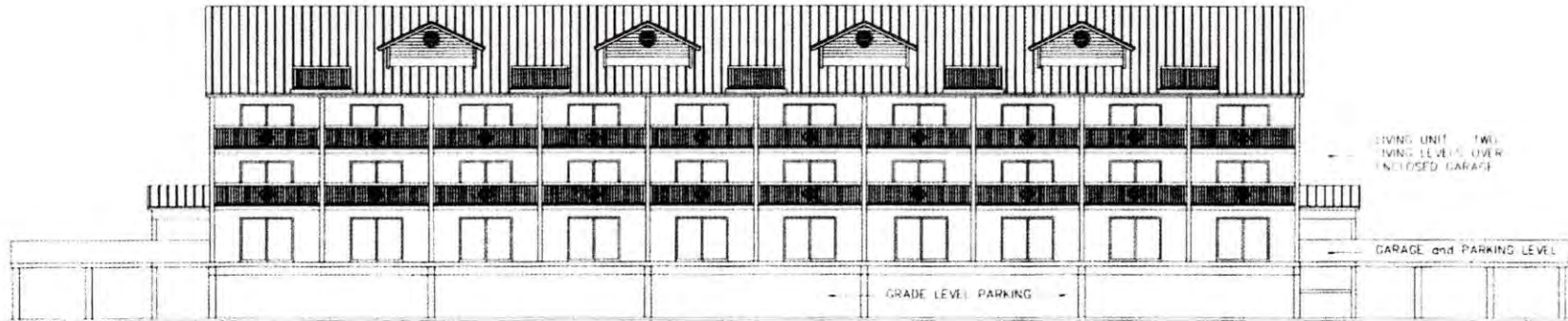
Site Area #2 Project #3



Elevation

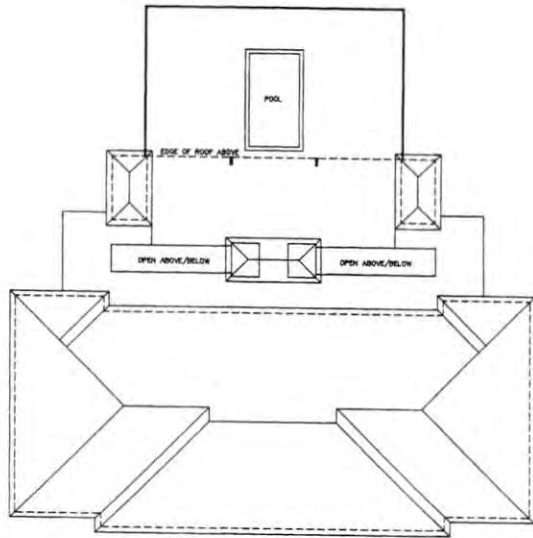
Site Area #2 Project #3



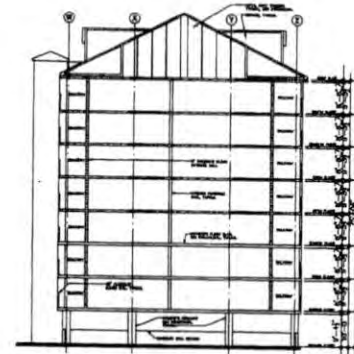


STREET SIDE ELEVATION - 10 LIVING UNITS

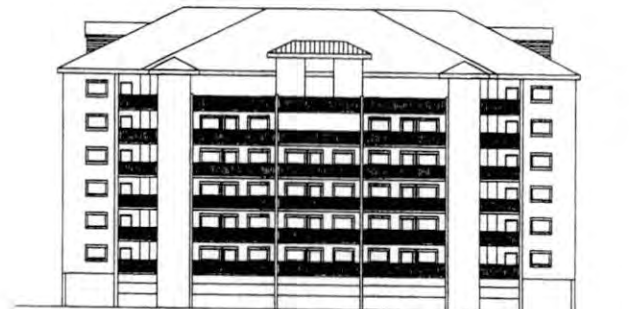
Site Area #2 Project #3



ROOF PLAN



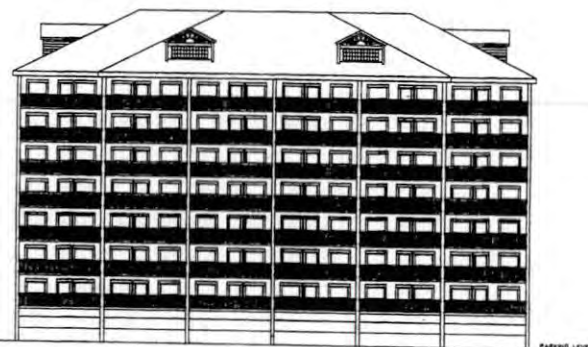
CROSS SECTION (EXISTING BLDG)



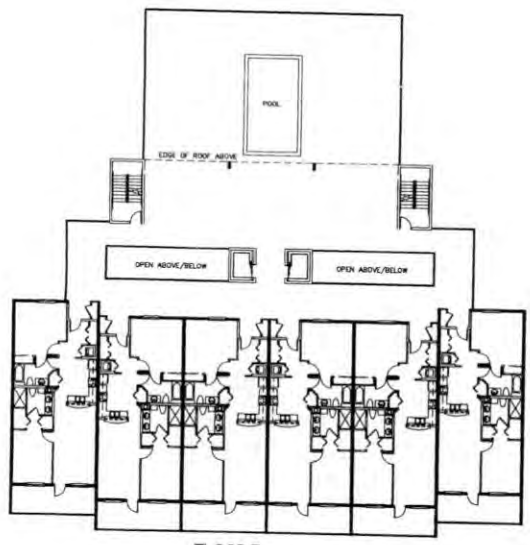
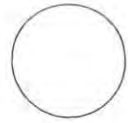
PARKING LOT SIDE



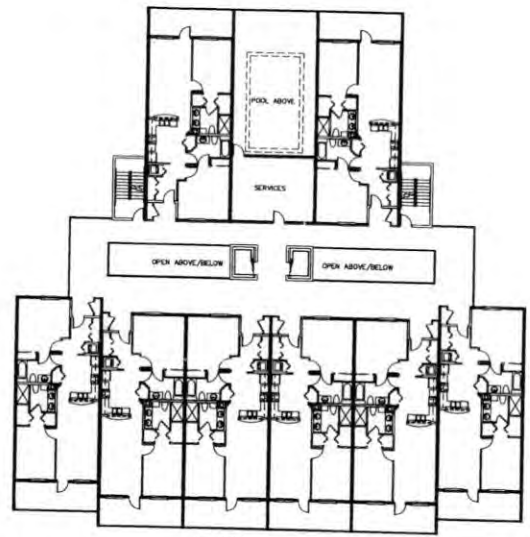
SOUTH END ( NORTH SIMILAR )



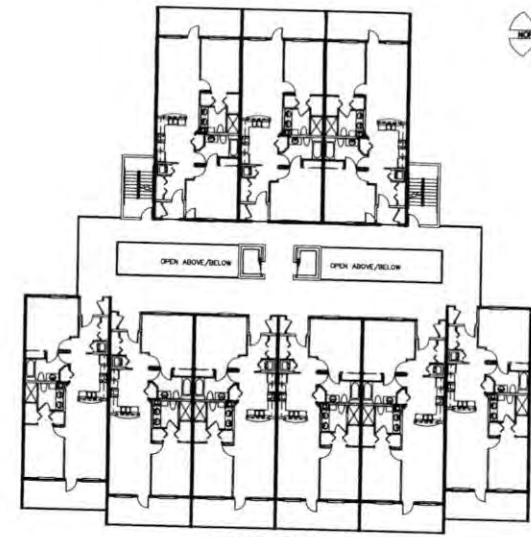
WATER SIDE



FLOOR 7  
 6 UNITS (6)



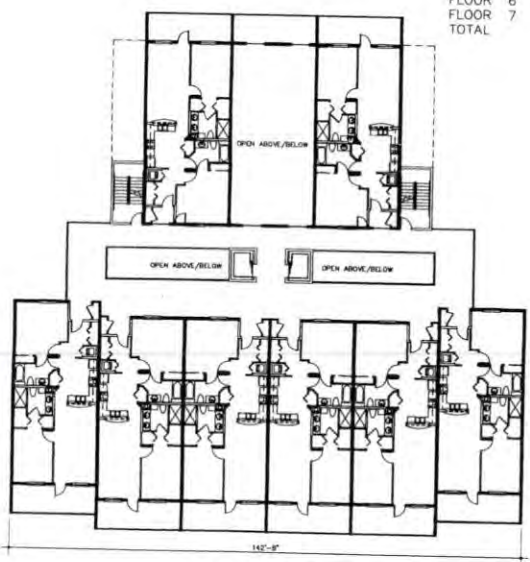
FLOOR 6  
 8 UNITS (8)



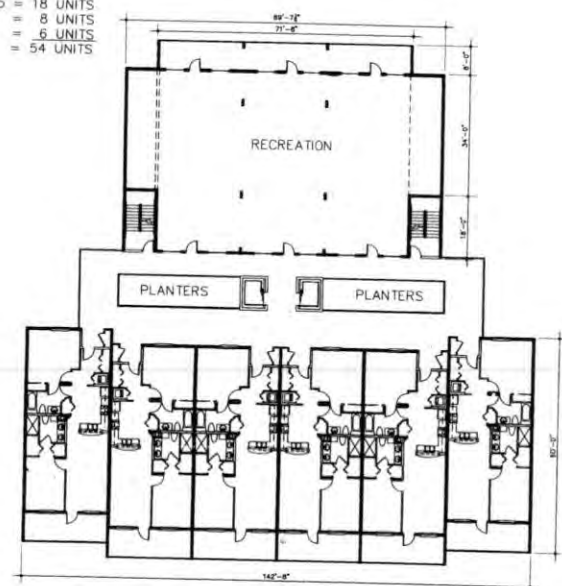
FLOORS 4 and 5  
 9 UNITS PER FLOOR (18)

**UNIT COUNT**

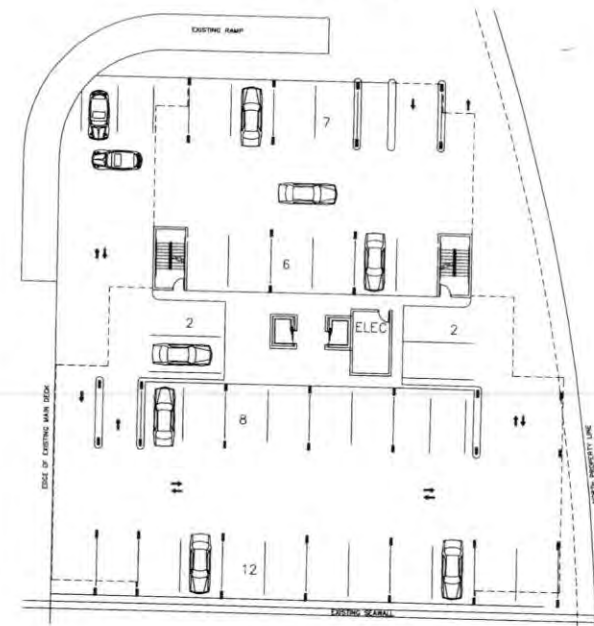
FLOOR 1	=	6 UNITS
FLOORS 2 and 3	=	16 UNITS
FLOORS 4 and 5	=	18 UNITS
FLOOR 6	=	8 UNITS
FLOOR 7	=	6 UNITS
<b>TOTAL</b>	=	<b>54 UNITS</b>



FLOORS 2 and 3  
 8 UNITS PER FLOOR (16)



FLOOR 1  
 6 UNITS



PARKING LEVEL  
 37 SPACES

Site Area #4 Project #1

**PLANNED UNIT DEVELOPMENT APPLICATION**  
**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**  
**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Building Elevations**

The building heights from the flood plain are shown on the Site Plan.

Existing Areas #5, #6, and #7 – Original Structure = 52 ft mean roof, 60 ft Peak

Existing Area #9 – 100 Unit Structure – 93 ft per Development Agreement along water, Height along 2<sup>nd</sup> St – 50 ft Mean, 59 ft Peak

New Area #4 - Project #1, 54-Unit Structure – 84 ft Mean along water to match existing\*

New Area #1 - Project #2, 38-Unit Structure – 55 ft Mean (29 ft from the highest crown of the road)

New Area #2 - Project #3, two (2) 10 - unit structures – 44 ft Mean

\*See August 11,2022 letter attached (behind this page).



August 11, 2022

Hetty Harmon  
Senior Planner  
CivilSurv Design Group, Inc.  
2525 Drane Field Road, Suite 7  
Lakeland, Florida 33811

RE: Holiday Inn – Phase III PUD

Dear Hetty:

Below is a summary of the building heights for each of the 3 proposed building areas related to the highest point on the crown of the road which borders the property plus 50'.

**Proposed Site Area #2, Project #3** with (2) 10 unit buildings, etc. fronts on 2<sup>nd</sup> Street and has an approximate elevation of at least 4' at the highest crown of the road. The buildings will have a height of 44.2' which is under the calculation of crown plus 50'.

**Proposed Site Area #1, Project #2** is a 38 unit building which fronts on SR688 and has an approximate elevation of at least 25.96' at the highest crown of the road. The building will be 55.2' which is under the calculation of crown plus 50'.

**Proposed Site Area #4, Project #1** is a 54 unit building which fronts on SR688 and has an approximate elevation of at least 25.96' at the highest crown of the road. The building will be 84.4' which is over the calculation of crown plus 50'.

These heights follow the information you sent me. I am anxious to discuss approval for the height of our buildings as drawn, without having to lower one and raising others, especially when remembering what we had to go through when we were trying to build Phase III. That process turned into a several year dispute that was unfortunate for everyone.

This property has always been a PUD. The Development Agreement was modified in 1996 and 2002. The height restrictions have always been 64.2' even when the city forced us to reduce some heights below that level, and then increased the height to 93' along the water.

Without getting into all the details in this letter regarding how all of that came about, I am hopeful we can meet with the city manager and have a unified plan for expediting this latest amendment to the PUD.

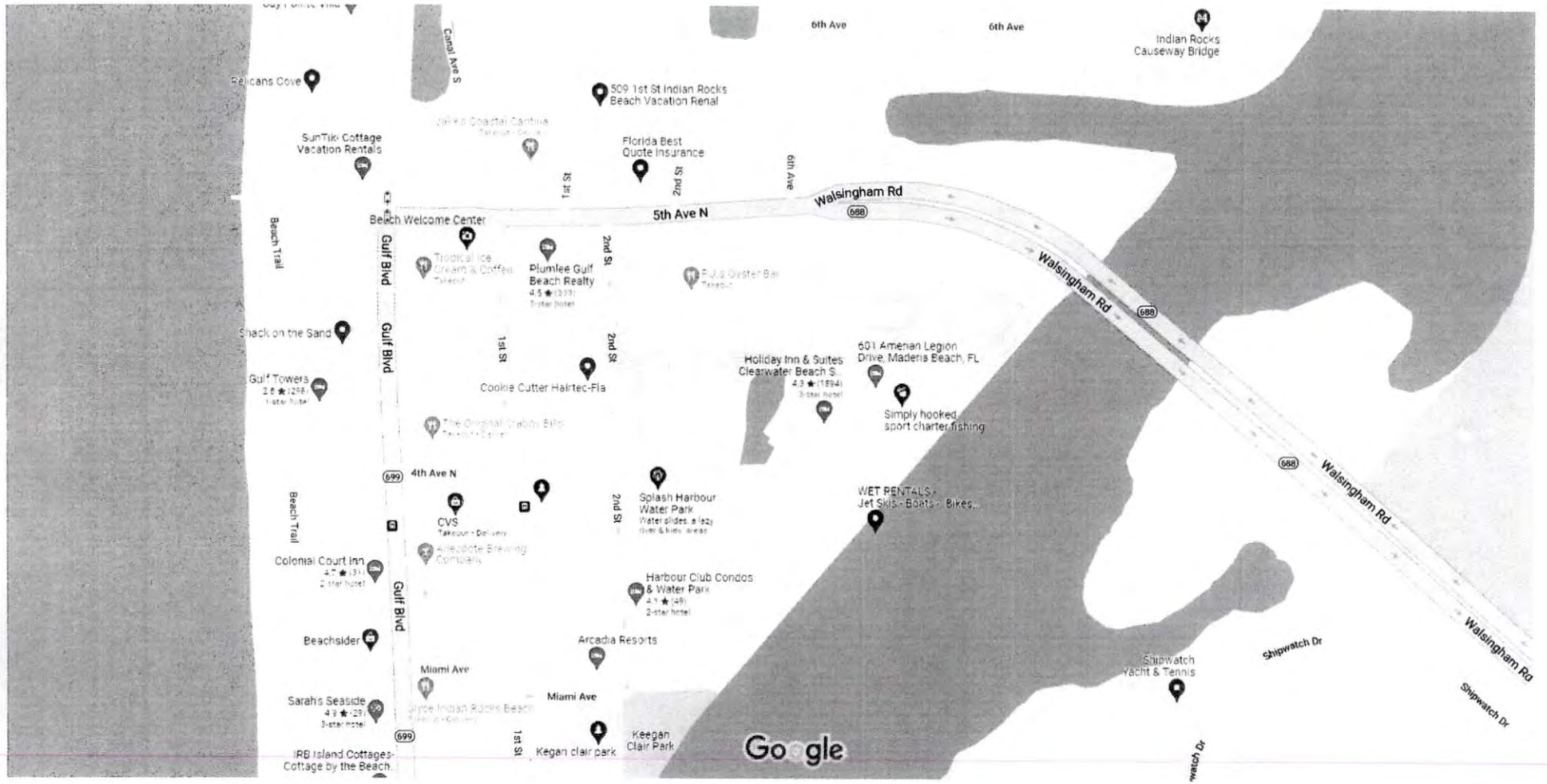
Very truly yours,

A handwritten signature in black ink, appearing to read "Jeffrey Keierleber", written over the typed name.

Jeffrey Keierleber  
President

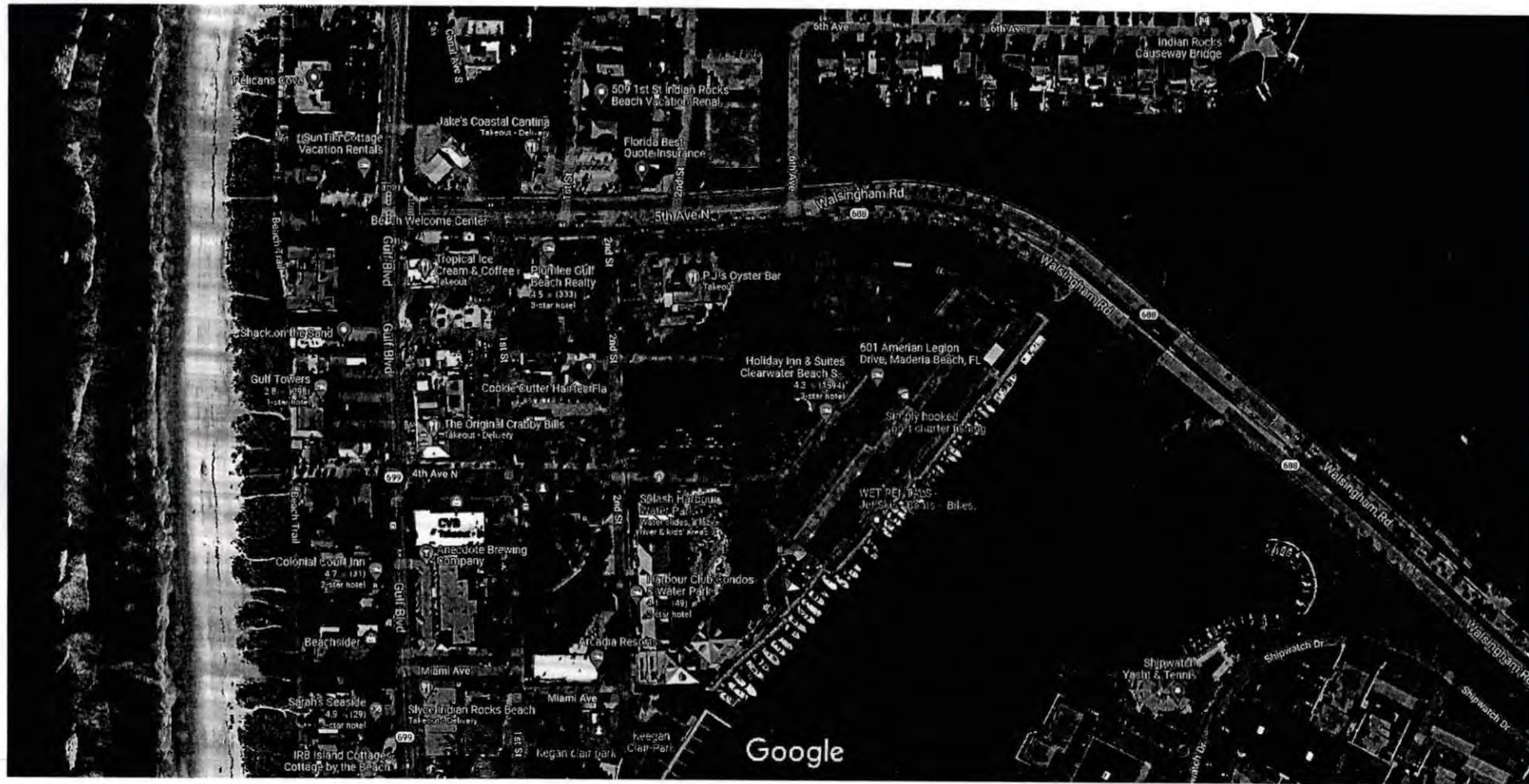
JK/bja

# Google Maps 401 2nd St Indian Rocks Beach, Florida



Map data ©2021 Google 200 ft

# Google Maps 401 2nd St, Indian Rocks Beach, Florida



Imagery ©2021 Maxar Technologies, U.S. Geological Survey, Map data ©2021 200 ft

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Subsurface Investigation/Soil Condition Report**

Subsurface investigation/soil condition report will be completed prior to construction.



SOIL CONDITIONS AND SHWT

PER THE SCS FOR PINELLAS COUNTY, FLORIDA, THE SOILS IN THIS PROJECT AREA ARE CLASSIFIED AS Ma (MAN MADE) AND NO VALID ESTIMATES CAN BE MADE IN REGARDS TO PERMEABILITY AND SHWT. BTL ENGINEERING SERVICES, INC. PERFORMED A DRI AND HAND AUGER BORINGS ON THIS SITE JULY 17, 2002.

THE EXISTING GROUNDWATER LEVEL AT THE TIME OF THE BORING WAS FOUND TO BE AT 3.75' BELOW EXISTING GRADE IN THE LOCATION OF RETENTION POND #1 AND AT 4.25' AT POND #2. WE ESTIMATE THE SHWT TO BE APPROXIMATELY 3 FEET BELOW EXISTING GRADE OR AT ELEVATION 3.00.

THE PERCOLATION TEST RESULTS OF THE DRI'S WERE PRETTY NEGATIVE SO THE PROPOSED RETENTION PONDS WILL BE CONSTRUCTED WITH UNDERDRAIN SYSTEMS TO ALLOW THE REQUIRED VOLUME TO BE DRAWN DOWN WITHIN 38 HOURS AFTER A STORM EVENT. THE PROPOSED DRAWDOWN ANALYSIS WAS COMPUTED USING A SAFETY FACTOR OF TWO ON THE DARCY k FORMULA.

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Drainage Plan and Calculations**

Drainage plan and calculations will be prepared prior to construction.

**Mills and Associates, Inc.**  
Consulting Engineers & Land Surveyors

3242 Henderson Boulevard • Suite 300 • Tampa • Florida 33609-3056 • (813) 876-5869 • FAX 870-0317

February 4, 2004

CITY OF INDIAN ROCKS BEACH  
1507 BAY PALM BLVD.  
INDIAN ROCKS BEACH, FL 33785

RE: HOLIDAY INN HARBOURSIDE – PHASE III  
RESPONSE TO COMMENTS DATED 12/3/03 & 12/8/03  
OUR JOB NO.: 01-018

12/3/03

1. MOVED RETENTION POND TO MEET THE 10' REQUIRED SETBACK FROM THE PROPERTY LINE.
2. ADDED NOTES TO THE SITE PLAN IN REGARDS TO THE EXISTING UNDERGROUND FUEL TANKS AND PROPANE TANK.
3. SEE BELOW FOR DRAINAGE COMMENTS.
4. SEE SHEET 1 OF 6 FOR FINISHED FLOOR ELEVATION FOR HOTEL.

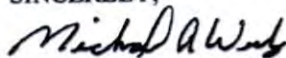
12/8/03 DRAINAGE

1. REFER TO ARCHITECT DRAWINGS FOR RAMP DETAILS.
2. SEE #2 ABOVE.
3. THE RETENTION AREA ALONG MIAMI AVE. IS NOT REQUIRED AND HAS BEEN REMOVED FROM THE LANDSCAPE PLAN.
4. THE NEW DECK AND RAMPS AS SHOWN ARE CONSTRUCTED OUT OF WOOD AND WILL NOT IMPEDE RUNOFF FLOWS.
5. THE LAZY RIVER DRAINAGE AREA IS INCLUDED IN THE DRAINAGE CALC'S. THE PROPOSED YARD DRAINS, A THRU H, ARE TO COLLECT THE RUNOFF FROM THE EXISTING POOL DECK. THE LAZY RIVER AREA WAS INCLUDED IN THE SWFWMD PERMIT.

THE DRAINAGE CALCULATIONS HAVE BEEN REVISED DUE TO THE POND RE-CONFIGURATION. TWO SETS OF REVISED CALC'S ARE ATTACHED.

IF YOU HAVE ANY QUESTIONS OR NEED ADDITIONAL INFO, PLEASE GIVE ME A CALL.

SINCERELY,



MICHAEL A. WERLY  
PROJECT ENGINEER

**HOLIDAY INN HARBOURSIDE  
DRAINAGE ANALYSIS  
REVISED FEBRUARY 3, 2004  
OUR JOB NO. 01-018**

DISCUSSION

THE PROPOSED PROJECT CONSISTS OF THE CONSTRUCTION OF A 5 STORY HOTEL OVER A COVERED PARKING AREA. THE REQUIRED STORMWATER SYSTEM IS TO COLLECT THE FIRST 3/4" RUNOFF FROM THE PROPOSED PROJECT AREA. THE RUNOFF WILL BE COLLECTED IN TWO RETENTION PONDS VIA DOWNSPOUTS AND ROOFDRAIN MANIFOLDS, YARD DRAINS AND GRATE INLETS WITHIN THE PARKING AREA. THE PONDS WILL DISCHARGE THRU A CONTROL STRUCTURE AND RCP PIPING TO THE INTRACOASTAL WATERWAY. THE POOL AND POOL DECK ARE EXISTING AND RUNOFF WILL BE COLLECTED AND DIVERTED THRU YARD DRAINS (E THRU H) AWAY FROM THE PROJECT AREA.

SITE DATA:

OVERALL AREA = 143,566.48 SQ.FT / 3.296 AC.  
 SUBMERGED AREA = 40,810 SQ.FT.  
 BUILDING FOOT PRINT = 48,712 SQ.FT.  
 POOL/DECK AREA = 15,966 SQ.FT.  
 SIDEWALK/NORTH END = 650 SQ.FT.  
 DRIVEWAY/WEST SIDE = 650 SQ.FT.  
 OPEN AREA = 36,585.48 SQ.FT.

102,756  
 54,044.  
 38,078  
 37,428  
 36,778.48

69,78

PROPOSED PROJECT AREA = 80,555 SQ.FT  
 SEE ATTACHED AREA MAP

3/4" TREATMENT REQUIRED =  $80,555/24 \times 1.5 = 5,035$  CU.FT.

PROPOSED RETENTION PONDS

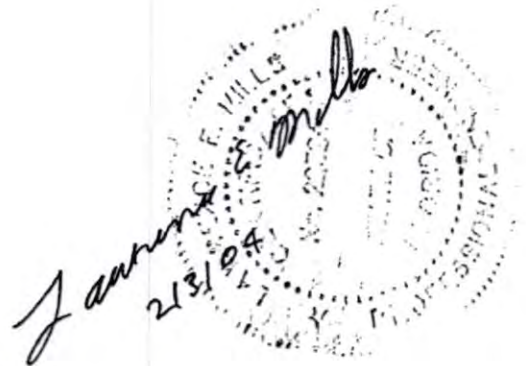
POND #1: DHW AREA = 903 SQ.FT.  
 BOTT. AREA = 903 SQ.FT.  
 DEPTH = 1.51'

VOLUME =  $\frac{903 + 903 \times 1.51}{2} = 1,363$  CU.FT.

POND #2: DHW AREA = 2,436 SQ.FT.  
 BOTT. AREA = 2,436 SQ.FT.  
 DEPTH = 1.51 SQ.FT.

VOLUME =  $\frac{2,436 + 2,436 \times 1.51}{2} = 3,678$  CU.FT.

TOTAL VOLUME PROVIDED = 5,041 CU.FT.



**HOLIDAY INN HARBOURSIDE  
DRAINAGE ANALYSIS  
February 3, 2004  
OUR JOB NO. 01-018**

**POST DEVELOPED CONDITIONS FOR A 25 YR/24 HR STORM EVENT**

AS PREVIOUSLY DISCUSSED, THIS PROJECT DISCHARGES DIRECTLY TO THE INTRACOASTAL WATERWAY, SO NO ATTENUATION IS REQUIRED. THE PURPOSE OF THIS ANALYSIS IS TO SEE IF THE STORM DRAINAGE SYSTEM IS ADEQUATELY SIZED TO PREVENT ONSITE FLOODING PROBLEMS DURING A DESIGN STORM EVENT.

**PROPOSED DEVELOPMENT**

PROJECT AREA: 80,555 SQ.FT.

COEFFICIENT OF RUNOFF (C): IMPERVIOUS AREA	50,012 SQ.FT.	C=0.95
LAZY RIVER RIDE	5,758 SQ.FT.	C=1.00
POND (DHW)	3,339 SQ.FT.	C=1.00
GREEN AREA	20,851 SQ.FT.	C=0.20

C: (WEIGHTED) = 0.76 79,960

**PROPOSED RETENTION POND**

<u>STAGE</u>	<u>ELEVATION</u>
TOP	7.00
DHW	6.41
BOTTOM	4.90

SEE THE ATTACHED 25 YEAR-24 HOUR RAINFALL STAGE STORAGE ANALYSIS WHICH SHOWS THE MAXIMUM POND STAGE OF 2.07 (ELEV.= 6.97). ALSO ATTACHED IS AN INLET CONTROL NOMOGRAPH WHICH SHOWS A MAXIMUM HW ELEVATION IN THE OUTFALL CONTROL STRUCTURE AT ELEV. = 5.05.

**OUTFALL PIPE SIZING**

PER MANNINGS FORMULA (BRATER & KING 6-15)  $Q = (0.463/N) (D^{8/3}) (S^{1/2})$

N = 0.013

D = 18"

S = (MAX. STAGE ELEV. 6.97)-(18" CROWN @ OUTFALL ELEV.= 3.85) / 260 LF PIPE  
= 0.012

$Q = (0.463/0.013) (1.5^{8/3}) (0.0118^{1/2}) = 11.52$  CFS

$$\frac{HW}{D} = 1.80$$

$$D_{11.1} = 18" (1.50')$$

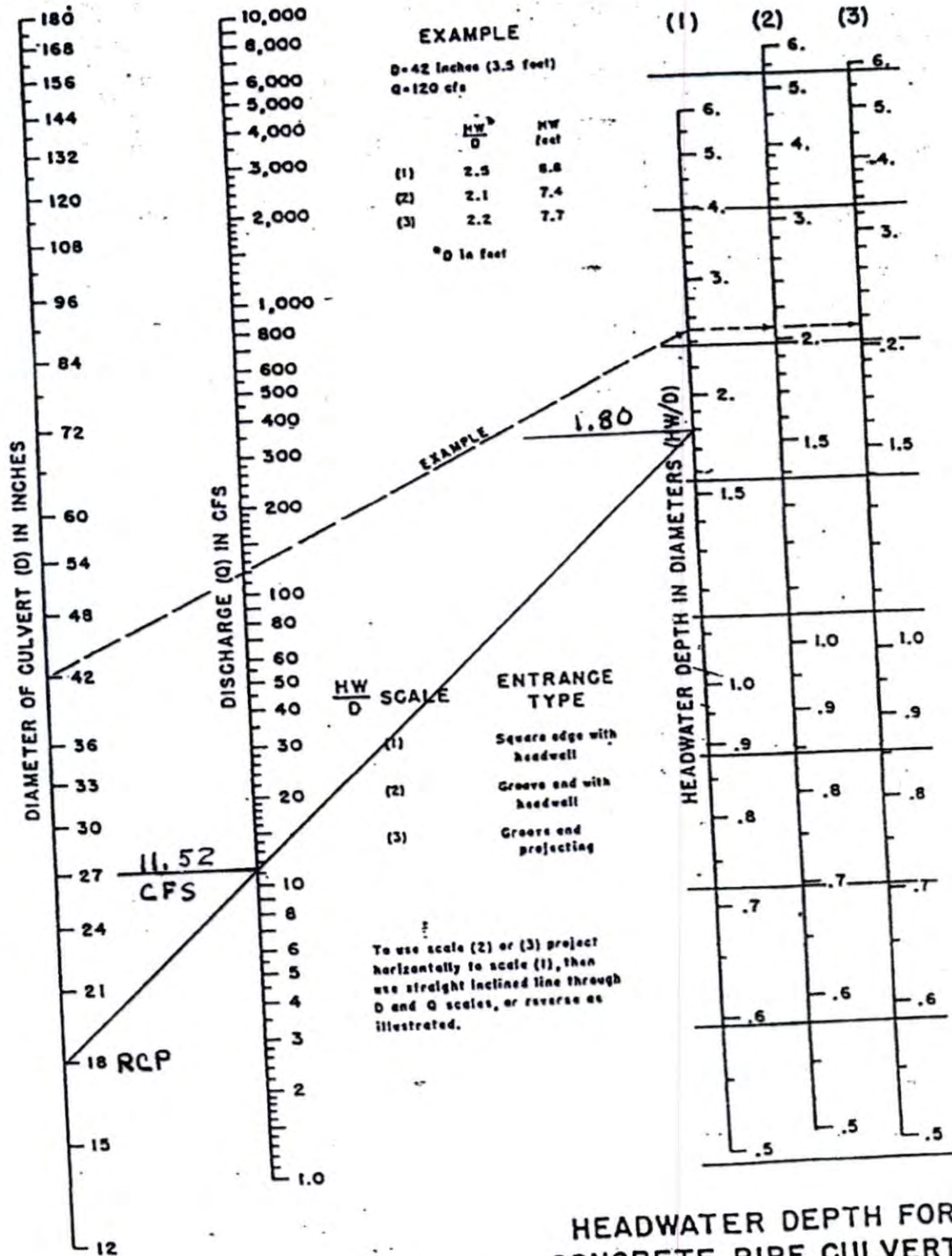
$$HW = (D) 1.80$$

$$= (1.50)(1.80) = 2.70$$

$$INV. \text{ OUTFALL} = 2.50$$

$$H.W. = 2.70 + 2.35 = 5.05$$

### CHART 2



### HEADWATER DEPTH FOR CONCRETE PIPE CULVERTS WITH INLET CONTROL

HEADWATER SCALES 2B3  
REVISED MAY 1964

BUREAU OF PUBLIC ROADS JAN 1963

MILLS AND ASSOCIATES, INC  
 25 YEAR - 24 HOUR RAINFALL EVENT (ZONE 6)  
 DER/SWFWM VOLUME INCLUDED  
 (WRITTEN BY ERIC C. VANHORN, 1989)

JOB NAME: HOLIDAY INN

JOB #: 01-018

INPUT PARAMETERS	
C :	0.76
BOTTOM AREA :	3339.00
TOP AREA :	3339.00
DEPTH :	1.60
PEAK DISCHARGE :	100.000
DER/SWFWM VOLUME:	5035.00
AREA (ACRES) :	1.8500
INITIAL STAGE :	4.90

K= 0.00

SWFWM DEPTH:	1.50794
WEIR LENGTH: [ (calc.)]	14.33
MAX STAGE:	2.07
EAK DISCHARGE:	18.75

1	2	3	4	5	6	7	8	9	10	11
TIME (MINS)	ACC. RAINFALL (INCHES)	VOLUME (CF)	VOLUME FOR dH (CF)	CALC DEPTH (FT)	AVG. DEPTH (FT)	DEPTH ABOVE WEIR (FT)	OUTFLOW (CFS)	TAL OUTFLO PER INC. (CF)	TOTAL OUTFLOW (CF)	VOLUME LEFT (CF)
0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1	0.22	1122.83	1122.83	0.34	0.17	0.00	0.00	0.00	0.00	5035.00
2	0.40	2041.51	918.68	1.78	1.06	0.00	0.00	0.00	0.00	5035.00
3	0.55	2807.08	765.57	1.74	1.76	0.25	5.68	340.86	340.86	5035.00
4	0.68	3470.57	663.49	1.71	1.72	0.21	4.44	266.41	607.27	5035.00
5	0.80	4083.02	612.45	1.69	1.70	0.19	3.75	224.76	832.03	5035.00
6	0.92	4695.48	612.45	1.69	1.69	0.18	3.52	211.41	1043.44	5035.00
7	1.04	5307.93	612.45	1.69	1.69	0.18	3.52	211.41	1254.85	5035.00
8	1.17	5971.42	663.49	1.71	1.70	0.19	3.75	224.76	1479.61	5035.00
9	1.29	6583.88	612.45	1.69	1.70	0.19	3.75	224.76	1704.37	5035.00
10	1.40	7145.29	561.42	1.68	1.68	0.18	3.31	198.34	1902.71	5242.58
11	1.50	7655.67	510.38	1.72	1.70	0.19	3.76	225.67	2128.38	5527.29
12	1.60	8166.05	510.38	1.81	1.77	0.26	5.87	351.97	2480.35	5685.70
13	1.68	8574.35	408.30	1.83	1.82	0.31	7.69	461.64	2941.98	5832.37
14	1.75	8931.62	357.26	1.79	1.81	0.30	7.43	445.60	3387.58	5544.03
15	1.83	9339.92	408.30	1.78	1.79	0.28	6.66	399.41	3786.99	5552.93
20	2.16	11024.16	1684.25	2.17	1.98	0.47	14.32	4296.07	8083.06	5035.00
25	2.46	12555.30	1531.13	1.97	2.07	0.56	18.75	5624.48	13707.54	5035.00
30	2.70	13780.21	1224.91	1.87	1.92	0.41	11.89	3567.55	17275.09	5035.00
35	2.89	14749.92	969.72	1.80	1.84	0.33	8.45	2535.03	19810.12	5035.00
40	3.08	15719.64	969.72	1.80	1.80	0.29	7.02	2105.98	21916.11	5035.00
45	3.26	16638.32	918.68	1.78	1.79	0.28	6.74	2023.40	23939.51	5035.00
50	3.40	17352.85	714.53	1.72	1.75	0.24	5.42	1627.44	25566.95	5035.00
55	3.53	18016.34	663.49	1.71	1.71	0.21	4.20	1261.32	26828.27	5035.00
60	3.70	18883.99	667.64	1.77	1.74	0.23	4.92	1477.28	28305.54	5035.00
75	4.00	20415.12	1531.13	1.97	1.87	0.36	9.66	8690.56	36996.11	5035.00
90	4.35	22201.44	1786.32	2.04	2.00	0.50	15.70	14134.20	51130.31	5035.00
105	4.59	23426.35	1224.91	1.87	1.96	0.45	13.58	12223.04	63353.34	5035.00
120	4.70	23987.77	561.42	1.68	1.78	0.27	6.21	5584.74	68938.09	5035.00
135	4.95	25263.71	1275.95	1.89	1.78	0.28	6.47	5825.79	74763.88	5035.00
150	5.15	26284.47	1020.76	1.81	1.85	0.34	9.05	8141.79	82905.67	5035.00
165	5.25	26794.85	510.38	1.66	1.74	0.23	4.92	4431.83	87337.50	5035.00
180	5.40	27560.41	765.57	1.74	1.70	0.19	3.75	3371.41	90708.90	5035.00

MILLS and ASSOCIATES, Inc.

UNDERDRAIN CALCULATIONS

VERTICAL UNDERDRAIN DRAWDOWN ANALYSIS

PROJECT : HOLIDAY INN

DATE: 02/03/04

POND # : 1 (NORTH POND)

DESIGN BY: MAW

Constant data choices:

Values:

Antived Drawdown Time Values (hrs):

3/4" Elev.(MSL) 6.41  
 Pond Botl. (MSL): 4.9  
 3/4" Vol.(cu.ft.) 1363.0  
 Darcy k (ft/hr): 2.708  
 Assumed 6" U.D. Length : 26  
 6" U.D. Inv. Elev. : 4.15  
 Max. Flow Length (ft): 2  
 Min. Flow length (ft): 2  
 Initial head (ft): 0.50

3/4" Drawdown Time 35.324 Hours  
 Actual perc rate = 5.417 FT/HR  
 Safety factor of 2 = 2.708 FT/HR

POND ELEV.	TOTAL HEAD	INCRE. HEAD	V TOTAL VOL	INCR. VOL	MAX. FLOW LENGTH	MIN. FLOW LENGTH	AVG. FLOW LENGTH	HYD. GRADE	AREA OF FILTER	FLOW Q=KIA	AVG. FLOW (Q1+Q2)/2	DER DELTA TIME	TOTAL TIME (HRS)
6.41	2.01		1363.00		2.00	2.00	2.00	1.005	26.00	70.8			0.00
		0.30		272.6							65.5	4.16	
6.11	1.71		1090.40		2.00	2.00	2.00	0.854	26.00	60.1			4.16
		0.30		272.6							54.8	4.97	
5.81	1.41		817.80		2.00	2.00	2.00	0.703	26.00	49.5			9.14
		0.30		272.6							44.2	6.17	
5.50	1.10		545.20		2.00	2.00	2.00	0.552	26.00	38.9			15.31
		0.30		272.6							33.6	8.12	
5.20	0.80		272.60		2.00	2.00	2.00	0.401	26.00	28.2			23.43
		0.30		272.6							22.9	11.89	
4.90	0.50		0.00		2.00	2.00	2.00	0.250	26.00	17.6			35.32

TOTAL HOURS: 35.32



MILLS and ASSOCIATES, Inc.

UNDERDRAIN CALCULATIONS

VERTICAL UNDERDRAIN DRAWDOWN ANALYSIS

PROJECT : HOLIDAY INN

DATE: 02/03/04

POND # : 2 (SOUTH POND)

DESIGN BY: MAW

Constant data choices:

Values:

Arrived Drawdown Time Values (hrs):

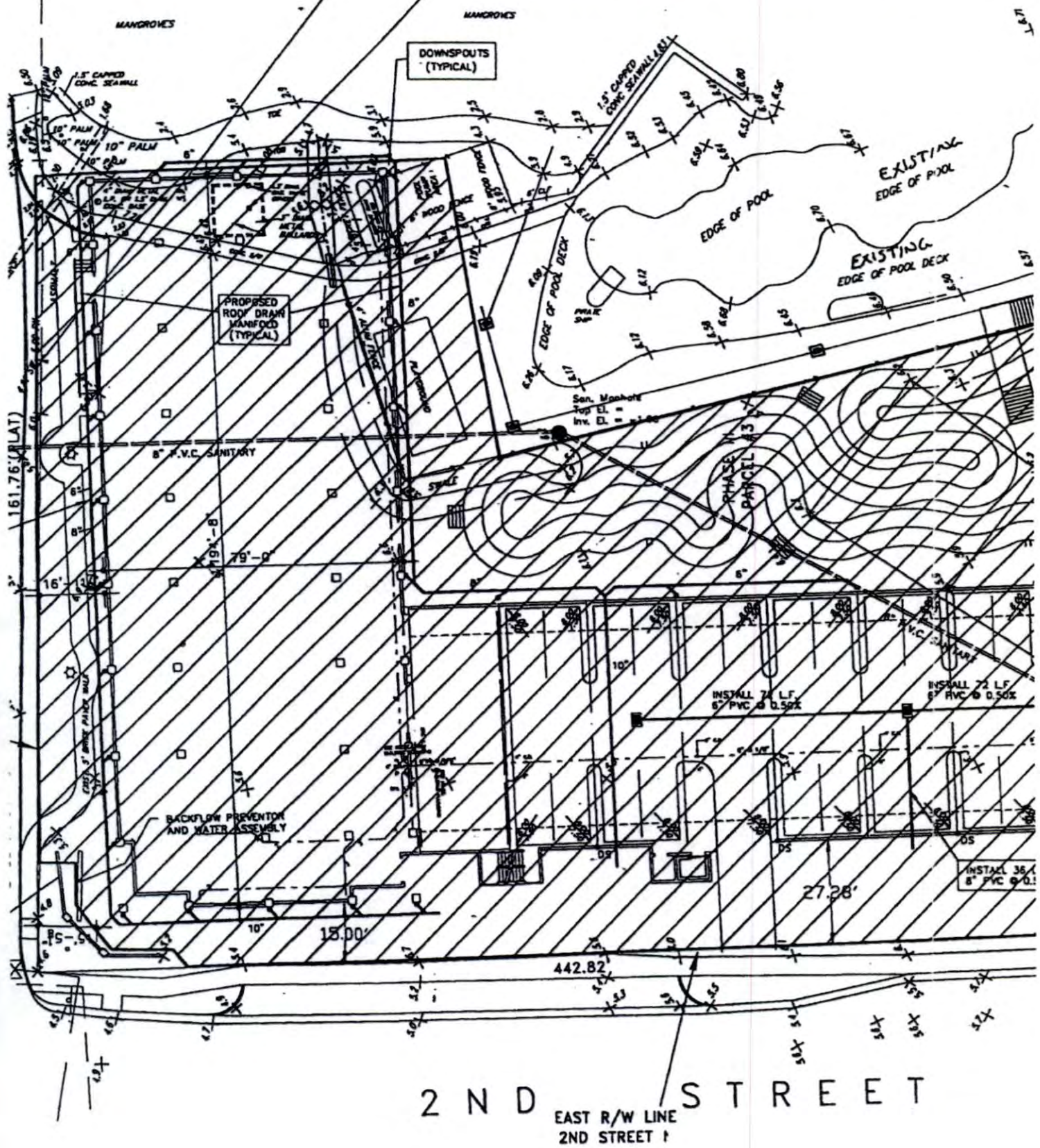
3/4" Elev. (MSL) 6.41  
 Pond Bott. (MSL): 4.9  
 3/4" Vol. (cu.ft.) 3678.0  
 Darcy k (ft/hr): 2.708  
 Assumed 6" U.D. Length : 70  
 6" U.D. Inv. Elev. : 4.15  
 Max. Flow Length (ft): 2  
 Min. Flow length (ft): 2  
 Initial head (ft): 0.50

3/4" Drawdown Time 35.405 Hours  
 Actual perc rate = 5.417 FT/HR  
 Safety factor of 2 = 2.708 FT/HR

POND ELE'.	TOTAL HEAD	INCR. HEAD	V TOTAL VOL	INCR. VOL	MAX. FLOW LENGTH	MIN. FLOW LENGTH	AVG. FLOW LENGTH	HYD. GRADE	AREA OF FILTER	FLOW Q=KIA	AVG. FLOW (Q1+Q2)/2	DER DELTA TIME	TOTAL TIME (HRS)
6.41	2.01		3678.00		2.00	2.00	2.00	1.005	70.00	190.5			0.00
6.11	1.71	0.30	2942.40	735.6	2.00	2.00	2.00	0.854	70.00	161.9	176.2	4.17	4.17
5.81	1.41	0.30	2206.80	735.6	2.00	2.00	2.00	0.703	70.00	133.3	147.6	4.98	9.16
5.50	1.10	0.30	1471.20	735.6	2.00	2.00	2.00	0.552	70.00	104.7	119.0	6.18	15.34
5.20	0.80	0.30	735.60	735.6	2.00	2.00	2.00	0.401	70.00	76.0	90.3	8.14	23.48
4.90	0.50		0.00	735.6	2.00	2.00	2.00	0.250	70.00	47.4	61.7	11.92	35.40

TOTAL HOURS: 35.40

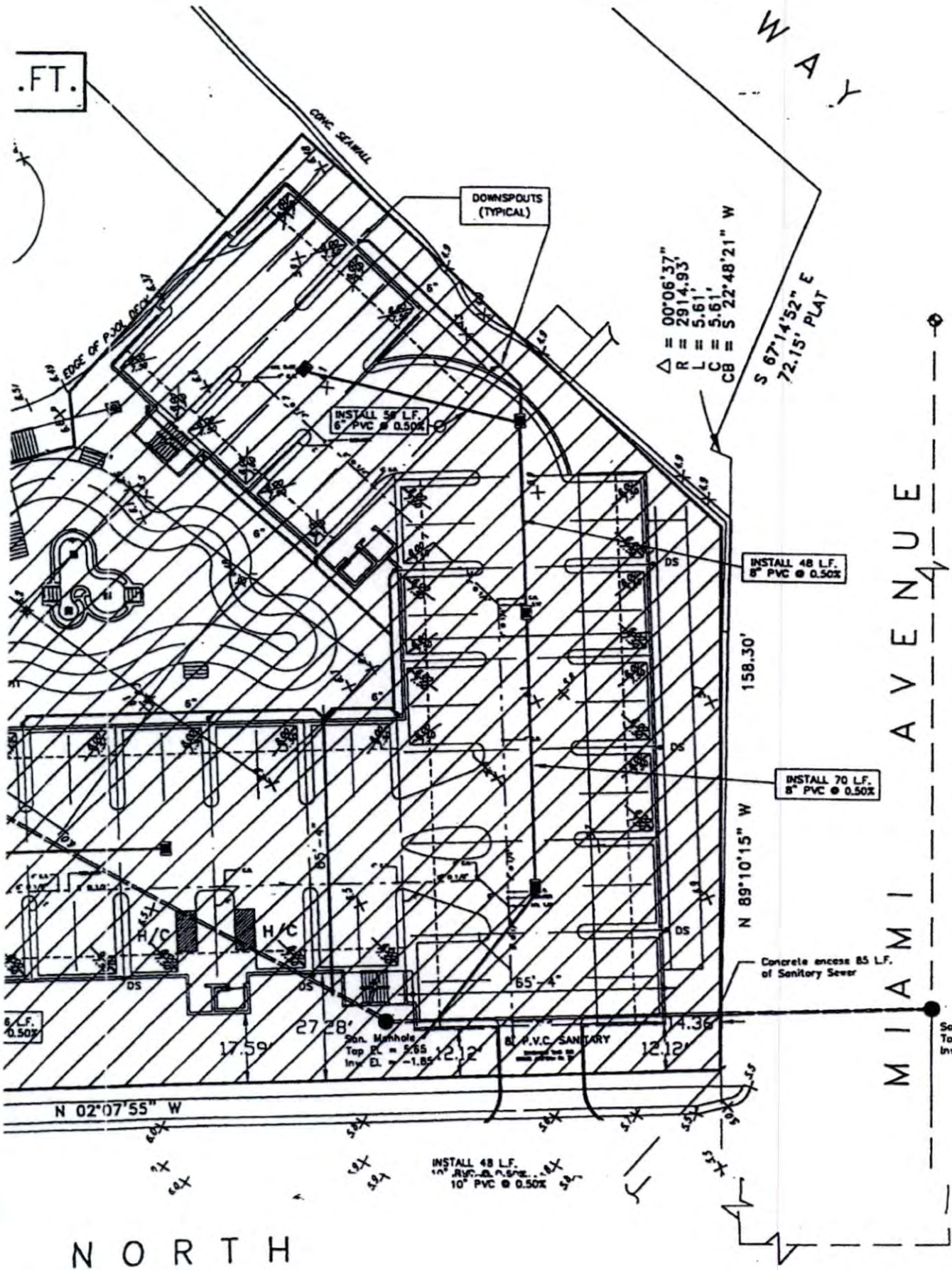
PROJECT AREA = 80,555 SQ.



2ND STREET  
EAST R/W LINE  
2ND STREET

.FT.

WAY



$\Delta$  00°06'37"  
 R = 2914.93'  
 L = 5.61'  
 C = 5.61'  
 B = S 22°48'21" W  
 S 67°14'52" E  
 72.15' PLAT

INSTALL 50 LF. 6" PVC @ 0.50%

INSTALL 48 LF. 8" PVC @ 0.50%

INSTALL 70 LF. 8" PVC @ 0.50%

6 LF. 0.50%

Manhole  
 Top El. = 2.65  
 Inv. El. = -1.85

8" P.V.C. SANITARY

Concrete access 85 LF. of Sanitary Sewer

INSTALL 48 LF. 10" PVC @ 0.50%

NORTH

M I A M I A V E N U E

Soil Top Inv.

**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Site Plan**

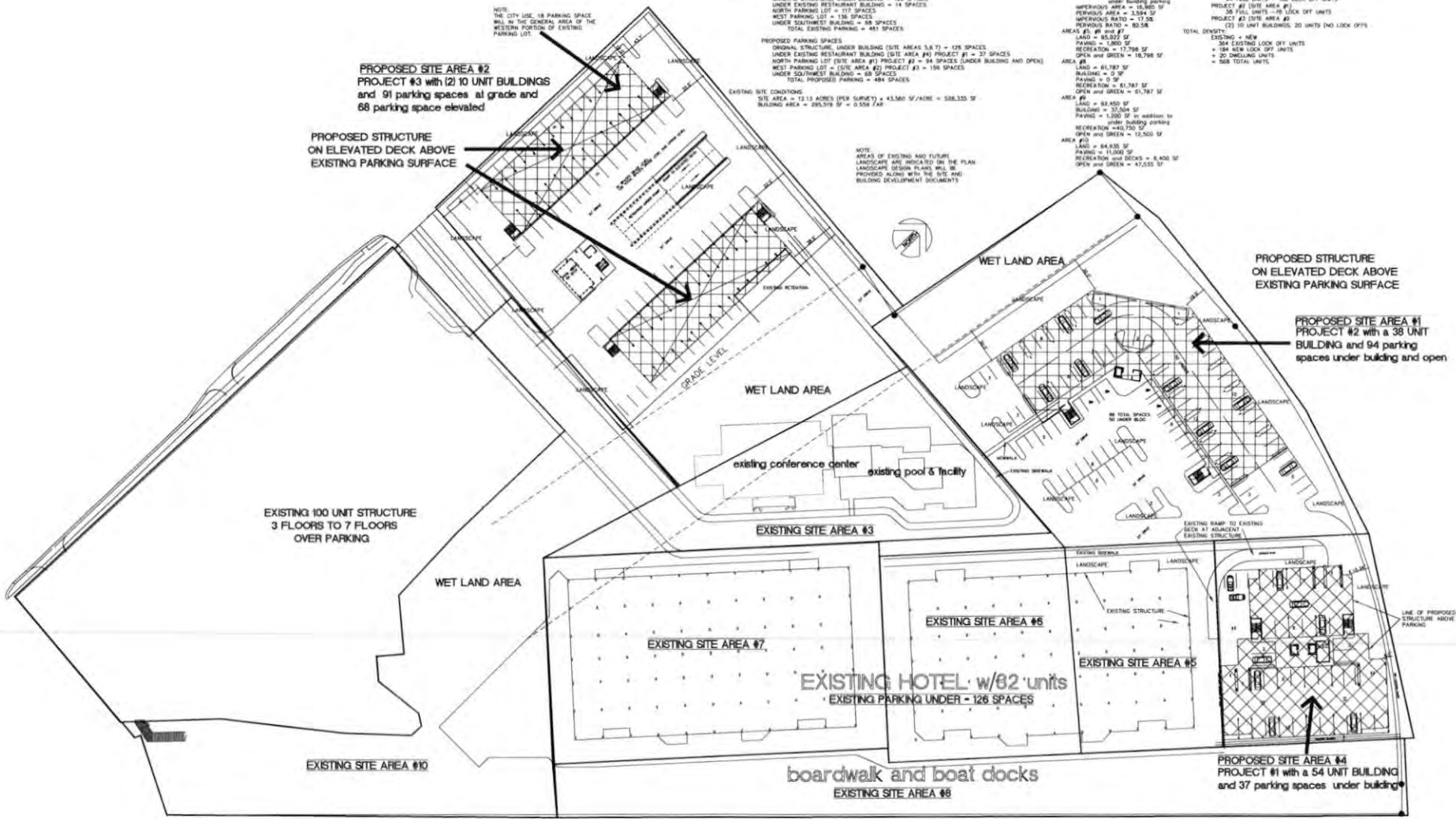
See attached Site Plan prepared by William F Mills II, Architect dated 7/14/2022.

**SITE DATA:**

ZONING: BUSINESS TRIANGLE  
 DENSITY: 50 UNITS PER ACRE  
 13.13 ACRES x 50 = 656.5 UNITS  
 EXISTING DENSITY:  
 ORIGINAL STRUCTURE - 82 FILL UNITS - 184 LOCK OFF UNITS  
 MULTI STORY STRUCTURE - 100 FILL UNITS - 300 LOCK OFF UNITS  
 TOTALS - FILL UNITS = 182 UNITS - 384 LOCK OFF UNITS  
 PROPOSED NEW DENSITY:  
 PROJECT #1 (SITE AREA #1)  
 54 FILL UNITS - 158 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #2)  
 23 FILL UNITS - 78 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #3)  
 12 UNIT BUILDINGS 20 UNITS (NO LOCK OFF)  
 TOTAL DENSITY:  
 EXISTING + NEW = 384 LOCK OFF UNITS + 184 LOCK OFF UNITS  
 + 30 OVERLAP UNITS = 598 TOTAL UNITS  
 PARKING:  
 EXISTING PARKING SPACES  
 ORIGINAL STRUCTURE UNDER BUILDING = 128 SPACES  
 UNDER EXISTING RESTAURANT BUILDING (SITE AREA #3) PROJECT #1 = 27 SPACES  
 NORTH PARKING LOT = 117 SPACES  
 WEST PARKING LOT = 156 SPACES  
 UNDER SOUTHWEST BUILDING = 68 SPACES  
 TOTAL EXISTING PARKING = 459 SPACES  
 PROPOSED PARKING SPACES  
 ORIGINAL STRUCTURE UNDER BUILDING (SITE AREA 5, 6, 7) = 128 SPACES  
 UNDER EXISTING RESTAURANT BUILDING (SITE AREA #3) PROJECT #1 = 27 SPACES  
 NORTH PARKING LOT (SITE AREA #1) PROJECT #2 = 94 SPACES (UNDER BUILDING AND OPEN)  
 WEST PARKING LOT = (SITE AREA #2) PROJECT #3 = 156 SPACES  
 UNDER SOUTHWEST BUILDING = 68 SPACES  
 TOTAL PROPOSED PARKING = 484 SPACES

EXISTING & NEW SITE IMPROVEMENTS:  
 AREA #1 (PROJECT #2) NEW  
 LAND = 75,432 SF  
 PARKING = 35,481 SF  
 OPEN AND GREEN = 15,901 SF  
 IMPROVEMENTS = 7,708 SF  
 PERVIOUS RATIO = 32.2%  
 AREA #2 (PROJECT #3)  
 LAND = 8,870 SF  
 PARKING = 5,570 SF  
 OPEN AND GREEN = 24,720 SF  
 IMPROVEMENTS = 10,528 SF  
 PERVIOUS RATIO = 31.5%  
 AREA #3  
 LAND = 18,828 SF  
 BUILDING = 1,988 SF  
 PARKING = 10,122 SF  
 RECREATION = 5,094 SF  
 OPEN AND GREEN = 17,343 SF  
 AREA #4 (PROJECT #1)  
 LAND = 20,504 SF  
 BUILDING = 15,000 SF  
 PARKING = 3,000 SF in addition to  
 under building spaces  
 IMPROVEMENTS AREA = 15,800 SF  
 PERVIOUS AREA = 3,584 SF  
 IMPROVEMENTS RATIO = 17.5%  
 PERVIOUS RATIO = 82.5%  
 AREA #5  
 LAND = 45,222 SF  
 PARKING = 1,800 SF  
 RECREATION = 17,798 SF  
 OPEN AND GREEN = 18,708 SF  
 AREA #6  
 LAND = 41,787 SF  
 BUILDING = 0 SF  
 PARKING = 0 SF  
 RECREATION = 41,787 SF  
 OPEN AND GREEN = 41,787 SF  
 AREA #7  
 LAND = 82,450 SF  
 BUILDING = 15,000 SF  
 PARKING = 1,500 SF in addition to  
 under building parking  
 RECREATION = 40,700 SF  
 OPEN AND GREEN = 15,500 SF  
 AREA #10  
 LAND = 84,838 SF  
 PARKING = 11,000 SF  
 RECREATION AND DECK = 8,426 SF  
 OPEN AND GREEN = 47,533 SF

BUILDING HEIGHTS FROM FLOOD PLANE  
 (EXISTING AREAS #5, 6, and 7 - ORIGINAL STRUCTURE = 32ft MEAN ROOF, 40ft PEAK  
 ALONG 2nd STREET - NEW MEAN 50ft PEAK  
 (NEW) AREA #1 - PROJECT #1 - 54 UNIT STRUCTURE - 83ft TO MATCH EXISTING  
 (NEW) AREA #2 - PROJECT #2 - 23 UNIT STRUCTURE - 80ft MEAN 50ft PEAK  
 (NEW) AREA #3 - PROJECT #3 (2) 12 UNIT STRUCTURES - 41ft MEAN 40ft PEAK  
 FAR  
 EXISTING FAR = 0.50 (minimum minimum) 284,187/338,335 SF = 0.50  
 PROPOSED FAR = 138,808 SF NEW STRUCTURE, 369,887 / 338,335 SF = 0.757  
 ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.1  
 PARKING RATIO:  
 484 PARKING SPACES / 284 FILL SITE UNITS = 1.69 PARKING SPACES PER FILL SITE UNIT  
 PROPOSED NEW DENSITY:  
 PROJECT #1 (SITE AREA #1)  
 54 FILL UNITS - 158 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #2)  
 23 FILL UNITS - 78 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #3)  
 (2) 12 UNIT BUILDINGS 20 UNITS (NO LOCK OFF)  
 TOTAL DENSITY:  
 EXISTING + NEW  
 54 LOCK OFF UNITS  
 + 158 NEW LOCK OFF UNITS  
 + 20 OVERLAP UNITS  
 = 282 TOTAL UNITS



**INTRACOASTAL WATERWAY**

NOTE:  
 SITE AREA DESIGNATIONS DENOTES  
 AREA FOR CALCULATIONS

SCALE: 1"=40'

Proposed development for  
**HOLIDAY INN HARBOURSIDE**  
 401 2nd STREET  
 INDIAN ROCKS BEACH, FLORIDA 33785

**WILLIAM F. MILLS II - ARCHITECT**  
 7929-98th STREET NORTH  
 SEMINOLE, FLORIDA 33777

**SITE PLAN**  
 Florida License  
 AR - 0006749  
 Commit - 2/01  
 Scale - 1"=40'

## SITE DATA:

ZONING: BUSINESS TRIANGLE  
DENSITY: 50 UNITS PER ACRE  
12.13 ACRES x 50 = 606.5 UNITS

EXISTING DENSITY:  
ORIGINAL STRUCTURE - 82 FULL UNITS - 164 LOCK OFF UNITS  
MULTI STORY STRUCTURE - 100 FULL UNITS - 200 LOCK OFF UNITS  
TOTALS - FULL UNITS - 182 UNITS - 364 LOCK OFF UNITS

PROPOSED NEW DENSITY:  
PROJECT #1 (SITE AREA #4)  
54 FULL UNITS - 108 LOCK OFF UNITS  
PROJECT #2 (SITE AREA #1)  
38 FULL UNITS - 76 LOCK OFF UNITS  
PROJECT #3 (SITE AREA #2)  
(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)

TOTAL DENSITY:  
EXISTING + NEW - 364 LOCK OFF UNITS + 184 LOCK OFF UNITS  
+ 20 DWELLING UNITS = 568 TOTAL UNITS

PARKING:  
EXISTING PARKING SPACES  
ORIGINAL STRUCTURE, UNDER BUILDING = 126 SPACES  
UNDER EXISTING RESTAURANT BUILDING = 14 SPACES  
NORTH PARKING LOT = 117 SPACES  
WEST PARKING LOT = 136 SPACES  
UNDER SOUTHWEST BUILDING = 68 SPACES  
TOTAL EXISTING PARKING = 461 SPACES

PROPOSED PARKING SPACES  
ORIGINAL STRUCTURE, UNDER BUILDING (SITE AREAS 5,6,7) = 126 SPACES  
UNDER EXISTING RESTAURANT BUILDING (SITE AREA #4) PROJECT #1 = 37 SPACES  
NORTH PARKING LOT (SITE AREA #1) PROJECT #2 = 94 SPACES (UNDER BUILDING AND OPEN)  
WEST PARKING LOT = (SITE AREA #2) PROJECT #3 = 159 SPACES  
UNDER SOUTHWEST BUILDING = 68 SPACES  
TOTAL PROPOSED PARKING = 484 SPACES

EXISTING SITE CONDITIONS  
SITE AREA = 12.13 ACRES (PER SURVEY) x 43,560 SF/ACRE = 528,335 SF  
BUILDING AREA = 295,519 SF = 0.559 FAR

NOTE:  
AREAS OF EXISTING AND FUTURE  
LANDSCAPE ARE INDICATED ON THE PLAN.  
LANDSCAPE DESIGN PLANS WILL BE  
PROVIDED ALONG WITH THE SITE AND  
BUILDING DEVELOPMENT DOCUMENTS

EXISTING & NEW SITE IMPROVEMENTS:

AREA #1 (PROJECT #2) NEW  
 LAND = 75,432 SF  
 PAVING = 59,481 SF  
 OPEN AND GREEN = 15,951 SF  
 IMPERVIOUS RATIO = 77.8%  
 PERVIOUS RATIO = 22.2%

AREA #2 (PROJECT #3)  
 LAND = 78,600 SF  
 PAVING = 53,870 SF  
 OPEN and GREEN = 24,730 SF  
 IMPERVIOUS RATIO = 68.5%  
 PERVIOUS RATIO = 31.5%

AREA #3  
 LAND = 39,525 SF  
 BUILDING = 1,996 SF  
 PAVING = 15,152 SF  
 RECREATION = 5,094 SF  
 OPEN and GREEN = 17,283 SF

AREA #4 (PROJECT #1)  
 LAND = 20,584 SF  
 BUILDING = 10,000 SF  
 PAVING = 3,000 SF in addition to  
 under building parking  
 IMPERVIOUS AREA = 16,985 SF  
 PERVIOUS AREA = 3,594 SF  
 IMPERVIOUS RATIO = 17.5%  
 PERVIOUS RATIO = 82.5%

AREAS #5, #6 and #7  
 LAND = 95,022 SF  
 PAVING = 1,800 SF  
 RECREATION = 17,798 SF  
 OPEN and GREEN = 18,798 SF

AREA #8  
 LAND = 61,787 SF  
 BUILDING = 0 SF  
 PAVING = 0 SF  
 RECREATION = 61,787 SF  
 OPEN and GREEN = 61,787 SF

AREA #9  
 LAND = 92,450 SF  
 BUILDING = 37,504 SF  
 PAVING = 1,200 SF in addition to  
 under building parking  
 RECREATION = 40,750 SF  
 OPEN and GREEN = 12,500 SF

AREA #10  
 LAND = 84,935 SF  
 PAVING = 11,000 SF  
 RECREATION and DECKS = 6,400 SF  
 OPEN and GREEN = 47,535 SF

BUILDING HEIGHTS: FROM FLOOD PLANE

(EXISTING) AREAS #5, #6 and #7 - ORIGINAL STRUCTURE = 52ft MEAN ROOF, 60ft PEAK  
 (EXISTING) AREA #9 - 100 UNIT STRUCTURE - 93ft PER DEVELOPMENT AGREEMENT. HEIGHT  
 ALONG 2nd STREET - 50ft MEAN, 59ft PEAK

(NEW) AREA #4 - PROJECT #1, 54 UNIT STRUCTURE - 93ft TO MATCH EXISTING  
 (NEW) AREA #1 - PROJECT #2, 38 UNIT STRUCTURE - 50ft MEAN, 59ft PEAK  
 (NEW) AREA #2 - PROJECT #3 (2) 10 UNIT STRUCTURES - 41ft MEAN, 45ft PEAK

FAR:

EXISTING FAR = 0.50 (previous maximum, 264,167/528,335 SF = 0.50)  
 PROPOSED FAR = 135,800 SF NEW STRUCTURE, 399,967 / 528,335 SF = 0.757  
 ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.2

OPEN AREA vs OVERALL SITE:

202,168 SF / 528,335 SF = 38.4%

PARKING RATIO:

484 PARKING SPACES / 294 FULL SIZE UNITS = 1.65 PARKING SPACES PER FULL SIZE UNIT

PROPOSED NEW DENSITY:

PROJECT #1 (SITE AREA #4)  
 54 FULL UNITS - 108 LOCK OFF UNITS  
 PROJECT #2 (SITE AREA #1)  
 38 FULL UNITS - 76 LOCK OFF UNITS  
 PROJECT #3 (SITE AREA #2)  
 (2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)

TOTAL DENSITY:

EXISTING + NEW  
 364 EXISTING LOCK OFF UNITS  
 + 184 NEW LOCK OFF UNITS  
 + 20 DWELLING UNITS  
 = 568 TOTAL UNITS

SITE  
 07/1  
 REV

NOTE:  
THE CITY USE, 18 PARKING SPACE  
WILL IN THE GENERAL AREA OF THE  
WESTERN PORTION OF EXISTING  
PARKING LOT.

**PROPOSED SITE AREA #2**  
**PROJECT #3 with (2) 10 UNIT BUILDINGS**  
**and 91 parking spaces at grade and**  
**68 parking space elevated**

**PROPOSED STRUCTURE  
ON ELEVATED DECK ABOVE  
EXISTING PARKING SURFACE**

**EXISTING 100 UNIT STRUCTURE  
3 FLOORS TO 7 FLOORS  
OVER PARKING**

**WET LAND AREA**

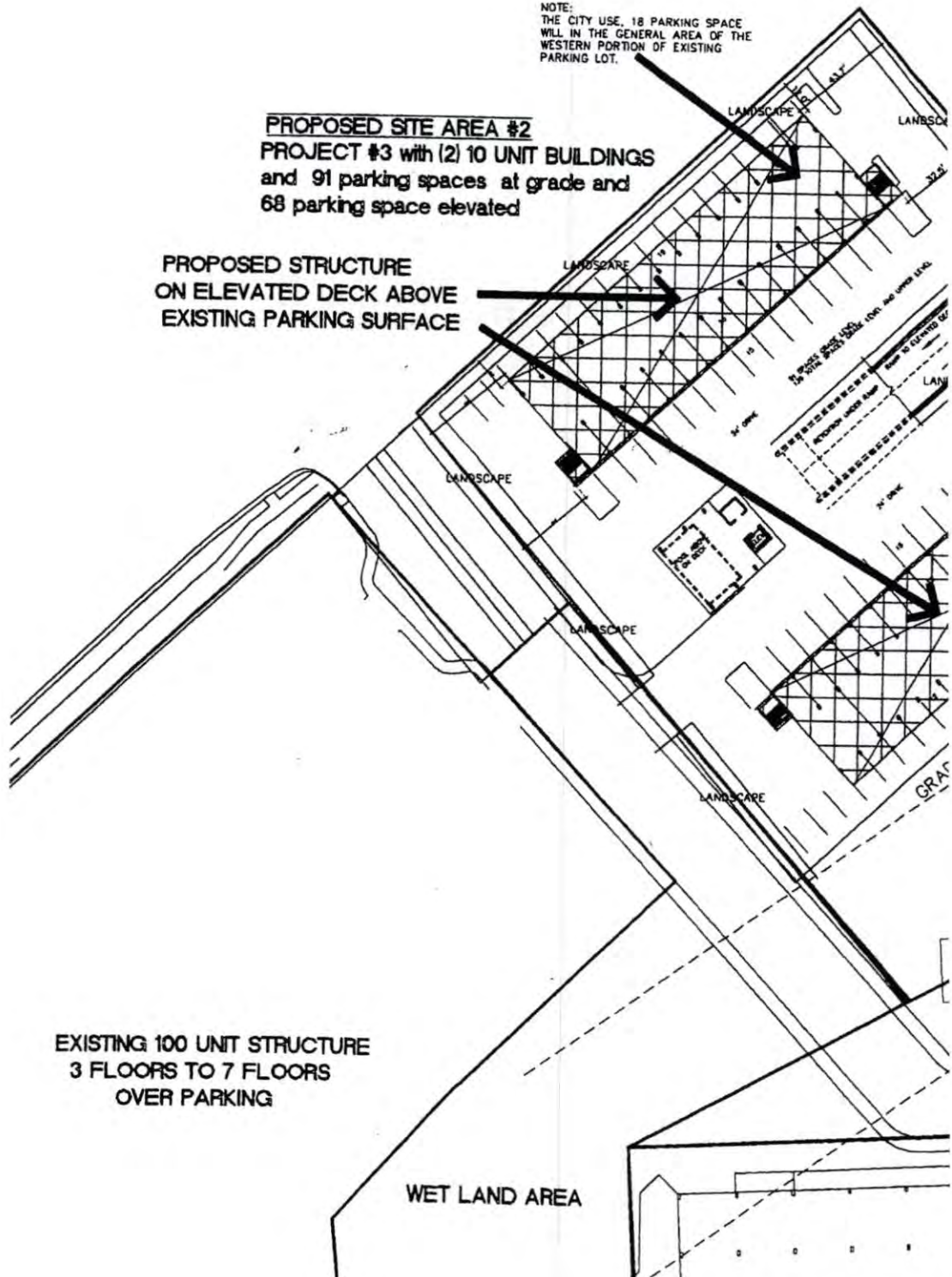




Exhibit " B-1"

**SITE DATA:**

ZONING: BUSINESS TRIANGLE  
DENSITY: 50 UNITS PER ACRE  
12.13 ACRES x 50 = 606.5 UNITS  
EXISTING DENSITY:  
ORIGINAL STRUCTURE - 82 FULL UNITS - 164 LOCK OFF UNITS  
MULTI STORY STRUCTURE - 100 FULL UNITS - 200 LOCK OFF UNITS  
TOTALS - FULL UNITS - 182 UNITS - 364 LOCK OFF UNITS  
PROPOSED NEW DENSITY:  
PROJECT #1 (SITE AREA #4)  
54 FULL UNITS - 108 LOCK OFF UNITS  
PROJECT #2 (SITE AREA #1)  
38 FULL UNITS - 76 LOCK OFF UNITS  
PROJECT #3 (SITE AREA #2)  
(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)  
TOTAL DENSITY:  
EXISTING + NEW - 364 LOCK OFF UNITS + 184 LOCK OFF UNITS  
+ 20 DWELLING UNITS = 568 TOTAL UNITS

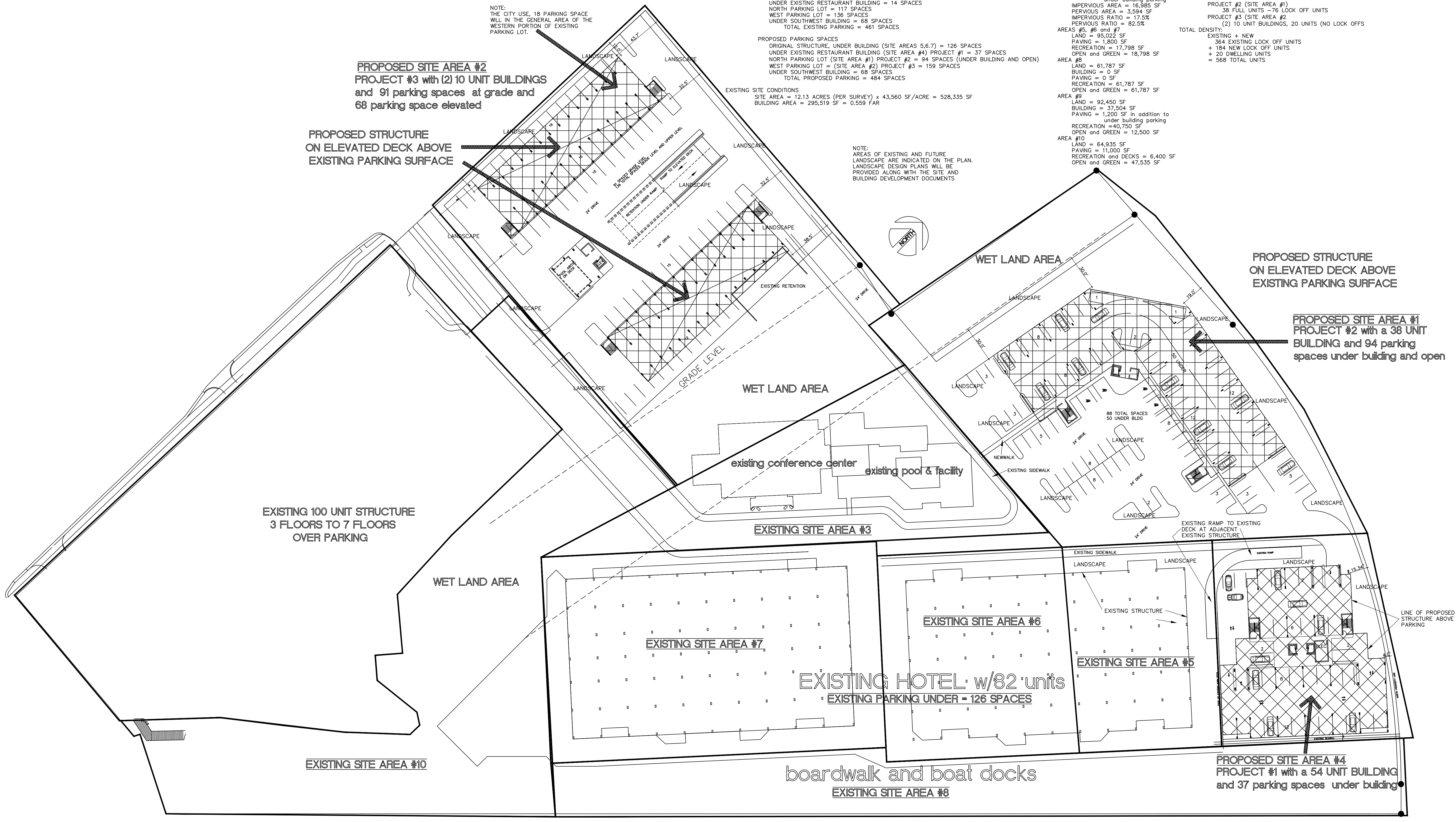
PARKING:  
EXISTING SITE CONDITIONS  
ORIGINAL STRUCTURE, UNDER BUILDING = 126 SPACES  
UNDER EXISTING RESTAURANT BUILDING = 14 SPACES  
NORTH PARKING LOT = 117 SPACES  
WEST PARKING LOT = 136 SPACES  
UNDER SOUTHWEST BUILDING = 68 SPACES  
TOTAL EXISTING PARKING = 461 SPACES  
PROPOSED PARKING SPACES  
ORIGINAL STRUCTURE, UNDER BUILDING (SITE AREAS 5,6,7) = 126 SPACES  
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EXISTING SITE CONDITIONS  
SITE AREA = 12.13 ACRES (PER SURVEY) x 43,560 SF/ACRE = 528,335 SF  
BUILDING AREA = 295,519 SF = 0.559 FAR

EXISTING & NEW SITE IMPROVEMENTS:  
AREA #1 (PROJECT #2) NEW  
LAND = 75,432 SF  
PAVING = 59,481 SF  
OPEN AND GREEN = 15,951 SF  
IMPERVIOUS RATIO = 77.8%  
PERVIOUS RATIO = 22.2%  
AREA #2 (PROJECT #3)  
LAND = 78,600 SF  
PAVING = 53,870 SF  
OPEN AND GREEN = 24,730 SF  
IMPERVIOUS RATIO = 68.5%  
PERVIOUS RATIO = 31.5%  
AREA #3  
LAND = 39,525 SF  
BUILDING = 1,996 SF  
PAVING = 15,152 SF  
RECREATION = 5,094 SF  
OPEN AND GREEN = 17,283 SF  
AREA #4 (PROJECT #1)  
LAND = 20,584 SF  
BUILDING = 10,000 SF  
PAVING = 3,000 SF in addition to  
under building parking  
IMPERVIOUS AREA = 16,985 SF  
PERVIOUS AREA = 3,594 SF  
IMPERVIOUS RATIO = 17.5%  
PERVIOUS RATIO = 82.5%  
AREAS #5, #6 and #7  
LAND = 95,022 SF  
PAVING = 1,800 SF  
RECREATION = 17,798 SF  
OPEN AND GREEN = 18,798 SF  
AREA #8  
LAND = 61,787 SF  
BUILDING = 0 SF  
PAVING = 0 SF  
RECREATION = 61,787 SF  
OPEN AND GREEN = 61,787 SF  
AREA #9  
LAND = 92,450 SF  
BUILDING = 37,504 SF  
PAVING = 1,200 SF in addition to  
under building parking  
RECREATION = 40,750 SF  
OPEN AND GREEN = 12,500 SF  
AREA #10  
LAND = 64,935 SF  
BUILDING = 11,000 SF  
RECREATION and DECKS = 6,400 SF  
OPEN AND GREEN = 47,535 SF

BUILDING HEIGHTS: FROM FLOOD PLANE  
(EXISTING) AREAS #5, #6 and #7 - ORIGINAL STRUCTURE = 52ft MEAN ROOF, 60ft PEAK  
(EXISTING) AREA #9 - 100 UNIT STRUCTURE - 93ft PER DEVELOPMENT AGREEMENT, HEIGHT ALONG 2nd STREET - 50ft MEAN, 59ft PEAK  
(NEW) AREA #4 - PROJECT #1, 54 UNIT STRUCTURE - 93ft TO MATCH EXISTING  
(NEW) AREA #1 - PROJECT #2, 38 UNIT STRUCTURE - 50ft MEAN, 59ft PEAK  
(NEW) AREA #2 - PROJECT #3 (2) 10 UNIT STRUCTURES - 41ft MEAN, 45ft PEAK  
FAR:  
EXISTING FAR = 0.50 (previous maximum, 264,167/528,335 SF = 0.50)  
PROPOSED FAR = 135,800 SF NEW STRUCTURE, 399,967 / 528,335 SF = 0.757  
ALLOWED FAR IN THE BUSINESS TRIANGLE = 1.2  
OPEN AREA vs OVERALL SITE:  
202,168 SF / 528,335 SF = 38.4%  
PARKING RATIO:  
484 PARKING SPACES / 294 FULL SIZE UNITS = 1.65 PARKING SPACES PER FULL SIZE UNIT  
PROPOSED NEW DENSITY:  
PROJECT #1 (SITE AREA #4)  
54 FULL UNITS - 108 LOCK OFF UNITS  
PROJECT #2 (SITE AREA #1)  
38 FULL UNITS - 76 LOCK OFF UNITS  
PROJECT #3 (SITE AREA #2)  
(2) 10 UNIT BUILDINGS, 20 UNITS (NO LOCK OFFS)  
TOTAL DENSITY:  
EXISTING + NEW  
364 EXISTING LOCK OFF UNITS  
+ 184 NEW LOCK OFF UNITS  
+ 20 DWELLING UNITS  
= 568 TOTAL UNITS

NOTE:  
AREAS OF EXISTING AND FUTURE  
LANDSCAPE ARE INDICATED ON THE PLAN.  
LANDSCAPE DESIGN PLANS WILL BE  
PROVIDED ALONG WITH THE SITE AND  
BUILDING DEVELOPMENT DOCUMENTS



PROPOSED SITE AREA #2  
PROJECT #3 with (2) 10 UNIT BUILDINGS  
and 91 parking spaces at grade and  
68 parking space elevated

PROPOSED STRUCTURE  
ON ELEVATED DECK ABOVE  
EXISTING PARKING SURFACE

PROPOSED STRUCTURE  
ON ELEVATED DECK ABOVE  
EXISTING PARKING SURFACE

PROPOSED SITE AREA #1  
PROJECT #2 with a 38 UNIT  
BUILDING and 94 parking  
spaces under building and open

EXISTING 100 UNIT STRUCTURE  
3 FLOORS TO 7 FLOORS  
OVER PARKING

EXISTING HOTEL w/82 units  
EXISTING PARKING UNDER = 126 SPACES

PROPOSED SITE AREA #4  
PROJECT #1 with a 54 UNIT BUILDING  
and 37 parking spaces under building

NOTE:  
SITE AREA DESIGNATIONS DENOTES  
AREA FOR CALCULATIONS

SCALE: 1"=40'

INTRACOASTAL WATERWAY

Proposed development for  
HOLIDAY INN HARBOURSIDE  
401 2nd STREET  
INDIAN ROCKS BEACH, FLORIDA 33785

WILLIAM F. MILLS II - ARCHITECT  
7929-98th STREET NORTH  
SEMINOLE, FLORIDA 33777

SITE PLAN  
Florida License  
AR - 0006749  
Comm.# 2101  
Scale: 1"=40'

Exhibit "B-2"



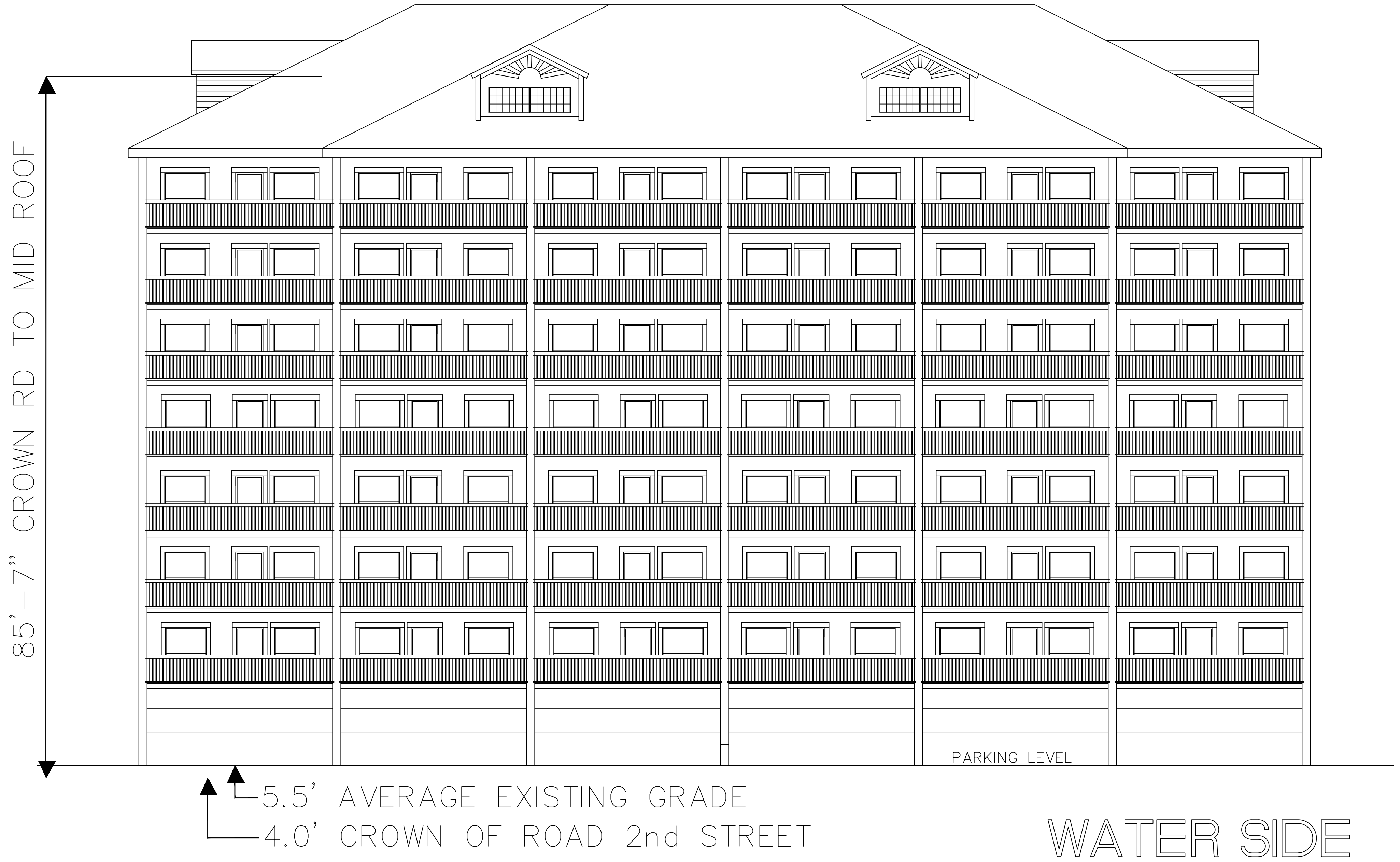
STREET SIDE ELEVATION  
- 10 GUEST UNITS

Exhibit "B-3"



SOUTH ELEVATION - 38 GUEST SUITE BLDG

# Exhibit "B-4"



**PLANNED UNIT DEVELOPMENT APPLICATION**

**Project Name: Holiday Inn Harbourside (Harbourside at Marker 34 Addition)**

**Project Address: 401 2<sup>nd</sup> St, Indian Rocks Beach, FL**

**Traffic Analysis**

See attached Traffic Analysis prepared by Gulf Coast consulting, Inc. dated July 2021.

**TRAFFIC ANALYSIS  
FOR  
HARBOURSIDE PUD  
401 SECOND STREET  
INDIAN ROCKS BEACH, FL**

**PREPARED FOR:  
DECADE PROPERTIES, INC.**

**PREPARED BY:  
GULF COAST CONSULTING, INC.  
JULY 2021  
PROJECT # 21-057**

## TABLE OF CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. FUTURE CONDITIONS WITH DEVELOPMENT
- IV. CONCLUSIONS AND RECOMMENDATIONS



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Robert Pergolizzi, AICP/PTP  
AICP # 9023 / PTP #133

## I. INTRODUCTION

The applicant proposes to improve its property located on the east side of Second Street and north of Fourth Avenue in the City of Indian Rocks Beach. (See Figure 1) The property is currently developed the Holiday Inn Harbourside suites with on-site Jimmy Guanas restaurant, Splash Harbor waterpark and adjacent vacation condominiums, boardwalk/boat docks, and surface parking lots. The applicant intends to develop unused portions of the property with mid-rise vacation condominiums and a parking deck.

The potential improvements include 54 full units (108 with lock-off units) in a new building along the intra-coastal waterfront to replace the former Brewmaster restaurant, 38 full units (76 units with lock-off) in a new building in the north parking lot, and 20 dwelling units (no lock-offs) on the westernmost parking area adjacent to 2<sup>nd</sup> Street. This traffic analysis was prepared to evaluate the traffic impacts at area intersections, roadways and project driveways as required for the PUD application per Section 110-647 of the Land Development Code. A methodology was established with City of Indian Rocks Beach representatives prior to completing this analysis

## II. EXISTING CONDITIONS

The site is located in the heart of Indian Rocks Beach in the Business Triangle District. Major Roadways in the City of Indian Rocks Beach are 5<sup>th</sup> Avenue (SR 688/Walsingham Bridge) and Gulf Blvd. SR 688/5<sup>th</sup> Avenue is a four-lane divided arterial roadway with a posted speed of 30 MPH within Indian Rocks Beach west of the bridge and is controlled by traffic signals at Gulf Boulevard to the west and Hamlin Blvd. to the east of the bridge. Gulf Boulevard is a two-lane undivided arterial roadway south of 5<sup>th</sup> Avenue and a three-lane roadway north of 5<sup>th</sup> Avenue containing a continuous center left turn lane. Gulf Boulevard is posted 30 MPH throughout the city limits. The site is served by Fourth Avenue which intersects with other local roadways providing access to both 5<sup>th</sup> Avenue and Gulf Blvd. Per the approved methodology existing conditions were established by obtaining PM peak period (4-6 PM) intersection turning movement counts at multiple locations shown below in July 2021. Weather conditions were typical for July, hot in the low 90's, good beach weather with an evening thunderstorm at 5PM.

Gulf Boulevard / 5<sup>th</sup> Avenue (signal)  
5<sup>th</sup> Avenue / 1<sup>st</sup> Street (stop, 1-way NB)  
5<sup>th</sup> Avenue / 2<sup>nd</sup> Street (median opening and 1-way SB)  
Gulf Blvd / 4<sup>th</sup> Avenue (stop)  
1<sup>st</sup> Street / 4<sup>th</sup> Avenue (All-way stop)  
2<sup>nd</sup> Street / 4<sup>th</sup> Avenue / Site Driveway (All way stop)

These counts were seasonally adjusted to peak season equivalents using FDOT seasonal adjustment factors. Intersection analysis was performed using the SYNCHRO and HCS software. The existing (2021) peak hour/peak season traffic volumes are shown in Figure 2, the intersection operations are shown below in Table 1 and the SYNCHRO and HCS printouts are included in Appendix A.





PROJECT LOCATION - HARBOURSIDE CONDOS

PROJECT NO:  
21-057



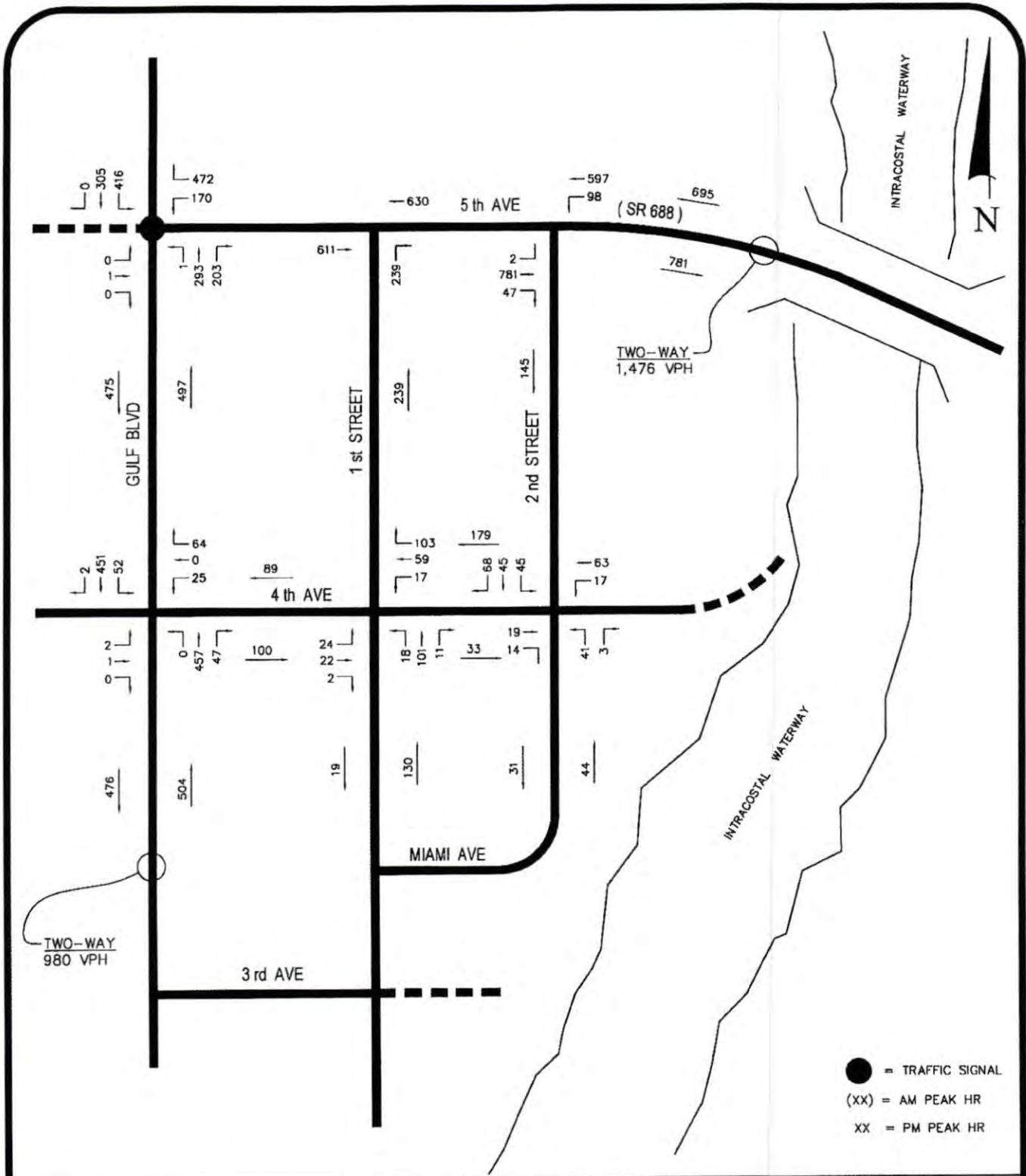
Gulf Coast Consulting, Inc.  
Land Development Consulting

DATE:  
07/2021

DRAWN BY:  
GJS

FIGURE:

1



**EXISTING PM PEAK HOUR/PEAK SEASON TRAFFIC (2021)**

PROJECT NO:  
21-057



**Gulf Coast Consulting, Inc.**  
 Land Development Consulting  
 ENGINEERING TRANSPORTATION PLANNING PERMITTING  
 13825 ICOT BLVD., SUITE 605  
 Clearwater, Florida 33760  
 Phone: (727) 524-1818 Fax: (727) 524-6090  
[www.gulfcoastconsultinginc.com](http://www.gulfcoastconsultinginc.com)

DATE:  
07/2021

DRAWN BY:  
GJS

FIGURE:

2

**Table 1 – Existing Intersection Conditions (2021)**

Intersection Location	Type	PM Peak Hour LOS	Ave. Delay (sec/veh)
Gulf Blvd / 5 <sup>th</sup> Avenue	Signal	B	15.4
5 <sup>th</sup> Avenue / 1 <sup>st</sup> Street	Unsignalized	B (NBRT)	14.6
5 <sup>th</sup> Avenue / 2 <sup>nd</sup> Street	Unsignalized	B (WBLT)	11.0
Gulf Blvd / 4 <sup>th</sup> Avenue	Unsignalized	A/C* (SBLT/WB)	8.8 / 21.3
1 <sup>st</sup> Street / 4 <sup>th</sup> Avenue	All-way Stop	A	8.7
2 <sup>nd</sup> Street / 4 <sup>th</sup> Avenue	All-Way Stop	A	8.4

\* A/C = LOS of major street left turn / LOS of side street approach

SR 688 (5<sup>th</sup> Avenue) is a 4-lane divided arterial roadway with a posted speed of 30 MPH. Based on the seasonally adjusted traffic counts, roadway segment volumes were calculated and analyzed using FDOT Generalized Capacity Tables. The adjacent segment of 5<sup>th</sup> Avenue carries 1,476 vehicles during the PM peak hour which represents LOS D on a 4-lane divided roadway.

Gulf Boulevard (SR 699) south of 5<sup>th</sup> Avenue is a 2-lane undivided arterial roadway with a posted speed of 30 MPH and is controlled by traffic signal at 5<sup>th</sup> Avenue/SR 688. Based on the seasonally adjusted traffic counts Gulf Boulevard carries 980 vehicles during the PM peak hour which represents LOS D conditions.

The major roadways in the vicinity of the project all operate at acceptable levels of service (LOS D or better). Minor roadways are not regulated for levels of service, however, operations of the intersections along the minor roadways are the key determinant, and intersection delays are minor.

### III. FUTURE CONDITIONS WITH DEVELOPMENT

Trip generation estimates of the additional traffic caused by the proposed vacation rental condominiums were made using ITE Trip Generation, 10<sup>th</sup> Edition rates. Although full usage of all lock-off units is expected to be rare, the trip generation considers all lock-offs as separately used units to be conservative in the traffic estimate. As such, with lock-offs included, the traffic generation of 204 units was evaluated which is a “worst-case” scenario.

**Table 2 – Trip Generation Estimates**

Land Use	Amount	ITE LUC	Daily Trips	AM Peak Hr Trips (in/out)	PM Peak Hr Trips (in/out)
Project #1 with lock-offs”	108 units	221	588	39 (10/29)	48 (29/19)
Project #2 with lock-offs	76 units	221	413	27 (7/20)	33 (20/13)
Project #3	20 units	221	109	7 (2/5)	9 (6/3)
Total	204 units		1,110	73 (19/54)	90 (55/35)

The additional traffic caused by the development is expected to be 1,110 daily trips of which 70 would occur during the AM peak hour and 90 would occur during the PM peak hour. The PM peak hour is the critical time period of the day for further analysis. Project traffic was distributed to the surrounding roadway system based on the following percentages.

75% east on 5<sup>th</sup> Avenue (SR 688/Walsingham Bridge)  
 15% south on Gulf Blvd  
 10% north on Gulf Blvd

Project generated traffic is shown in Figure 3. The study area of impacted roadways was based on the MPO guideline of 1% of the LOS D capacity. The study area is determined below:

Roadway Segment	Project Traffic	LOS D Capacity	Project %
5 <sup>th</sup> Avenue (Gulf – Bridge)	66	2,920	2.26%
Gulf Blvd (S. of 15 <sup>th</sup> Avenue)	14	1,330	1.05%
Gulf Blvd (N. of 5 <sup>th</sup> Avenue)	10	1,400	0.71%

The intersections were reanalyzed considering the project traffic. The expected build-out date is 2023. The expected future (2023) traffic volumes are shown in Figure 4, intersection conditions are shown in Table 3 below and the SYNCHRO and HCS printouts are included in Appendix B.

**Table 3 – Future Intersection Conditions (2023)**

Intersection Location	Type	PM Peak Hour LOS	Ave. Delay (sec/veh)
Gulf Blvd / 5 <sup>th</sup> Avenue	Signal	B	15.6
5 <sup>th</sup> Avenue / 1 <sup>st</sup> Street	Unsignalized	C (NBRT)	15.5
5 <sup>th</sup> Avenue / 2 <sup>nd</sup> Street	Unsignalized	B (WBLT)	11.8
Gulf Blvd / 4 <sup>th</sup> Avenue	Unsignalized	A/C* (SBLT/WB)	8.9/23.6
1 <sup>st</sup> Street / 4 <sup>th</sup> Avenue	All-way Stop	A	9.0
2 <sup>nd</sup> Street / 4 <sup>th</sup> Avenue	All-Way Stop	A	9.4

B/C = LOS of major street left turn / LOS of side street approach

Slight increases in delays are expected because of project traffic. The intersections would all continue to operate efficiently with minor delays to critical movements.

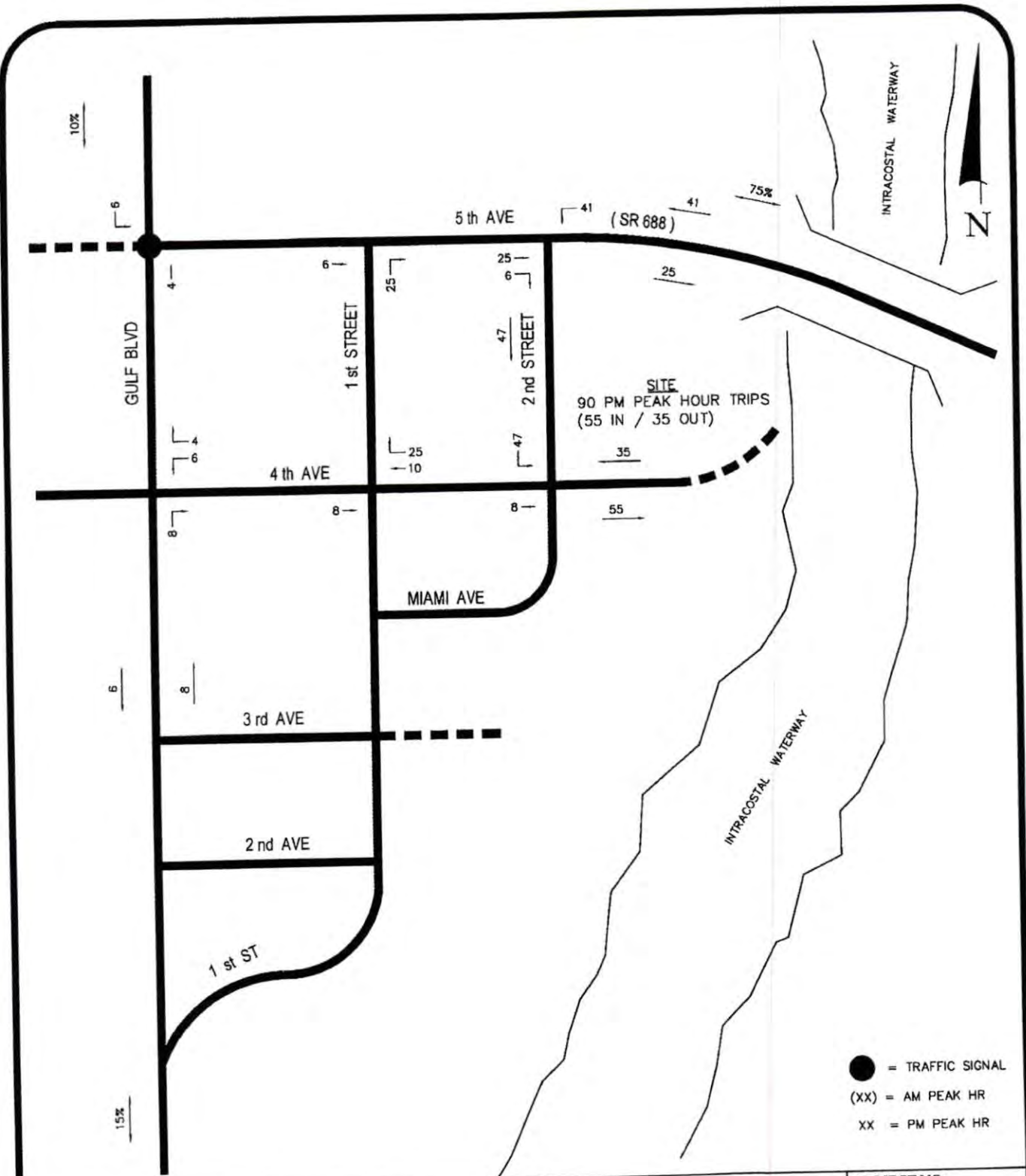
The adjacent segment of SR 688 (5<sup>th</sup> Avenue) would continue to operate at LOS D with traffic volume increasing to 1,542 vehicles during the PM peak hour. This represents an acceptable level of service.

The segment of Gulf Boulevard (SR 699) south of 5<sup>th</sup> Avenue would continue to operate at LOS D with traffic volume increasing to 994 vehicles during the PM peak hour. This also represents an acceptable level of service.

#### **IV. CONCLUSIONS AND RECOMMENDATIONS**

The proposed development of this property to contain vacation condominiums is expected to generate 1,110 daily trips and an additional 90 PM peak hour trips. With the impacts of the proposed development all affected intersections and roadway segments would continue to operate at acceptable levels of service.

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- = TRAFFIC SIGNAL
- (XX) = AM PEAK HR
- XX = PM PEAK HR

**PROJECT TRAFFIC DISSTRIUTION**

PROJECT NO:  
21-057



**Gulf Coast Consulting, Inc.**  
 Land Development Consulting  
 ENGINEERING TRANSPORTATION PLANNING PERMITTING  
 13825 ICOT BLVD, SUITE 605  
 Clearwater, Florida 33760  
 Phone: (727) 524-1818 Fax: (727) 524-6090  
[www.gulfcoastconsultinginc.com](http://www.gulfcoastconsultinginc.com)

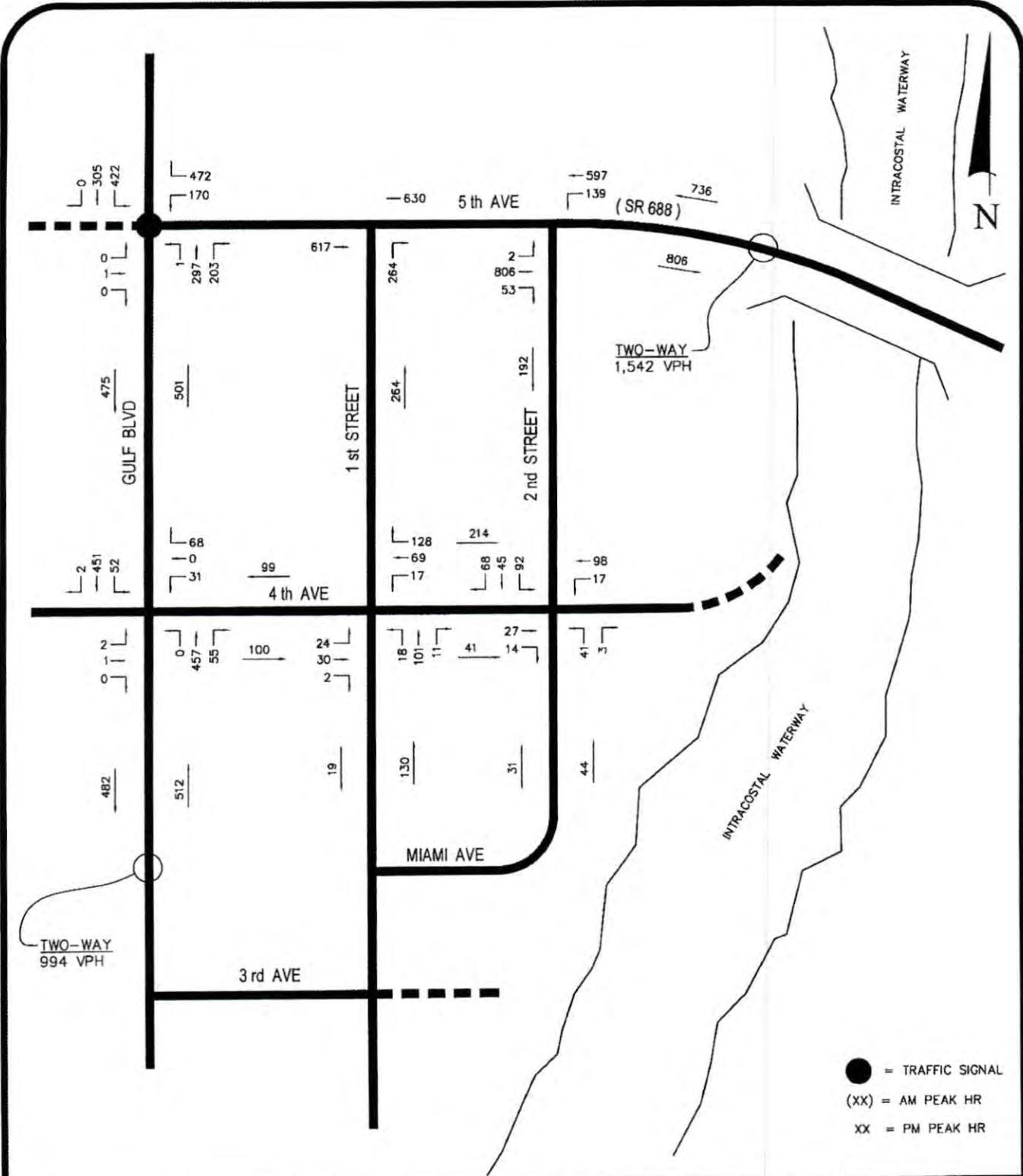
DATE:  
07/2021

DRAWN BY:  
GJS

FIGURE:

**3**

Y:\PINELLAS\Herbourside Vacation Condos - IRB (21-057)\Drawings\Traffic Counts\21-057 Traffic Counts.dwg, 7/21/2021 11:07:29 AM



**FUTURE PM PEAK HOUR/PEAK SEASON TRAFFIC (2023)**

PROJECT NO:  
21-057



**Gulf Coast Consulting, Inc.**  
 Land Development Consulting  
 ENGINEERING TRANSPORTATION PLANNING PERMITTING  
 13825 ICOT BLVD., SUITE 605  
 Clearwater, Florida 33760  
 Phone: (727) 524-1818 Fax: (727) 524-6090  
 www.gulfcoastconsultinginc.com

DATE:  
07/2021

DRAWN BY:  
GJS

FIGURE:

**4**

APPENDIX A

## Robert Pergolizzi

---

**From:** John Howle <jhowle@civilsurv.com>  
**Sent:** Tuesday, July 06, 2021 1:24 PM  
**To:** Robert Pergolizzi; Hetty Harmon  
**Subject:** RE: Harbourside Traffic Study - IRB

Robert,

Sorry for the delay in getting back to you on this.

We concur with your outlined scope for the traffic study.

John E. Howle, P.E.  
CivilSurv Design Group, Inc.  
Work: (863) 646-4771 x 242  
Cell: (863) 559-1460



\*Disclaimer: This e-mail, including any attachments, is intended only for the recipient(s) listed above and may contain confidential information, work product, and/or trade secrets or other information of a proprietary and confidential nature. By using this information the recipient shall indemnify and hold harmless CivilSurv Design Group, Inc. and its independent consultants or professional associates. Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message.

**From:** Robert Pergolizzi <pergo@gulfcoastconsultinginc.com>  
**Sent:** Tuesday, July 6, 2021 11:19 AM  
**To:** Hetty Harmon <hharmon@civilsurv.com>  
**Cc:** John Howle <jhowle@civilsurv.com>  
**Subject:** RE: Harbourside Traffic Study - IRB

Any update on this methodology? I would like to conduct the study in late July.

Robert Pergolizzi, AICP PTP  
Gulf Coast Consulting, Inc.  
13825 ICOT Boulevard, Suite 605  
Clearwater, FL 33760  
Phone: 727-524-1818  
Fax: 727-524-6090  
Cell: 727-644-2695  
Email: [pergo@gulfcoastconsultinginc.com](mailto:pergo@gulfcoastconsultinginc.com)

---

**From:** Hetty Harmon [<mailto:hharmon@civilsurv.com>]  
**Sent:** Tuesday, June 29, 2021 8:59 AM  
**To:** Robert Pergolizzi  
**Cc:** John Howle  
**Subject:** Re: Harbourside Traffic Study - IRB

john Howle from our office I have copied him on this email.

---



**From:** Robert Pergolizzi <[pergo@gulfcoastconsultinginc.com](mailto:pergo@gulfcoastconsultinginc.com)>  
**Sent:** Tuesday, June 29, 2021 7:44 AM  
**To:** Hetty Harmon <[hharmon@civilsurv.com](mailto:hharmon@civilsurv.com)>  
**Subject:** RE: Harbourside Traffic Study - IRB

Ok. Who is the IRB traffic reviewer?

Robert Pergolizzi, AICP PTP  
Gulf Coast Consulting, Inc.  
13825 ICOT Boulevard, Suite 605  
Clearwater, FL 33760  
Phone: 727-524-1818  
Fax: 727-524-6090  
Cell: 727-644-2695  
Email: [pergo@gulfcoastconsultinginc.com](mailto:pergo@gulfcoastconsultinginc.com)

---

**From:** Hetty Harmon [<mailto:hharmon@civilsurv.com>]  
**Sent:** Monday, June 28, 2021 5:00 PM  
**To:** Robert Pergolizzi  
**Subject:** Re: Harbourside Traffic Study - IRB

I forwarded to the City Manager, Public Services director and the review traffic engineer for comments.  
I will keep you posted.

---

**From:** Robert Pergolizzi <[pergo@gulfcoastconsultinginc.com](mailto:pergo@gulfcoastconsultinginc.com)>  
**Sent:** Monday, June 28, 2021 4:27 PM  
**To:** Hetty Harmon <[hharmon@civilsurv.com](mailto:hharmon@civilsurv.com)>  
**Subject:** Harbourside Traffic Study - IRB

I am emailing regarding the requirements for the Traffic Study of the PUD application? Typically, I analyze intersections within the vicinity of the project and major roads (ie: 5<sup>th</sup> Avenue/Walsingham Rd bridge, and Gulf Blvd). We do these on a PM peak hour basis (weekday) since "concurrency" is based on weekday PM peak hour. In this case I would get counts at these intersections:

Gulf Blvd/5<sup>th</sup> Avenue (signal)  
5<sup>th</sup> Avenue/ 1<sup>st</sup> Street  
5<sup>th</sup> Avenue / 2<sup>nd</sup> Street  
Gulf Blvd / 4<sup>th</sup> Avenue  
4<sup>th</sup> Avenue / 1<sup>st</sup> Street  
4<sup>th</sup> Avenue / 2<sup>nd</sup> Street / Project Driveway

In addition to analyzing these intersections I would analyze the adjacent segments of 5<sup>th</sup> Avenue (4-lanes divided) and Gulf Blvd south of 5<sup>th</sup> Avenue (2 lanes). I will prepare a written report for submittal with the PUD application by the applicant and his architect.

Call me if you have any questions.

Robert Pergolizzi, AICP PTP  
Gulf Coast Consulting, Inc.  
13825 ICOT Boulevard, Suite 605  
Clearwater, FL 33760  
Phone: 727-524-1818  
Fax: 727-524-6090  
Cell: 727-644-2695  
Email: [pergo@gulfcoastconsultinginc.com](mailto:pergo@gulfcoastconsultinginc.com)

2020 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1500 PINELLAS COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.90 PSCF
* 1	01/01/2020 - 01/04/2020	1.02	1.13
* 2	01/05/2020 - 01/11/2020	0.94	1.04
* 3	01/12/2020 - 01/18/2020	0.85	0.94
* 4	01/19/2020 - 01/25/2020	0.84	0.93
* 5	01/26/2020 - 02/01/2020	0.82	0.91
* 6	02/02/2020 - 02/08/2020	0.81	0.90
* 7	02/09/2020 - 02/15/2020	0.79	0.88
* 8	02/16/2020 - 02/22/2020	0.83	0.92
* 9	02/23/2020 - 02/29/2020	0.86	0.96
*10	03/01/2020 - 03/07/2020	0.90	1.00
*11	03/08/2020 - 03/14/2020	0.94	1.04
*12	03/15/2020 - 03/21/2020	0.97	1.08
*13	03/22/2020 - 03/28/2020	1.11	1.23
14	03/29/2020 - 04/04/2020	1.25	1.39
15	04/05/2020 - 04/11/2020	1.39	1.54
16	04/12/2020 - 04/18/2020	1.53	1.70
17	04/19/2020 - 04/25/2020	1.42	1.58
18	04/26/2020 - 05/02/2020	1.32	1.47
19	05/03/2020 - 05/09/2020	1.21	1.34
20	05/10/2020 - 05/16/2020	1.10	1.22
21	05/17/2020 - 05/23/2020	1.08	1.20
22	05/24/2020 - 05/30/2020	1.06	1.18
23	05/31/2020 - 06/06/2020	1.04	1.16
24	06/07/2020 - 06/13/2020	1.02	1.13
25	06/14/2020 - 06/20/2020	1.00	1.11
26	06/21/2020 - 06/27/2020	1.01	1.12
27	06/28/2020 - 07/04/2020	1.02	1.13
28	07/05/2020 - 07/11/2020	1.02	1.13
29	07/12/2020 - 07/18/2020	1.03	1.14
30	07/19/2020 - 07/25/2020	1.03	1.14
31	07/26/2020 - 08/01/2020	1.03	1.14
32	08/02/2020 - 08/08/2020	1.02	1.13
33	08/09/2020 - 08/15/2020	1.02	1.13
34	08/16/2020 - 08/22/2020	1.02	1.13
35	08/23/2020 - 08/29/2020	1.02	1.13
36	08/30/2020 - 09/05/2020	1.02	1.13
37	09/06/2020 - 09/12/2020	1.02	1.13
38	09/13/2020 - 09/19/2020	1.02	1.13
39	09/20/2020 - 09/26/2020	1.01	1.12
40	09/27/2020 - 10/03/2020	1.00	1.11
41	10/04/2020 - 10/10/2020	0.99	1.10
42	10/11/2020 - 10/17/2020	0.98	1.09
43	10/18/2020 - 10/24/2020	0.99	1.10
44	10/25/2020 - 10/31/2020	0.99	1.10
45	11/01/2020 - 11/07/2020	1.00	1.11
46	11/08/2020 - 11/14/2020	1.00	1.11
47	11/15/2020 - 11/21/2020	1.01	1.12
48	11/22/2020 - 11/28/2020	1.01	1.12
49	11/29/2020 - 12/05/2020	1.01	1.12
50	12/06/2020 - 12/12/2020	1.02	1.13
51	12/13/2020 - 12/19/2020	1.02	1.13
52	12/20/2020 - 12/26/2020	0.94	1.04
53	12/27/2020 - 12/31/2020	0.85	0.94

1.14 ← Counts

\* PEAK SEASON

27-FEB-2021 10:30:07

830UPD

7\_1500\_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 0009 - SR 688/5TH AVE, E OF INDIAN ROCKS BRIDGE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	15600 C	E	7800	W	7800	9.00	55.30	4.90
2019	16400 F	E	8100	W	8300	9.00	55.70	3.50
2018	16300 C	E	8100	W	8200	9.00	55.50	3.50
2017	17500 F	E	8800	W	8700	9.00	54.50	3.70
2016	17100 C	E	8600	W	8500	9.00	55.90	3.70
2015	17900 C	E	9000	W	8900	9.00	55.00	3.20
2014	16700 C	E	8300	W	8400	9.00	55.40	2.90
2013	16000 C	E	8000	W	8000	9.00	55.20	2.80
2012	17800 C	E	9000	W	8800	9.00	55.00	2.40
2011	16200 C	E	8100	W	8100	9.00	56.50	2.70
2010	16700 C	E	8300	W	8400	10.52	55.26	3.10
2009	14400 C	E	7100	W	7300	10.53	55.79	3.30
2008	16100 C	E	8000	W	8100	10.29	58.46	3.70
2007	17000 C	E	8600	W	8400	10.31	56.79	2.70
2006	16300 C	E	8100	W	8200	9.88	58.53	3.90
2005	20500 C	E	10000	W	10500	9.90	58.50	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

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2020 HISTORICAL AADT REPORT

COUNTY: 15 - PINELLAS

SITE: 5091 - SR 699/GULF BLVD, S OF SR 688/5TH AVE

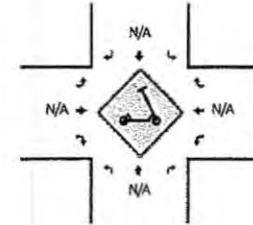
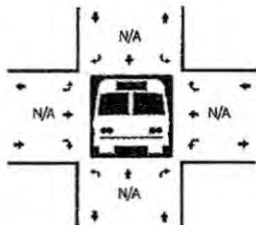
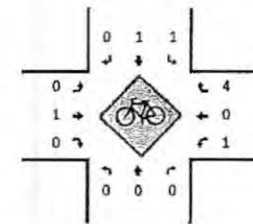
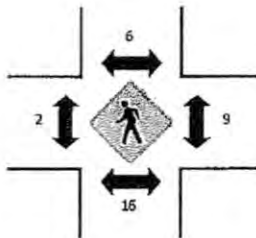
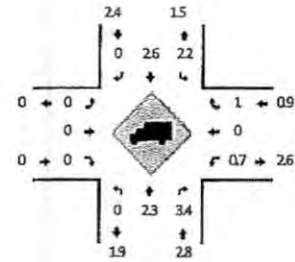
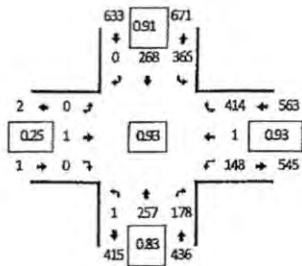
YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	11400	C	N	5500	S	5900	9.00	55.30	2.90
2019	10600	C	N	5200	S	5400	9.00	55.70	3.00
2018	11500	C	N	5500	S	6000	9.00	55.50	2.60
2017	12300	F	N	5900	S	6400	9.00	54.50	3.20
2016	12100	C	N	5800	S	6300	9.00	55.90	3.20
2015	13000	C	N	6500	S	6500	9.00	55.00	3.30
2014	12300	C	N	6100	S	6200	9.00	55.40	3.20
2013	11800	C	N	5800	S	6000	9.00	55.20	2.80
2012	13600	C	N	6700	S	6900	9.00	55.00	2.40
2011	12400	C	N	6100	S	6300	9.00	56.50	2.40
2010	12300	C	N	6000	S	6300	10.52	55.26	2.70
2009	11200	C	N	5600	S	5600	10.53	55.79	3.10
2008	10400	C	N	5100	S	5300	10.29	58.46	2.80
2007	10500	C	N	5200	S	5300	10.31	56.79	3.70
2006	13500	C	N	6700	S	6800	9.88	58.53	6.00
2005	16800	F	N	8200	S	8600	9.90	58.50	11.80

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

LOCATION: Gulf Blvd -- 5th Ave N  
 CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506501  
 DATE: Tue, Jul 13 2021

Peak-Hour: 4:15 PM -- 5:15 PM  
 Peak 15-Min: 4:45 PM -- 5:00 PM



R\* = RTOR

15-Min Count Period Beginning At	Gulf Blvd (Northbound)					Gulf Blvd (Southbound)					5th Ave N (Eastbound)					5th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	71	40	0	2	71	74	0	0	0	0	1	0	0	0	27	0	17	0	31	334	
4:15 PM	1	69	33	0	7	102	72	0	0	0	0	0	0	0	0	37	0	60	1	53	435	
4:30 PM	0	51	33	0	2	88	73	0	0	0	0	1	0	0	0	39	0	47	0	48	382	
4:45 PM	0	82	40	0	10	94	70	0	0	0	0	0	0	0	0	36	0	72	0	33	437	1588
5:00 PM	0	55	44	0	9	81	53	0	0	0	0	0	0	0	0	35	1	67	0	34	379	1633
5:15 PM	0	72	18	0	15	83	70	0	0	0	0	0	0	0	0	36	0	44	0	31	369	1567
5:30 PM	0	78	41	0	11	60	67	0	0	0	0	1	0	0	0	41	0	37	0	39	375	1560
5:45 PM	0	55	34	0	15	71	94	0	0	0	0	0	0	0	0	46	1	47	0	36	399	1522
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	328	200	0	40	376	280	0	0	0	0	0	0	0	0	144	0	420	0	132	1920	
Heavy Trucks	0	0	8			12	12	0			0	0	0			0	0	0			32	
Buses																					56	
Pedestrians	0	40					16					0					0				16	
Bicycles	0	0	0			0	4	0			0	0	0			4	0	8				
Scoters																						

Comments:

Report generated on 7/20/2021 8:00 AM

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

PSCF = 1.14

$\begin{matrix} \swarrow & \downarrow & \searrow \\ 305 & 416 & \\ \end{matrix}$   
 $\begin{matrix} \swarrow & \searrow \\ 472 & \\ \end{matrix}$   
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$\begin{matrix} \swarrow & \uparrow & \searrow \\ 1 & 293 & 203 \\ \end{matrix}$

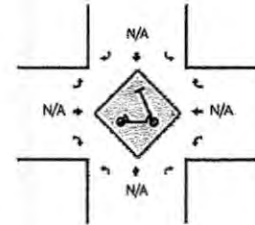
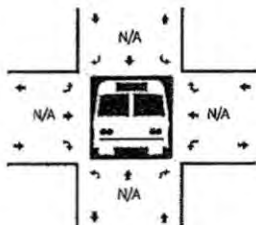
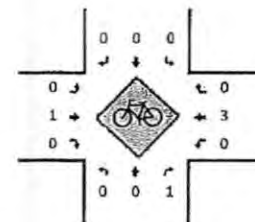
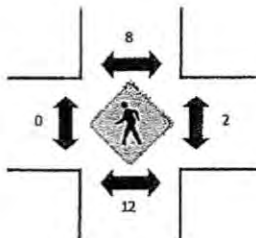
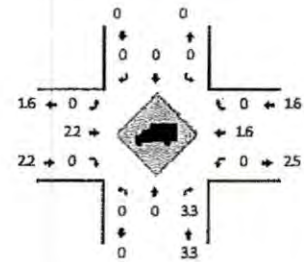
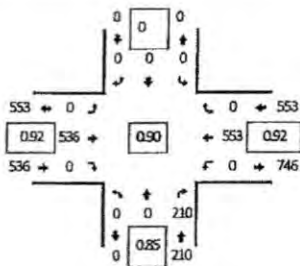
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 1st St (south leg) -- 5th Ave N  
 CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506502  
 DATE: Tue, Jul 13 2021

Peak-Hour: 4:15 PM -- 5:15 PM  
 Peak 15-Min: 4:45 PM -- 5:00 PM



R\* = RTOR

15-Min Count Period Beginning At	1st St (south leg) (Northbound)					1st St (south leg) (Southbound)					5th Ave N (Eastbound)					5th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	54	0	0	0	0	0	0	0	0	119	0	0	0	0	89	0	0	0	262	
4:15 PM	0	0	50	0	0	0	0	0	0	0	0	136	0	0	0	0	142	0	0	0	328	
4:30 PM	0	0	48	0	0	0	0	0	0	0	0	123	0	0	0	0	130	0	0	0	301	
4:45 PM	0	0	52	0	0	0	0	0	0	0	0	146	0	0	0	0	151	0	0	0	359	1250
5:00 PM	0	0	50	0	0	0	0	0	0	0	0	131	0	0	0	0	130	0	0	0	311	1299
5:15 PM	0	0	38	0	0	0	0	0	0	0	0	118	0	0	0	0	109	0	0	0	265	1236
5:30 PM	0	0	52	0	0	0	0	0	0	0	0	112	0	0	0	0	119	0	0	0	283	1218
5:45 PM	0	0	53	0	0	0	0	0	0	0	0	122	0	0	0	0	123	0	0	0	298	1157
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	248	0	0	0	0	0	0	0	0	584	0	0	0	0	604	0	0	0	1436	
Heavy Trucks	0	0	8			0	0	0			0	16	0			0	16	0			40	
Buses												0					0				44	
Pedestrians		28					16					0					8				12	
Bicycles	0	0	4			0	0	0			0	0	0			0	8	0				
Scooters																						

Comments:

Report generated on 7/20/2021 8:00 AM

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

PSCF = 1.14

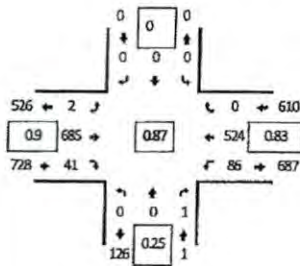
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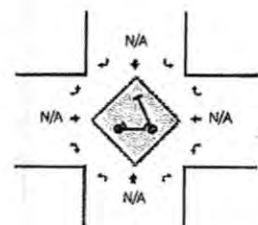
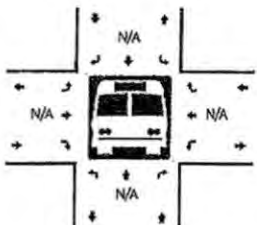
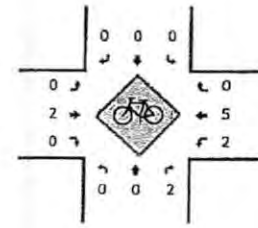
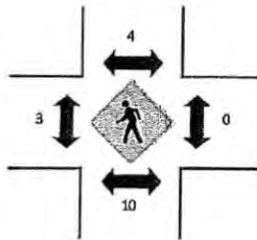
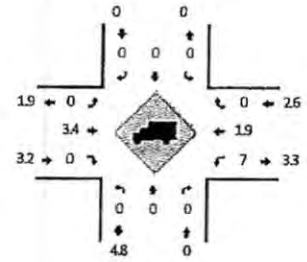
↑  
239

LOCATION: 2nd St (south leg) -- 5th Ave N  
 CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506503  
 DATE: Tue, Jul 13 2021



Peak-Hour: 4:15 PM -- 5:15 PM  
 Peak 15-Min: 4:45 PM -- 5:00 PM



R\* = RTOR

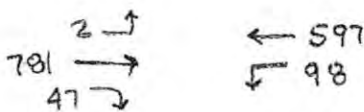
15-Min Count Period Beginning At	2nd St (south leg) (Northbound)					2nd St (south leg) (Southbound)					5th Ave N (Eastbound)					5th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	163	4	0	0	27	86	0	0	0	280	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	179	2	2	0	17	130	0	0	0	330	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	154	12	0	0	23	126	0	0	0	315	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	193	9	0	0	29	154	0	0	0	385	1310
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	159	18	0	0	16	114	0	1	0	309	1339
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	141	12	0	0	20	109	0	0	0	282	1291
5:30 PM	0	0	2	0	0	0	0	0	0	0	0	139	17	0	0	24	119	0	0	0	301	1277
5:45 PM	1	0	1	0	0	0	0	0	0	0	0	144	22	0	0	22	118	0	0	0	308	1200
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	0	0	0	0	0	0	0	0	0	0	0	772	36	0	0	116	616	0	0	0	1540	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	4	16	0	0	0	48	
Buses																						
Pedestrians		36										12					0				48	
Bicycles	0	0	0			0	0	0			0	4	0			0	12	0			16	
Scoters																						

Comments:

Report generated on 7/20/2021 8:00 AM

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

PSCF = 1.14





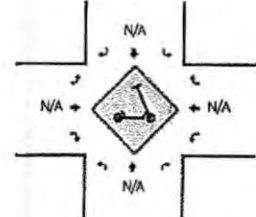
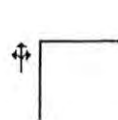
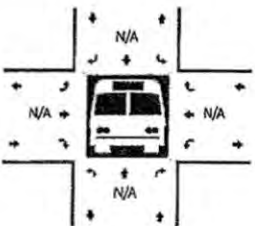
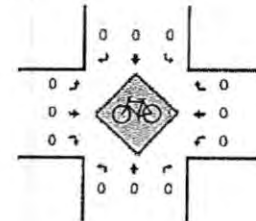
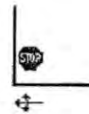
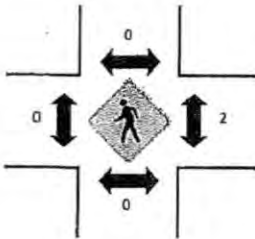
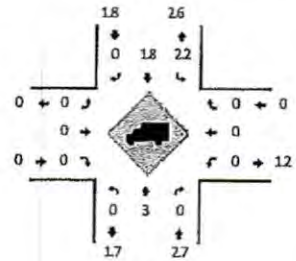
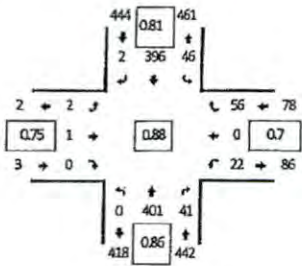
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Gulf Blvd -- 4th Ave N  
CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506504  
DATE: Tue, Jul 13 2021

Peak-Hour: 5:00 PM -- 6:00 PM  
Peak 15-Min: 5:45 PM -- 6:00 PM



R\* = RTOR

15-Min Count Period Beginning At	Gulf Blvd (Northbound)					Gulf Blvd (Southbound)					4th Ave N (Eastbound)					4th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	101	6	0	0	4	95	0	0	0	0	0	0	0	0	4	0	10	0	0	220	
4:15 PM	0	103	3	0	0	7	95	1	0	0	0	0	1	0	0	6	0	12	0	0	228	
4:30 PM	0	65	2	0	0	11	95	0	1	0	2	0	1	0	0	5	1	9	0	0	192	
4:45 PM	0	124	7	0	0	16	82	0	0	0	3	1	2	0	0	9	0	15	0	0	259	899
5:00 PM	0	103	10	0	0	8	81	1	0	0	1	0	0	0	0	2	0	13	0	0	219	898
5:15 PM	0	82	9	0	0	14	89	0	2	0	0	0	0	0	0	3	0	15	0	0	214	884
5:30 PM	0	115	14	0	0	10	102	0	0	0	1	0	0	0	0	9	0	8	0	0	259	951
5:45 PM	0	101	8	0	0	12	121	1	0	0	0	1	0	0	0	8	0	20	0	0	275	967

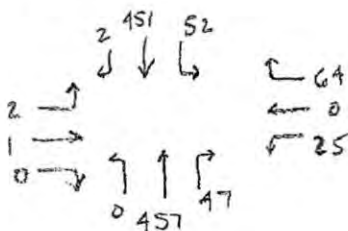
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	404	32	0	0	48	496	4	0	0	0	4	0	0	0	32	0	80	0	0	1100
Heavy Trucks	0	4	0			0	4	0			0	0	0			0	0	0			8
Buses																					
Pedestrians	0	0				0	0				0	0				4					4
Bicycles	0	0				0	0				0	0				0	0				0
Scoters																					

Comments:

Report generated on 7/20/2021 8:00 AM

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

PSCF = 1.14



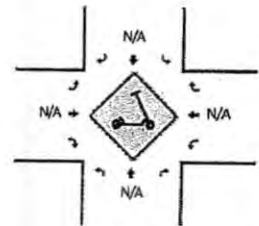
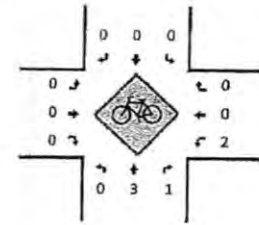
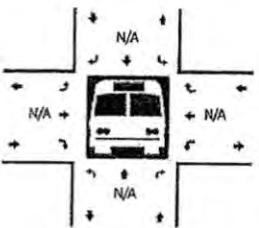
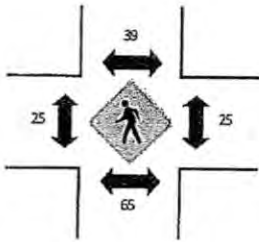
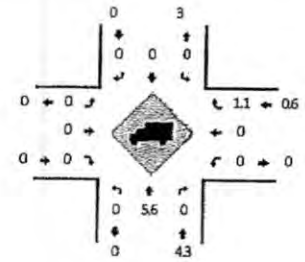
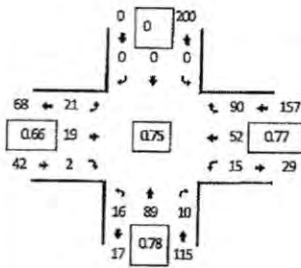
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 1st St -- 4th Ave N  
CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506505  
DATE: Tue, Jul 13 2021

Peak-Hour: 4:00 PM -- 5:00 PM  
Peak 15-Min: 4:45 PM -- 5:00 PM



R\* = RTOR

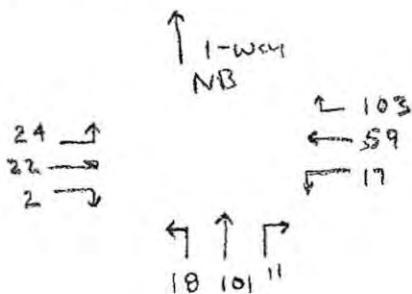
15-Min Count Period Beginning At	1st St (Northbound)					1st St (Southbound)					4th Ave N (Eastbound)					4th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	23	4	0	0	0	0	0	0	0	3	5	0	0	0	4	11	21	0	0	73	
4:15 PM	7	20	0	0	0	0	0	0	0	0	6	3	0	0	0	2	12	14	0	0	64	
4:30 PM	2	19	1	0	0	0	0	0	0	0	4	5	0	0	0	6	12	24	0	0	73	
4:45 PM	5	27	5	0	0	0	0	0	0	0	8	6	2	0	0	3	17	31	0	0	104	314
5:00 PM	5	18	3	0	0	0	0	0	0	0	4	6	1	0	0	4	11	13	0	0	65	306
5:15 PM	4	5	2	0	0	0	0	0	0	0	5	9	0	0	0	0	12	18	0	0	55	297
5:30 PM	3	8	0	0	0	2	0	1	0	0	11	3	0	0	0	2	15	19	0	0	64	288
5:45 PM	7	12	3	0	0	0	0	0	0	0	3	6	1	0	0	5	23	31	0	0	91	275
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	20	108	20	0	0	0	0	0	0	0	32	24	8	0	0	12	68	124	0	0	416	
Heavy Trucks	0	8	0			0	0	0			0	0	0			0	0	0			8	
Buses																						
Pedestrians		88					28					40					32				188	
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4	
Scooters																						

Comments:

Report generated on 7/20/2021 8:00 AM

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

PSCF = 1.14



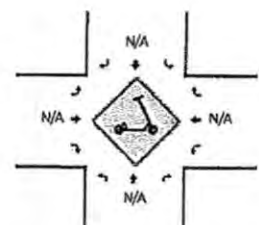
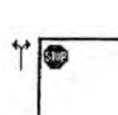
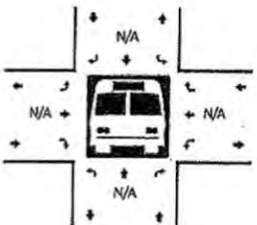
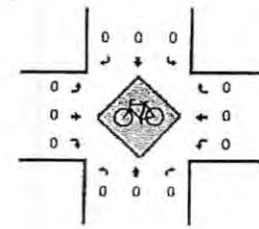
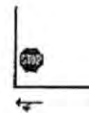
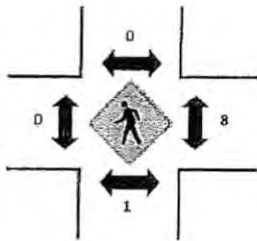
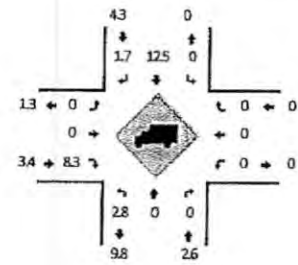
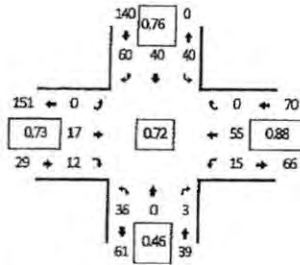
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: 2nd St -- 4th Ave N  
CITY/STATE: Indian Rocks Beach, FL

QC JOB #: 15506506  
DATE: Tue, Jul 13 2021

Peak-Hour: 5:00 PM -- 6:00 PM  
Peak 15-Min: 5:45 PM -- 6:00 PM



R\* = RTOR

15-Min Count Period Beginning At	2nd St (Northbound)					2nd St (Southbound)					4th Ave N (Eastbound)					4th Ave N (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	0	0	0	0	6	9	20	0	0	0	3	2	0	0	1	9	0	0	0	52	
4:15 PM	2	0	0	0	0	4	6	13	0	0	0	3	0	0	0	2	12	0	0	0	42	
4:30 PM	1	0	2	0	0	5	4	24	0	0	0	3	2	0	0	1	14	0	0	0	56	
4:45 PM	3	0	1	0	0	8	10	21	0	0	0	9	3	1	0	0	24	0	1	0	81	231
5:00 PM	1	0	1	0	0	9	8	10	0	0	0	5	2	0	0	2	13	0	5	0	56	235
5:15 PM	5	0	0	0	0	13	7	9	0	0	0	5	5	0	0	3	16	0	0	0	63	256
5:30 PM	11	0	0	0	0	7	13	18	0	0	0	2	0	0	0	1	9	0	1	0	62	262
5:45 PM	19	0	2	0	0	11	12	23	0	0	0	5	5	0	0	3	17	0	0	0	97	278

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	76	0	8	0	0	44	48	92	0	0	0	20	20	0	0	12	68	0	0	0	388
Heavy Trucks	0	0	0			0	4	0			0	0	0			0	0	0			4
Buses																					
Pedestrians																	8				8
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Scooters																					0

Comments:

Report generated on 7/20/2021 8:00 AM

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

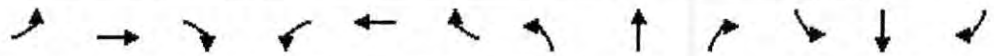
PSCF = 1.14 1-way SB  
GB 45 45  
ad ↓ La

19 → ← 63  
14 → ← 17  
7 ↑  
41 3

Lanes, Volumes, Timings

4: Gulf Blvd & 5th Avenue Parking/5th Avenue

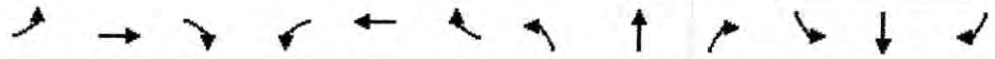
7/20/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔		↔	↔	↔	↔	
Volume (vph)	0	1	0	170	0	472	1	293	203	416	305	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		300	0		100	325		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.94				1.00	0.94			
Frt						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1900	0	1787	0	1599	0	1845	1568	1770	1863	0
Flt Permitted				0.757				0.999		0.328		
Satd. Flow (perm)	0	1900	0	1332	0	1599	0	1843	1480	611	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						508			131			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		217			1003			593			600	
Travel Time (s)		4.9			22.8			13.5			13.6	
Confl. Peds. (#/hr)			16	16		6	2		9	9		2
Confl. Bikes (#/hr)			1			4						1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	1	0	183	0	508	1	315	218	447	328	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	183	0	508	0	316	218	447	328	0
Turn Type		NA		Perm		Over	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4				1		2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8		1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0		9.0	21.0	21.0	21.0	9.0	21.0	
Total Split (s)	45.0	45.0		45.0		45.0	40.0	40.0	40.0	45.0	85.0	
Total Split (%)	34.6%	34.6%		34.6%		34.6%	30.8%	30.8%	30.8%	34.6%	65.4%	
Maximum Green (s)	40.0	40.0		40.0		40.0	35.0	35.0	35.0	40.0	80.0	
Yellow Time (s)	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		Min	Min	Min	Min	Min	Min	
Walk Time (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0	0	0	
Act Effct Green (s)		17.0		17.0		18.0		19.8	19.8	43.2	43.2	
Actuated g/C Ratio		0.24		0.24		0.25		0.28	0.28	0.61	0.61	
v/c Ratio		0.00		0.58		0.65		0.62	0.43	0.67	0.29	

Lanes, Volumes, Timings  
 4: Gulf Blvd & 5th Avenue Parking/5th Avenue

7/20/2021



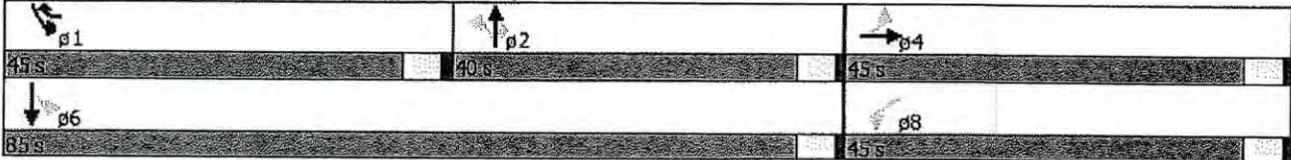
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		26.0		35.0		7.1		30.2	13.4	13.1	7.7	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		26.0		35.0		7.1		30.2	13.4	13.1	7.7	
LOS		C		C		A		C	B	B	A	
Approach Delay		26.0						23.3			10.8	
Approach LOS		C						C			B	
Queue Length 50th (ft)		0		66		0		111	27	84	56	
Queue Length 95th (ft)		5		180		82		270	109	196	134	
Internal Link Dist (ft)		137			923			513			520	
Turn Bay Length (ft)				300		300			100	325		
Base Capacity (vph)		1165		816		1176		988	854	1133	1769	
Starvation Cap Reductn		0		0		0		0	0	0	0	
Spillback Cap Reductn		0		0		0		0	0	0	0	
Storage Cap Reductn		0		0		0		0	0	0	0	
Reduced v/c Ratio		0.00		0.22		0.43		0.32	0.26	0.39	0.19	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 71.1  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay: 15.4  
 Intersection Capacity Utilization: 66.3%  
 Analysis Period (min): 15

Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 4: Gulf Blvd & 5th Avenue Parking/5th Avenue



## HCS7 Two-Way Stop-Control Report

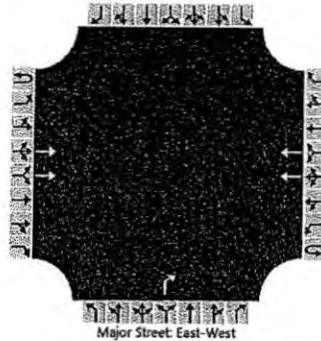
### General Information

Analyst	RP
Agency/Co.	GCC
Date Performed	7/20/2021
Analysis Year	2021
Time Analyzed	PM PEAK HOUR
Intersection Orientation	East-West
Project Description	EXISTING CONDITIONS

### Site Information

Intersection	5TH AVENUE / 1ST STREET
Jurisdiction	FDOT
East/West Street	5TH AVENUE (SR 688)
North/South Street	1ST STREET (1 WAY NB)
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

### Lanes



### Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0	0	0	1		0	0	0	
Configuration			T				T				R					
Volume (veh/h)			611				630				239					
Percent Heavy Vehicles (%)											3					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type   Storage	Undivided															

### Critical and Follow-up Headways

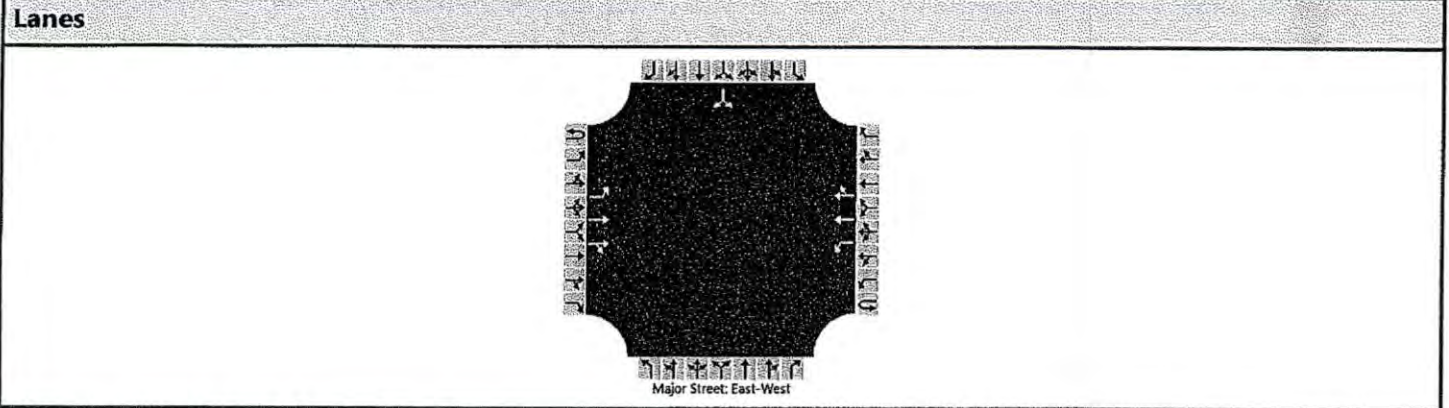
Base Critical Headway (sec)												6.9			
Critical Headway (sec)												6.96			
Base Follow-Up Headway (sec)												3.3			
Follow-Up Headway (sec)												3.33			

### Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												266			
Capacity, c (veh/h)												638			
v/c Ratio												0.42			
95% Queue Length, Q <sub>95</sub> (veh)												2.1			
Control Delay (s/veh)												14.6			
Level of Service (LOS)												B			
Approach Delay (s/veh)													14.6		
Approach LOS													B		

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RP	Intersection	5TH AVENUE / 2ND STREET
Agency/Co.	GCC	Jurisdiction	FDOT
Date Performed	7/20/2021	East/West Street	5TH AVENUE (SR 688)
Analysis Year	2021	North/South Street	2ND STREET (1 WAY SB)
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	EXISTING CONDITIONS		



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	0	0		0	1	0
Configuration		L	T	TR		L	T	TR							LR	
Volume (veh/h)	0	2	781	47	0	98	597	0						0		0
Percent Heavy Vehicles (%)	0	3			0	3								0		0
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type   Storage					Left Only								1			

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1								7.5		6.9
Critical Headway (sec)		4.16				4.16								6.80		6.90
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.23				2.23								3.50		3.30

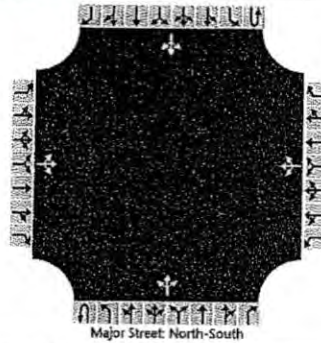
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)		2				113									0	
Capacity, c (veh/h)		892				711										
v/c Ratio		0.00				0.16										
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.6										
Control Delay (s/veh)		9.0				11.0										
Level of Service (LOS)		A				B										
Approach Delay (s/veh)		0.0				1.6										
Approach LOS																

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	RP			Intersection	GULF BLVD / 4TH AVENUE		
Agency/Co.	GCC			Jurisdiction	FDOT		
Date Performed	7/20/2021			East/West Street	4TH AVENUE		
Analysis Year	2021			North/South Street	GULF BLVD (SR 699)		
Time Analyzed	PM PEAK HOUR			Peak Hour Factor	0.88		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	EXISTING CONDITIONS						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	1	0		25	0	64		0	457	47		52	451	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		3				2		
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000			0.000				0.000		
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.13				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.23				2.22		

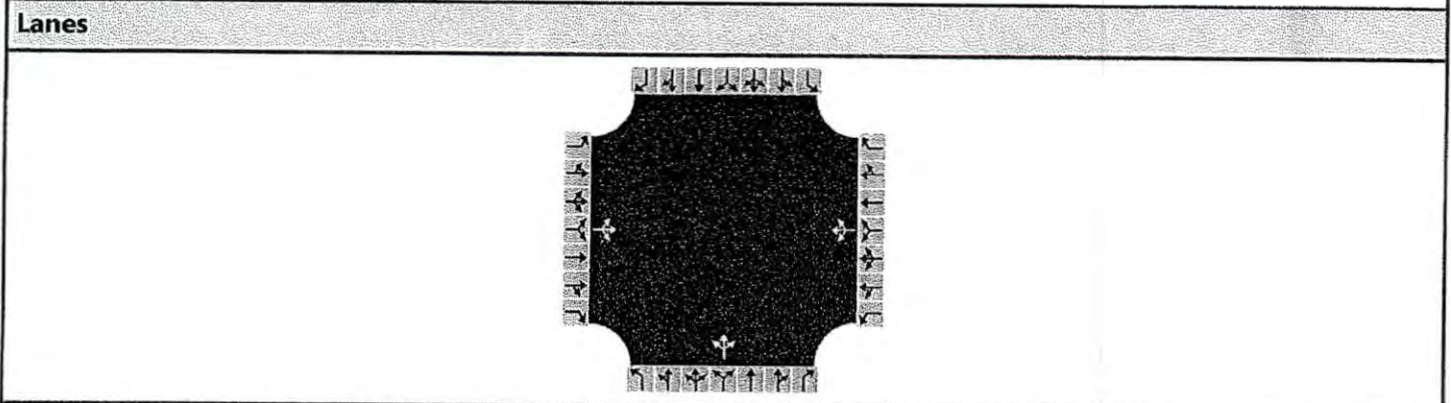
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			3				101				0				59	
Capacity, c (veh/h)			141				321				1046				1000	
v/c Ratio			0.02				0.32				0.00				0.06	
95% Queue Length, Q <sub>95</sub> (veh)			0.1				1.3				0.0				0.2	
Control Delay (s/veh)			31.2				21.3				8.4	0.0			8.8	0.7
Level of Service (LOS)			D				C				A	A			A	A
Approach Delay (s/veh)	31.2				21.3				0.0				1.6			
Approach LOS	D				C											



# HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	RP	Intersection	4TH AVENUE / 1ST STREET
Agency/Co.	GCC	Jurisdiction	IRB
Date Performed	7/20/2021	East/West Street	4TH AVENUE
Analysis Year	2021	North/South Street	1ST STREET
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	PM PEAK		
Project Description	EXISTING CONDITIONS		



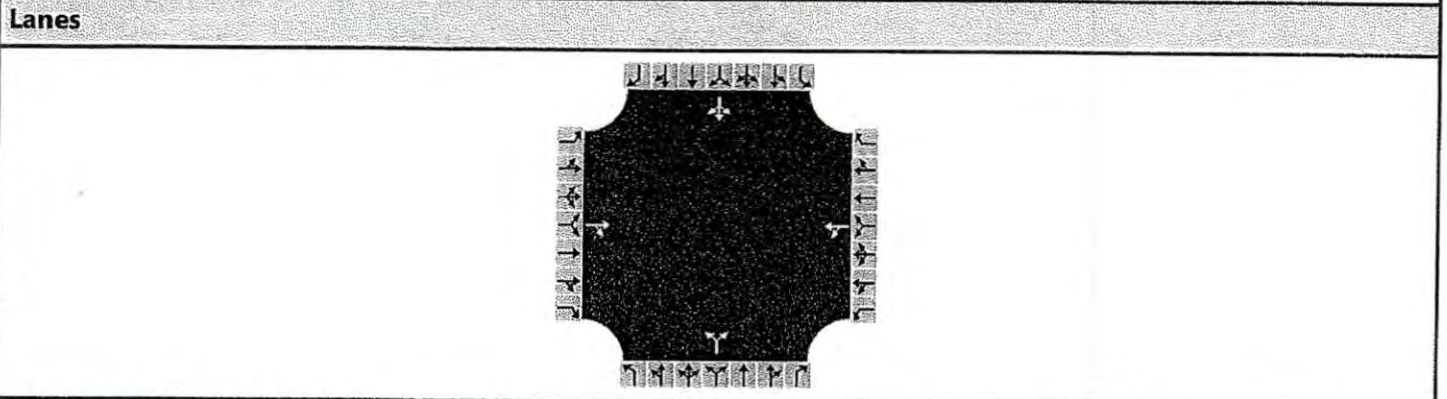
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	24	22	2	17	59	103	18	101	11			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR					
Flow Rate, v (veh/h)	64			239			173					
Percent Heavy Vehicles	0			1			4					

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.057			0.212			0.154					
Final Departure Headway, hd (s)	4.66			4.10			4.61					
Final Degree of Utilization, x	0.083			0.272			0.222					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	2.66			2.10			2.61					

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	64			239			173					
Capacity	773			878			781					
95% Queue Length, Q <sub>95</sub> (veh)	0.3			1.1			0.8					
Control Delay (s/veh)	8.1			8.6			8.9					
Level of Service, LOS	A			A			A					
Approach Delay (s/veh)	8.1			8.6			8.9					
Approach LOS	A			A			A					
Intersection Delay, s/veh   LOS	8.7						A					

# HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	RP	Intersection	4TH AVENUE / 2ND STREET
Agency/Co.	GCC	Jurisdiction	IRB
Date Performed	7/20/2021	East/West Street	4TH AVENUE
Analysis Year	2021	North/South Street	2ND STREET
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.72
Time Analyzed	PM PEAK		
Project Description	EXISTING CONDITIONS		



## Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume		19	14	17	63		41		3	45	45	68
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR			LTR		
Flow Rate, v (veh/h)	46			111			61			219		
Percent Heavy Vehicles	3			0			3			4		

## Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.041			0.099			0.054			0.195		
Final Departure Headway, hd (s)	4.47			4.64			4.71			4.22		
Final Degree of Utilization, x	0.057			0.143			0.080			0.257		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.47			2.64			2.71			2.22		

## Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	46			111			61			219		
Capacity	805			777			764			853		
95% Queue Length, Q <sub>95</sub> (veh)	0.2			0.5			0.3			1.0		
Control Delay (s/veh)	7.7			8.4			8.1			8.7		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.7			8.4			8.1			8.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS				8.4						A		

Generalized Peak Hour Two-Way Volumes for Florida's Urbanized Areas<sup>1</sup>

TABLE 4

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
Class I (40 mph or higher posted speed limit)						Lanes					
Lanes	Median	B	C	D	E	B	C	D	E	F	
2	Undivided	*	1,510	1,600	**	4	4,120	5,540	6,700	7,190	
4	Divided	*	3,420	3,580	**	6	6,130	8,370	10,060	11,100	
6	Divided	*	5,250	5,390	**	8	8,230	11,100	13,390	15,010	
8	Divided	*	7,090	7,210	**	10	10,330	14,040	16,840	18,930	
						12	14,450	18,880	22,030	22,860	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes		Ramp Metering			
2	Undivided	*	660	1,330	1,410	Present in Both Directions					
4	Divided	*	1,310	2,920	3,040	+ 1,800				+ 5%	
6	Divided	*	2,090	4,500	4,590						
8	Divided	*	2,880	6,060	6,130						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways -10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
2	Divided	Yes	No	1400	+5%						
2	Undivided	No	No	air	-20%						
Multi	Undivided	Yes	No	Blvd	-5%						
Multi	Undivided	No	No	N. of St	-25%						
			Yes	St	+5%						
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6											
<b>BICYCLE MODE<sup>2</sup></b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes					
Paved Shoulder/Bicycle Lane Coverage						Median					
	B	C	D	E		B	C	D	E		
0-49%	*	260	680	1,770		2	770	1,530	2,170		
50-84%	190	600	1,770	>1,770		4	3,300	4,660	5,900		
85-100%	830	1,770	>1,770	**		6	4,950	6,990	8,840		
<b>PEDESTRIAN MODE<sup>2</sup></b>						Uninterrupted Flow Highway Adjustments					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes					
Sidewalk Coverage						Median					
	B	C	D	E		2	Divided	Yes	+5%		
0-49%	*	*	250	850		Multi	Undivided	Yes	-5%		
50-84%	*	150	780	1,420		Multi	Undivided	No	-25%		
85-100%	340	960	1,560	>1,770							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b>											
(Buses in peak hour in peak direction)											
Sidewalk Coverage											
	B	C	D	E							
0-84%	>5	≥4	≥3	≥2							
85-100%	>4	≥3	≥2	≥1							
						<sup>1</sup> Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/siv/los/default.shtml">www.dot.state.fl.us/planning/systems/siv/los/default.shtml</a>					

TABLE 7

Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas<sup>1</sup>

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940	
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080	
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220	
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360	
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500	
Class II (35 mph or slower posted speed limit)						<b>Freeway Adjustments</b>					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000	+ 5%				
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
<b>Median &amp; Turn Lane Adjustments</b>											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
1	Divided	Yes	No	+5%							
1	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
<b>One-Way Facility Adjustment</b>											
Multiply the corresponding directional volumes in this table by 1.2											
<b>BICYCLE MODE<sup>2</sup></b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes	Median	B	C	D	E
Paved Shoulder/Bicycle						1	Undivided	420	840	1,190	1,640
Lane Coverage	B	C	D	E		2	Divided	1,810	2,560	3,240	3,590
0-49%	*	150	390	1,000		3	Divided	2,720	3,840	4,860	5,380
50-84%	110	340	1,000	>1,000							
85-100%	470	1,000	>1,000	**							
<b>PEDESTRIAN MODE<sup>2</sup></b>						<b>Uninterrupted Flow Highway Adjustments</b>					
(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Lanes	Median	Exclusive left lanes	Adjustment factors		
Sidewalk Coverage						1	Divided	Yes	+5%		
0-49%	*	*	140	480		Multi	Undivided	Yes	-5%		
50-84%	*	80	440	800		Multi	Undivided	No	-25%		
85-100%	200	540	880	>1,000							
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b>											
(Buses in peak hour in peak direction)											
Sidewalk Coverage						B	C	D	E		
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

<sup>1</sup>Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

<sup>2</sup>Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

<sup>3</sup>Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:  
Florida Department of Transportation  
Systems Planning Office  
[www.dot.state.fl.us/planning/systems/sm/lps/default.htm](http://www.dot.state.fl.us/planning/systems/sm/lps/default.htm)

APPENDIX B

# Multifamily Housing (Mid-Rise) (221)

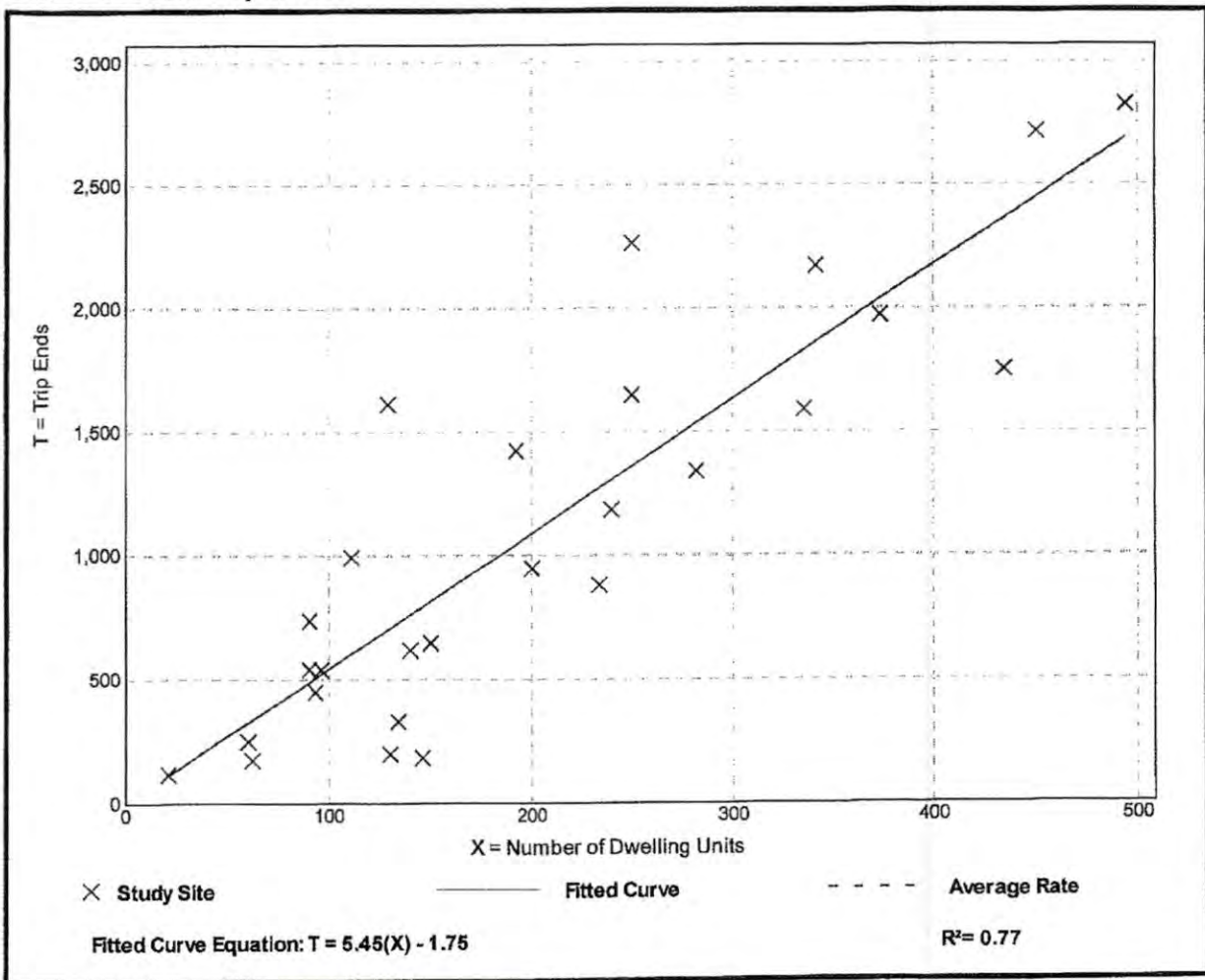
Vehicle Trip Ends vs: Dwelling Units  
On a: Weekday

Setting/Location: General Urban/Suburban  
Number of Studies: 27  
Avg. Num. of Dwelling Units: 205  
Directional Distribution: 50% entering, 50% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
5.44	1.27 - 12.50	2.03

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 53

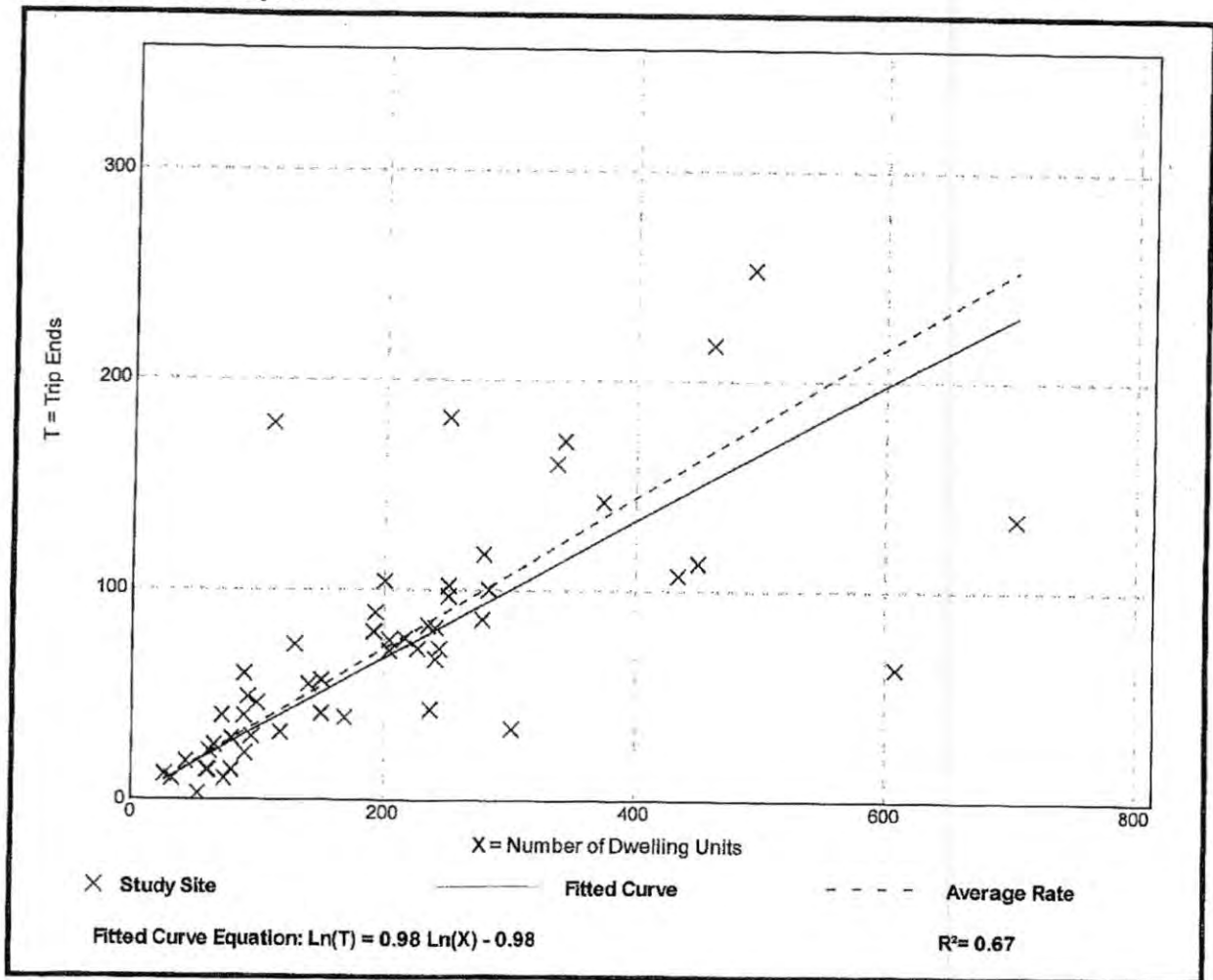
Avg. Num. of Dwelling Units: 207

Directional Distribution: 26% entering, 74% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.06 - 1.61	0.19

## Data Plot and Equation



# Multifamily Housing (Mid-Rise) (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

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

Setting/Location: General Urban/Suburban

Number of Studies: 60

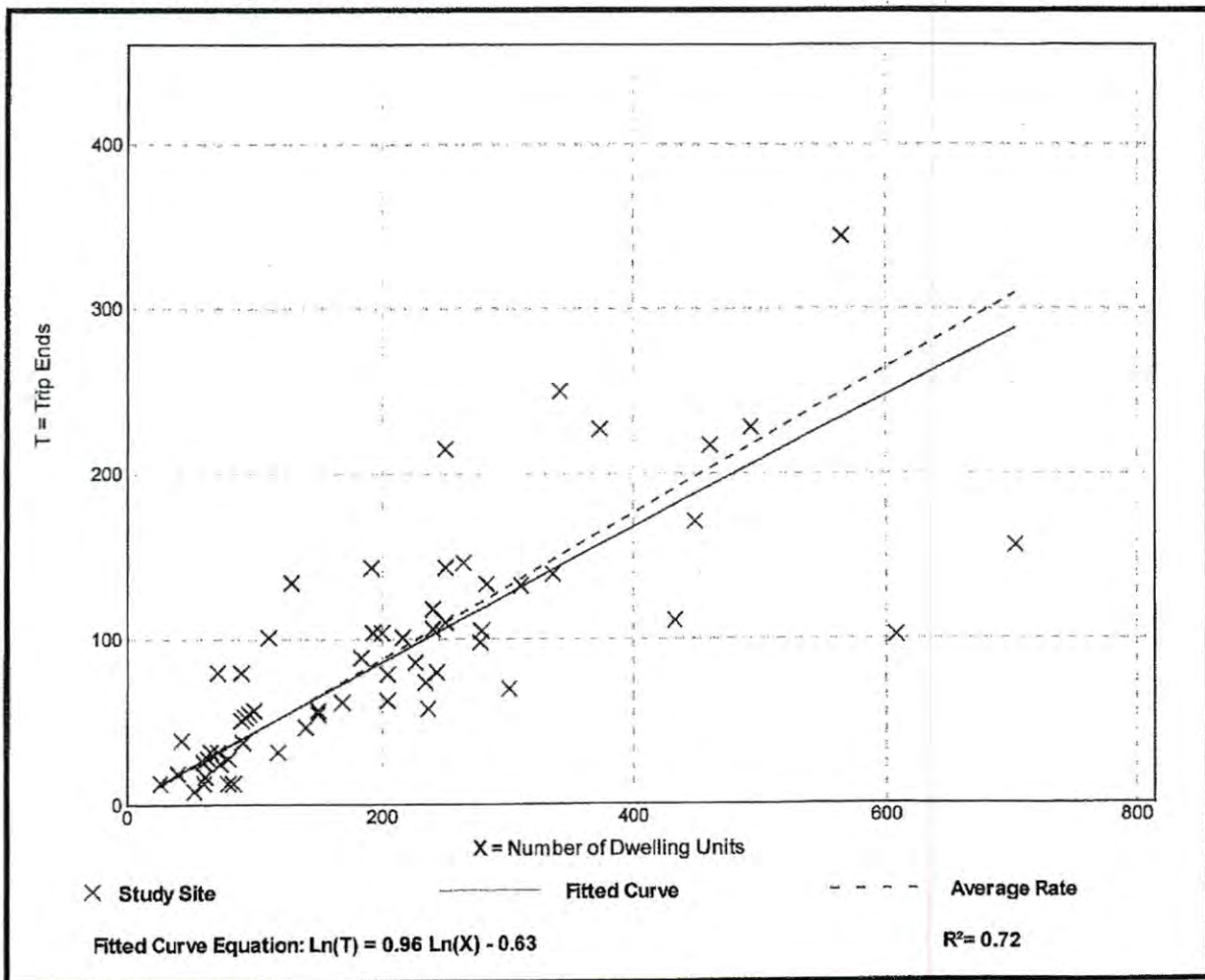
Avg. Num. of Dwelling Units: 208

Directional Distribution: 61% entering, 39% exiting

## Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.44	0.15 - 1.11	0.19

## Data Plot and Equation





Lanes, Volumes, Timings  
 4: Gulf Blvd & 5th Avenue Parking/5th Avenue

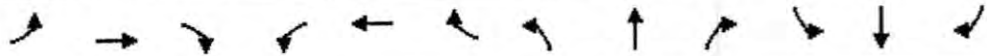
7/21/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1	0	170	0	472	1	297	203	422	305	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	300		300	0		100	325		0
Storage Lanes	0		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor				0.94				1.00	0.94			
Frts						0.850			0.850			
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	1900	0	1787	0	1599	0	1845	1568	1770	1863	0
Flt Permitted				0.757				0.999		0.325		
Satd. Flow (perm)	0	1900	0	1332	0	1599	0	1843	1480	605	1863	0
Right Turn on Red			Yes			Yes		Yes		Yes		Yes
Satd. Flow (RTOR)						508			129			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		217			1003			593			600	
Travel Time (s)		4.9			22.8			13.5			13.6	
Confl. Peds. (#/hr)			16	16		6	2		9	9		2
Confl. Bikes (#/hr)			1			4						1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	1	0	183	0	508	1	319	218	454	328	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1	0	183	0	508	0	320	218	454	328	0
Turn Type		NA		Perm		Over	Perm	NA	Perm	pm+pt	NA	
Protected Phases		4				1		2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8		1	2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0		9.0	21.0	21.0	21.0	9.0	21.0	
Total Split (s)	45.0	45.0		45.0		45.0	40.0	40.0	40.0	45.0	85.0	
Total Split (%)	34.6%	34.6%		34.6%		34.6%	30.8%	30.8%	30.8%	34.6%	65.4%	
Maximum Green (s)	40.0	40.0		40.0		40.0	35.0	35.0	35.0	40.0	80.0	
Yellow Time (s)	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0		1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0		5.0		5.0		5.0	5.0	5.0	5.0	
Lead/Lag						Lead	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None		Min	Min	Min	Min	Min	Min	
Walk Time (s)	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0		11.0		11.0	11.0	11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0	0		0		0	0	0	0		0	
Act Effect Green (s)		17.1		17.1		18.3		20.1	20.1	43.9	43.9	
Actuated g/C Ratio		0.24		0.24		0.25		0.28	0.28	0.61	0.61	
v/c Ratio		0.00		0.58		0.65		0.62	0.43	0.68	0.29	

Lanes, Volumes, Timings

4: Gulf Blvd & 5th Avenue Parking/5th Avenue

7/21/2021



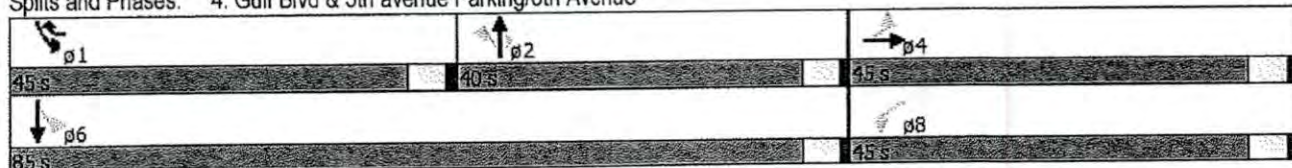
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		26.0		35.5		7.1		30.5	13.7	13.5	7.7	
Queue Delay		0.0		0.0		0.0		0.0	0.0	0.0	0.0	
Total Delay		26.0		35.5		7.1		30.5	13.7	13.5	7.7	
LOS		C		D		A		C	B	B	A	
Approach Delay		26.0						23.7			11.0	
Approach LOS		C						C			B	
Queue Length 50th (ft)		0		67		0		114	28	86	56	
Queue Length 95th (ft)		5		183		82		278	112	201	134	
Internal Link Dist (ft)		137			923			513			520	
Turn Bay Length (ft)				300		300			100	325		
Base Capacity (vph)		1155		809		1171		980	847	1127	1761	
Starvation Cap Reductn		0		0		0		0	0	0	0	
Spillback Cap Reductn		0		0		0		0	0	0	0	
Storage Cap Reductn		0		0		0		0	0	0	0	
Reduced v/c Ratio		0.00		0.23		0.43		0.33	0.26	0.40	0.19	

Intersection Summary

Area Type: Other  
 Cycle Length: 130  
 Actuated Cycle Length: 71.9  
 Natural Cycle: 60  
 Control Type: Semi Act-Uncoord  
 Maximum v/c Ratio: 0.68  
 Intersection Signal Delay: 15.6  
 Intersection Capacity Utilization: 66.8%  
 Analysis Period (min): 15

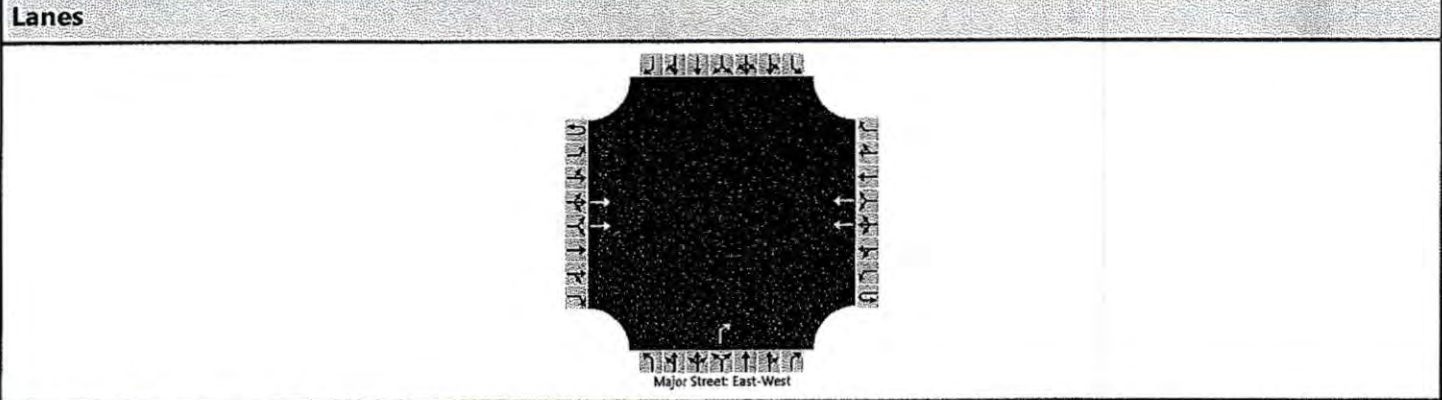
Intersection LOS: B  
 ICU Level of Service C

Splits and Phases: 4: Gulf Blvd & 5th Avenue Parking/5th Avenue



# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RP	Intersection	5TH AVENUE / 1ST STREET
Agency/Co.	GCC	Jurisdiction	FDOT
Date Performed	7/21/2021	East/West Street	5TH AVENUE (SR 688)
Analysis Year	2023	North/South Street	1ST STREET (1 WAY NB)
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.90
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	FUTURE CONDITIONS WITH PROJECT		



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T				T					R				
Volume (veh/h)			617				630					264				
Percent Heavy Vehicles (%)												3				
Proportion Time Blocked																
Percent Grade (%)											0					
Right Turn Channelized											No					
Median Type   Storage	Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)																	6.9
Critical Headway (sec)																	6.96
Base Follow-Up Headway (sec)																	3.3
Follow-Up Headway (sec)																	3.33

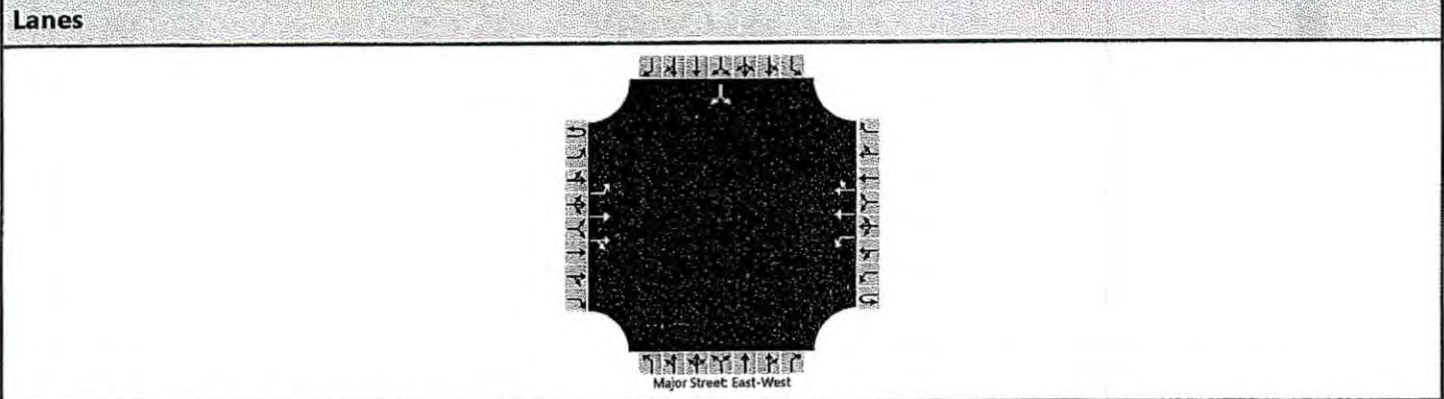
**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)																	293
Capacity, c (veh/h)																	635
v/c Ratio																	0.46
95% Queue Length, Q <sub>95</sub> (veh)																	2.4
Control Delay (s/veh)																	15.5
Level of Service (LOS)																	C
Approach Delay (s/veh)																	15.5
Approach LOS																	C

NBRT

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RP	Intersection	5TH AVENUE / 2ND STREET
Agency/Co.	GCC	Jurisdiction	FDOT
Date Performed	7/21/2021	East/West Street	5TH AVENUE (SR 688)
Analysis Year	2023	North/South Street	2ND STREET (1 WAY SB)
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.87
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	FUTURE CONDITIONS WITH PROJECT		



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	0	0		0	1	0
Configuration		L	T	TR		L	T	TR							LR	
Volume (veh/h)	0	2	806	53	0	139	597	0						0		0
Percent Heavy Vehicles (%)	0	3			0	3								0		0
Proportion Time Blocked																
Percent Grade (%)															0	
Right Turn Channelized																
Median Type   Storage					Left Only											1

**Critical and Follow-up Headways**

Base Critical Headway (sec)		4.1				4.1								7.5		6.9
Critical Headway (sec)		4.16				4.16								6.80		6.90
Base Follow-Up Headway (sec)		2.2				2.2								3.5		3.3
Follow-Up Headway (sec)		2.23				2.23								3.50		3.30

**Delay, Queue Length, and Level of Service**

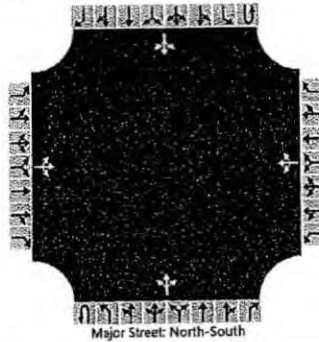
Flow Rate, v (veh/h)		2				160										0
Capacity, c (veh/h)		892				690										
v/c Ratio		0.00				0.23										
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.9										
Control Delay (s/veh)		9.0				11.8										
Level of Service (LOS)		A				B										
Approach Delay (s/veh)		0.0				2.2										
Approach LOS																

WBLT

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RP	Intersection	GULF BLVD / 4TH AVENUE
Agency/Co.	GCC	Jurisdiction	FDOT
Date Performed	7/21/2021	East/West Street	4TH AVENUE
Analysis Year	2023	North/South Street	GULF BLVD (SR 699)
Time Analyzed	PM PEAK HOUR	Peak Hour Factor	0.88
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	FUTURE CONDITIONS WITH PROJECT		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	1	0		31	0	68		0	457	55		52	451	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		3				2		
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000			0.000				0.000		
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type   Storage	Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.13				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.23				2.22		

## Delay, Queue Length, and Level of Service

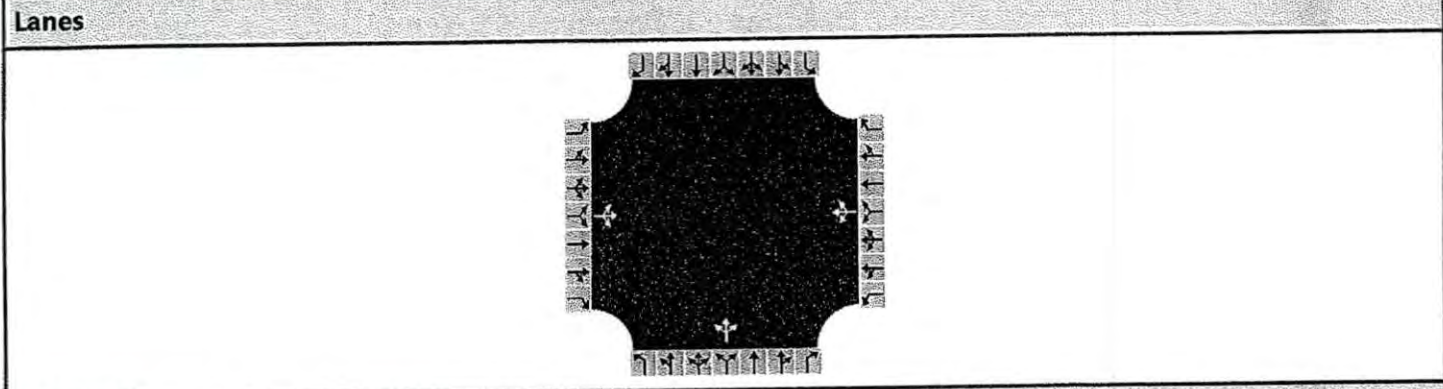
Flow Rate, v (veh/h)			3				113			0				59		
Capacity, c (veh/h)			138				304			1046				992		
v/c Ratio			0.02				0.37			0.00				0.06		
95% Queue Length, Q <sub>95</sub> (veh)			0.1				1.6			0.0				0.2		
Control Delay (s/veh)			31.7				23.6			8.4		0.0		8.9		0.7
Level of Service (LOS)			D				C			A		A		A		A
Approach Delay (s/veh)	31.7				23.6				0.0				1.6			
Approach LOS	D				C											

WB

SBLT

# HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	RP	Intersection	4TH AVENUE / 1ST STREET
Agency/Co.	GCC	Jurisdiction	IRB
Date Performed	7/21/2021	East/West Street	4TH AVENUE
Analysis Year	2023	North/South Street	1ST STREET
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.75
Time Analyzed	PM PEAK		
Project Description	FUTURE CONDITIONS WITH PROJECT		



**Vehicle Volume and Adjustments**

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume	24	30	2	17	69	128	18	101	11			
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR					
Flow Rate, v (veh/h)	75			285			173					
Percent Heavy Vehicles	0			1			4					

**Departure Headway and Service Time**

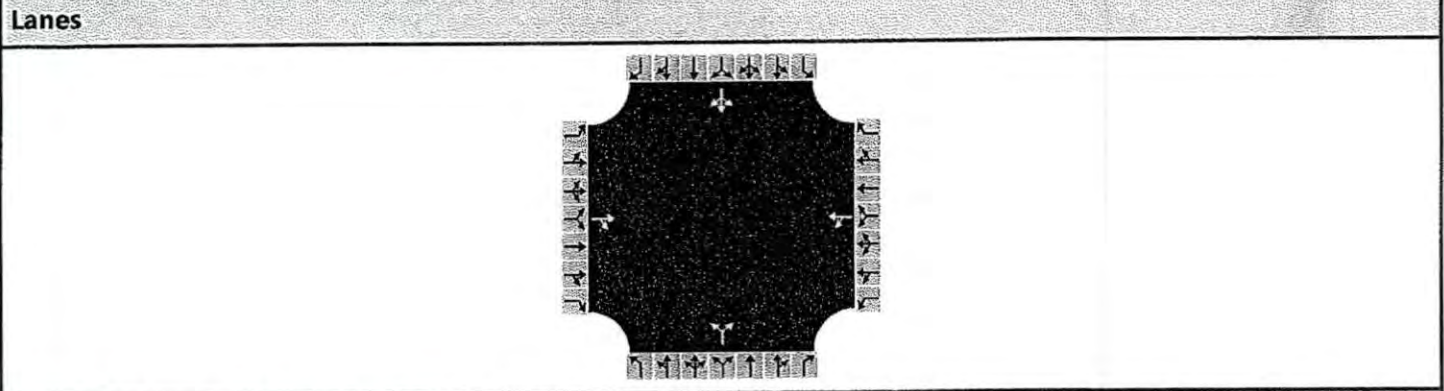
Initial Departure Headway, hd (s)	3.20			3.20			3.20					
Initial Degree of Utilization, x	0.066			0.254			0.154					
Final Departure Headway, hd (s)	4.71			4.11			4.73					
Final Degree of Utilization, x	0.098			0.326			0.228					
Move-Up Time, m (s)	2.0			2.0			2.0					
Service Time, ts (s)	2.71			2.11			2.73					

**Capacity, Delay and Level of Service**

Flow Rate, v (veh/h)	75			285			173					
Capacity	764			876			760					
95% Queue Length, Q <sub>95</sub> (veh)	0.3			1.4			0.9					
Control Delay (s/veh)	8.2			9.1			9.1					
Level of Service, LOS	A			A			A					
Approach Delay (s/veh)	8.2			9.1			9.1					
Approach LOS	A			A			A					
Intersection Delay, s/veh   LOS	9.0						A					

# HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	RP	Intersection	4TH AVENUE / 2ND STREET
Agency/Co.	GCC	Jurisdiction	IRB
Date Performed	7/21/2021	East/West Street	4TH AVENUE
Analysis Year	2023	North/South Street	2ND STREET
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.72
Time Analyzed	PM PEAK		
Project Description	FUTURE CONDITIONS WITH PROJECT		



Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume		27	14	17	98		41		3	92	45	68
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	TR			LT			LR			LTR		
Flow Rate, v (veh/h)	57			160			61			285		
Percent Heavy Vehicles	3			0			3			4		

Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.051			0.142			0.054			0.253		
Final Departure Headway, hd (s)	4.79			4.83			4.99			4.49		
Final Degree of Utilization, x	0.076			0.214			0.085			0.355		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.79			2.83			2.99			2.49		

Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	57			160			61			285		
Capacity	751			745			722			802		
95% Queue Length, Q <sub>95</sub> (veh)	0.2			0.8			0.3			1.6		
Control Delay (s/veh)	8.2			9.1			8.4			9.9		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.2			9.1			8.4			9.9		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh   LOS				9.4						A		

**NOTE: This is the Applicant's proposed draft and remains subject to further revision and negotiation.**

HOLIDAY INN HARBOURSIDE

**AMENDED AND RESTATED PLANNED UNIT DEVELOPMENT AGREEMENT**

**RE: 401 2<sup>nd</sup> STREET**

THIS AMENDED AND RESTATED PLANNED UNIT DEVELOPMENT AGREEMENT (hereinafter "AGREEMENT") is dated the day of \_\_\_\_\_, is effective as of the date provided below in Paragraph 17 and is entered into by and between GULFCOAST MARINA, L.P., A FLORIDA LIMITED PARTNERSHIP (hereinafter "DEVELOPER"), and the CITY OF INDIAN ROCKS BEACH, FLORIDA, a municipal corporation of the Slate of Florida (hereinafter "CITY").

**WITNESSETH:**

WHEREAS, the Code of Ordinances for the CITY, Article V, Planned Unit Development, Sections 110-641 through 110-653, provides the requirements and procedure to enter into a planned unit development agreement with any person having a legal or equitable interest in real property located within its jurisdiction; and

WHEREAS, as of the date of execution of this AGREEMENT the DEVELOPER is the owner of the real property located at 399-401 2nd Street, Indian Rocks Beach, Florida, and more particularly described in **Exhibit "A"** (the "PROPERTY"), attached hereto and incorporated herein; and

WHEREAS, this AGREEMENT is contingent upon the CITY'S final approval of all PUD-related plans, including but not limited to, the Final Site Plan, and any other legally required documents necessary to complete the CITY's PUD approval process; and

WHEREAS, Section 110-6 of the Code of Ordinances of the CITY provides that a development in the PUD zoning districts is allowed to be developed as a planned unit development; and

WHEREAS, the PROPERTY is approximately 12.13 acres in size and has a "PUD" zoning designation, and a Land Use Designation of Residential Office Retail (ROR) and a Plan Amendment to CG-TLD50-BDT has been filed with the City; and

WHEREAS, the DEVELOPER desires to develop 4.0+/- acres of the PROPERTY as a continuation of Phase III development from the prior Development Agreement to include an additional 112 units with potential for up to 92 additional lock-off units in four (4) additional buildings; and

WHEREAS, Section 110-643 of the Code of Ordinances for the CITY provides that the purpose of its planned unit development regulations is to provide a method for landowners or developers to submit unique proposals which may not be provided for or allowed in the other zoning districts otherwise established by this; and

WHEREAS, Section **110** 641 of the Code of Ordinances for the CITY provides that planned unit developments promote flexibility of design and integration of uses and

WHEREAS, Developer Gulfcoast Marina, L.P., a Florida Limited Partnership, pursuant to Section 110-644 (2) (e) has made a request to deviate from Code provisions related to building height



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per Section 110-131 (11)(g), building setback per Section 110-135, and parking per Section 110-372(2); and

WHEREAS, such "special development standards" are permissible and encouraged by the PUD purpose contained in Section 110-641 of the Code.

WHEREAS, the parties wish to enter into this AGREEMENT governing the development of the SUBJECT PROPERTY; and

WHEREAS, this AGREEMENT is the culmination of discussions, conversations, negotiations and mutual understandings between the CITY and the DEVELOPER; and

WHEREAS, this AGREEMENT enables the parties to set forth the manner by which the PROPERTY shall be developed in accordance with the City's land use and zoning categories and other requirements described herein, and in accordance with applicable Florida Law, the CITY's Charter, Comprehensive Plan, and the Code of Ordinances for the CITY.

NOW THEREFORE, for and in consideration of mutual benefits and the public interest and other good and valuable considerations, the receipt and sufficiency of which are hereby acknowledged, the parties hereto agree as follows:

1. RECITALS. The foregoing recitations are true and correct and are hereby incorporated by reference. All exhibits to this AGREEMENT are hereby deemed a part hereof as if fully set forth herein.

2. DEVELOPMENT SITE. The DEVELOPER is the owner of the real property described on Exhibit "A", attached hereto and incorporated herein, and referred to as the "PROPERTY "

3. DESIRE OF DEVELOPER. The DEVELOPER desires develop the Property as a Planned Unit Development and to revise a prior Development Agreement with the CITY to recognize the approved and existing Holiday Inn Harbourside (82 transient rental units (164 lock off units)), Splash Harbour Water Park (recreational amenity), Harbourside at Marker 33 (100 transient rental units (200 lock off units)) and to approve the development of the Property as: (1) a building located along the intracoastal waterway and SR688 to include 54 transient rental units (108 lock off units), approximately 5,000 square feet of indoor recreation area, and a pool; (2) a building located adjacent to SR688 with 38 transient rental units (76 lock off units); and (3) two buildings containing 20 transient rental units immediately adjacent to 2nd Street including an elevated parking deck (as further described in the attached Site Plan) as described in the Code of Ordinances of the CITY. The arrangement of these buildings is shown on the PUD Site Plan dated July 12, 2022.

4. REVIEW DOCUMENTS. The DEVELOPER has submitted an application for PUD approval to the CITY and will provide any and all additional documents requested by the CITY'S Planner, the CITY's Planning and Zoning Board, the CITY's Local Planning Agency or the City Commission in the course of the PUD review by the CITY. The DEVELOPER shall follow the PUD and development procedures set forth in the Code of Ordinances of the CITY.

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5. USES. The uses to be located on the PROPERTY within the PUD shall be limited to the following.

- Transient Rental Units
- Water Park recreational amenity
- Indoor recreation areas
- Pools
- Restaurant(s)
- Bar(s)
- Retail Sales
- Resort leasing and operations
- Marina and associated uses
- Sale of Alcohol
- Meeting Space
- Banquet Space
- Parking

6. SITE PLAN. The proposed planned unit development is accurately depicted in the Site Plan and Typical Building Elevation Drawings for the proposed new buildings.

7. The DEVELOPER further agrees that the building heights will be consistent with the typical building elevation drawings and in compliance with all applicable land use regulations of the City pertaining to height restrictions, except as otherwise referenced in this Agreement. The height of proposed 54-unit building adjacent to the intracoastal waterway and SR688 shall be permitted up to 85' 7" to mid-roof as measured from 2<sup>nd</sup> street crown of the roadway. The height of the proposed 38-unit building shall be permitted up to 57' 6" to the mid-roof as measured from 2<sup>nd</sup> street crown of roadway. Additionally, City agrees that the height of the existing buildings shall continue to be permitted as originally approved and constructed. Building Elevations are contained in the PUD package submitted by the Applicant.

8. The DEVELOPER further agrees that the Concept Plan shall be subject to CITY review for compliance with the CITY'S Comprehensive Plan and Code of Ordinances, and other applicable laws.

9. ARCHITECTURAL CHARACTERISTICS. Pursuant to Chapter 110 of the Code of Ordinances of the CITY, all individual structures shall be related to each other in design, masses, materials, placement and connections to provide visually and physically integrated development and all structures shall be oriented as to reserve visual and audible privacy between adjacent structures and be accessible to emergency vehicles Chapter 110 of the CITY's Code of Ordinances also requires compliance with architectural themes and materials. The DEVELOPER's Final Site Plan shall be reviewed by staff to assure compliance with the renderings incorporated into this AGREEMENT and the DEVELOPER agrees to develop the PROPERTY.

10. SCHEDULE. The exterior of the four units will be constructed within a three to five year period, the interior finishing completion time may vary for each unit.

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11. STATEMENT OF COMMITMENT TO COMPLY WITH THE CITY COMPREHENSIVE PLAN. Subject to the provisions of the Code of Ordinances for the CITY, the DEVELOPER shall comply with all requirements of the CITY's Comprehensive Plan and Code of Ordinances, including but not limited to, landscaping, stormwater management, resource protection, the National Fire and Rescue Association (NFRA), and Pinellas Suncoast Fire and Rescue District (hereinafter PSFRD) Regulations (fire safety), and planned unit development regulations applicable to the SUBJECT PROPERTY at the time of permitting, unless such restrictions are explicitly waived or otherwise released as to the PUD.

12. BUILDING PERMITS. No building permits, excluding any permits necessary for site development, shall be issued by the CITY for any development within the PUD until all of the following conditions have been satisfied:

- A. A final site plan had been submitted and approved by the CITY in accordance with the Code of Ordinances for the CITY;
- B. DEVELOPER has maintained legal or equitable ownership in and to the PROPERTY; and

Building permits shall be required for all vertical construction on the PROPERTY.

13. ADDITIONAL TERMS AND CONDITIONS.

A. The parties to this AGREEMENT certify that there will be sufficient on and off-site infrastructure capacity or adequate public facilities for the development of the SUBJECT PROPERTY consistent with the plans approved herein or any portion thereof.

B. The CITY shall annually review the SUBJECT PROPERTY to determine if there has been demonstrated good faith compliance with the terms of this AGREEMENT. If the CITY finds, on the basis of substantial competent evidence, that there has been failure to comply with the terms of this AGREEMENT, the AGREEMENT may be revoked or modified by the CITY, pursuant to the terms of this AGREEMENT.

C. The DEVELOPER will not be deemed to have failed to comply with the terms of this AGREEMENT until the DEVELOPER has received notice from the CITY 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 City Manager, reasonably exercised. The DEVELOPER will not be deemed to have failed to comply with the terms of this AGREEMENT in the event such noncompliance, in the judgment of the City Manager, reasonably exercised, is of a minor or inconsequential nature

D. This AGREEMENT is not intended to be an all-inclusive list of development restrictions and conditions, and that the failure of this AGREEMENT to address a particular permit, condition, term of restriction shall not relieve the DEVELOPER of the necessity of complying with the law governing said permitting requirements, conditions, term or restriction.

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E. This AGREEMENT is contingent upon the CITY'S final approval of all PUD-related plans.

F. All documents required to be recorded in the Official Records of Pinellas County, Florida by this Agreement shall be so recorded on or before \_\_\_\_\_ or this Agreement shall be null and void. DEVELOPER shall be responsible for recording all documents required to be recorded under this AGREEMENT, however the City shall cause this AGREEMENT to be so recorded.

G. The failure of this AGREEMENT to address a particular permit, condition, term or restriction shall not relieve the DEVELOPER of the necessity of complying with the law, including without any limitation, the applicable provisions of the City's Comprehensive Plan or Land Use Regulations

14. CONSISTENCY WITH COMPREHENSIVE PLAN. The CITY and DEVELOPER hereby agree that the development contemplated by this AGREEMENT is consistent with the CITY'S Comprehensive Plan and Land Use Regulations as set forth in the Code of Ordinances of the City of Indian Rocks Beach, Florida.

15. EFFECTIVE DATE AND DURATION OF THE AGREEMENT. This AGREEMENT shall become effective upon execution by all Parties after passage and approval of the PUD Ordinance by the City Commission ("EFFECTIVE DATE"). This AGREEMENT shall remain in effect for five (5) years from the EFFECTIVE DATE as allowed by law Upon expiration, all approvals for the un-permitted portions or units of the PUD shall be null and void. This AGREEMENT may be amended or canceled by mutual consent of the parties to this AGREEMENT or by their successor to interest as allowed by law.

16. EFFECTIVE COVENANTS. The burdens of this AGREEMENT shall be binding upon, and the benefits of this AGREEMENT shall inure to, all successors in interest of the parties to this AGREEMENT.

17. ASSIGNMENT. This AGREEMENT may not be assigned to a third party without the advance written consent of the CITY.

18. ENTIRE AGREEMENT. This AGREEMENT sets forth all of the promises, covenants, agreements, conditions and understandings between the parties hereto, and supersedes all prior and contemporaneous agreements, understandings, inducements or conditions, expressed or implied, oral or written, except as herein contained, but shall not be interpreted to void, waive, or otherwise release DEVELOPER from compliance with the City's Comprehensive Plan, Code of Ordinances, Land Development Regulation, Florida Building Code, State statutes and other applicable regulations, as noted above in Section 16 (D).

19. BINDING EFFECT. The obligations imposed pursuant to this AGREEMENT upon the DEVELOPER or the SUBJECT PROPERTY shall run with and bind the SUBJECT PROPERTY as covenants running with the SUBJECT PROPERTY and this AGREEMENT shall be binding upon and enforceable by and against the parties hereto, their personal representatives, heirs, successors, grantees and assigns, and a copy of this AGREEMENT shall

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be recorded among the Official Records of Pinellas County, Florida, upon execution of this AGREEMENT by the parties hereto.

20. SEVERABILITY. The invalidity of any provision hereof shall in no way affect or invalidate the remainder of the AGREEMENT.

21. APPLICABLE LAW AND VENUE. This AGREEMENT shall be construed by and controlled under the laws of the State of Florida. Venue for any dispute between the parties arising in connection with this AGREEMENT or the SUBJECT PROPERTY shall be exclusively within the courts located in Pinellas County, Florida.

22. FURTHER ASSURANCES. Each of the parties hereto agrees to do, execute, acknowledge and deliver, or cause to be done, executed, acknowledged and delivered, all such further acts and assurances as shall be reasonably requested by the other party in order to carry out the intent of this AGREEMENT and give effect thereto.

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

ATTEST:

CITY OF INDIAN ROCKS BEACH , a municipal corporation

City Clerk

By: \_\_\_\_\_  
City Manager

Approved as to Form:

\_\_\_\_\_  
City Attorney

**NOTE: This is the Applicant's proposed draft and remains subject to further revision and negotiation.**

Signed, sealed and delivered in the presence of:

Witnesses:

\_\_\_\_\_

Witness #1 Signature

\_\_\_\_\_

Gulfcoast Marina, L.P., a Florida  
Limited Partnership

\_\_\_\_\_

Witness #1 Printed Name

\_\_\_\_\_

Printed Name

\_\_\_\_\_

Witness #2 Signature

\_\_\_\_\_

Its:

\_\_\_\_\_

Title

\_\_\_\_\_

Witness #2 Printed Name

State of Florida  
County of Pinellas

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The foregoing instrument was acknowledged before me this \_\_\_ day of \_\_\_\_\_ 2018, by \_\_\_\_\_ as \_\_\_\_\_, on behalf of the corporation, who is personally known to me or produced \_\_\_\_\_ as identification.

Notary Public Signature

Notary Printed name

Commission No.:

DRAFT

**Pursuant to Fla. Stat. § 695.36, this instrument was prepared by Randy Mora, Esq. Trask Daigneault LLP, 1001 South Fort Harrison Avenue, Suite 201, Clearwater, Florida 33756.**

DRAFT



structures; and

**MINUTES- OCTOBER 27, 2023  
CITY OF INDIAN ROCKS BEACH  
PLANNING AND ZONING BOARD**

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The Regular Meeting of the Indian Rocks Beach Planning and Zoning Board was held on **THURSDAY, OCTOBER 19, 2023**, at 6:00 p.m., in the City Commission Chambers, 1507 Bay Palm Boulevard, Indian Rocks Beach, Florida.

1. **CALL TO ORDER.** Chair McFall called the meeting to order at 6:00 p.m.

2. **ROLL CALL:**

**PRESENT:** Acting Chair Rick McFall, Board Member Adrienne Dausen, Board Member Scott Holmes, Board Member Herb Sylvester, Board Member Myra Warman, Board Member Peter Sawchyn, and Board Member Dave Mott.

**OTHERS PRESENT:** City Attorney Jay Daigneault, Planning Consultant Hetty C. Harmon, and City Clerk Lorin A. Kornijtschuk.

3. **APPROVAL OF MINUTES OF: July 27, 2023.**

**MOTION MADE BY MEMBER SYLVESTER AND SECONDED BY MEMBER HOLMES, TO APPROVE THE MAY 25, 2023, PLANNING AND ZONING BOARD MINUTES AS SUBMITTED.**

**AYES: McFall, Sylvester, Dausen, Warman, Sawchyn, Holmes, Mott**

**NAYS: None**

**MOTION CARRIED UNANIMOUS.**

City Attorney Daigneault read Ordinance No. 2023-07 and Ordinance No. 2023-08 by title only.

City Attorney Daigneault clarified that these items will be discussed together, Ordinance No. 2023-07 is a quasi-judicial item, The criteria under which that application proceeds are found in Section 110-802 of the City Land Development Code.

City Attorney Daigneault read Land Development Code Section 110-802.

Ordinance No. 2023-08 is a legislative matter and proceeds under Section 110-645 (1) (c) (1) of the Land Development Code.

City Attorney Daigneault duly swore in all persons planning to give testimony during the quasi-judicial proceeding.

4. **ORDINANCE NO. 2023-07- SMALL SCALE FUTURE LAND USE MAP AMENDMENT:** Request to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit "A."

[Beginning of Staff Report.]

**OWNER:** Gulf Coast Marina Limited Partnership  
**LOCATION of PROPERTY:** 401 2<sup>nd</sup> St  
**FUTURE LAND USE:** Residential/Office/Retail  
**ZONING:** PUD- Planned Unit Development

Direction	Existing Use	Future Land Use	Zoning Category
North	Preservation	Preservation	Preservation/Business
East	Intracoastal Waterway	N/A	N/A
South	Keegan Clair Park	Recreation/Open Space	Recreation/Open Space
West	Business/Chic-a Si Park	Commercial General/ Recreation/Open Space	Business/Recreation Open Space

**I. BACKGROUND**

Gulf Coast Marina Limited Partnership has requested to amend the Future Land Use Map for the 12.3 acre site for the property located at 401 2<sup>nd</sup> St. The Future Land Use Map amendment will allow for the development of an additional 112 2-Bedrooms with 92 of the units having lock off units for a total of 204 additional units. These additional 204 units would increase the existing site total to 568 units, with a density of 47 units per acre. Currently there are 364 units on site, with an existing density of 30 units per acre.

The current Future Land Use Category Residential/Office/Retail allows up to 15 units per acre. The proposed Future Land Use change to Commercial-General-Temp Lodging Density 50-Business District Triangle (CG-TLD50-BDT) would allow up to 50 units per acre. The CG-TLD50-BDT is subject to a development agreement and is required for temporary lodging densities greater than 15 units per acre.

**II. REVIEW OF THE LAND USE AMENDMENT**

The future Land Use Amendment was reviewed with compliance with the following:

1. City of Indian Rocks Beach Comprehensive Plan
2. Countywide Plan
3. City of Indian Rocks Beach Land Development Code -Business Triangle Overlay Zone regulations.

## **1. City of Indian Rocks Beach Comprehensive Plan**

### **A. ALLOWABLE DENSITY**

The Future Land Use change to Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) has been reviewed for compatibility with City of Indian Rocks Beach Comprehensive Plan. The CG-TLD50-BDT Land Use District would allow for up to 50 units per acre.

The City's Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) Future Land Use Category allows the increased density if the plan addresses Design Considerations. The purpose of the design considerations is to enable the local government to authorize the increased density and intensity.

In particular, design considerations applicable to the proposed use shall address the following in the Development Agreement so as to ensure compatibility in terms of context-sensitive design, and the scale and placement of the proposed use so as to achieve a harmonious relationship and fit relative to its location and surroundings:

- A. Building scale, including height, width, location, alignment, and spacing.
- B. Building design, including elevations, façade treatment, entrance and porch or balcony projections, window patterns and roof forms.
- C. Site improvements, including building and site coverage, accessory structures, service and amenity features, walkway and parking areas, open space, and view corridors.
- D. Adjoining property use, including density/intensity, and building location, setbacks, and height.

***STAFF COMMENT: Review of the proposed development based on the above design criteria finds that the project does not meet the standard design criteria.***

***The proposed building height of the 54-unit building is 85'7" ft. This height is not in compliance with the City's Comprehensive Plan or Land Development Code and is not compatible with surroundings and the entrance into the City of Indian Rocks Beach. The adjacent buildings to the south are 52 ft. and the proposed building height of the other two buildings is 50 ft. The building height is measured from the crown of the road at 2<sup>nd</sup> St.***

### **B. TRAFFIC IMPACTS**

The traffic study indicates that the level of service will decrease from a Level of Service B to Level of Service C at the intersection of 5<sup>th</sup> Avenue and 1<sup>st</sup> Street.

The overall traffic impact if all of the lock off units were rented would be 1,110 daily trips and an additional 90 PM peak hour trips. The traffic study states that all affected intersections and roadway segments would continue to operate acceptable levels of service.

### **C. COASTAL HIGH HAZARD AREA**

The property is totally located in the Coastal High Hazard area and needs to be evaluated balancing criteria located in the Coastal Management & Conservation section of the City's Comprehensive Plan.

Objective 2.2 The City shall not increase densities or intensities above those established in this plan within the Coastal High Hazard Area (CHHA), except that they may, at their sole and absolute discretion, consider approving such amendment based upon a balancing of the following criteria, as are determined applicable and significant to the subject amendment:

**1. ACCESS TO EMERGENCY SHELTER SPACE AND EVACUATION ROUTES**

Since the proposed amendment will not increase in permanent residential populations, adverse impacts to emergency shelter space capacity are not anticipated.

Walsingham Rd is a designated evacuation route and this project is located adjacent to Walsingham Rd.

**2. UTILIZATION OF EXISTING AND PLANNED INFRASTRUCTURE**

This project will be served by existing infrastructure.

**3. UTILIZATION OF EXISTING DISTURBED AREAS –**

The project will utilize the existing disturbed area within the Business Triangle and no natural areas that buffer existing storms will be altered as a result of the proposed development.

**4. WATER DEPENDENT USE**

The proposed project is adjacent to docks on the intracoastal that are part of the overall development.

**5. PART OF COMMUNITY REDEVELOPMENT PLAN**

This project is not in a community redevelopment plan but is an amendment to an existing Planned Unit Development.

**6. OVERALL REDUCTION OF DENSITY OR INTENSITY**

This proposal is to increase the density in the area, however the proposed land use is compatible with the County Wide Plan and the City's Comprehensive Plan.

**7. CLUSTERING OF USES**

The entire City is within the CHHA making it impossible to cluster uses outside of the CHHA.

**8. INTEGRAL PART OF COMPREHENSIVE PLANNING PROCESS**

The Harborside development has been a vital part of the Business Triangle for years.

**2. COUNTYWIDE PLAN**

The Future Land Use amendment has been reviewed for compatibility with the Countywide Map Plan, and specially the Coastal High Hazard Area requirements and the Alternative Temporary Lodging Use Standards. The Alternative Temporary Lodging Use Standards allow for increased density up to 50 units per acre.

The County's Alternative Temporary Lodging Use Standards allow increased density if the plan addresses Design Considerations. The purpose of the design considerations is to enable the local

government to authorize the increased density and intensity. Sec 5.2.2.2 of the County Wide Rules addresses the building height compatibility.

***STAFF COMMENT: Review of the Countywide Plan will allow for the proposed density however, there are conditions not being met. The design considerations in the County's Alternative Temporary Lodging Use Standards are also included in the Commercial-General-Temp Lodging Density 50- Business District Triangle and were not met.***

### **3. CITY OF INDIAN ROCKS BEACH LAND DEVELOPMENT CODE - BUSINESS TRIANGLE OVERLAY ZONE REGULATIONS.**

The Business Triangle Overlay zone was reviewed for setbacks as discussed in the Design considerations in the Commercial-General-Temp Lodging Density 50- Business District Triangle. According to Section 110-135 (e) (1), a 5-foot setback would ordinarily be allowed with a city reviewed and approved landscaping plan. The plan is showing a 4-foot side setback along the north property line, resulting in a one-foot deviation from the ordinary standard.

***STAFF COMMENT: Review of the Business triangle overlay zone in Section 110-135 (e) (1), a 5-foot setback would ordinarily be allowed with a city reviewed and approved landscaping plan. The proposed plans show a 4-ft setback along the north property line. The applicant believes that the landscape plan previously submitted and installed along 2<sup>nd</sup> St. covers the perimeter of the site. There is no additional landscape plan for the site at this time that would show additional landscaping along the north property line. This property does about a preservation area and is very dense. A full landscape plan will be required before development.***

The Local Planning Agency shall review all materials, facts, documents and forward a recommendation to the City Commission.

After the first public hearing The Future Land Use Map Amendment will be sent to Forward Pinellas for their compliance review with the County Wide Plan.

#### **EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence

Page 5 of 15

MINUTES: Planning and Zoning Board

Thursday, October 19, 2023

along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S. 81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Notherty 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to eh Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non0tanget from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

ASLO BEING DESCRIBED AS all of HAMLIN'S LANDING, according to the plat thereof recorded in Plat book 74, page 24, public records of Pinellas County, Florida.

**Parcel Numbers**

12-30-14-35363-001-0000 -**HAMLIN'S LANDING PHASE I** rear parking and road north half of condos

12-30-14-35363-001-0010 -**HAMLIN'S LANDING PHASE I**, LOT 1 restaurant

12-30-14-35363-002-0100 **HAMLIN'S LANDING PHASE II**, TR A front parking lot

12-30-14-35363-002-0200- **HAMLIN'S LANDING PHASE II**, TR B- south half of condos

12-30-14-35854-000-2080 HARBOUR CLUB AT MARKER 33 COMMERCIAL CONDO UNIT 208

12-30-14-36411-000-6200 HARBOURSIDE AT MARKER 33 VACATION CONDO UNIT 620

12-30-14-35363-003-0000 **HAMLIN'S LANDING PHASE III** LESS HARBOURSIDE AT MARKER 33 VACATION CONDO PER O.R. 19182/1811 & LESS 43 UNIT BLDG DESC IN O.R. 19738/852 - Water park

[End of Staff Report.]

5. **ORDINANCE NO 2023-08- PLANNED UNIT DEVELOPMENT:** Request for an amendment to the Holiday Inn Harborside (formerly known as Hamlin's Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harbourside site at 401 2<sup>nd</sup> Street, Indian Rocks Beach, Florida.

[Beginning of Staff Report.]

**I. BACKGROUND**

Gulf Coast Marina Limited Partnership has requested to modify 4.0 +/- acres of the 12.13 acres of the 2002 Planned Unit Development (PUD) for the property located at 401 2<sup>nd</sup> St. If approved, the amended PUD would allow for the development of an additional 112 2-Bedroom units, with 92 of those units having lock off units, thereby creating a total of 204 additional units. These

additional 204 units would increase the existing site total to 568 units, with a density of 47 units per acre. Currently there are 364 units on site, with an existing density of 30 units per acre.

To accommodate this increased density, the Property Owner is requesting a Future Land Use change that would allow for a higher density. The proposed Future Land Use change to Commercial-General-Temp Lodging Density 50- Business District Triangle (CG-TLD50-BDT) would allow up to 50 units per acre.

The application, as a modification of the existing PUD along with the PDD district, which is required in the Commercial-General-Temp Lodging Density 50- Business District Triangle regulations, the district would ordinarily allow for construction of up to 50 feet in height, absent any variance or differing agreement in the PUD process building height is measured from crown of road at 2<sup>nd</sup> St. The business triangle overlay district regulations will be utilized for setbacks requirements.

The proposed building heights for the additional structures range from 42'9" ft on 2nd Street to 85'7" ft along the intra-coastal.

The setbacks comply with business triangle overlay district regulations except for the Project #1 structure located at the old restaurant site. The proposed side property setback for this structure is four (4) feet to the side property line. The business triangle overlay district ordinarily requires a five (5) foot setback from the side property line.

Presently, there are 461 existing parking spaces on the property, providing an estimated 1.27 parking spaces per unit. The proposal provides for 484 total parking spaces for the 568 units (if all the lock offs units were rented) which would be .85 parking spaces per unit. No spaces are designated for public parking.

## **II. APPLICABLE CITY CODE PROVISIONS**

### **A. Sec. 110-643 PLANNED UNIT DEVELOPMENT (PUD)**

- (1) Purpose and Intent of the PUD Zoning District:
  - (a) It is the purpose of this district to provide a method for landowners or developers to submit unique proposals which may not be provided for or allowed in the other zoning districts otherwise established by this Code. The PUD zoning district allows a mix of residential and nonresidential uses and/or unique design features which might otherwise not be allowed in one of the other listed districts, but that otherwise conform to the City of Indian Rocks Beach Comprehensive Plan.
  - (b) The PUD provisions are intended to promote flexibility of design and integration of uses and structures, while at the same time retaining in the City Commissioners the absolute authority to establish limitations and regulations thereon for the benefit of the public health, welfare and safety. By encouraging flexibility while retaining control by the City Commission, the PUD is designed to accomplish one or more of the following:
    1. Permit innovative residential, nonresidential, and mixed-use developments provide for an integration of housing types and accommodation of changing



lifestyles within neighborhoods; and provide for design that encourages internal and external convenient and comfortable travel by foot, bicycle, and transit through such strategies as various street widths compatible with the type of development project proposed, modest setbacks, front porches, connected streets, multiple connections to nearby land uses, and mixed uses.

2. Provide flexibility to meet changing needs, technologies, economics and consumer preferences.
  3. Preserve to the greatest extent possible, and utilize in a harmonious fashion, existing and outstanding landscape features and scenic vistas.
  4. Lower development and building costs by permitting smaller networks of utilities, and the use of more economical development patterns and shared facilities.
  5. Achieve overall coordinated building and facility relationships and infill development and eliminate the negative impacts of unplanned and piecemeal development.
  6. Enhance the combination and coordination of architectural styles, building forms and building relationships within the development.
  7. Promote the use of traditional, quality-of-life design features, such as pedestrian scale, parking located to the side or rear of buildings, connected streets, terminated vistas, front porches, recessed garages, alleys, aligned building facades that face the street, and formal landscaping along streets and sidewalks.
  8. Provide an efficient public process for considering complex developments where the proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PUD process.
- (c) All building code, housing code and other land use regulations of this Code are applicable to a PUD, unless otherwise approved within the PUD Ordinance.

**STAFF COMMENT: The proposed Planned Unit Development is inconsistent with the City's Comprehensive Plan and Land Development Code. The proposed building height of 85'7" feet is 35'7" feet higher than the allowed 50 feet on the old restaurant site. Also the north side yard setback is proposed at 4 feet and which is 1 foot less than the allowed 5 feet.**

**B. Sec 110-644 Justification and Minimum Requirements for Rezoning to Planned Unit Development.**

- (1) An applicant for a PUD rezoning must present evidence in the PUD Narrative that the rezoning to PUD is justified by one or more of the following:

- (a) The proposed development is unique. Although it does not fit within an existing zoning district, it is consistent with the city comprehensive plan. The proposed development is of such size, scale, complexity, and/or unique design that it would be inconvenient and inefficient to process such a proposal outside the PUD process.
- (b) The nature of the proposed use at a specific site requires specialized design characteristics to preserve and protect neighborhood character, environmental concerns and other concerns unique to the immediate area, consistent with comprehensive plan policies.

**STAFF COMMENT: The site plan proposes access to the site 2<sup>nd</sup> Street and will add 1,110 trips per day, per the applicant's enclosed traffic study.**

- (2) The applicant for the PUD rezoning must further present evidence in the aforementioned PUD Narrative that the rezoning to PUD meets the following standards:
  - (a) The density and/or intensity, character and type of development proposed in the development plan is consistent with the Comprehensive Plan, future land use map and the concurrency management system, and the development plan meets one or more of the objectives set forth in section 110-643 above.

**STAFF COMMENT: The project would be located in the Commercial-General-Temp Lodging Density 50- Business District Triangle future land use district which would allow for 50 units per acre.**

- (b) An evaluation of the external compatibility of a PUD should be based on the following factors: (1) adjacent existing and proposed uses, (2) design of the development to avoid undue noise, odor, traffic or other nuisances and other nuisances and dangers to abutting property owners; (3) traffic circulation to ensure the transportation system and streets are of sufficient width and capacity to serve the demands created by the development; and (4) density and/or intensity including type and size of structures and/or units and height shall be considered to address compatibility.

**STAFF COMMENT: The proposed project would be consistent with adjacent uses, would avoid nuisances and dangers to adjacent properties, access would be off of 2<sup>nd</sup> Street which is a one way street. The building height of the proposed project would be incompatible with adjacent uses.**

**This proposed development has deviated from the Land Development Regulations in Section 110-131 (11) (g) Maximum building height. For buildings constructed on pilings, the maximum height of pilings is ten feet. The maximum height of a building above pilings is 40 feet. Otherwise, the maximum height of a building is 50 feet. This proposal is requesting building heights to be 85'7" ft.**

**This proposed development has deviated from the Land Development Regulations in Section 110-135(e)(1) A ten-foot minimum setback is required on other property boundaries abutting a right-of-way. The remaining boundary setbacks shall be five feet minimum with a city-reviewed and approved landscaping plan, which shall meet the overlay zone requirements regarding in-ground landscaping and irrigation. In addition to the additional 35'7" of height, this proposal is also requesting a four-foot setback on the north side of the building, as opposed to the ordinary five-foot setback restriction.**

- (c) Usable open spaces, and recreation areas provided within a PUD must provide appropriate recreational opportunities, protect sensitive environmental areas, conserve areas of unique beauty or historical significance, enhance neighborhood design, and encourage compatible and cooperative relationships between adjoining land uses.

**STAFF COMMENT: This proposed development has maintained the wetland areas and there is an existing pool on-site.**

- (d) Every dwelling unit or other use permitted in the PUD shall have access to a public street either directly or by way of a private road, pedestrian way, court or other area which is either dedicated to public use or is a common area guaranteeing access. Permitted uses are not required to front on a dedicated public road, but at a minimum, private roads and other access ways shall be required to be constructed so as to ensure that they are safe and maintainable. To that end, all public roads within any PUD shall be constructed in accordance with the latest applicable FDOT specifications. The City further recommends that private roads be built to the latest applicable FDOT specifications. Connection to existing or planned adjacent streets is required, where applicable and feasible to minimize adverse traffic impacts.

**STAFF COMMENT: The proposed development has direct access to 2<sup>nd</sup> Street from the private interior drive. 2<sup>nd</sup> Street is a one-way street.**

- (e) Sufficient off-street parking for bicycles, automobiles and other vehicles must be provided. Parking areas must be constructed in accordance with the standards outlined in the Land Development Regulations in the City's Code, and any deviations must be specifically identified and approved by the city commission to ensure that they are safe and maintainable and that they allow for sufficient privacy for adjoining uses. The design of a PUD should, whenever feasible, incorporate appropriate pedestrian and bicycle access ways so as to provide for a variety of mobility opportunities. Connection to all sidewalks, greenways, trails, bikeways, and transit stops along the perimeter of the PUD is required. Where existing perimeter sidewalks do not exist, sidewalks shall be provided by the development unless otherwise approved within the PUD Ordinance.

**STAFF COMMENT: This proposed development has deviated from the Land**

**Development Regulations in Section 110-372(2) Required number of parking spaces; (2)- Multifamily dwellings: Two spaces for one- and two-bedroom units; three spaces for three-bedroom units and above. The project consists of 2-bedroom units which ordinarily require 2 spaces per unit. Instead, the Property Owner is proposing an overall parking space to unit ratio of .85 spaces per unit.**

**The applicant has not provided any bike racks onsite.**

- (f) Utilities and essential public services, including but not limited to, sanitary sewer, potable water, fire abatement services or appurtenances, solid waste, and other services must be available and have capacity to serve the development.

**STAFF COMMENT: The proposed development has access to all requisite services.**

**Section 110-646 - Application requirements for preliminary review by City staff.**

**STAFF COMMENT: City staff reviewed the preliminary application including the location map, description and conceptual plan and found it to be in compliance with the requirements of Section 110-646.**

**Section 110-647- Application requirements for rezoning to PUD.**

**STAFF COMMENT: The City staff reviewed the application documents and site plan drawings, survey, landscape plan, traffic study and architectural renderings and found them to be consistent with the requirements in Section 110-647 (a) In Section 110-647 (b) 5-we may require a detailed landscape plan meeting or exceeding the requirements of this Code for all new or existing uses;**

The Local Planning Agency shall review all materials, facts, documents and forward a recommendation to the City Commission.

**EXHIBIT "A": LEGAL DESCRIPTION**

A tract of land in Section 12, Township 30 South, Range 14 East, Pinellas County, Florida, including Lots 7 through 11, Block 14, and Lots 1 through 6 and a portion of Lots 7 through 9, Block 15 and a portion of vacated Blocks 17 and 18 and streets, according to plat of INDIAN ROCKS BEACH, as recorded in Plat Book 4, page 12, public record of Pinellas County, Florida, and including a portion of the vacated right-of-way for State Road 699 and being more particularly described as follows:

Commence at the Southeast corner of said Section 12; thence along the south boundary of said Section 12, N 89°07'59" W., 1442.50 feet, thence N. 02°07'65" W., 276.76 feet to the North right-of-way line of Miami Avenue; thence along said North right-of-way line, S.89°10'15" E., 140.00 feet to the East right-of-way line of 2<sup>nd</sup> Street North and the Point of Beginning; thence along said East right-of-way line, N.02°07'55"W., 442.85 feet to the South right-of-way line of 4<sup>th</sup> Avenue: thence along the South, East and North right-of-way lines of 4<sup>th</sup> Avenue the following three courses; S.89°14'51" E, 100.13 feet: thence N.02°07'55"W., 50.06 feet, thence N.89°14'51" W., 100.13 feet to the East right-of-way line of 2<sup>nd</sup> Street North; thence along said East right-of-way line N.02°07'55"W., 246.96 feet; thence S.89°17'29" E., 287.39 feet; thence S.

81°59'15" E., 50.00 feet to a non-tangent curve concave to the West having a radius of 2884.93 feet (a radial line to said point bears S81°59'15" E.); thence along said curve Notherty 215.97 feet through a central angle of 04°19'09" to the south right-of-way line of S.R. S-694, also being the beginning of a non-tangent curve concave to the South having a radius of 3719.83 feet ( a radial line to said point bears N.02°44'03" to a tangent compound curve concave to eh Southwest having a radius of 616.34 feet; thence along said curve Southeasterly 43.83 feet through a central angle of 40°02'59"; thence tangent from said curve S. 49°17'04" E, 25.94 feet; thence S. 40°48'01" W., 1085.71 feet; thence N. 87°14'52" W., 72.15 feet to a non-tangent curve concave to the Northwest having a radius of 2914.91 feet (a radial line to said point bears S. 67°14'58" E.); thence along said curve Southwesterly 5.61 feet through a central angle of 00°06'37"; thence non0tanget from said curve, N89°10'15"W., 158.30 feet to the Point of Beginning.

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[End of Staff Report.]

Member Holmes asked about the architectural design standards from Section 110-822 (d). The approval of design standards, prior to execution and agreement.

Planning and Zoning Consultant Harmon stated those will be reviewed when we get to the architectural design standards and compatibility.

Member Mott stated after all 3 projects are completed the parking ratio would be .85 per unit.

Member McFall stated the West parking lot under the original PUD had an allowance for the city for 18 public parking spaces adjacent to 2<sup>nd</sup>. They do not appear in the drawings.

Member Sawchyn asked for clarification on the ordinance as it reads the developer planned on additional 112 units, but in staff's presentation it is 364 existing units.

Planning and Zoning Consultant Hamon replied 92 of those units have a lock off that the second bedroom could be rented out, it will be 204 extra units. It is similar to connecting rooms in a hotel.

Chairman McFall asked for further clarification under the Pinellas County Comprehensive Plan that this project would not comply with.

Planning and Zoning Consultant Harmon stated it does not comply for the same reason that it is stated in the City future land use that is being proposed on. The future land use comes from the exact language that comes from Forward Pinellas County Wide Plan. They are parallel.

Member Daus asked if there are any improvements on the existing hotel with this project.

Planning and Zoning Consultant Harmon replied not that she is aware of.

Member Daus asked if the number of rooms was current, because of the changes from the retail being converted into rooms.

Planning and Zoning Consultant Harmon replied that the number provided is what is at the site now, not what it was when originally built with retail.

Member McFall stated the parking study is based on July 2021, during Covid, these numbers are reduced to what we have present day, do we have updated numbers.

Planning and Zoning Consultant Harmon stated there is not an updated study.

Robert Williams, Lewis Longman & Walker, PA. 100 2<sup>nd</sup> Avenue South St Petersburg, representing the applicant Jeffrey Keierleber, stated the Holiday Inn Harbourside is a vital segment of the business district and a part the success of the city, and the Holiday Inn Harbourside would like to continue that. The three issues are parking, the height of the building and the setbacks. Mr. Williams provided five letters of support for Ordinance 2023-08.

Robert Pergulizzi, Gulfcoast Consulting, Clearwater, presented his planning report and traffic analysis which is a part of the agenda packet.

Jeffrey Keierleber, applicant, provided a history on the Holiday Inn Harbourside Phase 3 project.

Member Daus asked if this building has the same concept as Harbor Side.

Mr. Keierleber responded affirmatively; with one change it will have a central check-in spot.

Member Daus asked if the project would be a compound or open to the public.

Mr. Keierleber responded that it would not be a compound and it would be open to the public with a 5000 square foot area for a children's play area.

Chair McFall asked if there was anyone who wanted to speak against the project.

Robert Johnson, 1206 Beach Trail, provided a history to Holiday Inn Harbourside building phase 3.

Member Sawchyn asked with the increase in parking spaces where they are going to go.

Robert Pergulizzi stated the PUD plan shows parking going under the building, there will be parking spaces on the ground level and a second level deck, by 2<sup>nd</sup> street.

Chair McFall asked if the Holiday Inn plans on charging for parking.

Mr. Keierleber responded affirmatively and stated that the original 18 parking spaces allowed for the city will remain.

Chair McFall closed Public Comment.

Member Holmes stated the project's architectural design does not comply with the city's guidelines in Sec. 110-822.

Member Dauses stated that parking is difficult by the Harborside with the time share program. She stated she is disappointed with the architectural design presented. She stated that the Holiday Inn Harborside does provide guests with the chance to come and stay for a single night.

Member Mott stated that there are some contradictions to what is proposed and what staff comments say.

Member McFall stated while the property on the north side does need help his concern is with intensity the actual use of the property and how it affects the surrounding area including Gulf Boulevard, Second Avenue, Third Avenue, and 4<sup>th</sup>.

Member McFall stated that this would nearly double the amount of traffic where it is a tremendous blockage now as you cross Walsingham going South.

Member McFall stated that this not 2002 and we must be consistent with what others are allowed in height. This is not Clearwater Beach.

McFall stated he did not see enough give on the development side to architectural standards, mitigating traffic and parking.

**MOTION MADE BY MEMBER SAWCHYN, SECONDED BY MEMBER SYLVESTER** to recommend to the City Commission **DENIAL OF FLU ORDINANCE NO. 2023—07:** Requesting to change the Future Land Use from Residential/Office/Retail (R/O/R) to Commercial-General-Temp Lodging Density 50 - Business District Triangle (CG-TLD50-BDT) for an additional 112 units with 92 lock off units to the Holiday Inn Harbourside site at 401 2<sup>nd</sup> St. As described in Exhibit "A."

**ROLL CALL VOTE:**

**AYES: McFall, Sylvester, Dauses, Warman, Sawchyn, Holmes, Mott**

**NAYS: None**

**MOTION CARRIED UNANIMOUS.**

**MOTION MADE BY MEMBER SAWCHYN, SECONDED BY MEMBER SYLVESTER** to recommend to the City Commission **DENIAL of PUD ORDINANCE NO. 2023—08:** Requesting an amendment to the Holiday Inn Harborside (formerly known as Hamlin's Landing) Planned Unit Development for an additional 112 units with 92 lock off units for the Holiday Inn Harbourside site at 401 2nd Street, Indian Rocks Beach, FL.

**ROLL CALL VOTE:**

**AYES: McFall, Sylvester, Dausen, Warman, Sawchyn, Holmes, Mott**

**NAYS: None**

**MOTION CARRIED UNANIMOUS.**

**9. OTHER BUSINESS. None**

**10. ADJOURNMENT.**

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**MOTION MADE BY MEMBER SAWCHYN, SECONDED BY MEMBER HOLMES TO  
ADJOURN THE MEETING AT 7:58 P.M. UNANIMOUS APPROVAL BY ACCLAMATION.**

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Date Approved

Rick McFall, Acting Chairperson

/lak



## **AGENDA ITEM NO. 7A**

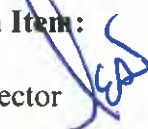
### **OTHER LEGISLATIVE MATTERS**


#### **Ordinance No. 2023-06 Second Reading**

An Ordinance of the City of Indian Rocks Beach, Florida, providing for an amendment to Section 74-63 of the Code of Ordinances pertaining to the operation of vessels within the City's coastal waters in the Gulf of Mexico; providing for the incorporation of recitals; providing for approval of an amendment to the City's Code to establish a public bathing beach area limited to manually propelled vessels only to conform to Florida's Statutes and Administrative Code; providing for severability; providing for the repeal of all ordinances in conflict herewith; and providing for an effective date.

**INDIAN ROCKS BEACH CITY COMMISSION  
AGENDA MEMORANDUM**

**MEETING OF:** November 14, 2023 **Agenda Item:** 7A

**ORIGINATED BY:** Dean A. Scharmen, Public Works Director 

**AUTHORIZED BY:** Brently Gregg Mims, City Manager 

**SUBJECT:** Ordinance No. 2023-06  
IRB Buoy System / Waterway Markers Ordinance

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**BACKGROUND:**

During the December 13, 2022 Commission Meeting, the City Commission passed Ordinance 2022-07 designating a section of the coastal beach frontage as a Swim Zone and a Boating Restricted area to bring it's local regulations into alignment with State Statues and regulations while continuing to balance the interests of vessel operators and the beachgoing public.

Subsequent to the adoption of Ordinance 2202-07, the Florida Fish and Wildlife Conservation Commission reviewed and provided additional legal insights concerning The Ordinance's consistency with its administrative and legal guidelines relation to Anchoring within a Public Bathing Beach.

The attached Ordinance on this matter is being presented for the 2<sup>nd</sup> and Final Reading.

**FISCAL IMPACT:**

Within the FY 23/24 Operational Budget, funding has been requested to accomplish the tasks of removing and re-installing the Buoy System.

"Estimated" costs are as follows:

Permitting/Engineering	\$ 3,500
Equipment/Hardware	\$ 26,500
Boating Services	\$ 8,500
Contingency	<u>\$ 1,500</u>
Total	\$ 40,000

**MOTION:**

To approve Ordinance 2023-06 on the 2<sup>nd</sup> and Final Reading.

**ORDINANCE NO. 2023-06**

**AN ORDINANCE OF THE CITY OF INDIAN ROCKS BEACH, FLORIDA, PROVIDING FOR AN AMENDMENT TO SECTION 74-63 – “PUBLIC BATHING BEACH” OF THE CITY’S CODE OF ORDINANCES PERTAINING TO THE OPERATION OF VESSELS WITHIN THE CITY’S COASTAL WATERS IN THE GULF OF MEXICO; PROVIDING FOR THE INCORPORATION OF RECITALS; PROVIDING FOR AN AMENDMENT TO THE CITY’S CODE TO REMOVE THE RESTRICTION ON ANCHORING TO CONFORM WITH ADMINISTRATIVE GUIDANCE; PROVIDING FOR SEVERABILITY; PROVIDING FOR THE REPEAL OF ALL ORDINANCES IN CONFLICT HEREWITH; AND PROVIDING FOR AN EFFECTIVE DATE.**

**WHEREAS**, Section 166.021, Florida Statutes acknowledges the City’s governmental, corporate, and proprietary powers enabling it to conduct municipal government, perform municipal functions, and render municipal services, and that the City may exercise those powers for municipal purposes except when expressly prohibited by law; and

**WHEREAS**, in order to bring its local regulations into alignment with state statutes and regulations, while continuing to balance the interests of vessel operators and the beachgoing public the City amended its code in 2022 by adopting Ordinance 2022-07; and

**WHEREAS**, subsequent to the adoption of Ordinance 2022-07, Florida’s Fish and Wildlife Conservation Commission reviewed and provided additional legal insights concerning the Ordinance’s consistency with its administrative and legal guidelines relating to anchoring within a public bathing beach; and

**WHEREAS**, the City Commission finds that this Ordinance is in the best interests of the City’s residents and property owners and furthers the public interest in protecting life, safety and property values.

**NOW, THEREFORE BE IT ORDAINED** by the City Commission of the City of Indian Rocks Beach, Florida, that:

**SECTION 1.** The above recitals are true and correct and are incorporated herein by reference.

**SECTION 2.** That Section 74-63 (“Public Bathing Beach Area”) of the Indian Rocks Beach City Code, is amended to read as follows:

Section 74-63. Public Bathing Beach Area.

- (a) *Purpose.* This section is enacted for the purpose of protecting public bathers from dangers caused by increased and accelerated vessel operations along the beaches and shorelines of the City of Indian Rocks Beach. The purpose of this Section is to protect

public bathers that bathe, wade, lounge, congregate, and engage in recreational activities in and on the shallow waters of the city. The city desires to ensure that such activities are conducted in a manner that is safe for any residents and visitors that engage in such activities, with protection from potential boating accidents, vessel congestion, and other navigational hazards. The city intends to designate the entire area from its northern corporate boundary to its southern corporate boundary and extending three hundred feet (300') from the city's shoreline and into the Gulf of Mexico, as a public bathing beach.

**(b) Definitions.** For purposes of this Section, the following terms, phrases, words, and derivations shall have the meaning given herein.

- 1) *Boating restricted area.* An area of the city's waters within which the operation of vessels is subject to specified restrictions or from which vessels, or certain classes of vessels, are excluded.
- 2) *Buoy.* Any device designed to float which is anchored in the water and used to convey a message, carry a sign, or support a mooring pennant.
- 3) *Manually Propelled Vessels Only.* All vessels other than those propelled by oars, paddles, or poles are prohibited from entering the marked area. Vessels equipped with sails or a mechanical means of propulsion may enter the marked area only if the sails or mechanical means of propulsion is not in use and, if possible to do so, the mechanical means of propulsion is tilted or raised out of the water.
- 4) *Regulatory Marker.* A device used to alert mariners to various regulatory matters such as permissible horsepower, speed, wake, or entry restrictions.
- 5) *Vessel-Exclusion Zone.* An area from which all vessels or certain classes of vessels are excluded.

**(c) Public Bathing Beach Permitting Manually Propelled Vessel Only.**

- 1) *Public Bathing Beach Established.* There is created a boating restricted area designated as a public bathing beach, wherein only manually propelled vessels are permitted. This area shall extend three hundred feet (300') from the city's shoreline into the Gulf of Mexico, and run parallel along the entirety of the city's shoreline abutting the Gulf of Mexico.
- 2) *Public Bathing Beach Markers.* This boating restricted area shall be designated by regulatory markers affixed to buoys, which shall be designed, installed, replaced, and maintained in conformity with any applicable state and federal regulatory requirements. The City may install, replace, and maintain the requisite regulatory markers and buoys, or cause such activity to occur.

**(d) Violations.**

- 1) Any operator or person in command of any motorized, wind-powered, or other artificially propelled vessel who intentionally or negligently navigates into the designated public bathing beach shall be deemed to have violated the restrictions set forth in this Section, which shall constitute a noncriminal infraction as set forth in F.S. § 327.73. Such restriction shall not apply to any watercraft entering the vessel-exclusion zone as a result of an emergency or to any official emergency vessels.
- 2) The mooring of any vessel, watercraft, or other foreign object to markers or buoys placed by the city or other authorized governmental body shall be prohibited and punishable by a fine pursuant to Section 1-15 of the city's code of ordinances.
- ~~3) It shall be unlawful for any person to anchor a watercraft within the public bathing beach, which area shall be marked by buoys and permitted regulatory markers.~~

**(e) Enforcement.** Enforcement of the restrictions relating to the operation of any motorized, wind-powered or other artificially propelled vessel shall be by law enforcement officers from the Florida Fish and Wildlife Conservation Commission or County Sheriff Department, using the Uniform Boating Citation as provided for by applicable Florida law. Any other violations of this Section may be enforced by a city code enforcement inspector.

**SECTION 3.** If any provision or portion of this Ordinance is declared by any court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this Ordinance shall remain in full effect.

**SECTION 4.** All other ordinances of the City of Indian Rocks Beach, Florida, or portions thereof, which conflict, with this or any part of this Ordinance are hereby repealed.

**SECTION 5.** This Ordinance shall become effective upon adoption by the City Commission of the City of Indian Rocks Beach, Florida.

**ADOPTED ON FIRST READING** on the \_\_\_ day of \_\_\_\_\_, 2023, by the City Commission of the City of Indian Rocks Beach, Florida.

**PUBLISHED** the \_\_\_ day of \_\_\_\_\_ 2023 in the Tampa Bay Times newspaper.

**ADOPTED ON SECOND AND FINAL READING** on the \_\_\_ day of \_\_\_\_\_, 2023, by the City Commission of the City of Indian Rocks Beach, Florida.

**ATTEST:**

\_\_\_\_\_  
Lorin A. Kornijtschuk, City Clerk

\_\_\_\_\_  
Joanne “Cookie” Kennedy  
Mayor-Commissioner

**APPROVED AS TO FORM:**

\_\_\_\_\_  
Randol D. Mora, City Attorney

**AGENDA ITEM NO. 8A**

**WORK SESSION ITEMS  
DISCUSSION**

**AGENDA ITEM NO. 9**

**OTHER BUSINESS**

**None.**



**AGENDA ITEM NO. 10**

**ADJOURNMENT.**