Narrative

Siesta Key Hotel on Old Stickney Point

Special Exception within the CG/SKOD Zoning District to allow
Transient Accommodations
and
Height in Excess of 35 feet
November 10, 2020

Applicant and Subject Parcel:

1260, Inc., a Florida corporation, and Stickney Storage, LLC, a Florida limited liability company, (collectively, the "Applicant") own the contiguous 1.17 acres ± located at 1260 Old Stickney Point Road (PID No. 0108080021) ("1260") and 1266 Old Stickney Point Road (PID No. 0108080024) ("1266"), respectively, which are the subject of this Application. (1260 and 1266 may collectively be referred to as the "Hotel Parcel").

The Hotel Parcel is zoned CG/SKOD and located in the southwest corner of Old Stickney Point Road and Peacock Road on Siesta Key. The 1260 portion of the Hotel Parcel previously contained a building which housed a series of restaurants and bars then sat vacant until it was demolished in approximately 2016. The 1266 portion of the Hotel Parcel previously contained a self-storage facility until it was demolished in approximately 2011. The Hotel Parcel is currently used as a commercial parking lot.

Summary of Application Requests:

Consistent with the provisions of Section 124-43, *Unified Development Code*, the Applicant is filing this Special Exception Application to allow:

1) Transient Accommodations (a hotel) on the CG/SKOD-zoned Hotel Parcel as permitted by Section 124-76(c)(3)e.19, *Unified Development Code*; and

2) The building to contain the Transient Accommodations to have a height of 83 feet as permitted by Section 124-76 (c)(3)f, *Unified Development Code*.

Accompanying Companion Applications:

The Applicant is concurrently filing with this Special Exception Application:

1) A proposed Comprehensive Plan Amendment to provide a text change to Future Land Use Policy 2.9.1 (attached);

2) A proposed Text Amendment to the *Unified Development Code* relating to Section 124-102(b)(4) (the Siesta Key Overlay District Development Standards) and Section 124-305 (Defined Terms) (attached); and

3) A Special Exception Application being processed by Siesta Key Parking, LLC, a Florida limited liability company, to allow a parking structure with ground floor retail to exceed 35 feet in height on the CI/SKOD-zoned parcel to be constructed at 1237 Old Stickney Point Road (PID No. 0108080003). It will provide additional parking to serve the hotel use proposed for the Hotel Parcel by this Application.

The Project:

The Applicant is seeking this Special Exception to allow a 7-floor hotel with up to 120 rooms to be constructed on the Hotel Parcel. The proposed hotel building is requested to be 83 feet in height. This request represents an additional 48 feet above the 35 feet permitted as a matter of right within CG/SKOD. CG/SKOD allows a structure up to 85 feet in height by Special Exception. The hotel would be accommodated by onsite surface parking, in addition to spaces within the parking structure proposed for 1237 Old Stickney Point Road.

As mentioned above, to facilitate the proposed hotel to contain up to 120 rooms, the Applicant is also processing a Comprehensive Plan Amendment to revise the text of FLU Policy 2.9.1. and a Text Amendment to the *Unified Development Code*'s SKOD Standards and Defined Terms.

Development Concept Plan:

The Applicant is proposing a 7-story hotel structure that will compliment the architectural style of Siesta Key by incorporating design features consistent with the Sarasota School of Architecture. The lower level of the hotel structure will provide 60 parking spaces with the balance of the 72 required parking spaces provided within the proposed 1237 Stickney Point Road parking structure.

The primary access to the improved Parcel will be from Old Stickney Point Road, with two additional connections to Peacock Road. There are presently three access points onto Peacock Road that will be modified as shown on the binding Development Concept Plan.

The Hotel Parcel has a significant amount of impervious surface as a result of the commercial improvements that it previously contained. An underground stormwater vault system will be used to serve the new development's impervious area above what existed previously. The underground vault will be hydraulically connected to the existing storm water pond on the south site of the Hotel Parcel. The size of the underground stormwater vault will be determined during the Site and Development Plan process.

Connection to central water and sewer is available to the Hotel Parcel and will serve the proposed development.

There are no grand trees, wetlands or other environmental features on the Hotel Parcel.

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

PROJECT INFORMATION

Project Name Siesta Key Hotel

Short Legal (General location) 1260 and 1266 OLD STICKNEY POINT RD

Acres (Total site) 1.17 Acres

Parcel Identification (PID) Numbers (note partial PIDs) 0108080021, 0108080024

Address 1260 and 1266 OLD STICKNEY POINT RD

Existing and Previous Use of Land

What are the existing uses on this property?

1260 and 1266 OLD STICKNEY POINT RD

What were the previous uses on this property?

Storage, Bar, Restaurant

APPLICATION TEAM

Agent

Name Robert Medred Company Genesis Planning & Develeopment Inc.

Address 5972 River Forest Cir. Bradenton Fl 34203

Email robertbomo@aol.com

Phone numbers: Office 9413745844 Cell _____

Owner

Name STICKNEY STORAGE LLC Company _____

Address 4054 SAWYER RD, SARASOTA , FL, 34233

Email _____

Phone numbers: Office _____ Cell _____

Contract Purchaser

Name N/A Company _____

Address _____

Email _____

Phone numbers: Office _____ Cell _____

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

Other Team Members

Name Ty Gremaux Company Kimley-Horn & Assoc.

Address 1777 Main Street, Suite 200, Sarasota, FL 34236

Email ty.gremaux@kimley-horn.com

Phone numbers: Office 941 379 7600 Cell _____

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Step 3 – Formal Application

Part A – Formal Application General Information Form

CHANGES FROM PRE-APPLICATION

Are there any significant changes to the General Information from the Pre-Application (Step 1)?

- ☒ N
- ☐ Y

Please describe the changes

APPLICATION DETAILS

Application Type

- ☒ Private
- ☐ Public (County-Initiated)

Type of Request

- ☐ RZ (Rezone)
- ☒ SE (Special Exception)

Describe why a SE request is necessary (based on Zoning Regulation Section 3.16.3)

SPECIAL EXCEPTION FOR TRANSIENT ACCOMODATIONS AND
SPECIAL EXCEPTION FOR HEIGHT INCREASE ABOVE 35ft IN CG/SKOD

Note other Applications that will be processed concurrently with this Application:

- ☒ Comprehensive Plan Amendment (CPA)
- ☐ Critical Area Plan (CAP) Amendment
- ☒ Zoning Text Amendment (ZTA)

PREVIOUS PETITIONS

Are there previously approved petitions on this property?

- ☒ N
- ☐ Y

Previous Petition Numbers _____

List other previous approvals (variances, alternative parking plans)

Attach resolutions, ordinances or other pertinent documents related to the previous approvals to your Pre-Application Form.

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

ZONING, FUTURE LAND USE AND CRITICAL AREA PLANS

Provide the existing and proposed Zoning Districts, Future Land Use Designations and whether the proposed development is within a Critical Area Plan. Provide the area size in acres.

Zoning Districts

Existing		Proposed	
1 - District CG/SKOD	Acres 1.17	District CG/SKOD	Acres 1.17
2 - District _____	Acres _____	District _____	Acres _____
3 - District _____	Acres _____	District _____	Acres _____

Is a Planned District proposed?

- ☑ N
- ☐ Y

If Yes, will there be modifications to the Zoning Regulations or Land Development Regulations?

- ☐ Unknown
- ☐ N
- ☐ Y; Describe

Is the purpose of the proposed application to address a code violation?

- ☒ N
- ☐ Y; Describe

Future Land Use (FLU) Designations

Existing		Proposed	
1 - Designation BI	Acres 1.17	Designation BI	Acres 1.17
2 - Designation _____	Acres _____	Designation _____	Acres _____
3 - Designation _____	Acres _____	Designation _____	Acres _____

Is the property located within the **Urban Service Boundary**?

- ☐ N
- ☐ Y

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

Is property located in a **Critical Area Plan (CAP)?**

- ☐ Unknown
- ☒ N
- ☐ Y

Name of CAP _____

PROPOSED USES

Provide the proposed uses for the project. If the proposed project includes a mix of uses (within a single building or a single development plan), then complete the Mixed-Use Development section. If the proposed project only includes a single type of use, then complete the Single-Use section.

MIXED-USE DEVELOPMENT

Is the mix of uses within a single building?

- ☒ N
- ☐ Y

Is the mix of uses within single development plan?

- ☐ N
- ☐ Y

Note the proposed amount of each use:

- ☐ Commercial: Sq. Ft. _____
- ☐ Office: Sq. Ft. _____
- ☐ Civic: Sq. Ft. _____
- ☐ Residential: Number of units _____

What type of parking is proposed?

- ☐ On-Street parking
- ☐ Surface parking
- ☐ Understory parking (parking on lower floors with other uses above)
  How many floors of parking? _____
- ☐ Parking structure (parking only, no other uses)
  How many floors of parking? _____

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

SINGLE-USE

Non-Residential

Is a Non-Residential Use Proposed?

- ☐ N
- ☒ Y

Describe type of use (i.e., car wash, restaurant, hotel, medical office, manufacturing, etc.)

Hotel up to 120 rooms

Note the proposed use and amount:

- ☐ Assisted Living Facility (ALF)
  - ☐ Number of beds per room (per Zoning Regulation Section 5.3.2.c.) _____
- ☒ Commercial: Sq. Ft. _____
- ☐ Office: Sq. Ft. _____
- ☐ Industrial: Sq. Ft. _____
- ☐ Telecommunication Tower: Height _____
- ☐ Transient Accommodation (hotel/motel):
  - ☐ Number of rooms _____
  - ☐ Number of rooms with a kitchen (per Zoning Regulation, Article 10 – Definitions) _____
- ☐ Other: Type _____ ; Sq. Ft. _____

What type of parking is proposed?

- ☐ On-Street parking
- ☒ Surface parking
- ☐ Understory parking (parking on lower floors with other uses above)
  How many floors of parking? _____
- ☐ Parking structure (parking only, no other uses)
  How many floors of parking? _____

Residential

Is a Residential Use Proposed?

- ☒ N
- ☐ Y

Requested Total Number of Units N/A

Requested Density N/A (units/acre)

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

Type and Number of Units

- ☐ Single Family detached; Number _____
- ☐ Single Family attached; Number _____
- ☐ Multi-Family; Number _____
- ☐ Live-Work; Number _____

Anticipated Price Range (Market Rate):

- ☐ For Sale _____
- ☐ For Rent _____

Is Affordable/Workforce Housing being provided?

- ☐ Unknown
- ☐ N
- ☐ Y

At or below 80% AMI: _____% of Units _____ # of Units
At or below 100% AMI _____% of Units _____ # of Units
At or below 120% AMI: _____% of Units _____ # of Units
At or below 140% AMI _____% of Units _____ # of Units

Anticipated Price Range for the Affordable/Workforce Housing:

For Sale _____
For Rent _____

What type of parking is proposed?

- ☐ On-Street parking
- ☐ Surface parking
- ☐ Understory parking (parking on lower floors with other uses above)
  How many floors of parking? _____
- ☐ Parking structure (parking only, no other uses)
  How many floors of parking? _____

Development Timeframe

Anticipated Construction Start Date TBD
Anticipated Build-Out Date TBD

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

INFRASTRUCTURE

Provide information related to road access, transit, stormwater and utilities.

Transportation (Public Works Mobility)

Is there direct access to a public road? (The parcel abuts directly to a public road right-of-way.)

- ☐ N, Easement Agreement attached.
- ■ Y, Name of public road OLD STICKNEY POINT RD & PEACOCK RD

SCAT (Sarasota County Area Transit)

☐ Is proposed project on an existing SCAT route?

- ☐ N
- ■ Y; The distance of main entrance to nearest bus stop is: Less than 300ft
- ☐ What transit amenities exist on the site? (i.e., bus pullout, shelter, deployment pad, bench)
  - ☐ None
  - ☐ Yes, please list _____

Stormwater (Drainage)

The proposed project is located in the following FEMA Flood Hazard Area. Show on the DCP.

- ☐ X
- ☐ A
- ☐ AE
- ☐ AH
- ☐ VE

The proposed project is located in the following watershed.

- ☐ Sarasota Bay
- ☐ Little Sarasota Bay
- ☐ Lemon Bay
- ☐ Dona/Roberts Bay
- ☐ Myakka River
- ☐ Braden River
- ☐ Coastal

The site is located in a local community flood hazard area (CFHA).

- ☐ Yes
- ☐ No

Identify the amount of impervious area (in square feet) on the site.

- ☐ Existing Sq. Ft. _____
- ☐ Proposed Sq. Ft. _____

Identify the type of stormwater facilities for the development (check all that apply).

- ☐ Wet Pond
- ☐ Dry Pond
- ☐ Swales
- ☐ Underground Vault
- ☐ Low Impact Development (LID) Techniques
- ☐ Other _____

Sarasota County

Step 3 – Formal Application

Part A – Formal Application General Information Form

Utilities (Potable Water, Wastewater/ Sewer, Reclaimed Water)

Is there an existing well on the property?

- ☐ N
- ☒ Y

Is there an existing septic system on the property?

- ☒ N
- ☐ Y

How many Equivalent Dwelling Units (EDU), (per the Land Development Regulation Section 74-7 – Definitions), are proposed with the new development? 60 EDUs

Potable Water

How will potable water be provided?

- ☐ Existing well
- ☐ Proposed well
- ☒ Sarasota County Utilities
- ☐ Other provider; Provider Name _____

Wastewater

How will wastewater be provided? (Check all that apply)

- ☐ Existing septic tank
- ☐ Proposed septic tank
- ☒ Sarasota County Utilities
- ☐ Other provider; Provider Name _____

Reclaimed Water

Will reclaimed water be utilized by the proposed development?

- ☐ N
- ☐ Y; If yes, an isolated/separated reuse storage pond is required.

  Note: Is an isolated/separated reuse storage pond provided?

  - ☐ N
  - ☐ Y

Provide the name of the proposed reclaimed water supplier _____

Is reclaimed water available to the property?

- ☐ N
- ☐ Y

Will an augmentation be utilized as a backup for the reclaimed water?

- ☐ N
- ☐ Y

Estimated irrigated acreage _____

Kimley»Horn

October 26, 2020

Mr. Barry Long, P.E., MSCE
Technical Specialist II
Sarasota County Transportation Planning
1001 Sarasota Center Boulevard
Sarasota, FL 34240

RE: ***Siesta Hotel & Parking Garage***
Old Stickney Point Road & Peacock Road
Sarasota County, Florida
Transportation Operational Analysis

Dear Mr. Long,

For the proposed Siesta Hotel and parking garage, the following Transportation Operational Analysis, including an analysis of the parking garage, the adjacent impacted roadway segments and adjacent intersections, was conducted as per the agreed upon study methodology. A description of the land use and the results of the analysis are provided below. A methodology outlining the analysis segments and intersection was provided to Sarasota County. A copy of the methodology correspondence is included as an attachment. In addition, comments were received from Sarasota County on July 6,2020 and the access was subsequently discussed with Sarasota County on July 16, 2020.

Narrative

The proposed Siesta Hotel is located in the southwest quadrant of Old Stickney Point Road & Peacock Road in Sarasota County, Florida. The parking garage is located along Stickney Point Road. A project location map showing the site is attached.

The Applicant is seeking approval for up to 120 room hotel and parking garage with ground floor retail (up to 7,000 square feet). The parking garage is anticipated to include up to 203 parking spaces. The development concept plan illustrates the location of the project site, including the adjacent public roadway network.

Access to the hotel site is proposed to consist of the existing driveway along Peacock Road. Access to the proposed parking garage consists of a right-in/right-out/left-out driveway connection along Old Stickney Point Road and a left-in/right-in/right-out driveway connection along Stickney Point Road.

As part of the proposed site plan, improvements are planned to the existing driveways. The existing southern right-in/right-out driveway along SR 72 is proposed to be removed and the existing egress only driveway along Old Stickney Point Road is proposed to be removed. The removal of these additional driveways will improve access management and safety along both roadways.

Trip Generation

The trip generation potential of the proposed redevelopment of the site was based upon the Institute of Transportation Engineer's (ITE) *Trip Generation Manual,* 10th Edition, for land use code 310 (Hotel) and land use code 814 (Variety Retail). The anticipated p.m. peak-hour trip generation potential, shown below in **Table 1**, for the proposed redevelopment is 92 net, net external p.m. peak-hour trips (48 inbound/44 outbound) and 16 pass-by capture trips (8 inbound/8 outbound). Per the Institute of Transportation Engineer's (ITE) *Trip Generation* Handbook, 3rd Edition, the average pass-by capture rate of 34% for land use code 814 (Variety Retail) was assumed.

Table 1: P.M. Peak-Hour Project Trip Generation

ITE TRIP GENERATION CHARACTERISTICS				DIRECTIONAL DISTRIBUTION		GROSS TRIPS			INTERNAL CAPTURE		PASS-BY CAPTURE		NET NEW EXTERNAL TRIPS		
Land Use	LUC	Scale	Units	In	Out	In	Out	Total	%	Trips	%	Trips	In	Out	Total
Hotel	310	120	ROOMS	51%	49%	33	31	64	2.8	2	0%	0	32	30	62
Variety Retail	814	7.0	KSF	52%	48%	25	23	48	4.2	2	34%	16	16	14	30
										Total:	**--**	**16**	**48**	**44**	**92**

The approximately 203-space garage also plans to support public parking in addition to the hotel. The garage is assumed to provide 72 parking spaces for the hotel and 28 parking spaces for the retail, and 103 spaces would be available to the public during the peak period. If it is conservatively assumed that 50% of the 103 public parking spaces in the garage generate traffic during the p.m. peak-hour, this would equate to an additional 52 vehicles entering the garage during the PM peak hour. Additionally, to provide a conservative analysis the maximum egress was assumed to be 52 vehicles. The two parcels were analyzed for 196 p.m. peak-hour external trips (100 entering/96 exiting) and 16 pass-by trips (for the ground floor retail).

Project Trip Distribution and Assignment

New traffic expected to be generated by the proposed redevelopment was distributed and assigned to the adjacent roadway network based upon the FDOT District One Florida Standard Urban Transportation Model Structure (FSUTMS) planning model, specifically the Existing plus Committed (E+C) network. The trip distribution in terms of percentage of trips is shown as an attachment.

Study Area

As part of the new mobility ordinance, this traffic analysis followed the traffic study methodology that was submitted to Sarasota County. The project traffic impact for the study area roadway segments was provided for informational purposes only and are provided for the adjacent roadway segments of Midnight Pass Road from Stickney Point to Old Stickney Point Road and SR 72 from Midnight Pass Road to US 41.

As indicated in **Table 2**, the project is not anticipated to exceed 5% significance criteria along SR 72 or Midnight Pass Road. The net, new trips were used in the study area calculation (as the parking garage

is not anticipated to generate new trips, they are assumed to be similar in nature to pass-by capture trips).

Based upon the agreed upon study methodology, the study area intersections were determined to be the following:

- Parking Garage Driveway & Stickney Point Road
- Parking Garage Driveway & Old Stickney Point Road
- SR 72 & Midnight Pass Road
- Midnight Pass Road & Old Stickney Point Road
- Peacock Road & Old Stickney Point Road
- Peacock Road & Hotel Driveway

Table 2: Study Area Determination

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES		STUDY NETWORK DETERMINATION	
			EXISTING + COMMITED LANEAGE	PEAK-HOUR TWO WAY VOLUME*	PROJECT TRAFFIC ASSIGN.	NET, NEW PROJECT TRAFFIC VOLUME**	PROJECT TRAFFIC % OF SERVICE VOLUME	SIGNIFICANT IMPACT?
Midnight Pass Road	Stickney Point Road	Old Stickney Point Road	2	1,680	35%	32	1.9%	No
SR 72	Midnight Pass Road	US 41	4	3,759	89%	82	2.2%	No

Source: Sarasota County Generalized Level of Service Volumes
*Garage trips were included in the operational analysis but are not considered net, new project traffic for the study area determination.
**Garage trips were assumed to be similar to pass-by trips.

Future Traffic Volume Development

Vehicle turning movement volume counts were obtained by Kimley-Horn at the study area intersections during the p.m. peak period (4:00 p.m. to 6:00 p.m.) to quantify existing p.m. peak-hour conditions on July 16, 2020. Historic count data was requested from Sarasota County but was not available for the study intersections (with the exception of SR 72 & Midnight Pass Road from a previous analysis).

The counts at the study intersections were conducted on Thursday, July 16, 2020. The counts are attached to this report. Due to the impacts of COVID-19, the traffic count data was compared to a previous count that was performed during peak season at the intersection of SR 72 & Midnight Pass Road in 2017. The previous count at the intersection of SR 72 & Midnight Pass Road was projected to 2020 volumes utilizing three years of growth (with the conservative growth rate of 1.0%, the calculated growth rate using trend analysis was -0.5%).

The volume data collected (in 2020) at the study intersections (where data was not provided by Sarasota County) was approximately 22% less than the previous data (collected in 2017 and projected

to 2020 traffic volumes). Therefore, the intersection count data (collected in 2020) was increased by 22% at the study area intersections.

The vehicle counts at the study intersections were also adjusted to reflect peak season conditions. This modification was performed using the most recent (i.e., 2018) FDOT peak seasonal factor (SF) for Sarasota County. The peak seasonal factor is provided, and the existing and future peak season traffic volumes are attached to this report. **Figure 1** illustrates the existing, peak-season volumes at the study intersections.

For the purposes of this analysis, 2022 was considered the buildout year and, thus, 2022 conditions were evaluated as the "future" year scenario. Future traffic volumes consist of two components: project traffic and background (non-project vested traffic) traffic estimates.

Project traffic volumes were identified previously in this report. A majority of the project trips associated with the hotel were analyzed at the study intersections by traveling to/from the hotel driveway and then traveling to/from the parking garage (utilizing the entrance on Old Stickney Point Road).

Future background traffic is defined as non-project traffic on the roadway network in the future year at buildout of the proposed project. The existing seasonally adjusted traffic volumes were grown to the year 2022 using the conservative growth rate of 1% percent. Documentation of the growth rate calculation and the total background traffic is attached to this report. **Figure 2**, **Figure 3**, **Figure 4**, **Figure 5**, and **Figure 6** illustrate the future background, project distribution, pass-by project distribution, project, and future total volumes at the study intersections and project driveways, respectively.

Operational Intersection Analysis

Using the existing, future background, and future total p.m. peak-hour traffic volumes, as identified in the attachments to this report, intersection analyses were conducted for the study area intersections. The volume to capacity (v/c) ratios for the existing, background, and total traffic conditions for the p.m. peak-hour period are summarized in **Table 3**. The intersection analysis was performed using Synchro, version 10, and is attached.

The study area intersections are all anticipated to operate with a v/c ratio less than 1.0 with the exception of the westbound left-turn at the intersection of Midnight Pass Road & SR 72. The project driveway is proposed to include the existing westbound left-turn to reduce the impacts to the westbound left-turn at the signalized intersection of SR 72 & Midnight Pass Road. The westbound left-turn at the project driveway is anticipated to allow access to the parking garage and improve operations for the westbound left-turn movement at the intersection of SR 72 & Midnight Pass Road.

As part of the proposed site plan, improvements are provided to the existing driveways. The existing southern right-in/right-out driveway along SR 72 is proposed to be removed and the existing egress only driveway along Old Stickney Point Road is proposed to be removed. The removal of these additional driveways will improve access management and safety along both roadways.

Table 3: P.M. Peak-Hour Intersection Analysis

Existing Conditions v/c Ratio {Background Conditions v/c Ratio} [Total Conditions v/c Ratio]														
Intersection	Stop Control	Eastbound			Westbound			Northbound			Southbound		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Old Stickney Point Road & Garage Driveway	TWSC	--			--			--			--		--
		--			--			--			--		--
		--			--			--			--		[0.01]
SR 72 & Parking Garage Driveway	TWSC	--			--			--		--	--		
		--			--			--		--	--		
		--			[0.26]		--	--		[0.13]	--		
Peacock Road & Old Stickney Point Road	TWSC	0.01			0.01			0.02			0.01		
		{0.01}			{0.01}			{0.02}			{0.01}		
		[0.01]			[0.01]			[0.07]			[0.01]		
SR 72 & Midnight Pass Road	Signal	--			1.03		0.86	0.41		0.57	0.80		0.22
		--			{1.06}		{0.87}	{0.41}		{0.59}	{0.81}		{0.22}
		--			[1.01]		[0.87]	[0.42]		[0.59]	[0.81]		[0.22]
Midnight Pass Road & Old Stickney Point Road	TWSC	0.18			0.50			--			0.06		--
		{0.19}			{0.53}			--			{0.06}		--
		[0.22]			[0.58]			--			[0.10]		--
Peacock Road & Driveway	TWSC	--			--			--			--		
		--			--			--			--		
		[0.04]			--			--			--		

Turn Lane Analyses

Currently, there is an exclusive westbound left-turn lane at the project (garage) driveway along SR 72. The existing left-turn lane is approximately 300 feet (measured from the middle of the driveway to the end of the turn lane). Based upon the latest Florida Department of Transportation Design Manual, the westbound left-turn lane is anticipated to require 290 feet (240 feet of deceleration/taper length + 50 feet of queue length). Therefore, the existing westbound left-turn lane along SR 72 is anticipated to be adequate.

An eastbound right turn lane warrant evaluation was completed using Florida Department of Transportation (FDOT) *Driveway Information Guide* to determine if a right turn lane was warranted at the project (garage) driveway along SR 72. For a roadway with a speed limit 45 mph or less, a right turn lane may be warranted if the volumes are 80 to 125 vehicles per hour. Therefore, a right turn lane was determined to not be warranted at the project driveways along SR 72 based upon the future total volumes (9 vehicles during the p.m. peak-hour).

A turn lane analysis was performed for the westbound right-turn at the intersection of Old Stickney Point Road & Project Access. Based upon the Florida Department of Transportation (FDOT)'s *Access Management Guidebook* and the future traffic volumes, a right turn lane was determined to not be warranted at the project driveways along Old Stickney Point Road based upon the future total volumes.

A turn lane analysis was performed for the driveway at Peacock Road. A right turn lane was determined to not be warranted at the project driveways along Peacock Road based upon the future total volumes (less than 80 vehicles during the peak hour).

Parking Analysis

The garage is proposed to operate without control gates which allow for free flow entry into the garage. To provide free flow access, the garage will include either an unattended kiosk or an app-oriented system. Therefore, no entering vehicle queue at the garage driveway is anticipated as vehicles can enter into the driveway without stopping.

However, as requested by Sarasota County, a garage access analysis was conducted to evaluate the entering (ingress) vehicular queuing at the proposed Siesta Key Hotel garage for a "worst-case" scenario during the peak hour. Based on the trip generation analysis, a total of 52 vehicles are projected during the PM peak period from the 120-room hotel and retail. The approximately 203-space garage also plans to support public parking in addition to the hotel. Approximately 103 parking spaces would be available to the public during the peak period. Based on the professional reference *Parking Structures, 3rd Edition – Planning, Design, Construction, Maintenance, and Repair,* the typical peak-hour volumes for retail/restaurant can range between 30% to 60% of the garage capacity. If it is conservatively assumed that 50% of the 103 public parking spaces in the garage generate traffic during the PM peak-hour this would equate to an additional 52 vehicles for a total of 100 vehicles entering the garage during the PM peak hour.

While the parking garage is proposed to include free flow entry, an analysis was provided for the most conservative situation, with a revenue control equipment at the access connection. The parking access and revenue control systems processing times are based on *Parking Structures 3rd Edition – Planning, Design, Construction, Maintenance, and Repair*. For purposes of the entry gate queue analysis, entering self-park vehicles are assumed to use a push-button ticket spitter and valet vehicles would use a proximity card system. Self-park vehicles would pay for parking upon exiting the garage either at a pay-on-foot station or at an in-lane credit card reader. Based on the garage queue analysis, it is anticipated that approximately one (1) entering lane would experience a maximum vehicle queue of one (1) vehicle during the peak hour. **Table 4** provides the results of the garage queue analysis during the PM peak-hour with one entry lane. The garage queue analysis calculations are attached.

Table 4: Garage Queue Analysis

Garage Capacity (spaces)	PM Peak Hour Entry Vehicles	1-Lane Capacity (veh/hour)	Intensity (veh/gate capacity)	Projected Queue
203	100 (1)	425 (2)	0.21	1 Vehicle

Note: (1) Entering PM peak-hour trips based on trip generation calculations
(2) Lane capacity based on *Parking Structures 3rd Edition*

As requested by the County, this analysis assumes one entry lane into the garage, which is a conservative, “worst-case” scenario. Even with only one entry lane, a queue of one vehicle is projected. The garage is proposed to operate without control gates which allow for free flow entry into the garage. Therefore, no entering vehicle queue at the garage driveway is anticipated as vehicles can enter into the driveway without stopping.

TURN AROUND SOLUTION

If a person was to pull up to the garage entry gate either accidentally or changes their mind not to park in the facility, the parking access (no gate) will allow a vehicle to enter and exit for free within a certain time period (e.g. 5 or 10 minutes). This will prevent vehicles from backing onto Stickney Point Road if the driver decides not to park in the facility. A person can instead pull into the garage, turn around, and ultimately exit without payment.

PEDESTRIAN AND VEHICLE SAFETY

To improve pedestrian and vehicular safety inside and outside the Siesta Key Hotel garage, the following strategies plan to be implemented:

- Signage and audible pedestrian notifications of vehicles exiting the facility,
- Pedestrian and vehicular signage directing safe access and circulation,
- Hatched walking paths inside the garage to pedestrian access points,
- Convex mirrors at exit for drivers to see a pedestrian crossing sidewalk,
- On-site staff to address issues in the garage, and
- Parking staff or real-time parking availability equipment to monitor parking availability to prevent vehicles from entering at capacity.

Below are pictures depicting samples of this type of garage equipment implemented at other facilities.

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Exhibit 1:
Real-Time Parking Availability Signage

Exhibit 2:
Pedestrian Notification Signage at Garage Exit

Exhibit 3:
Pedestrian Walkways and Signage in Garage

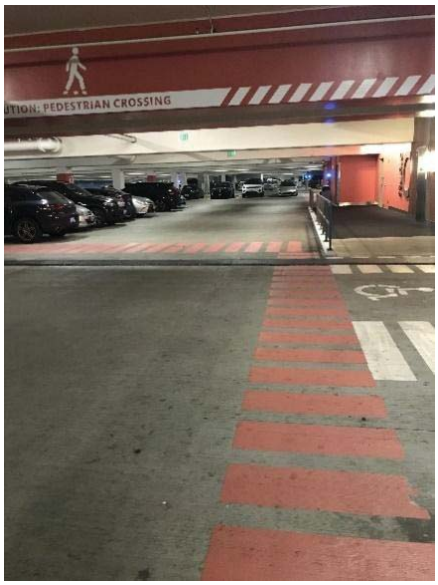
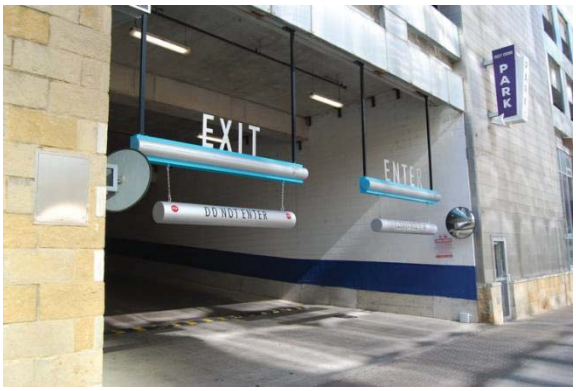


Exhibit 4:
Convex Mirrors at Garage Exit



Conclusion

The proposed Siesta Hotel is located in the southeast quadrant of Old Stickney Point Road & Peacock Road in Sarasota County, Florida. The parking garage is located along Stickney Point Road. The proposed development is anticipated to consist of a parking garage with ground floor retail (and up to 103 public parking spaces of a 203-space parking garage) and a 120-room hotel. The existing westbound left-turn lane along SR 72 at the parking garage driveway is proposed to remain, as it reduces the traffic impacts at the intersection of SR 72 & Midnight Pass Road as well as the intersection of Midnight Pass Road & Old Stickney Point Road. The existing westbound left-turn lane is anticipated to be adequate with the development of the parking garage and hotel.

The garage is proposed to operate without control gates which allow for free flow entry into the garage. To provide free flow access, the garage will include either an unattended kiosk or an app-oriented system. Therefore, no entering vehicle queue at the garage driveway is anticipated as vehicles can enter into the driveway without stopping.

The removal of the existing driveways along SR 72 and Old Stickney Point Road will improve access management and safety along both roadways. The existing and proposed project driveways are anticipated to operate acceptably (with all movements with v/c ratios < 1.0).

Please review this analysis and let us know if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher Hatton, P.E.
Senior Vice-President

Kelly Fearon, P.E.
Project Manager

Attachments:
Site Plan
Figure 1 – P.M. Peak-Hour Existing Traffic
Figure 2 - P.M. Peak-Hour Background Traffic
Figure 3 – Project Traffic Distribution
Figure 4 – Pass-by Project Traffic Distribution
Figure 5 - P.M. Peak-Hour Project Traffic
Figure 6 – P.M. Peak-Hour Total Traffic
Methodology
Turning Movement Counts
Growth Calculation
Peak Season Factors
Synchro Intersection Analyses
Turn Lane Calculation

SE 1823 20-168281 GP 11/16/2020

N

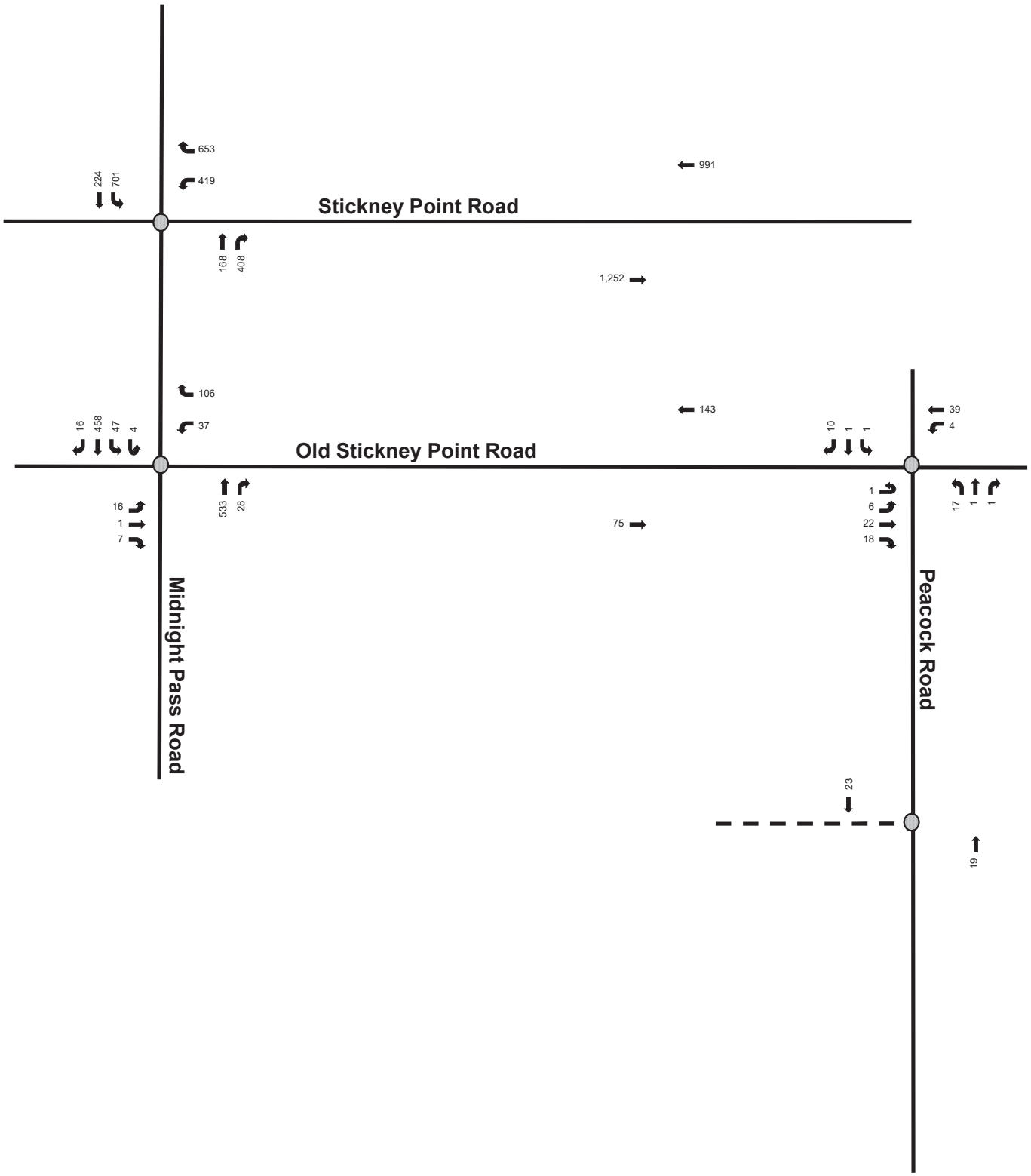
NOT TO SCALE

Legend

Roadway

Study Intersection

XX P.M. Peak-Hour Existing Traffic



Kimley»Horn

Figure 1
P.M. Peak-Hour Existing Traffic
Siesta Hotel & Parking Garage
Sarasota County, Florida

SE 1823 20-168281 GP 11/16/2020

N

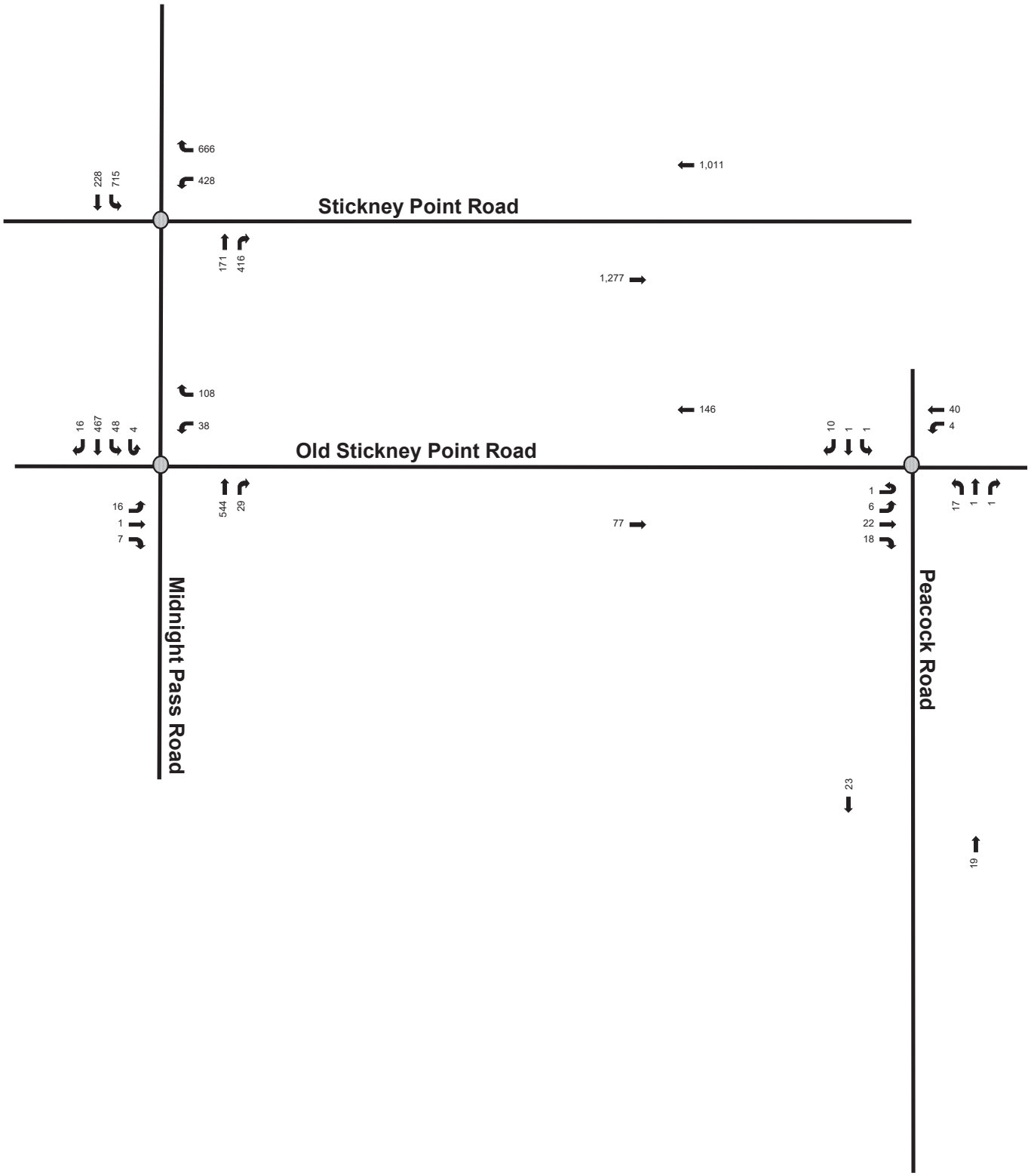
NOT TO SCALE

Legend

Roadway

Study Intersection

XX P.M. Peak-Hour Background Traffic



Kimley»Horn

Figure 2
P.M. Peak-Hour Background Traffic
Siesta Hotel & Parking Garage
Sarasota County, Florida

N

NOT TO SCALE

Legend

Roadway

Project Driveway

Study Intersection

XX% Entering Traffic

(XX%) Exiting Traffic

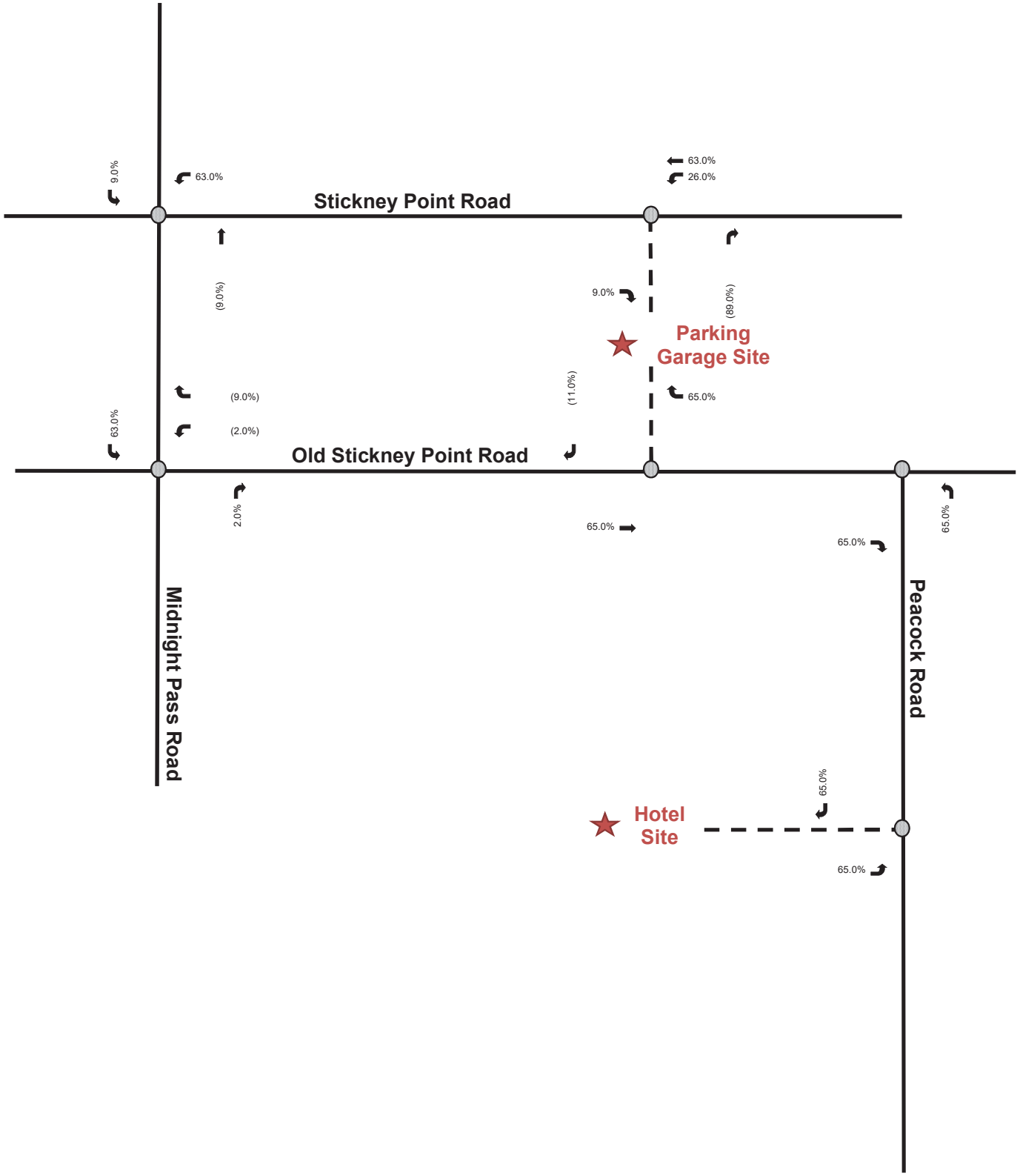


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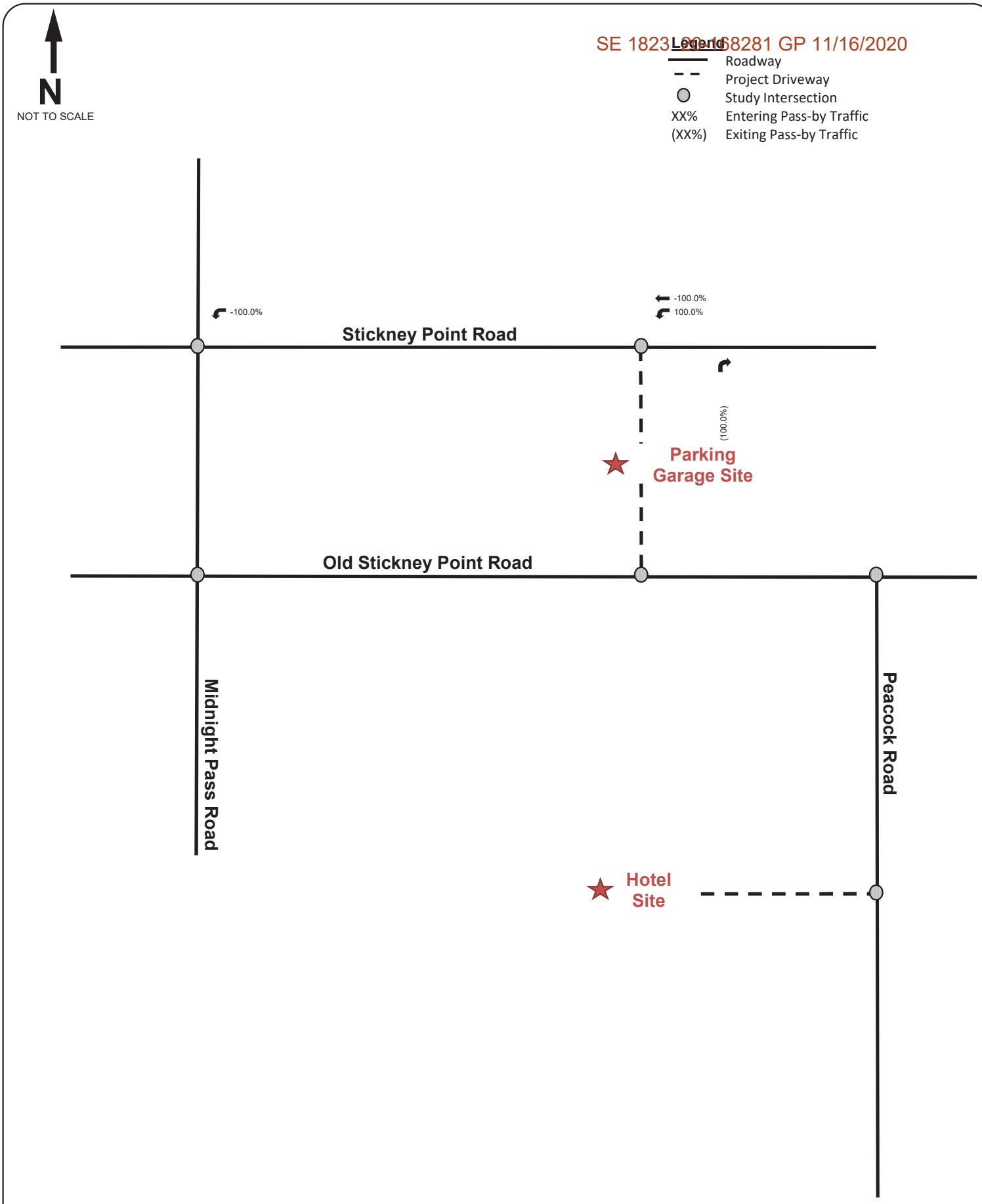
Figure 3
Project Traffic Distribution
Siesta Hotel & Parking Garage
Sarasota County, Florida



Kimley»Horn

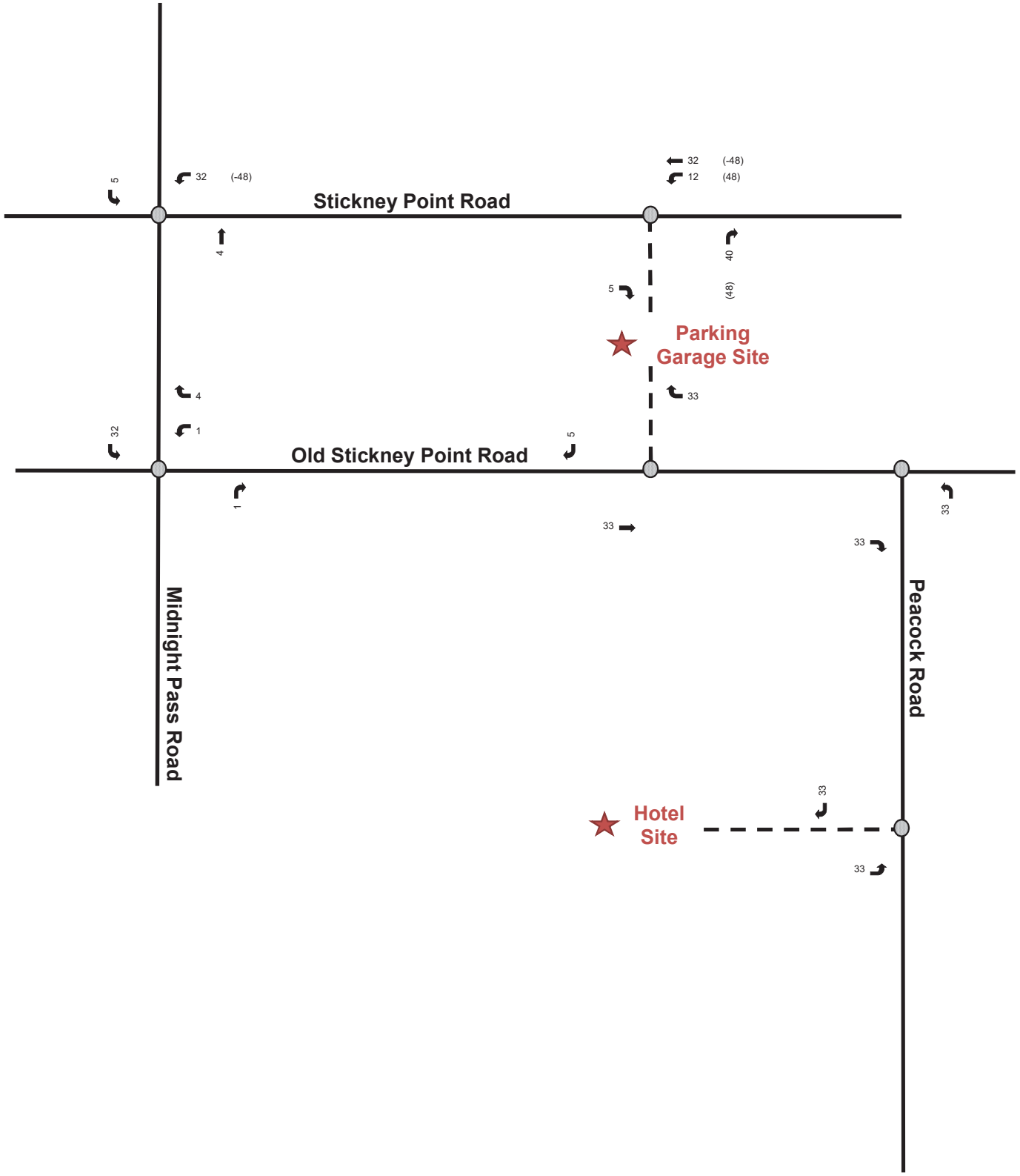
Figure 4
Pass-by Project Traffic Distribution
Siesta Hotel & Parking Garage
Sarasota County, Florida

N

NOT TO SCALE

Legend

- Roadway
- Project Driveway
- Study Intersection
- XX P.M. Peak-Hour Project Traffic
- (XX) P.M. Peak-Hour Pass-by Project Traffic



Kimley»Horn

Figure 5
P.M. Peak-Hour Project Traffic
Siesta Hotel & Parking Garage
Sarasota County, Florida

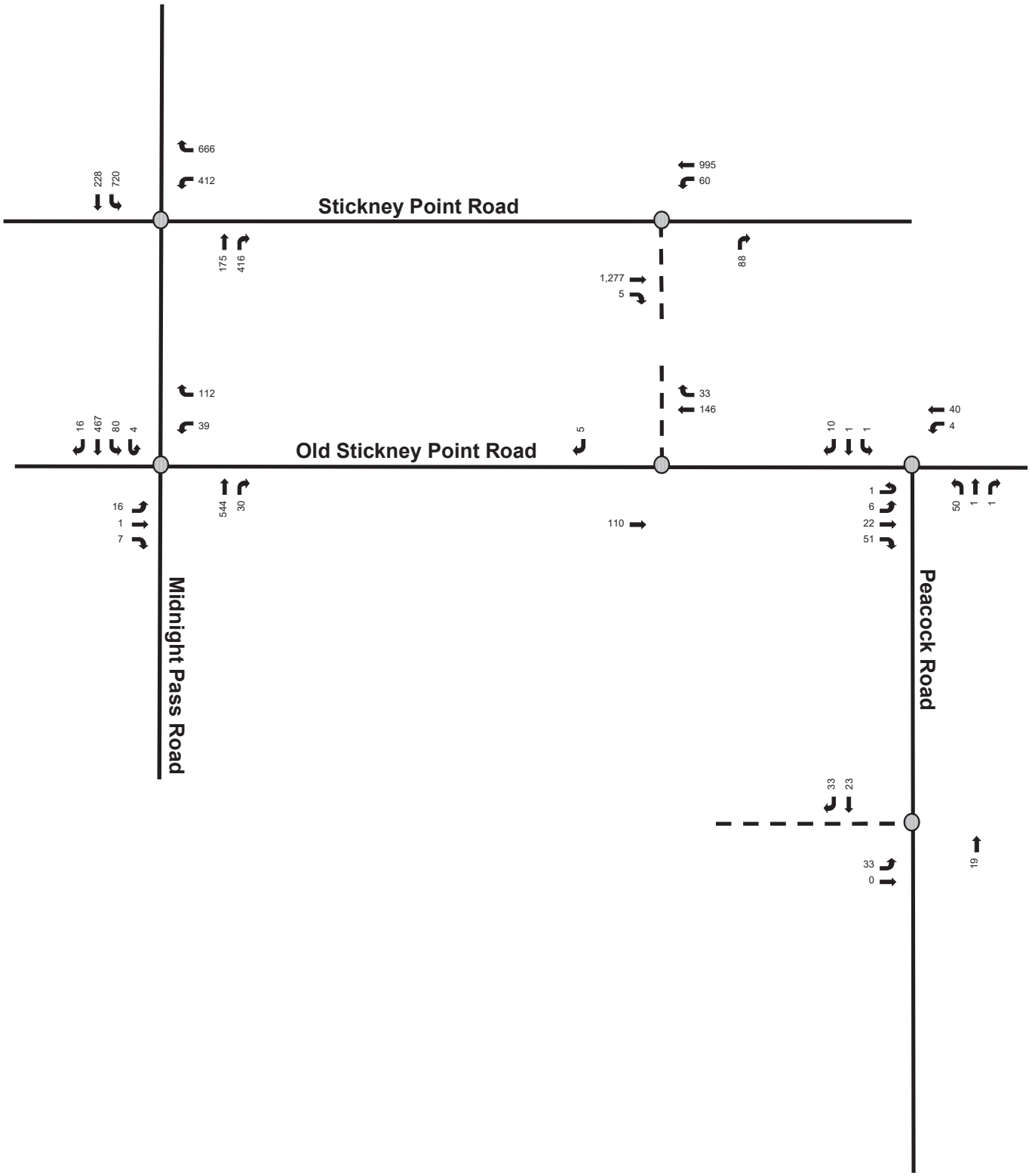
SE 1823 20-168281 GP 11/16/2020

N

NOT TO SCALE

Legend

- Roadway
- Project Driveway
- Study Intersection
- XX P.M. Peak-Hour Total Traffic



Kimley»Horn

Figure 6
P.M. Peak-Hour Total Traffic
Siesta Hotel & Parking Garage
Sarasota County, Florida

Sarasota County

July 6, 2020

Sent Via Email: Kelly.Fearon@kimley-horn.com

Christopher Hatton, P.E.
Senior Vice President
Kimley-Horn and Associates, Inc.
655 North Franklin Street, Suite 150
Tampa, FL 33602

Re: Siesta Key Resort Hotel and Parking Garage (with Retail)
Transportation Methodology Statement
Sarasota County, Florida

Dear Mr. Hatton,

Transportation Planning has reviewed the proposed methodology statement for Siesta Key Resort Hotel and Garage (with Retail) dated June 23, 2020, submitted via email on the same date. The methodology is generally acceptable. Please address the following items:

1. Please include the trip generation from the operation of the parking garage itself (90 parking spaces allocated for the General Public of the 192 total parking spaces).
2. Please include the signaled intersection at Midnight Pass Road and Stickney Point Road and the unsignaled intersection at Midnight Pass Road and Old Stickney Point Road.
3. The Pre-Application proposed 7,445 sf of commercial space in the parking garage.
4. Traffic counts conducted at this time may not be accurate due to the atypical traffic patterns caused by the 2019 Novel Coronavirus (COVID-19) pandemic. However, a traffic study at the study area signalized intersection within the last year or two can be used with an appropriate growth rate.
5. Please sign and seal two copies of the report for submission.
6. Please include all input HCS / Synchro and SIDRA files on a CD-ROM for submission.

Please include a copy of this approval letter with the traffic study when it is submitted to the County for review.

If you have any questions, please contact me by email at blong@scgov.net or by phone at (941) 861-0514.

Sincerely,

Barrington Long
Technical Specialist II, Transportation Planning

cc: Kwamena Sankah, P.E., MBA, Transportation Engineer
Paula R. Wiggins, P.E., MBA, Transportation Planning Manager

Kimley»Horn

Suite 150
655 North Franklin Street
Tampa, Florida
33602

June 23, 2020

Mr. Barry Long, P.E., MSCE
Technical Specialist II
Sarasota County Transportation Planning
1001 Sarasota Center Boulevard
Sarasota, Florida 34240

Re: Siesta Key Hotel and Garage (with Retail)
Transportation Operational Methodology
Sarasota County, Florida

Dear Mr. Long:

Based upon the comments received from Sarasota County on June 16, 2020 and June 17, 2020, this letter documents the methodology that will be conducted for the transportation operational analysis for the proposed Siesta Key Hotel and Garage (with Retail). The project site is generally located in the southwest quadrant of Old Stickney Point Road & Peacock Road in Sarasota County, Florida. The concept site plan is attached. The following methodology is provided below for your review and comments.

The project site is currently vacant. The Siesta Key Hotel is proposed to consist of up to 120 rooms as well as 7,000 square feet of retail in the proposed parking garage. The access for the site currently allows for a southbound left-in/right-in/right-out along Stickney Point Road. As requested by Sarasota County staff, an operational analysis will also be performed for the garage and information will be provided regarding queueing and ticketing into the garage. Additionally, two full access connections will be analyzed along Old Stickney Point Road to the parking garage with retail site and hotel.

To appropriately address transportation issues related to the proposed hotel and garage (with retail), Kimley-Horn will conduct an analysis that follows the study methodology detailed below. The general site location map is attached as **Figure 1**.

Project Trip Generation: Trip generation for the proposed development was calculated based on rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. The trip generation potential of the proposed development was calculated using land use code 310 (Hotel) and land use code 814 (Variety Retail). The proposed development is anticipated to generate 97 net, new p.m. peak-hour trips (51 entering/46 exiting). The trip generation is summarized in **Table 1**.

TEL: 813 620 1460

Table 1: P.M. Peak Hour Trip Generation

ITE TRIP GENERATION CHARACTERISTICS					DIRECTIONAL DISTRIBUTION		GROSS TRIPS			INTERNAL CAPTURE		PASS-BY CAPTURE		NET, NEW TRIPS		
Land Use	ITE Edition	ITE Code	Scale	ITE Units	Percent In	Percent Out	In	Out	Total	Percent	Trips	%	Trips	In	Out	Total
Hotel	10	310	120	ROOMS	51%	49%	33	31	64	2.8%	2	0	0	33	31	64
Variety Retail	10	814	7.0	KSF	52%	48%	25	23	48	4.2%	2	34%	16	18	15	33
													Total:	**51**	**46**	**97**

Analysis Year Scenarios: The transportation intersection and roadway analysis for the study area segment will be conducted for the buildout (year 2022) during the p.m. peak-hour. Synchro version 10 will be used for the intersection analyses.

Project Trip Distribution: The project traffic will be assigned to the road network using the FDOT District One Florida Standard Urban Transportation Model Structure (FSUTMS) planning model, specifically the Existing plus Committed (E+C) network. The select zone distribution output is attached for your review.

Scheduled Improvements: The Work Programs for Sarasota County and Florida Department of Transportation (FDOT) District 1 and developer committed improvements were reviewed for improvements which are currently planned and funded for construction within the buildout time frame in the immediate vicinity of the project site. No improvements were identified during this time period. Therefore, existing lane geometry and traffic controls will be used in the analysis of existing conditions for the study area intersections and roadway.

As discussed with Sarasota County, there is an ongoing multi-modal study being prepared. This analysis will include a multi-modal review for the site to analyze the available transit use and pedestrian access to/from the site within a half mile radius of the project sites.

Background Traffic Volumes: Vested traffic will be provided by Sarasota County. Additionally, a growth rate of -0.51% has been calculated using FDOT historical AADT information for ten years. For the purpose of this analysis, a conservative growth rate of 1.0% will be utilized. The growth rate calculation is attached for reference.

Study Area: The study area roadway segments will be those that are defined as significantly impacted roadways, with the project traffic representing 5.0% or greater of the available roadway capacity, per the Sarasota County Generalized Level of Service (LOS) Analysis table. Roadway segments include adjacent roadway segments and those impacted greater than 5.0% of the County's Minimum Adopted Standards service volume. The study area table is attached.

The following study intersections will be included in the analysis:

- Project Access & Stickney Point Road
- Project Access & Old Stickney Point Road

The following study roadway segment will be included in the analysis using available data from Sarasota County:

- Old Stickney Point Road from Midnight Pass Road to Peacock Road
- Peacock Road from Old Stickney Point Road to Project Access

The analysis shall include a description about the circulation for the sites for the development traffic and the impacts to the adjacent roadway segments of Peacock Road, Old Stickney Point Road, Stickney Point Road, and Midnight Pass Road.

We will follow-up with you to determine if you have any questions or comments regarding this transportation methodology. A CD-ROM including the Synchro and input files will be provided when submitting the final report. Upon approval of the report, two signed and sealed hard copies of the report will be provided to Sarasota County.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Christopher Hatton, P.E.
Senior-Vice President

Kelly Fearon, P.E.
Transportation Engineer

Attachments: Site Plan
Growth Calculations
Study Area Determination
FSUTMS Model

Table 2: Study Area Determination

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES		STUDY NETWORK DETERMINATION	
			EXISTING + COMMITED LANEAGE	PEAK HOUR SERVICE VOLUMES	PROJECT TRAFFIC ASSIGN.	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
Midnight Pass Road	Stickney Point	South of Stickney Point	2	1,680	100%	97	5.77%	Y*
SR 72	Midnight Pass Road	US 41	4	3,759	100%	97	2.58%	No

Source: Sarasota County Generalized Level of Service Volumes
*First directly accessed segment

Project: Siesta Key Hotel
Location: Sarasota
Notes: FDOT AADT

Volume Source #1: 5047 - SR 758
Volume Source #2: 0003 - SR 72
Volume Source #3:
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2009	17000	23000				20000
2		2010	19700	23000				21350
3		2011	19700	23000				21350
4		2012	19600	28500				24050
5		2013	14800	28500				21650
6		2014	15000	29000				22000
7		2015	14700	25000				19850
8		2016	12800	26500				19650
9		2017	18400	27000				22700
10		2018	16800	22000				19400

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2009	20000
2		2010	21350
3		2011	21350
4		2012	24050
5		2013	21650
6		2014	22000
7		2015	19850
8		2016	19650
9		2017	22700
10		2018	19400

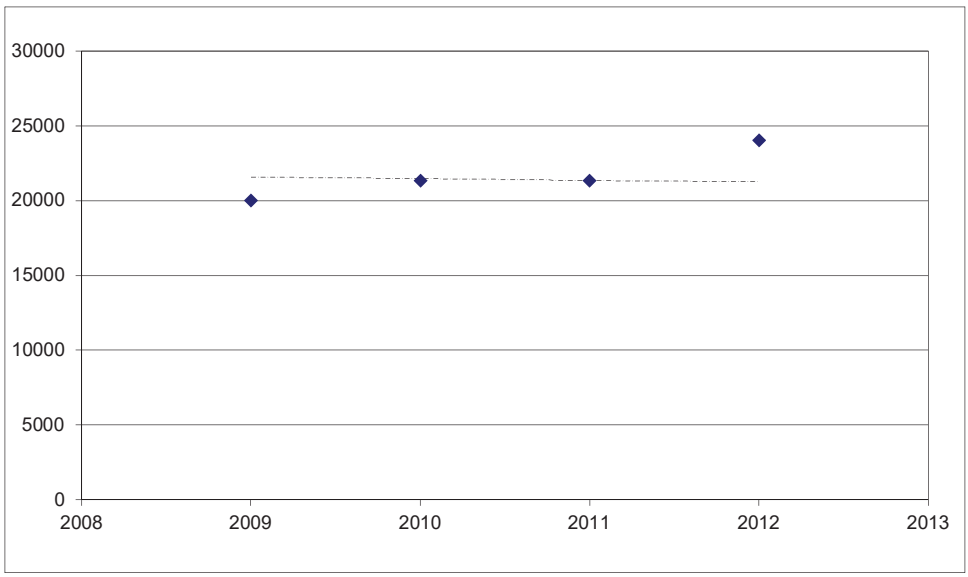
OUTPUT DATA

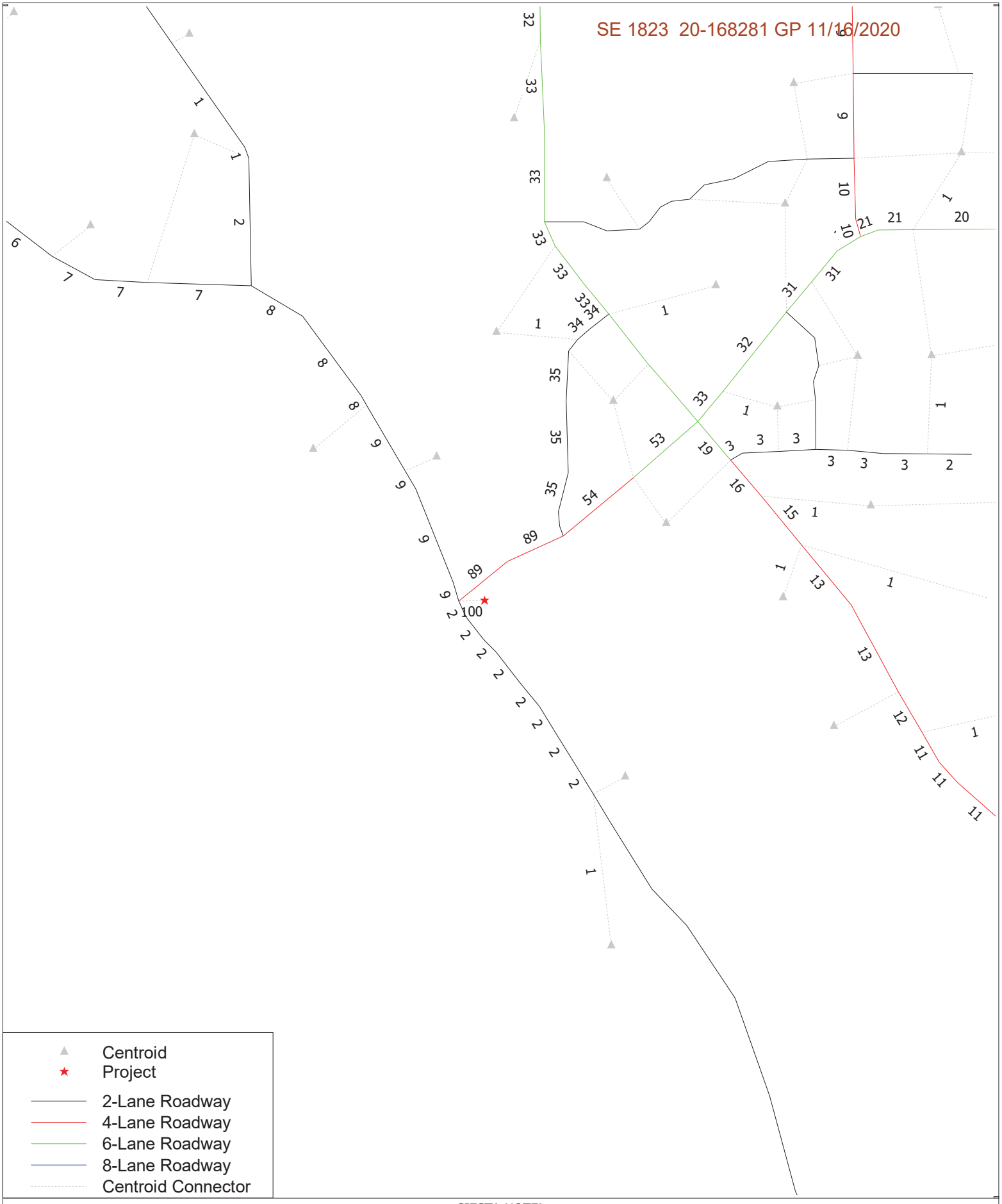
Line	Month	Year	Best Fit Volume Trend
1		2009	21586.48649
2		2010	21479.52703
3		2011	21372.56757
4		2012	21265.60811
5		2013	21158.64865
6			
7		2015	20944.72973
8		2016	20837.77027
9		2017	20730.81081
10		2018	20623.85135

Slope: -106.9594595
Intercept: 236468.0405
R^2: 0.04835275
Standard Error: 1626.26829

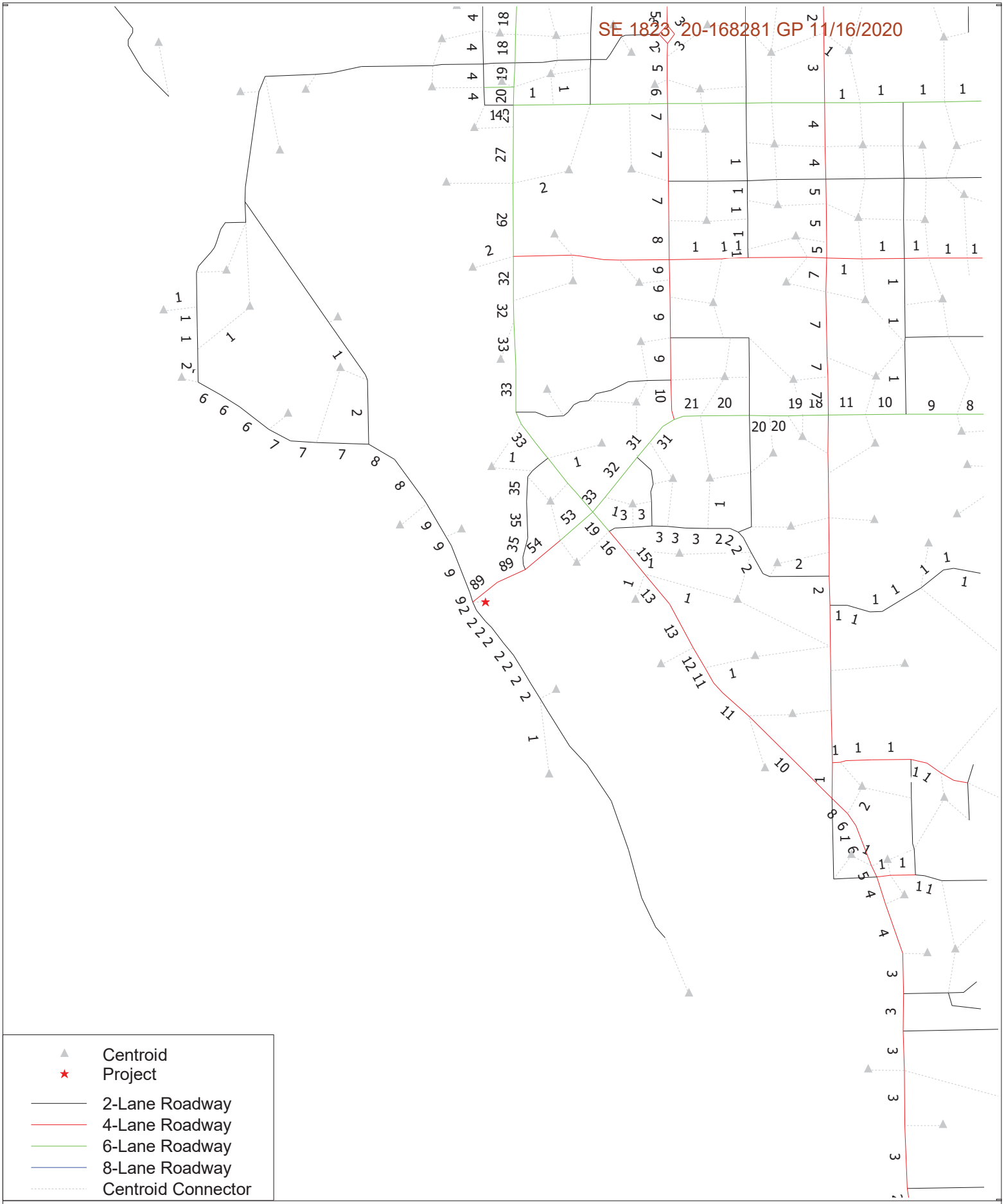
Exponential Growth Rate: -0.51%
Future = Existing (1+Growth)^N

Linear Growth Rate: -0.50%
Future = Existing (1+Growth*N)





SIESTA HOTEL
2018 E+C NETWORK 2022 SE DATA
C:\FSUTMS\D1\D1RPM_v1.0.6\YR2010\EC\SiestaHotel\HWYLOAD_18B.NET
11/5/2019



SIESTA HOTEL
2018 E+C NETWORK 2022 SE DATA
C:\FSUTMS\D1\D1RPM_v1.0.6\YR2010\EC\SiestaHotel\HWYLOAD_18B.NET
11/5/2019

Stickney Point Road Entry Gate Analysis

Arrival Rate

IN	OUT	
100		veh/hr

Service Rate

IN	OUT	
0.17		mins/veh

Control Delay = min

Service Time = 0.17 mins/veh

Number of Entry Gates (N) =	1	
Level of Confidence =	0.95	
Queue Storage Provided On-Site =	1	vehicles
Total Entering Vehicles(q) =	100	veh/hr
Service Capacity per N (60 mins/Service Rate) (Q) =	352.94	veh/hr/pos
Average Service Rate (t) =	0.17	mins/veh
rho (t/Q) =	0.283	

Expected (avg.) number of vehicles in the system	E(m)=	0.11	
Expected (avg.) number of vehicles waiting in queue	E(n)=	0.40	
Mean time in the queue	E(w)=	0.07	mins
Mean time in system	E(t)=	0.24	mins

Proportion of customers who wait (P) (E(w) > 0)=	28.33%	
Probability of a queue exceeding a length (M) P(x > M)=	5.00%	

Queue length which is exceeded 5.00% of the times is equal to 0.4 vehicles

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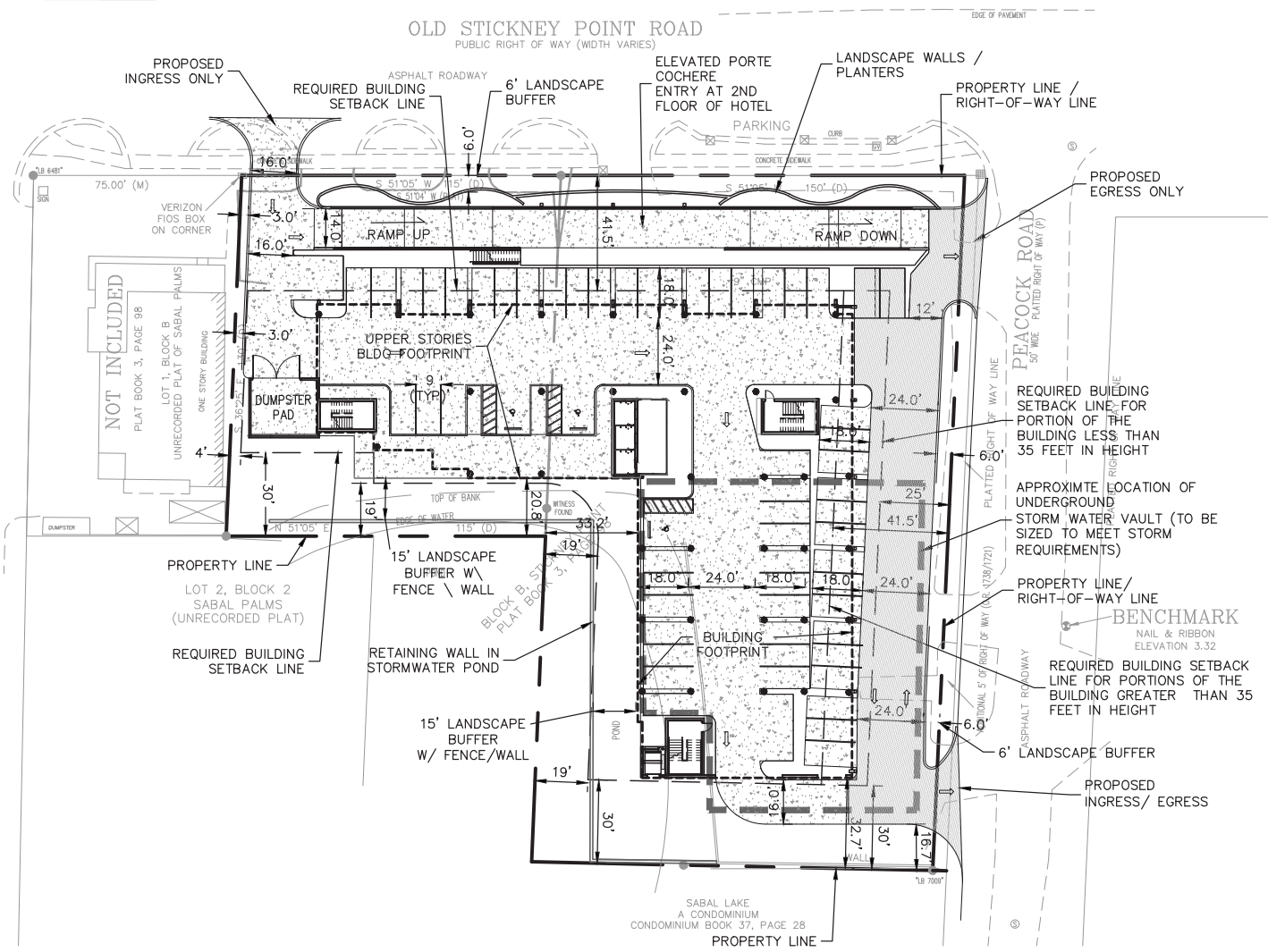


SITE DATA

1. PARCEL ID NO.: 0108080021, 0108080024
2. PARCEL ACREAGE: 1.17± ACRES
3. EXISTING ZONING: CG/SKOD
4. PROPOSED ZONING: CG/SKOD W/ SPECIAL EXCEPTION FOR TRANSIENT ACCOMMODATIONS AND SPECIAL EXCEPTION HEIGHT INCREASE TO 83 FEET.
5. NO EXISTING STRUCTURES CURRENTLY ON-SITE
6. PROPOSED USE: TRANSIENT ACCOMMODATION (HOTEL)
7. PROPOSED NUMBER OF ROOMS: UP TO 120 ROOMS
8. STORMWATER AREAS: EXISTING STORMWATER AREA AS SHOWN ON PLAN. AN UNDERGROUND STORMWATER VAULT SYSTEM WILL BE USED TO ACCOMMODATE NEW DEVELOPMENT IMPERVIOUS AREA ABOVE WHAT EXISTED IN ON SITE PREVIOUSLY. UNDERGROUND STORMWATER VAULT WILL BE HYDRAULICALLY CONNECTED TO THE EXISTING STORMWATER POND. UNDERGROUND STORMWATER VAULT WILL BE SIZED DURING SITE DEVELOPMENT APPLICATION.
9. ACCESS: OLD STICKNEY POINT ROAD AND PEACOCK DRIVE
10. NO GRAND TREES OR HABITAT ON-SITE
11. PARKING:

    TOTAL PARKING SPACES REQUIRED (HOTEL): 132 SPACES

    TOTAL PARKING SPACES PROVIDED ON-SITE: 60 SPACES

    TOTAL PARKING SPACES PROVIDED OFF-SITE: 72 SPACES

No.	REVISIONS	DATE	BY

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
1777 MAIN STREET, SUITE 200, SARASOTA, FL 34236
PHONE: 941-379-7555 FAX: 941-379-7556
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL

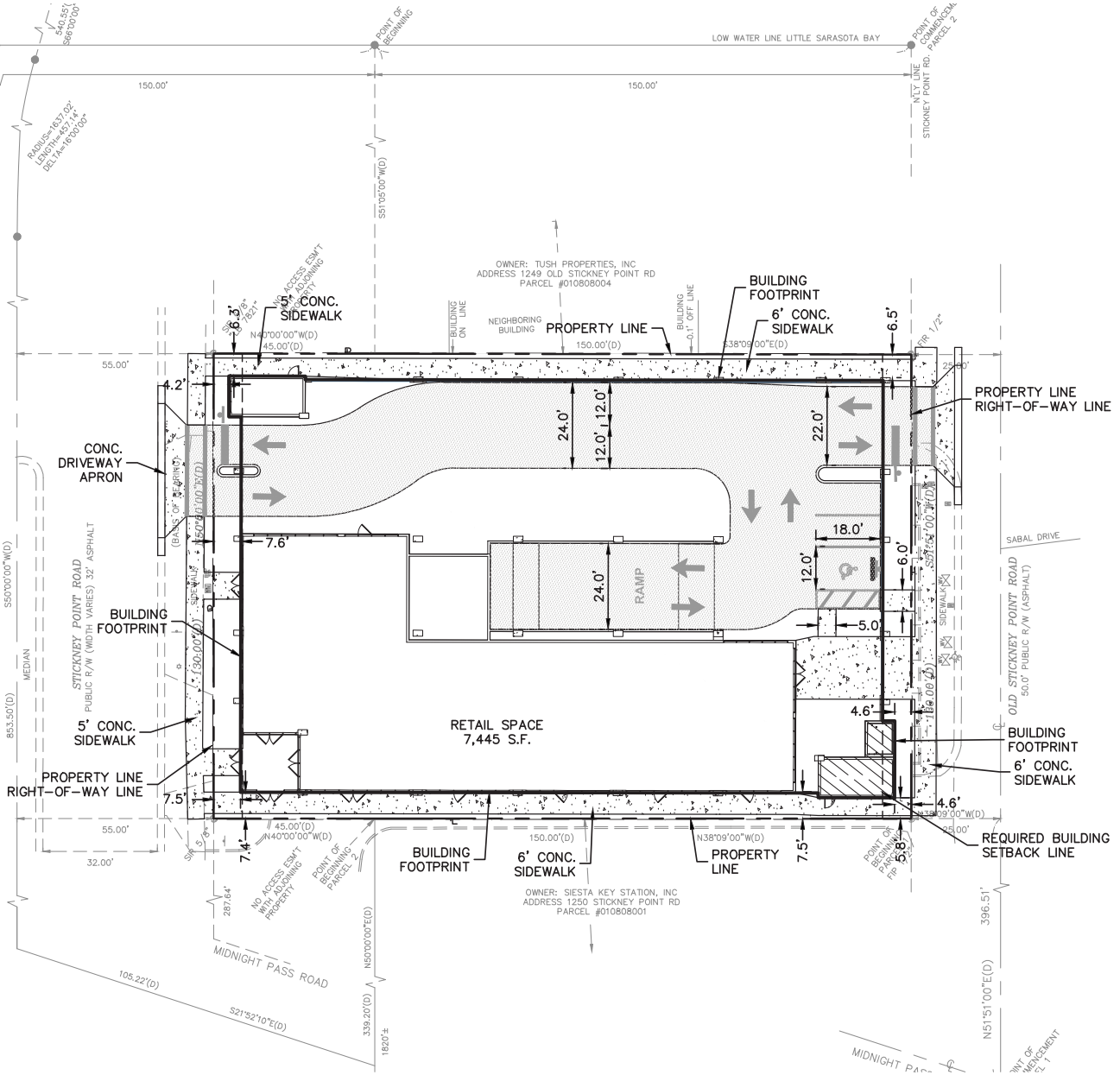
KHA PROJECT 048038000	
DATE	APRIL, 2020
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	KHA
CHECKED BY	KHA
DATE:	

BINDING DEVELOPMENT CONCEPT SITE PLAN

SIESTA KEY RESORT HOTEL
PREPARED FOR
SIESTA ACQUISITIONS, LLC
SARASOTA COUNTY FLORIDA

SHEET NUMBER 1

SE 1823 20-168281 GP 11/16/2020



GRAPHIC SCALE IN FEET
0 15 30

SITE DATA

1. PARCEL ID NO.: 0108080003
2. PARCEL ACREAGE: 0.58± ACRES
3. EXISTING ZONING: CI/SKOD
4. PROPOSED ZONING: CI/SKOD W/ SPECIAL EXCEPTION FOR HEIGHT INCREASE TO 48 FT IN HEIGHT & MODIFICATION TO MINIMUM STREET YARD SETBACK PER SECTION 124-102(b)(4)j.2.
5. CURRENT USE: VACANT (BANK BUILDING RECENTLY DEMOLISHED)
6. PROPOSED USE: COMMERCIAL PARKING FOR 1266 OLD STICKNEY POINT RD & GENERAL PUBLIC
7. STORMWATER AREAS: UNDERGROUND STORWMATER STORAGE SYSTEM (VAULT OF CHAMBERS) TO BE PROVIDED IF NEEDED BASED ON STORMWATER MANAGEMENT DESIGN. DESIGN OF STORMWATER MANAGEMENT SYSTEM TO BE COMPLETED AT TIME OF SITE DEVELOPMENT APPLICATION.
8. ACCESS: STICKNEY POINT ROAD AND OLD STICKNEY POINT ROAD
9. NO GRAND TREES OR HABITAT ON-SITE
10. PARKING:

TOTAL PARKING SPACES PROVIDED ON-SITE: 192 SPACES

TOTAL PARKING SPACED REQUIRED: 102 SPACES

PARKING SPACES REQUIRED: 30 SPACES FOR RETAIL ONSITE

PARKING SPACES REQUIRED: 72 SPACES FOR HOTEL OFFSITE

No.	REVISIONS	DATE	BY

Kimley»Horn

1777 MAIN STREET, SUITE 200, SARASOTA, FL 34236
PHONE: 941-379-7000
WWW.KIMLEY-HORN.COM CA 00000696

KHA PROJECT 048038000
DATE APRIL, 2020
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

BINDING CONCEPT SITE PLAN

SIESTA KEY RESORT PARKING GARAGE

PREPARED FOR
SIESTA ACQUISITIONS, LLC

SARASOTA COUNTY FLORIDA

SHEET NUMBER
1

Table 2: Study Area Determination

ROADWAY	FROM	TO	SERVICE VOLUMES		PROJECT VOLUMES		STUDY NETWORK DETERMINATION	
			EXISTING + COMMITED LANEAGE	PEAK HOUR SERVICE VOLUMES	PROJECT TRAFFIC ASSIGN.	PROJECT TRAFFIC VOLUME	PROJECT TRAFFIC % OF SERVICE VOLUME	WITHIN STUDY NETWORK?
Midnight Pass Road	Stickney Point	South of Stickney Point	2	1,680	100%	97	5.77%	Y*
SR 72	Midnight Pass Road	US 41	4	3,759	100%	97	2.58%	No

Source: Sarasota County Generalized Level of Service Volumes
*First directly accessed segment

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

SE 1823 20-168281 GP 11/16/2020

CATEGORY: 1700 SARASOTA COUNTYWIDE

MOCF: 0.90

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.99	1.10
2	01/06/2019 - 01/12/2019	0.99	1.10
3	01/13/2019 - 01/19/2019	0.98	1.09
4	01/20/2019 - 01/26/2019	0.96	1.07
* 5	01/27/2019 - 02/02/2019	0.94	1.04
* 6	02/03/2019 - 02/09/2019	0.92	1.02
* 7	02/10/2019 - 02/16/2019	0.89	0.99
* 8	02/17/2019 - 02/23/2019	0.88	0.98
* 9	02/24/2019 - 03/02/2019	0.88	0.98
*10	03/03/2019 - 03/09/2019	0.87	0.97
*11	03/10/2019 - 03/16/2019	0.86	0.96
*12	03/17/2019 - 03/23/2019	0.87	0.97
*13	03/24/2019 - 03/30/2019	0.89	0.99
*14	03/31/2019 - 04/06/2019	0.90	1.00
*15	04/07/2019 - 04/13/2019	0.91	1.01
*16	04/14/2019 - 04/20/2019	0.92	1.02
*17	04/21/2019 - 04/27/2019	0.94	1.04
18	04/28/2019 - 05/04/2019	0.97	1.08
19	05/05/2019 - 05/11/2019	0.99	1.10
20	05/12/2019 - 05/18/2019	1.01	1.12
21	05/19/2019 - 05/25/2019	1.02	1.13
22	05/26/2019 - 06/01/2019	1.04	1.16
23	06/02/2019 - 06/08/2019	1.05	1.17
24	06/09/2019 - 06/15/2019	1.06	1.18
25	06/16/2019 - 06/22/2019	1.07	1.19
26	06/23/2019 - 06/29/2019	1.07	1.19
27	06/30/2019 - 07/06/2019	1.08	1.20
28	07/07/2019 - 07/13/2019	1.08	1.20
29	07/14/2019 - 07/20/2019	1.09	1.21
30	07/21/2019 - 07/27/2019	1.10	1.22
31	07/28/2019 - 08/03/2019	1.11	1.23
32	08/04/2019 - 08/10/2019	1.11	1.23
33	08/11/2019 - 08/17/2019	1.12	1.24
34	08/18/2019 - 08/24/2019	1.12	1.24
35	08/25/2019 - 08/31/2019	1.13	1.26
36	09/01/2019 - 09/07/2019	1.13	1.26
37	09/08/2019 - 09/14/2019	1.13	1.26
38	09/15/2019 - 09/21/2019	1.13	1.26
39	09/22/2019 - 09/28/2019	1.11	1.23
40	09/29/2019 - 10/05/2019	1.09	1.21
41	10/06/2019 - 10/12/2019	1.07	1.19
42	10/13/2019 - 10/19/2019	1.06	1.18
43	10/20/2019 - 10/26/2019	1.04	1.16
44	10/27/2019 - 11/02/2019	1.03	1.14
45	11/03/2019 - 11/09/2019	1.02	1.13
46	11/10/2019 - 11/16/2019	1.01	1.12
47	11/17/2019 - 11/23/2019	1.01	1.12
48	11/24/2019 - 11/30/2019	1.00	1.11
49	12/01/2019 - 12/07/2019	1.00	1.11
50	12/08/2019 - 12/14/2019	0.99	1.10
51	12/15/2019 - 12/21/2019	0.99	1.10
52	12/22/2019 - 12/28/2019	0.99	1.10
53	12/29/2019 - 12/31/2019	0.98	1.09

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 1702 SR 776 & BEACHES

MOCF: 0.89

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.04	1.17
2	01/06/2019 - 01/12/2019	1.01	1.13
3	01/13/2019 - 01/19/2019	0.99	1.11
4	01/20/2019 - 01/26/2019	0.96	1.08
* 5	01/27/2019 - 02/02/2019	0.93	1.04
* 6	02/03/2019 - 02/09/2019	0.90	1.01
* 7	02/10/2019 - 02/16/2019	0.88	0.99
* 8	02/17/2019 - 02/23/2019	0.87	0.98
* 9	02/24/2019 - 03/02/2019	0.86	0.97
*10	03/03/2019 - 03/09/2019	0.85	0.96
*11	03/10/2019 - 03/16/2019	0.85	0.96
*12	03/17/2019 - 03/23/2019	0.86	0.97
*13	03/24/2019 - 03/30/2019	0.87	0.98
*14	03/31/2019 - 04/06/2019	0.89	1.00
*15	04/07/2019 - 04/13/2019	0.90	1.01
*16	04/14/2019 - 04/20/2019	0.92	1.03
*17	04/21/2019 - 04/27/2019	0.94	1.06
18	04/28/2019 - 05/04/2019	0.96	1.08
19	05/05/2019 - 05/11/2019	0.98	1.10
20	05/12/2019 - 05/18/2019	1.00	1.12
21	05/19/2019 - 05/25/2019	1.01	1.13
22	05/26/2019 - 06/01/2019	1.02	1.15
23	06/02/2019 - 06/08/2019	1.03	1.16
24	06/09/2019 - 06/15/2019	1.04	1.17
25	06/16/2019 - 06/22/2019	1.04	1.17
26	06/23/2019 - 06/29/2019	1.04	1.17
27	06/30/2019 - 07/06/2019	1.05	1.18
28	07/07/2019 - 07/13/2019	1.05	1.18
29	07/14/2019 - 07/20/2019	1.06	1.19
30	07/21/2019 - 07/27/2019	1.07	1.20
31	07/28/2019 - 08/03/2019	1.09	1.22
32	08/04/2019 - 08/10/2019	1.11	1.25
33	08/11/2019 - 08/17/2019	1.13	1.27
34	08/18/2019 - 08/24/2019	1.13	1.27
35	08/25/2019 - 08/31/2019	1.14	1.28
36	09/01/2019 - 09/07/2019	1.14	1.28
37	09/08/2019 - 09/14/2019	1.14	1.28
38	09/15/2019 - 09/21/2019	1.15	1.29
39	09/22/2019 - 09/28/2019	1.13	1.27
40	09/29/2019 - 10/05/2019	1.11	1.25
41	10/06/2019 - 10/12/2019	1.09	1.22
42	10/13/2019 - 10/19/2019	1.07	1.20
43	10/20/2019 - 10/26/2019	1.06	1.19
44	10/27/2019 - 11/02/2019	1.06	1.19
45	11/03/2019 - 11/09/2019	1.05	1.18
46	11/10/2019 - 11/16/2019	1.05	1.18
47	11/17/2019 - 11/23/2019	1.04	1.17
48	11/24/2019 - 11/30/2019	1.04	1.17
49	12/01/2019 - 12/07/2019	1.04	1.17
50	12/08/2019 - 12/14/2019	1.04	1.17
51	12/15/2019 - 12/21/2019	1.04	1.17
52	12/22/2019 - 12/28/2019	1.01	1.13
53	12/29/2019 - 12/31/2019	0.99	1.11

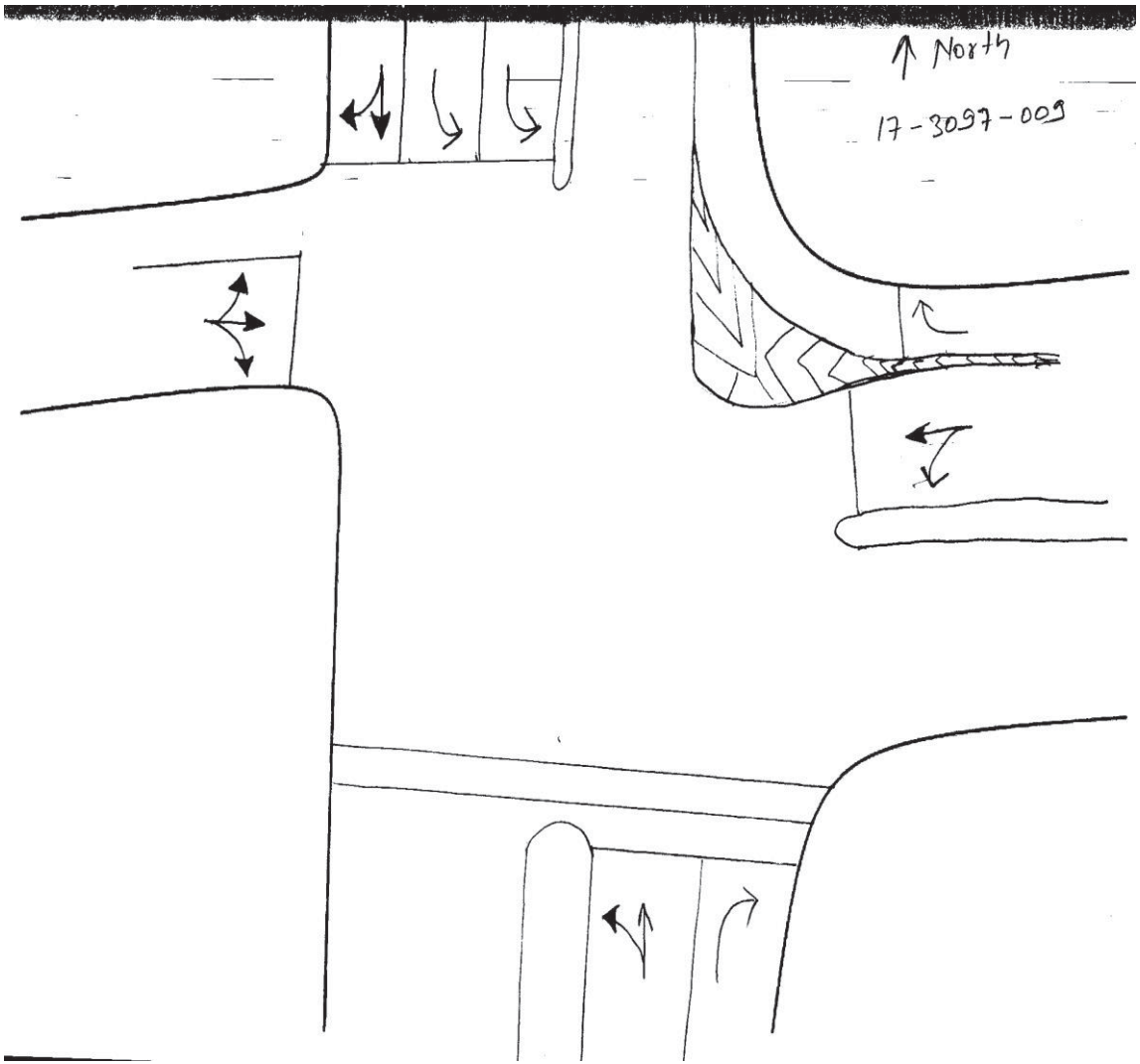
* PEAK SEASON

SE 1823 20-168281 GP 11/16/2020

National Data & Surveying Services

N

N/S Street: **SR 758/Midnight Pass Rd** | Speed: **35 MPH**



E/W Street: **SR 72/Stickney Point Rd** | Speed: **45 MPH**

Site Code: **17-3097-009**

Date: **2/15/2017**

Weather: **Sunny**

City: **Sarasota**

County: **Sarasota**

Count Times: **07:00 - 09:00**

16:00 - 18:00

Control: **Signalized**

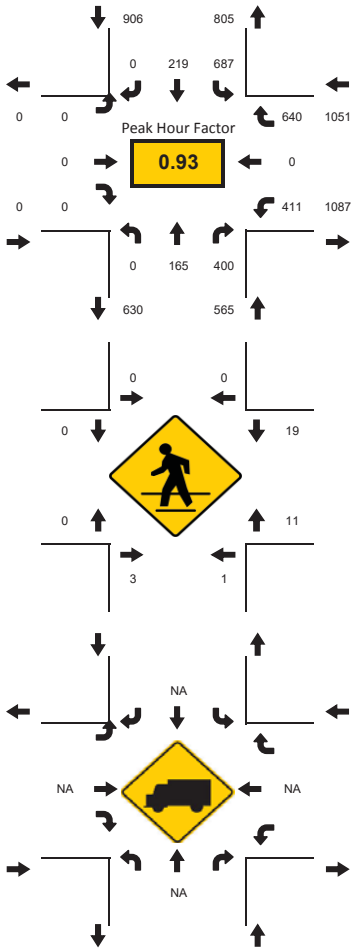
SIGNAL TIMING

PHASES	1	2	3
ST/SL	33	34	35
NT/ST	48	45	44
WT	38	41	39

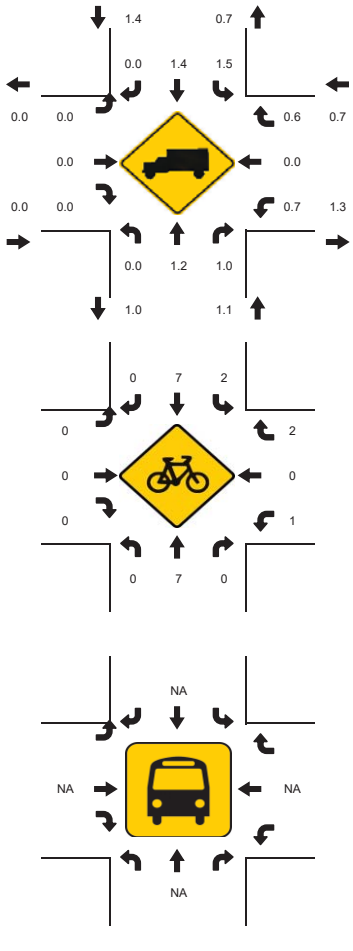
LOCATION: SR 758_Midnight Pass Rd & SR 72_Stickney Point Rd
CITY/STATE: Sarasota

PROJECT ID: 17-3097-009
DATE: Wed, Feb 15, 2017

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 04:30 PM - 04:45 PM



National Data & Surveying Services



15-Min Count Period Beginning At	SR 758_Midnight Pass Rd Northbound					SR 758_Midnight Pass Rd Southbound					SR 72_Stickney Point Rd Eastbound					SR 72_Stickney Point Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	2	39	135	2		193	55	0	0		0	0	0	0		94	0	174	0		692	2518
04:15 PM	0	25	55	0		187	37	0	0		0	0	0	0		73	0	124	0		501	2423
04:30 PM	0	30	117	0		183	54	0	0		0	0	0	0		106	0	190	0		680	2522
04:45 PM	0	47	89	0		184	65	0	0		0	0	0	0		100	0	160	0		645	2387
05:00 PM	0	45	110	0		158	43	0	0		0	0	0	0		103	0	138	0		597	2311
05:15 PM	0	43	84	0		162	57	0	0		0	0	0	0		102	0	152	0		600	1714
05:30 PM	1	44	83	1		150	32	0	0		0	0	0	0		93	0	142	0		545	1114
05:45 PM	0	44	80	0		143	37	0	0		0	0	0	0		110	0	155	0		569	569

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	0	188	468	0		736	260	0	0		0	0	0	0		424	0	760	0		**2836**
Heavy Trucks	0	4	8			16	4	0			0	0	0			8	0	8			**48**
Pedestrians		8					0					0					56				**64**
Bicycles	0	12	0			4	8	0			0	0	0			4	0	4			**32**
Railroad Stopped Buses																					

SE 1823 20-168281 GP 11/16/2020

National Data & Surveying Services

N

N/S Street: **Midnight Pass Rd** | Speed: **25 MPH**

E/W Street: **Stickney Point Rd** | Speed: **45 MPH**

Site Code: **20-120098-001**

Date: **07/16/2020**

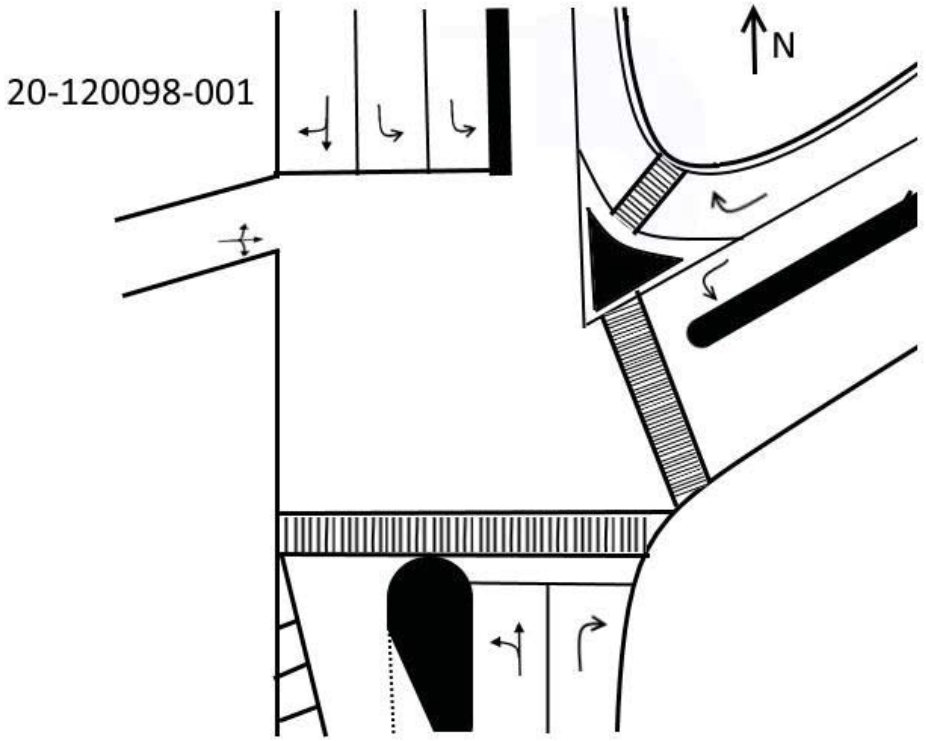
Weather: **Sunny**

City: **Sarasota**

County: **Sarasota**

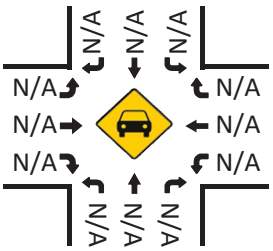
Count Times: **16:00 - 18:00**

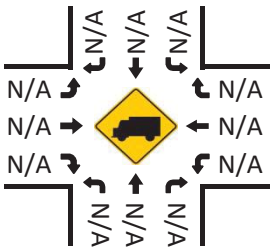
Control: **Signalized**

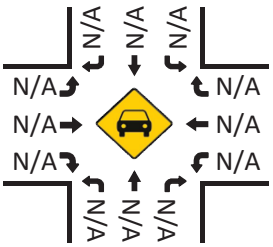


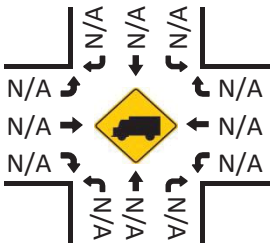
SIGNAL TIMING

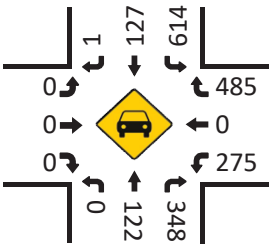
PHASES	1	2	3
SL/ST/WR	00:28	00:44	00:31
NT/ST	00:31	00:29	00:47
WL/WR	00:25	00:38	00:37

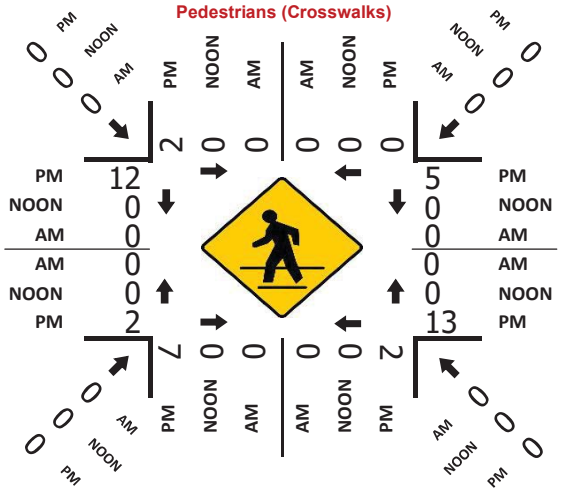












SE 1823 20-168281 GP 11/16/2020

Prepared by National Data & Surveying Services

Midnight Pass Rd & Stickney Point Rd

Peak Hour Turning Movement Count

ID: 20-120098-001
City: Sarasota

Day: Thursday
Date: 07/16/2020

PEAK HOURS		COUNT PERIODS
AM	NONE	NONE
NOON	NONE	NONE
PM	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Midnight Pass Rd
SOUTHBOUND

	↲	↓	↳	⤸	⇧
AM	0	0	0	0	0
NOON	0	0	0	0	0
PM	1	130	620	0	618
	0	0	0	0	

Stickney Point Rd
EASTBOUND

	AM	NOON	PM	
⇦	0	0	1	
⤺	0	0	0	0
↱	0	0	0	0
→	0	0	0	0
↴	0	0	0	0

Stickney Point Rd
WESTBOUND

		PM	NOON	AM
0	↰	489	0	0
0	←	0	0	0
0	↲	277	0	0
0	⤹	3	0	0
	⇨	971	0	0

CONTROL
Signalized

	AM	NOON	PM
TEV	0	0	1997
PHF			0.91

NORTHBOUND
Midnight Pass Rd

	⇩	⤴	↰	↑	↱
		0	0	0	0
PM	407	0	0	129	348
NOON	0	0	0	0	0
AM	0	0	0	0	0

Cars (AM)

HT (AM)

Cars (NOON)

HT (NOON)

Pedestrians (Crosswalks)

Cars (PM)

HT (PM)

SE 1823 20-168281 GP 11/16/2020

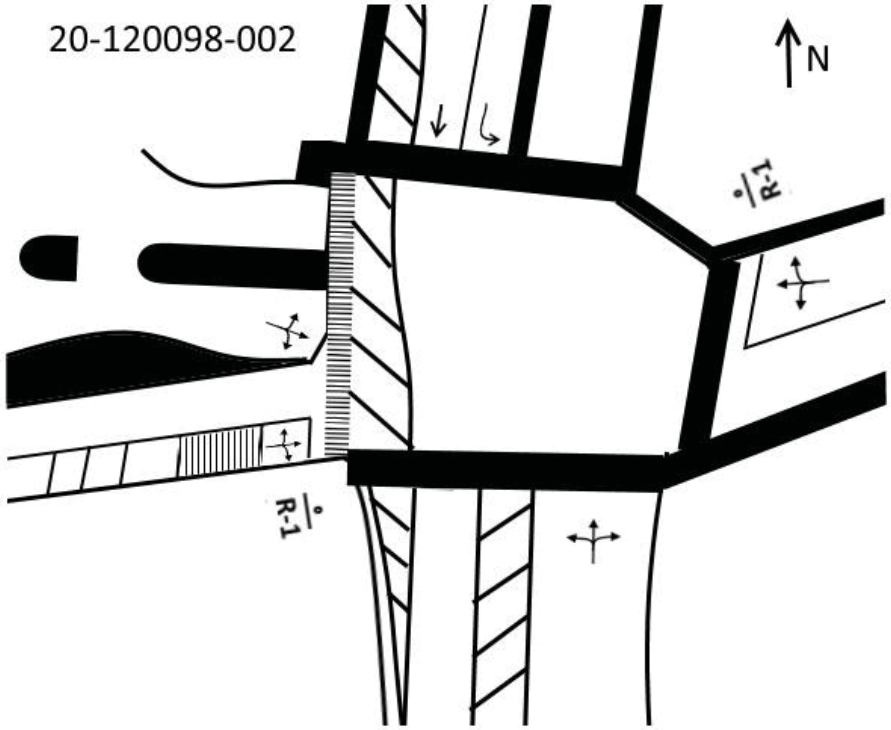
National Data & Surveying Services

Site Code:	**20-120098-002**
Date:	**07/16/2020**
Weather:	**Sunny**
City:	**Sarasota**
County:	**Sarasota**
Count Times:	**16:00 - 18:00**
Control:	**2-Way Stop(EB/WB)**

N

N/S Street: **Midnight Pass Rd**

Speed: **25 MPH**



E/W Street: **Old Stickney Point Rd**

Speed: **30 MPH**

Prepared by National Data & Surveying Services

Midnight Pass Rd & Old Stickney Point Rd

Peak Hour Turning Movement Count

ID: 20-120098-002
City: Sarasota

Day: Thursday
Date: 07/16/2020

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

Midnight Pass Rd — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	12	354	36	3	509	PM

EASTBOUND — Old Stickney Point Rd

AM	NOON	PM	
0	0	12	⇦
0	0	0	↶ 0
0	0	12	↱ 0
0	0	1	→ 0
0	0	6	↷ 0
AM	NOON	PM	

WESTBOUND — Old Stickney Point Rd

PM	NOON	AM	
82	0	0	↶ 0
0	0	0	← 0
29	0	0	↰ 0
0	0	0	↷ 0
58	0	0	⇨
PM	NOON	AM	

CONTROL

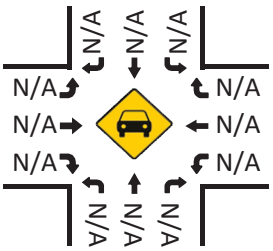
2-Way Stop (EB/WB)

	AM	NOON	PM
TEV	0	0	968
PHF			0.92

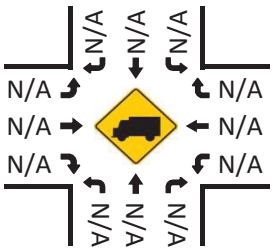
Midnight Pass Rd — NORTHBOUND

PM	389	0	0	412	21	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

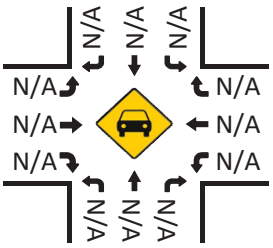
Cars (AM)



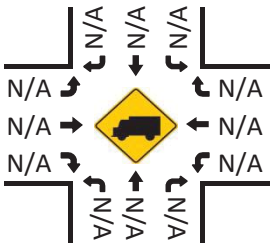
HT (AM)



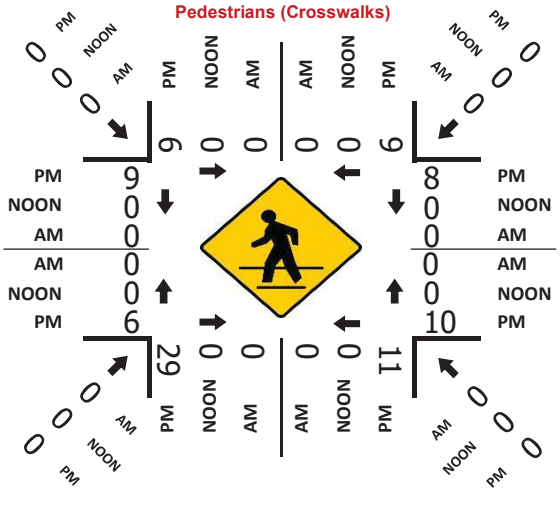
Cars (NOON)



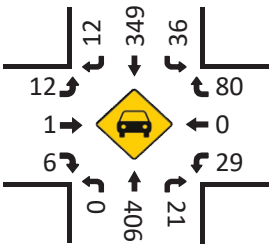
HT (NOON)



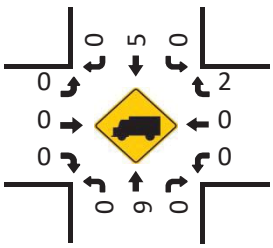
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



SE 1823 20-168281 GP 11/16/2020

National Data & Surveying Services

N

N/S Street: **Peacock Rd**

Speed: **20 MPH**

E/W Street: **Old Stickney Point Rd**

Speed: **30 MPH**

Site Code: **20-120098-003**

Date: **07/16/2020**

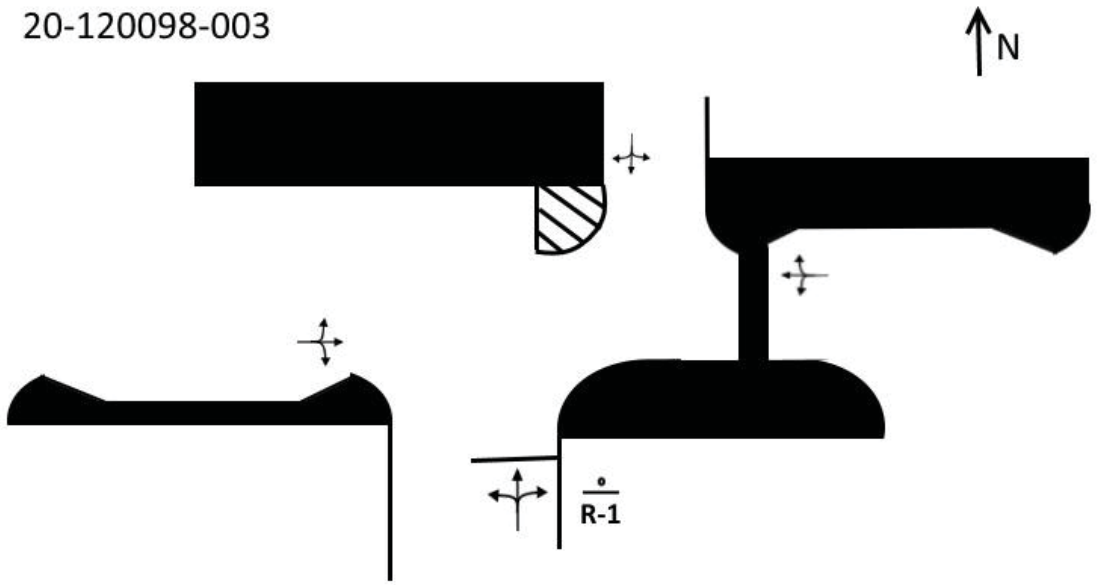
Weather: **Sunny**

City: **Sarasota**

County: **Sarasota**

Count Times: **16:00 - 18:00**

Control: **1-Way Stop(NB)**



Prepared by National Data & Surveying Services

Peacock Rd & Old Stickney Point Rd

Peak Hour Turning Movement Count

ID: 20-120098-003
City: Sarasota

Day: Thursday
Date: 07/16/2020

PEAK HOURS	COUNT PERIODS
NONE	NONE
NONE	NONE
04:30 PM - 05:30 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Peacock Rd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	7	1	1	0	6	PM

EASTBOUND (Old Stickney Point Rd)

AM	NOON	PM	
0	0	51	⇦
0	0	1	↰ 0
0	0	5	↱ 0
0	0	17	→ 0
0	0	14	↱ 0
AM	NOON	PM	

WESTBOUND (Old Stickney Point Rd)

PM	NOON	AM	
0	0	0	↰ 0
30	0	0	← 0
3	0	0	↰ 0
0	0	0	↰ 0
19	0	0	⇨
PM	NOON	AM	

NORTHBOUND (Peacock Rd)

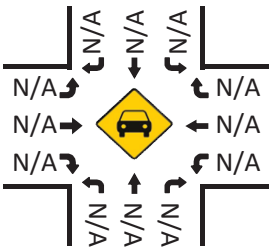
PM	18	0	13	1	1	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

CONTROL

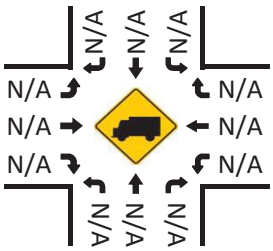
1-Way Stop (NB)

	AM	NOON	PM
TEV	0	0	94
PHF			0.84

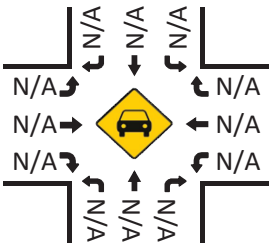
Cars (AM)



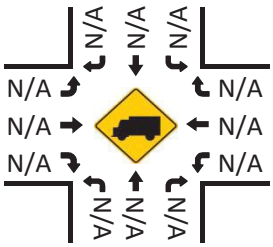
HT (AM)



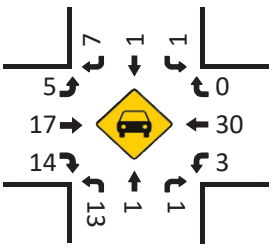
Cars (NOON)



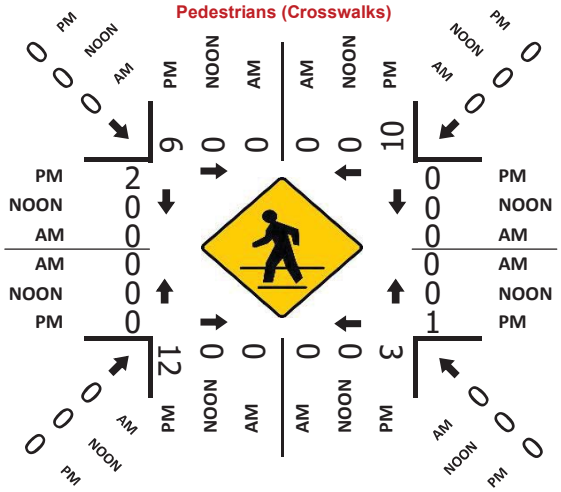
HT (NOON)



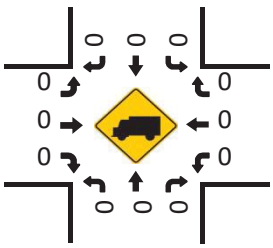
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



Project: Siesta Key Hotel
Location: Sarasota
Notes: FDOT AADT

Volume Source #1: 5047 - SR 758
Volume Source #2: 0003 - SR 72
Volume Source #3:
Volume Source #4:
Volume Source #5:

Line	Month	Year	Volume Source #1	Volume Source #2	Volume Source #3	Volume Source #4	Volume Source #5	Average Volume
1		2009	17000	23000				20000
2		2010	19700	23000				21350
3		2011	19700	23000				21350
4		2012	19600	28500				24050
5		2013	14800	28500				21650
6		2014	15000	29000				22000
7		2015	14700	25000				19850
8		2016	12800	26500				19650
9		2017	18400	27000				22700
10		2018	16800	22000				19400

INPUT DATA

Line	Month	Year	Aggregate Traffic Volume
1		2009	20000
2		2010	21350
3		2011	21350
4		2012	24050
5		2013	21650
6		2014	22000
7		2015	19850
8		2016	19650
9		2017	22700
10		2018	19400

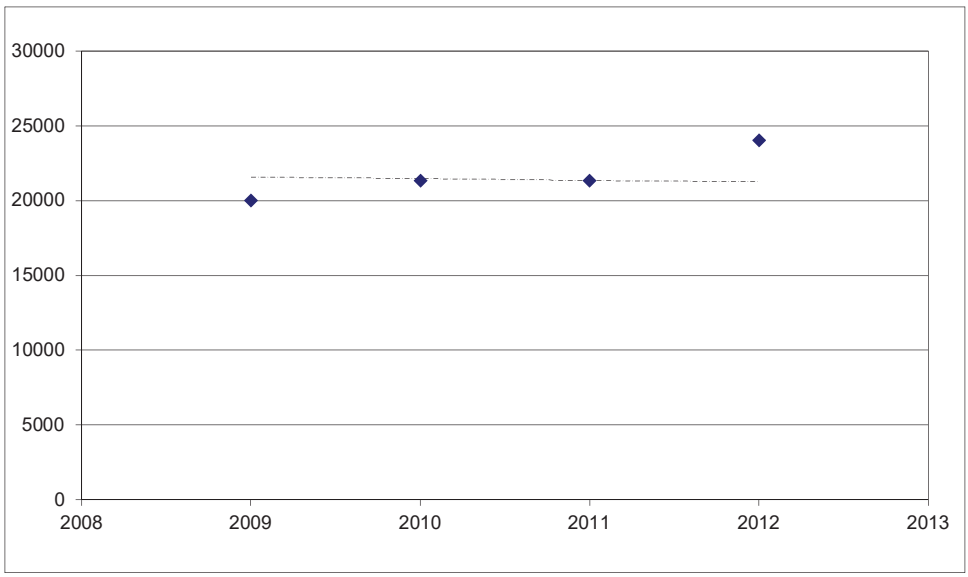
OUTPUT DATA

Line	Month	Year	Best Fit Volume Trend
1		2009	21586.48649
2		2010	21479.52703
3		2011	21372.56757
4		2012	21265.60811
5		2013	21158.64865
6			
7		2015	20944.72973
8		2016	20837.77027
9		2017	20730.81081
10		2018	20623.85135

Slope: -106.9594595
Intercept: 236468.0405
R^2: 0.04835275
Standard Error: 1626.26829

Exponential Growth Rate: -0.51%
Future = Existing (1+Growth)^N

Linear Growth Rate: -0.50%
Future = Existing (1+Growth*N)



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	419	653	168	408	701	224
Future Volume (vph)	419	653	168	408	701	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	320	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		35			35
Link Distance (ft)	538		251			513
Travel Time (s)	9.2		4.9			10.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	451	702	181	439	754	241
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	3	1	2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	1	2	3	1	6
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	21.5	39.0	16.0	21.5	39.0	43.0
Total Split (s)	25.0	70.0	25.0	25.0	70.0	95.0
Total Split (%)	20.8%	58.3%	20.8%	20.8%	58.3%	79.2%
Yellow Time (s)	4.9	4.1	4.0	4.9	4.1	4.0
All-Red Time (s)	2.0	2.2	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.0	6.9	6.3	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min	None	None	None
v/c Ratio	1.02	0.61	0.56	0.50	0.66	0.22
Control Delay	82.1	7.1	36.7	10.4	24.8	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	7.1	36.7	10.4	24.8	7.7
Queue Length 50th (ft)	~218	87	78	73	150	48
Queue Length 95th (ft)	#494	213	153	177	225	78
Internal Link Dist (ft)	458		171			433
Turn Bay Length (ft)					320	
Base Capacity (vph)	440	1591	486	886	3007	1900
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.44	0.37	0.50	0.25	0.13

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 75.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 758/Midnight Pass Rd & SR 72/Stickney Point Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	419	653	168	408	701	224
Future Volume (veh/h)	419	653	168	408	701	224
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	451	702	181	439	754	241
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	439	821	442	765	939	1111
Arrive On Green	0.24	0.24	0.23	0.23	0.27	0.58
Sat Flow, veh/h	1810	1610	1900	1610	3510	1900
Grp Volume(v), veh/h	451	702	181	439	754	241
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1755	1900
Q Serve(g_s), s	18.1	18.1	6.0	14.7	15.0	4.5
Cycle Q Clear(g_c), s	18.1	18.1	6.0	14.7	15.0	4.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	439	821	442	765	939	1111
V/C Ratio(X)	1.03	0.85	0.41	0.57	0.80	0.22
Avail Cap(c_a), veh/h	439	821	484	800	2996	2266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	15.9	24.3	14.1	25.5	7.4
Incr Delay (d2), s/veh	50.2	8.8	0.6	0.9	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	10.5	2.6	4.7	6.0	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	78.5	24.7	24.9	15.1	27.1	7.5
LnGrp LOS	F	C	C	B	C	A
Approach Vol, veh/h	1153		620			995
Approach Delay, s/veh	45.7		17.9			22.4
Approach LOS	D		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	26.3	23.4				49.6	25.0
Change Period (Y+Rc), s	* 6.3	6.0				6.0	6.9
Max Green Setting (Gmax), s	* 64	19.0				89.0	18.1
Max Q Clear Time (g_c+I1), s	17.0	16.7				6.5	20.1
Green Ext Time (p_c), s	3.0	0.7				1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	7	37	0	106	0	533	28	51	458	16
Future Volume (vph)	16	1	7	37	0	106	0	533	28	51	458	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		190			451			474			251	
Travel Time (s)		4.3			10.3			9.2			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	155	0	0	609	0	55	515	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1	7	37	0	106	0	533	28	51	458	16
Future Vol, veh/h	16	1	7	37	0	106	0	533	28	51	458	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	8	40	0	115	0	579	30	55	498	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1269	1226	507	1215	1219	594	-	0	0	609	0	0
Stage 1	617	617	-	594	594	-	-	-	-	-	-	-
Stage 2	652	609	-	621	625	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	145	179	566	158	180	505	0	-	-	970	-	-
Stage 1	477	481	-	491	493	-	0	-	-	-	-	-
Stage 2	457	485	-	475	477	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	169	566	148	170	505	-	-	-	970	-	-
Mov Cap-2 Maneuver	107	169	-	148	170	-	-	-	-	-	-	-
Stage 1	477	454	-	491	493	-	-	-	-	-	-	-
Stage 2	353	485	-	441	450	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.7	27.6	0	0.9
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	143	311	970	-	-
HCM Lane V/C Ratio	-	-	0.182	0.5	0.057	-	-
HCM Control Delay (s)	-	-	35.7	27.6	8.9	-	-
HCM Lane LOS	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	-	-	0.6	2.6	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	22	18	4	39	0	17	1	1	1	1	10
Future Volume (vph)	7	22	18	4	39	0	17	1	1	1	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			265			467			98	
Travel Time (s)		8.3			6.0			10.6			2.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	46	0	0	20	0	0	13	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	22	18	4	39	0	17	1	1	1	1	10
Future Vol, veh/h	7	22	18	4	39	0	17	1	1	1	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	24	20	4	42	0	18	1	1	1	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	44	0	0	106	100	34	101	110	42
Stage 1	-	-	-	-	-	-	50	50	-	50	50	-
Stage 2	-	-	-	-	-	-	56	50	-	51	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1567	-	-	1564	-	-	873	790	1039	880	780	1029
Stage 1	-	-	-	-	-	-	963	853	-	963	853	-
Stage 2	-	-	-	-	-	-	956	853	-	962	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1564	-	-	857	784	1039	873	774	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	857	784	-	873	774	-
Stage 1	-	-	-	-	-	-	958	849	-	958	850	-
Stage 2	-	-	-	-	-	-	942	850	-	955	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.7	9.3	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	861	1567	-	-	1564	-	-	987
HCM Lane V/C Ratio	0.024	0.005	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	1252	0	0	991
Future Volume (vph)	0	0	1252	0	0	991
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	1	
Taper Length (ft)	50				75	
Link Speed (mph)	30		40			40
Link Distance (ft)	161		538			460
Travel Time (s)	3.7		9.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1361	0	0	1077
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	0	1252	0	0	991
Future Vol, veh/h	0	0	1252	0	0	991
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1361	0	0	1077

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	681	0	0	1361	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	393	-	-	501	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	393	-	-	501	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	501	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	75	143	0
Future Volume (vph)	0	0	0	75	143	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			451	366	
Travel Time (s)	2.0			10.3	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	82	155	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	75	143	0
Future Vol, veh/h	0	0	0	75	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	82	155	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	237	155	-	0	-	0
Stage 1	155	-	-	-	-	-
Stage 2	82	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	751	891	0	-	-	0
Stage 1	873	-	0	-	-	0
Stage 2	941	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	751	891	-	-	-	-
Mov Cap-2 Maneuver	751	-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	941	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	SBLn1	SWT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	235			115	467	
Travel Time (s)	5.3			2.6	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	428	666	171	416	715	228
Future Volume (vph)	428	666	171	416	715	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	320	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		35			35
Link Distance (ft)	538		251			513
Travel Time (s)	9.2		4.9			10.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	460	716	184	447	769	245
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	3	1	2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	1	2	3	1	6
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	21.5	39.0	16.0	21.5	39.0	43.0
Total Split (s)	25.0	70.0	25.0	25.0	70.0	95.0
Total Split (%)	20.8%	58.3%	20.8%	20.8%	58.3%	79.2%
Yellow Time (s)	4.9	4.1	4.0	4.9	4.1	4.0
All-Red Time (s)	2.0	2.2	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.0	6.9	6.3	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min	None	None	None
v/c Ratio	1.06	0.62	0.57	0.51	0.66	0.22
Control Delay	91.2	7.5	37.3	11.1	24.8	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.2	7.5	37.3	11.1	24.8	7.6
Queue Length 50th (ft)	~240	94	80	80	154	49
Queue Length 95th (ft)	#513	228	157	188	231	79
Internal Link Dist (ft)	458		171			433
Turn Bay Length (ft)					320	
Base Capacity (vph)	436	1586	481	878	2976	1899
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.45	0.38	0.51	0.26	0.13

Intersection Summary	
Area Type:	Other
Cycle Length: 120	
Actuated Cycle Length: 75.9	
Natural Cycle: 90	
Control Type: Actuated-Uncoordinated	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 758/Midnight Pass Rd & SR 72/Stickney Point Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	428	666	171	416	715	228
Future Volume (veh/h)	428	666	171	416	715	228
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	460	716	184	447	769	245
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	433	823	447	764	953	1122
Arrive On Green	0.24	0.24	0.24	0.24	0.27	0.59
Sat Flow, veh/h	1810	1610	1900	1610	3510	1900
Grp Volume(v), veh/h	460	716	184	447	769	245
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1755	1900
Q Serve(g_s), s	18.1	18.1	6.2	15.3	15.5	4.6
Cycle Q Clear(g_c), s	18.1	18.1	6.2	15.3	15.5	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	433	823	447	764	953	1122
V/C Ratio(X)	1.06	0.87	0.41	0.58	0.81	0.22
Avail Cap(c_a), veh/h	433	823	477	790	2955	2235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	16.3	24.5	14.5	25.7	7.3
Incr Delay (d2), s/veh	60.9	10.0	0.6	1.1	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.5	11.2	2.7	5.0	6.2	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	89.7	26.3	25.1	15.5	27.4	7.4
LnGrp LOS	F	C	C	B	C	A
Approach Vol, veh/h	1176		631			1014
Approach Delay, s/veh	51.1		18.3			22.5
Approach LOS	D		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	26.9	23.8				50.7	25.0
Change Period (Y+Rc), s	* 6.3	6.0				6.0	6.9
Max Green Setting (Gmax), s	* 64	19.0				89.0	18.1
Max Q Clear Time (g_c+I1), s	17.5	17.3				6.6	20.1
Green Ext Time (p_c), s	3.1	0.5				1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	7	38	0	108	0	544	29	52	467	16
Future Volume (vph)	16	1	7	38	0	108	0	544	29	52	467	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		190			451			474			251	
Travel Time (s)		4.3			10.3			9.2			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	158	0	0	623	0	57	525	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1	7	38	0	108	0	544	29	52	467	16
Future Vol, veh/h	16	1	7	38	0	108	0	544	29	52	467	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	8	41	0	117	0	591	32	57	508	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1297	1254	517	1242	1246	607	-	0	0	623	0	0
Stage 1	631	631	-	607	607	-	-	-	-	-	-	-
Stage 2	666	623	-	635	639	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	139	172	558	152	174	496	0	-	-	958	-	-
Stage 1	469	474	-	483	486	-	0	-	-	-	-	-
Stage 2	449	478	-	467	470	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	101	162	558	142	164	496	-	-	-	958	-	-
Mov Cap-2 Maneuver	101	162	-	142	164	-	-	-	-	-	-	-
Stage 1	469	446	-	483	486	-	-	-	-	-	-	-
Stage 2	343	478	-	432	442	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.9	29.6	0	0.9
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	135	301	958	-	-
HCM Lane V/C Ratio	-	-	0.193	0.527	0.059	-	-
HCM Control Delay (s)	-	-	37.9	29.6	9	-	-
HCM Lane LOS	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	-	-	0.7	2.9	0.2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	22	18	4	40	0	17	1	1	1	1	10
Future Volume (vph)	7	22	18	4	40	0	17	1	1	1	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			265			467			98	
Travel Time (s)		8.3			6.0			10.6			2.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	47	0	0	20	0	0	13	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	22	18	4	40	0	17	1	1	1	1	10
Future Vol, veh/h	7	22	18	4	40	0	17	1	1	1	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	24	20	4	43	0	18	1	1	1	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	44	0	0	107	101	34	102	111	43
Stage 1	-	-	-	-	-	-	50	50	-	51	51	-
Stage 2	-	-	-	-	-	-	57	51	-	51	60	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1564	-	-	872	789	1039	879	779	1027
Stage 1	-	-	-	-	-	-	963	853	-	962	852	-
Stage 2	-	-	-	-	-	-	955	852	-	962	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1564	-	-	856	783	1039	872	773	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	856	783	-	872	773	-
Stage 1	-	-	-	-	-	-	958	849	-	957	849	-
Stage 2	-	-	-	-	-	-	941	849	-	955	841	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.7	9.3	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	860	1566	-	-	1564	-	-	985
HCM Lane V/C Ratio	0.024	0.005	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.3	7.3	0	-	7.3	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	0	1277	0	0	1011
Future Volume (vph)	0	0	1277	0	0	1011
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	1	
Taper Length (ft)	50				75	
Link Speed (mph)	30		40			40
Link Distance (ft)	161		538			460
Travel Time (s)	3.7		9.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1388	0	0	1099
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	0	1277	0	0	1011
Future Vol, veh/h	0	0	1277	0	0	1011
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1388	0	0	1099

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	694	0	0	1388	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	385	-	-	489	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	385	-	-	489	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	-	489	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	-	-	0	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	0	77	146	0
Future Volume (vph)	0	0	0	77	146	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			451	366	
Travel Time (s)	2.0			10.3	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	84	159	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	77	146	0
Future Vol, veh/h	0	0	0	77	146	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	84	159	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	243	159	-	0	-	0
Stage 1	159	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	745	886	0	-	-	0
Stage 1	870	-	0	-	-	0
Stage 2	939	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	745	886	-	-	-	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	870	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	SBLn1	SWT
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	0	-
HCM Lane LOS	-	A	-
HCM 95th %tile Q(veh)	-	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	235			115	467	
Travel Time (s)	5.3			2.6	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1022	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1022	1084	1622	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	412	666	175	416	720	228
Future Volume (vph)	412	666	175	416	720	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	320	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	40		35			35
Link Distance (ft)	538		251			513
Travel Time (s)	9.2		4.9			10.0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	443	716	188	447	774	245
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	3	1	2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	1	2	3	1	6
Switch Phase						
Minimum Initial (s)	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	21.5	39.0	43.0	21.5	39.0	43.0
Total Split (s)	25.0	70.0	25.0	25.0	70.0	95.0
Total Split (%)	20.8%	58.3%	20.8%	20.8%	58.3%	79.2%
Yellow Time (s)	4.9	4.1	4.0	4.9	4.1	4.0
All-Red Time (s)	2.0	2.2	2.0	2.0	2.2	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.3	6.0	6.9	6.3	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Recall Mode	None	None	Min	None	None	None
v/c Ratio	1.02	0.62	0.57	0.51	0.67	0.22
Control Delay	82.2	7.7	37.5	11.2	25.0	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.2	7.7	37.5	11.2	25.0	7.6
Queue Length 50th (ft)	~216	98	82	81	156	49
Queue Length 95th (ft)	#492	235	160	190	234	79
Internal Link Dist (ft)	458		171			433
Turn Bay Length (ft)					320	
Base Capacity (vph)	433	1583	479	877	2963	1897
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.45	0.39	0.51	0.26	0.13

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 76.3
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 758/Midnight Pass Rd & SR 72/Stickney Point Rd

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	412	666	175	416	720	228
Future Volume (veh/h)	412	666	175	416	720	228
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	716	188	447	774	245
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	432	824	447	763	959	1124
Arrive On Green	0.24	0.24	0.24	0.24	0.27	0.59
Sat Flow, veh/h	1810	1610	1900	1610	3510	1900
Grp Volume(v), veh/h	443	716	188	447	774	245
Grp Sat Flow(s),veh/h/ln	1810	1610	1900	1610	1755	1900
Q Serve(g_s), s	18.1	18.1	6.4	15.3	15.6	4.6
Cycle Q Clear(g_c), s	18.1	18.1	6.4	15.3	15.6	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	432	824	447	763	959	1124
V/C Ratio(X)	1.03	0.87	0.42	0.59	0.81	0.22
Avail Cap(c_a), veh/h	432	824	476	787	2947	2228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	16.3	24.6	14.5	25.7	7.3
Incr Delay (d2), s/veh	50.2	9.9	0.6	1.1	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	11.2	2.8	5.0	6.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	79.1	26.2	25.2	15.6	27.4	7.4
LnGrp LOS	F	C	C	B	C	A
Approach Vol, veh/h	1159		635			1019
Approach Delay, s/veh	46.4		18.5			22.6
Approach LOS	D		B			C

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.0	23.9				50.9	25.0
Change Period (Y+Rc), s	* 6.3	6.0				6.0	6.9
Max Green Setting (Gmax), s	* 64	19.0				89.0	18.1
Max Q Clear Time (g_c+I1), s	17.6	17.3				6.6	20.1
Green Ext Time (p_c), s	3.1	0.5				1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	1	7	39	0	112	0	544	30	84	467	16
Future Volume (vph)	16	1	7	39	0	112	0	544	30	84	467	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	0		0	0		0	0		0	1		0
Taper Length (ft)	50			50			50			50		
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		190			451			474			251	
Travel Time (s)		4.3			10.3			9.2			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	164	0	0	624	0	91	525	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	1	7	39	0	112	0	544	30	84	467	16
Future Vol, veh/h	16	1	7	39	0	112	0	544	30	84	467	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	1	8	42	0	122	0	591	33	91	508	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1368	1323	517	1311	1315	608	-	0	0	624	0	0
Stage 1	699	699	-	608	608	-	-	-	-	-	-	-
Stage 2	669	624	-	703	707	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	124	156	558	136	158	496	0	-	-	957	-	-
Stage 1	430	442	-	483	486	-	0	-	-	-	-	-
Stage 2	447	478	-	428	438	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	141	558	124	143	496	-	-	-	957	-	-
Mov Cap-2 Maneuver	87	141	-	124	143	-	-	-	-	-	-	-
Stage 1	430	400	-	483	486	-	-	-	-	-	-	-
Stage 2	337	478	-	381	396	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44	34.8	0	1.4
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	118	279	957	-	-
HCM Lane V/C Ratio	-	-	0.221	0.588	0.095	-	-
HCM Control Delay (s)	-	-	44	34.8	9.2	-	-
HCM Lane LOS	-	-	E	D	A	-	-
HCM 95th %tile Q(veh)	-	-	0.8	3.5	0.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	22	51	4	40	0	50	1	1	1	1	10
Future Volume (vph)	7	22	51	4	40	0	50	1	1	1	1	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		366			265			467			98	
Travel Time (s)		8.3			6.0			10.6			2.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	47	0	0	56	0	0	13	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	22	51	4	40	0	50	1	1	1	1	10
Future Vol, veh/h	7	22	51	4	40	0	50	1	1	1	1	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	24	55	4	43	0	54	1	1	1	1	11

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	43	0	0	79	0	0	125	119	52	120	146	43
Stage 1	-	-	-	-	-	-	68	68	-	51	51	-
Stage 2	-	-	-	-	-	-	57	51	-	69	95	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1566	-	-	1519	-	-	849	771	1016	855	745	1027
Stage 1	-	-	-	-	-	-	942	838	-	962	852	-
Stage 2	-	-	-	-	-	-	955	852	-	941	816	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1566	-	-	1519	-	-	834	765	1016	848	739	1027
Mov Cap-2 Maneuver	-	-	-	-	-	-	834	765	-	848	739	-
Stage 1	-	-	-	-	-	-	937	834	-	957	849	-
Stage 2	-	-	-	-	-	-	941	849	-	934	812	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.7	9.6	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	1566	-	-	1519	-	-	978
HCM Lane V/C Ratio	0.068	0.005	-	-	0.003	-	-	0.013
HCM Control Delay (s)	9.6	7.3	0	-	7.4	0	-	8.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0

Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	0	88	1277	5	60	995
Future Volume (vph)	0	88	1277	5	60	995
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	1	
Taper Length (ft)	50				75	
Link Speed (mph)	30		40			40
Link Distance (ft)	161		538			460
Travel Time (s)	3.7		9.2			7.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	96	1393	0	65	1082
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	0	88	1277	5	60	995
Future Vol, veh/h	0	88	1277	5	60	995
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	200	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	96	1388	5	65	1082

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	697	0	0	1393	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	0	383	-	-	487	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	383	-	-	487	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	NW	NE	SW
HCM Control Delay, s	17.5	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NET	NER	NWLn1	SWL	SWT
Capacity (veh/h)	-	-	383	487	-
HCM Lane V/C Ratio	-	-	0.25	0.134	-
HCM Control Delay (s)	-	-	17.5	13.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.5	-

Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	0	5	0	110	146	33
Future Volume (vph)	0	5	0	110	146	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	87			451	366	
Travel Time (s)	2.0			10.3	8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	5	0	120	195	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

Intersection	
Int Delay, s/veh	0.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	110	146	33
Future Vol, veh/h	0	5	0	110	146	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	5	0	120	159	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	177	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	866	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	866	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NET	SBLn1	SWT	SWR
Capacity (veh/h)	-	866	-	-
HCM Lane V/C Ratio	-	0.006	-	-
HCM Control Delay (s)	-	9.2	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	33	0	0	19	23	33
Future Volume (vph)	33	0	0	19	23	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Link Speed (mph)	30			30	30	
Link Distance (ft)	235			115	467	
Travel Time (s)	5.3			2.6	10.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	21	61	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	

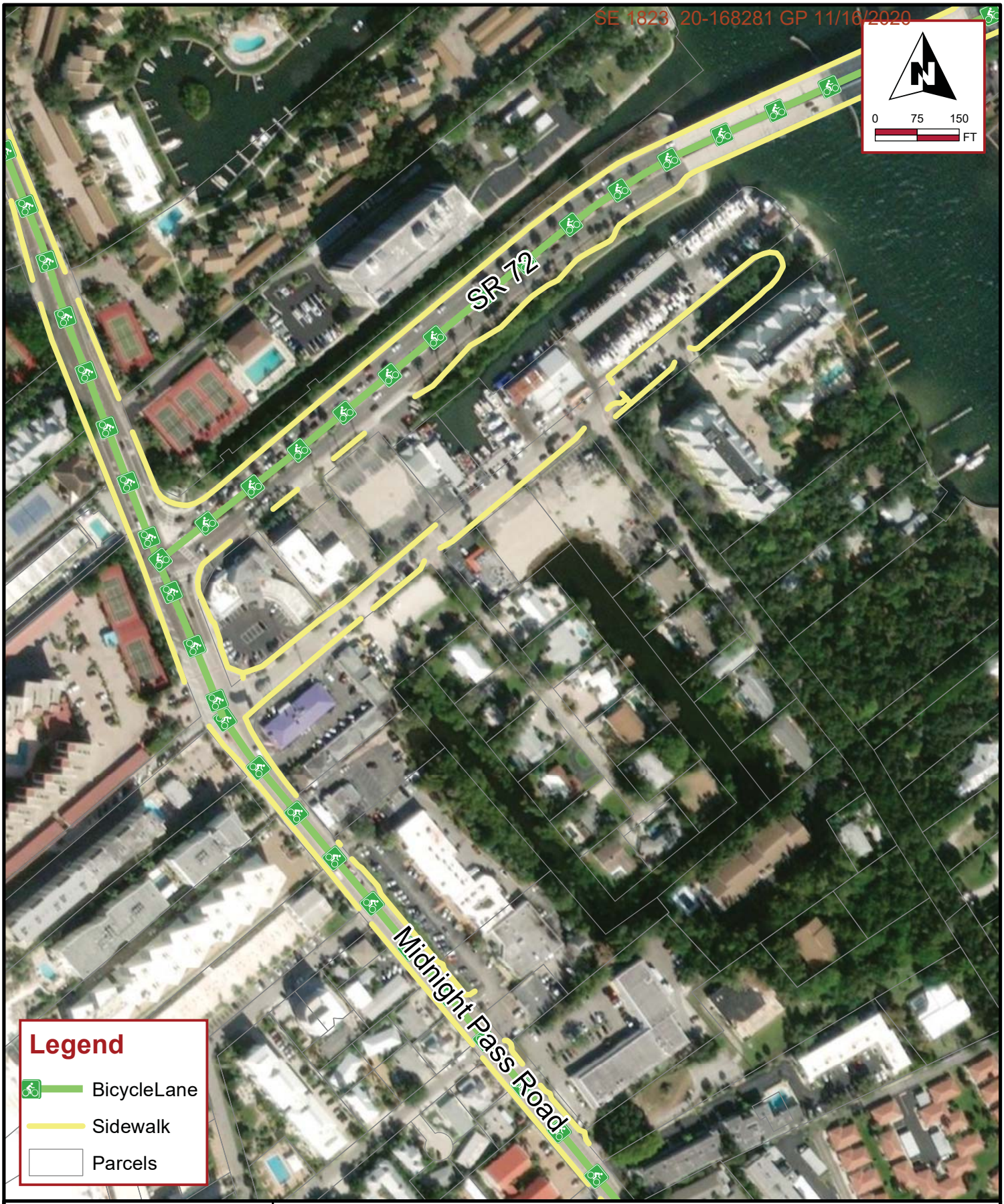
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	0	0	19	23	33
Future Vol, veh/h	33	0	0	19	23	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	0	0	21	25	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	64	43	61	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	942	1027	1542	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	942	1027	1542	-	-	-
Mov Cap-2 Maneuver	942	-	-	-	-	-
Stage 1	979	-	-	-	-	-
Stage 2	1002	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1542	-	942	-	-
HCM Lane V/C Ratio	-	-	0.038	-	-
HCM Control Delay (s)	0	-	9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Kimley»Horn

655 North Franklin St, Suite 150, Tampa, FL 33602
Phone: (813) 620 1460
www.kimley-horn.com

Project Location Map

SIESTA KEY HOTEL
SARASOTA COUNTY, FLORIDA

Project No:	Scale: As Noted	September 2020	Multimodal Facilities

TURN LANE CALCULATIONS

Calculations based upon FDOT Guidelines

Intersection:	SR 72 & Garage Driveway
Scenario:	Future Total
Date of Analysis:	9/8/2020
Analyst:	Kimley-Horn & Associates, Inc.

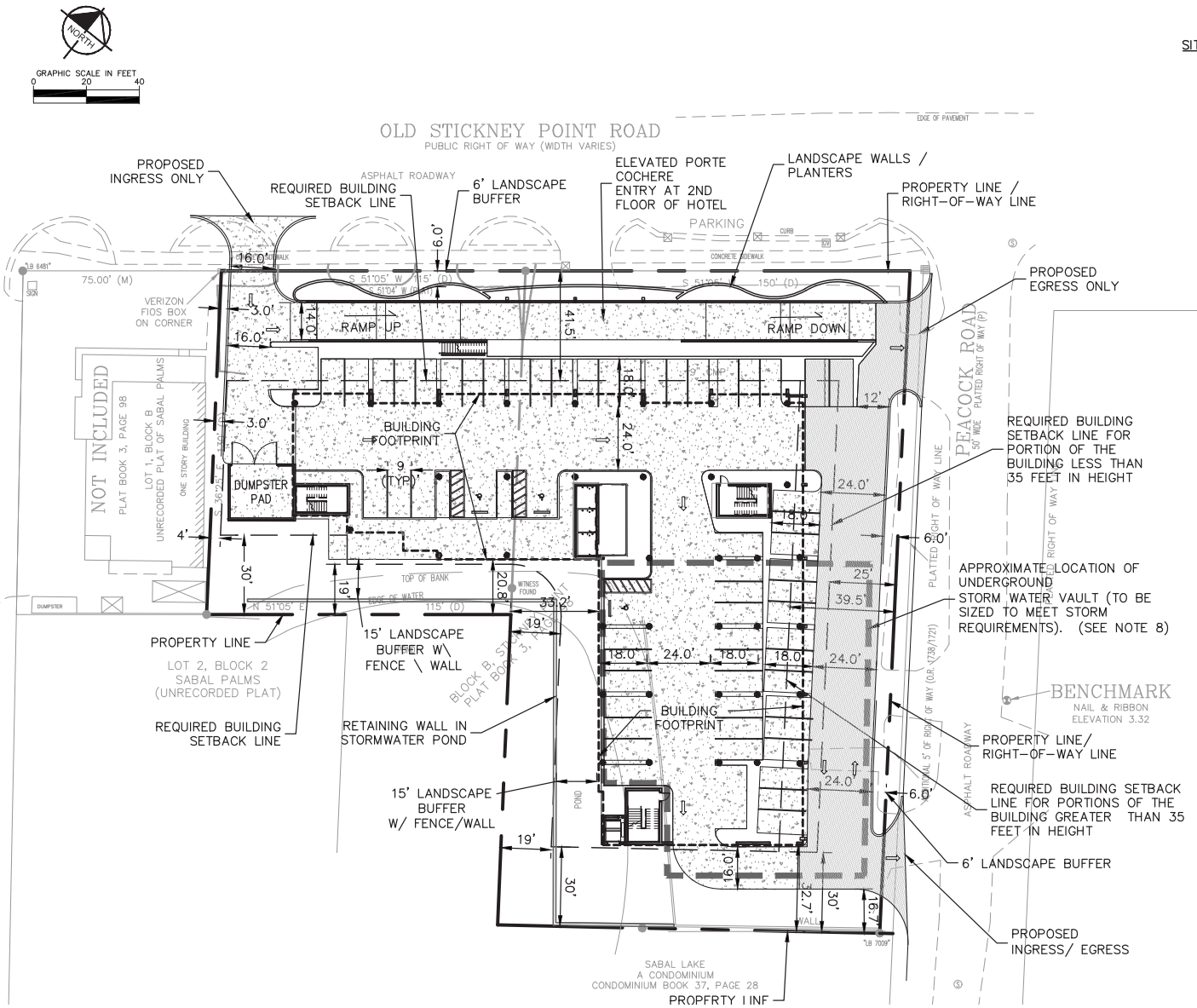
GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Westbound
Traffic Control:	Unsignalized Intersection
Geometric Conditions:	Urban Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	1
Design Speed:	45 Miles per Hour

UNSIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	60 vph
Peak Cycle Factor:	30

UNSIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume:	60 vph
Peak Cycle Factor:	30
Expected Vehicle Queue:	2
Vehicle Length:	25 feet
Peak Storage Length:	50 feet
Minimum Storage Length:	0 feet
Number of Lanes:	1
Required Design Storage per Lane:	50 feet
Total Deceleration Distance:	240 feet
Total Turn Lane Length:	290 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	50 feet
Total Deceleration Distance:	240 feet
Total Turn Lane Length (incl. Taper):	290 feet

SE 1823 20-168281 GP 11/16/2020



SITE DATA

1. PARCEL ID NO.: 0108080021, 0108080024
2. PARCEL ACREAGE: 1.17± ACRES
3. EXISTING ZONING: CG/SKOD
4. PROPOSED ZONING: CG/SKOD W/ SPECIAL EXCEPTION FOR TRANSIENT ACCOMMODATIONS AND SPECIAL EXCEPTION HEIGHT INCREASE TO 83 FEET FROM BFE.
5. NO EXISTING STRUCTURES CURRENTLY ON-SITE
6. PROPOSED USE: TRANSIENT ACCOMMODATION (HOTEL)
7. PROPOSED NUMBER OF ROOMS: UP TO 120 ROOMS
8. STORMWATER AREAS: AN UNDERGROUND STORMWATER VAULT SYSTEM WILL BE USED TO ACCOMMODATE NEW DEVELOPMENT IMPERVIOUS AREA ABOVE WHAT EXISTED IN ON SITE PREVIOUSLY. UNDERGROUND STORMWATER VAULT WILL BE HYDRAULICALLY CONNECTED TO THE EXISTING STORMWATER POND. THE EXACT SIZE AND LOCATION OF THE PROPOSED UNDERGROUND STORMWATER VAULT SYSTEM WILL BE DESIGNED TO MEET COUNTY AND STATE REQUIREMENTS AT THE TIME OF SITE DEVELOPMENT APPLICATION. THE LOCATION AND SIZE SHOWN ON THIS CONCEPT PLAN MAY CHANGE ACCORDINGLY.
9. ACCESS: OLD STICKNEY POINT ROAD AND PEACOCK ROAD
10. NO GRAND TREES OR HABITAT ON-SITE
11. PARKING:

    TOTAL PARKING SPACES REQUIRED (HOTEL): 132 SPACES

    TOTAL PARKING SPACES PROVIDED ON-SITE: 60 SPACES

    TOTAL PARKING SPACES PROVIDED OFF-SITE: 72 SPACES

No.	REVISIONS	DATE	BY
1	REV. PER COMMENTS	10/20/20	TEG

Kimley»Horn
© 2020 KIMLEY-HORN AND ASSOCIATES, INC.
1777 MAIN STREET, SUITE 200, SARASOTA, FL 34236
PHONE: 941-379-7600
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL

KHA PROJECT 048038000
DATE 11/5/2020
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA
DATE:

BINDING DEVELOPMENT CONCEPT SITE PLAN

SIESTA KEY HOTEL
PREPARED FOR
SIESTA ACQUISITIONS, LLC
SARASOTA COUNTY FLORIDA

SHEET NUMBER
1

SE 1823 20-168281 GP 11/16/2020

BILLABLE FEE PAYMENT AGREEMENT

Petition Number: _____

I/WE agree to pay all the costs associated with processing this application petition. Payment is due within 10 days of receipt of an invoice, and all processing of the petition will stop if payments, including advances, are not made within 10 days. All funds that remain at the end of the processing will be returned to the entity which paid funds to the County. A petition is considered complete once the Board of County Commissioners has rendered a decision and the change has been recorded on the official zoning maps, or the petition has been withdrawn by the Applicant.

Name(s): on behalf of 1260 INC LLC & STICKNEY STORAGE LLC

Billing address: 4054 SAWYER RD, SARASOTA, FL, 34233

Employer: _____

Employer's phone: _____

Home address: _____

Home phone: _____

Drivers License No: _____ State _____

I understand and agree to the conditions outlined in this agreement, and certify that all the information I have provided is correct.

Signature: _____ Witness: _____

Print Name: _____ Print Name: _____

Applicants are billed for actual costs of processing the petition. Fees will vary depending upon the amount of staff time required and the cost of advertising the two required public hearings. The following initial fees shall be paid to the County at the time of submission for the following applications:

Comprehensive Plan amendments	$5,000
Developments of Critical Concern	$10,000
Critical Area Plans and amendments	$7,500
Rezone Petitions	$7,500
Special Exception Petitions	$7,500

If costs exceed the initial deposit, the person designated as responsible for fee payment will be billed for additional expenses. Billing will include maintenance of a minimum escrow balance in addition to expenses incurred during the billing period. Please note payment is due within 10 days of billing, and that all processing of an application will stop if payment is not received within that period.

Upon completion of the process and recording of any final instruments the person named in the application as responsible for payment of fees should submit a written request for a refund of any remaining funds.

Revised 130625

DISCLOSURE OF OWNERSHIP OR OTHER INTEREST IN THE PROPERTY

SE-1823-20-168281-GP 11/16/2020

Under the County Charter, this application may not be deemed complete until the applicant provides complete ownership or other interest disclosure.

Section 3.8 of the Sarasota County Charter requires disclosure of those who own and/or have an interest in property proposed for rezoning or special exception. This includes: owners, lessees, beneficiaries, contract purchasers, partnerships, and corporations. For any entity other than a publicly traded corporation or nonprofit corporation, the disclosure information must include the names of all persons having interests in the subject property, and the percentage of ownership held by each person. Please provide name(s), mailing address(es), and street address(es) for all persons.

Contract purchaser (attach copy of the signed contract) _____
(Name)

Lessee (attach a copy of the signed lease) _____
(Name)

If any owner, part owner, or beneficiary is:

- Individual (indicate name exactly as recorded and list all other owners)
- Partnership (limited or business entity - name owners and percentage held by each)
- Corporation other than publicly traded or nonprofit, name all shareholders and percentage held by each
- Trust (Name beneficiaries and percentage held by each)
- Other _____
  (Please list below and attach additional sheets as needed for each of the above types of ownership to ensure that all required information is submitted)

Type	Name	Address	Percent of Interest
Owner			
	on behalf of 1260 INC LLC	4054 SAWYER RD, SARASOTA, FL, 34233	100 %
Owner			
	on behalf of STICKNEY STORAGE LLC	4054 SAWYER RD, SARASOTA, FL, 34233	100 %

Rev. 20130820

SE 1823 20-168281 GP 11/16/2020

OWNER AFFIDAVIT

I on behalf of 1260 INC & STICKNEY STORAGE LLC, being first duly sworn, deposed and say that I am the owner of the property which is the subject matter of this application; that I am authorized to submit this application; that all the answers to the questions in this application, and all sketches, data, and other supplementary matter attached to and made part of this application, are complete, honest, and true to the best of my knowledge and belief. I understand this application must be complete and accurate before a hearing can be advertised. I further designate the agent identified below to act as my representative in any matter regarding this petition. I authorize County staff to visit the site as necessary for proper review of this petition. If there are any special conditions limiting staff access such as guard dogs, locked gates, restricted hours, etc., I have provided the name and phone number of someone who can allow entry.

AGENT:

NAME Robert Medred

ADDRESS 5972 River Forest Cir.

CITY Bradenton STATE FL ZIP 34203

PHONE/FAX 9413745844

EMAIL Robertbomo@aol.com

OWNER:

SIGNATURE

NAME GARY KOMPOTHECRAS

ADDRESS: 4054 SAWYER RD

CITY SARASOTA STATE FL ZIP 34233

PHONE/FAX (941) 504-6188

EMAIL drgary@drgaryinc.com

STATE OF FL **COUNTY OF** Sarasota

SWORN TO (OR AFFIRMED) AND SUBSCRIBED BEFOR ME THIS

31st DAY OF August

BY GARY KOMPOTHECRAS
(PERSON MAKING STATEMENT)

PERSONALLY KNOWN: X PRODUCED IDENTIFICATION: ____

IDENTIFICATION PRODUCED: ____

NOTARY PUBLIC SIGNATURE

(SEAL) Christina M Brighenti
(NAME OF NOTARY TYPED PRINTED OR STAMPED)

Notary Public State of Florida
Christina Brighenti
My Commission GG 920820
Expires 01/26/2024

REVISED 20130820

SE 1823 20-168281 GP 11/16/2020

Neighborhood Workshop Notice

(Virtual via Zoom)

Virtual Neighborhood Workshop location: ZOOM

A Virtual Neighborhood Workshop will be held via Zoom on November TBD, 2020 at 6 pm to discuss the following companion Special Exception applications: (1) a Special Exception in the CG/SKOD district to allow transient accommodations and additional building height on the contiguous parcels that are cumulatively 1.17-acre in size and located at 1260 and 1266 Old Stickney Point Road; and (2) a Special Exception in the CI/SKOD district to allow additional building height for a parking structure (to contain ground floor retail) on a .58-acre parcel located at 1237 Stickney Point Road. Being concurrently processed with these Special Exception applications are a proposed amendment to the text of Future Land Use Policy 2.9.1 of the Sarasota County Comprehensive Plan, together with a companion amendment to Section 124-102 of the Sarasota County Unified Development Code, both of which relate to transient accommodations.
Please visit:
https://us02web.zoom.us/j/84742112223?pwd=bFNIQ1NpMXJhbm1NK3NUZ2s4S0NyZz09

Meeting ID: 847 4211 2223 Password: 200562 to watch and participate in the workshop on November TBD, 2020 at 6 pm. You can also dial in and listen by phone at (646) 558-8656 and use the above referenced meeting ID and password. The purpose of the meeting is to inform neighboring residents of the nature of the proposal, discuss the concept plan, and to seek comments. For more information, visit http://bit.ly/2C6XKPK

5900854.v1

Public Notice for Newspaper

A Virtual Neighborhood Workshop will be held via Zoom on November TBD, 2020 at 6 pm to discuss the following companion Special Exception applications: (1) a Special Exception in the CG/SKOD district to allow transient accommodations and additional building height on the contiguous parcels that are cumulatively 1.17-acre and located at 1260 and 1266 Old Stickney Point Road; and (2) a Special Exception in the CI/SKOD district to allow additional building height for a parking structure (to contain ground floor retail) on a .58-acre parcel located at 1237 Stickney Point Road. Being concurrently processed with these Special Exception applications are a proposed amendment to the text of Future Land Use Policy 2.9.1 of the Sarasota County Comprehensive Plan, together with a companion amendment to Section 124-102 of the Sarasota County Unified Development Code, both of which relate to transient accommodations.
Please visit:
https://us02web.zoom.us/j/84742112223?pwd=bFNIQ1NpMXJhbm1NK3NUZ2s4S0NyZz09
Meeting ID: 847 4211 2223 Password: 200562 to watch and participate in the workshop on November TBD, 2020 at 6 pm. You can also dial in and listen by phone at **(646) 558-8656** and use the above referenced meeting ID and password. The workshop presentation will begin promptly at 6 pm on November TBD, 2020 with an opportunity to ask questions via Zoom following the applicant presentation. The purpose of the meeting is to inform neighboring residents of the nature of the proposal, discuss the concept plan, and to seek their comments online. This is not a public hearing. For more information, visit http://bit.ly/2C6XKPK

5900841.v1

HOTEL LEGAL

BEGIN AT MOST NORTHEASTERLY CORNER OF BLOCK "B" OF STICKNEY POINT SUBDIVISION, AS RECORDED IN PLAT BOOK 3, PAGE 98 , OF THE PUBLIC RECORDS OF SARASOTA COUNTY, FLORIDA; SAID POINT BEING THE INTERSECTION OF THE SOUTHEASTERLY LINE OF STICKNEY POINT ROAD , AND THE SOUTHWESTERLY LINE OF PEACOCK ROAD ; THENCE S 36 DEGREES 25' E, ALONG THE NORTHEASTERLY LINE OF SAID BLOCK A DISTANCE OF 250.7 FEET; THENCE S 51 DEGREES 05 ' W, A DISTANCE OF 150 FEET; THENCE N 36 DEGREES 25' W, ALONG A LINE WHICH IS PARALLEL TO THE NORTHEASTERLY LINE OF SAID BLOCK "B", A DISTANCE OF 250.7 FEET TO THE NORTHWESTERLY LINE OF SAID BLOCK "B"; THENCE N 51 DEGREES 05 ' E, ALONG THE NORTHWESTERLY LINE OF SAID BLOCK "B'', A DISTANCE OF 150 FEET TO THE POINT OF BEGINNING LESS THE EASTERLY 5' FEET THEREOF FOR ROAD RIGHT-OF-WAY AS SET FORTH IN O.R. BOOK 1738, PAGE 1721, OF THE PUBLIC RECORDS OF SARASOTA COUNTY FLORIDA.

AND

BEGIN AT THE MOST NORTHERLY CORNER OF BLOCK ''B" OF STICKNEY POINT SUBDIVISION, AS PER PLAT THEREOF RECORDED IN PLAT BOOK 3 PAGE 98, PUBLIC RECORDS OF SARASOTA COUNTY , FLORIDA; THENCE SOUTH 51° 05' WEST 150 FEET TO A POINT OF BEGINNING; THENCE SOUTH 51° 05' WEST A DISTANCE OF 115 FEET; THENCE SOUTH 36° 25' EAST A DISTANCE OF 130 FEET; THENCE NORTH 51'05 ' EAST A DISTANCE OF 115 FEET; THENCE NORTH 36'25' WEST A DISTANCE OF 130 FEET TO THE POINT OF BEGINNING.

- This form is to be completed by Sarasota County DRC Members for Pre-App Meeting.
- DRC members will note the information required for Step 3 - Formal Application.
- Applicant/Agent should provide information for the Formal Application in the most suitable form, such as narrative descriptions, maps or plans, Development Concept Plan (DCP), reports, or tables. Additional narratives should be attached as a separate sheet.

Project Name:
Siesta Key Resort Hotel

Pre-App Meeting Date:
5/21/2020

Affordable Housing

Affordable Housing is required.

☒ **N**

☐ Y, Based on _____ (policy, regulation, stipulation)

Requirements - Staff will provide the latest Area Median Income (AMI) information

At or below 80% AMI: _____% of Units _____ # of Units

At or below 100% AMI _____% of Units _____ # of Units

Air and Water Quality

Provide the following information in the narrative, maps or DCP:

☐ Describe existing on-site Recognized Environmental Conditions (per ASTM 1527-13)

☐ Describe current or historic uses likely to have resulted in environmental contamination.
For example: petroleum or home heating oil storage tanks, chemical storage, mixing and application areas, historic landfills or dumps, cattle dipping vats, agricultural or recreational use (e.g. citrus grove or golf course), etc.

☐ ESA - Provide an Environmental Site Assessment (ESA) that includes the following information

_____

☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.

☒ **Staff comments or additional Information required:**

A quick review of readily available records found no information indicating the possible presence of environmental contamination. Please be mindful of the requirements of Article 9, Section 124-174 of the Unified Development Code in the event that historic uses of the site may have resulted in environmental issues.

Environmental Protection

Provide the following information in the narrative, maps or DCP:

☐ Existing Land Cover with Florida Land Cover Classification System (FLUCCS) codes.
☐ Preliminary Listed Species.
☐ Protected Habitat.
☐ Proposed impacts to Protected Habitat.
☐ Grand Tree Survey per County Code Section 54-586(4).
☐ Watercourses (County Code Section 74 - Land Development Regulation). Existing Watercourses shall show a 50-ft buffer, from top of banks on each side of the watercourse, on the DCP.
☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.
☒ **Staff comments or additional information required: F**

The proposed binding site plan does not show space for landscaping or for the required trees pursuant to the Trees Code. Please include the required space need for the required plantings.

Fire Protection

Provide the following number of access points on the DCP, based on number of residential units per NFPA 1141 Table 5.1.4.1:

☐ >100 units – 2 access points
☐ > 600 units – 3 access points

☐ Provide turn radius of roadways information.
☐ Provide cul-de-sac turnaround information.
☐ Staff comments or additional information required:

No comments.

Health

Based on information in Form Part 1, provide the following information in the narrative, maps or DCP:

☐ Existing well location.
☐ Describe the intended disposition of the existing well.
☐ Existing septic system location.
☐ Describe the intended disposition of the septic system.
☒ **Staff comments or additional information required:**

All wells including monitoring wells will need to be properly abandoned prior to S&D approval.

Historical Resources

The parcel contains known archeological sites or historical structures.

☒ **N**

☐ Y, The Florida Master Site File number is _____

Provide the following information in the narrative, maps or DCP:

☐ Existing structures, 50 years or older, that will be renovated or demolished.

☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.

☒ **Staff comments or additional information required:**

Based on severe lands modifications, proposed undertaking not considered to have an adverse effect to historical resources.

Landscape

Provide the following information in the narrative, maps or DCP:

☐ Existing on-site vegetation that could be preserved and count towards buffer requirements.

☐ Existing landscape buffers on adjacent/abutting parcels.

☐ Buffers - Note required and proposed buffer widths and opacity.

☐ Fences - Note proposed perimeter wall or fence.

☒ **Staff comments or additional information required:**

1. ***A local street buffer is required along Old Stickney Point Road and Peacock Road providing a 0.1 opacity and 6-foot width.***
2. ***Where the property abuts residential property, a 60% opacity is required which would allow for a 15' wide buffer with a 6' high wall.***
3. ***Buffering and screening of service function areas (which includes dumpsters, mechanical equipment, trash compaction, loading areas, recycling, roof-top equipment and other service function areas) shall be provided in accordance with Article 8, Section 124-123.***

Parks and Recreation

Provide the following information in the narrative, maps or DCP:

☐ Describe how park and recreation needs for future residents will be met.

☐ Describe if park and recreation facilities be open to the general public or as private amenities.

☐ Describe who will be responsible for park and recreation maintenance.

☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.

☒ **Staff comments or additional information required:**

Please describe how hotel visitors will get to and from Siesta Key beaches -- walk, bike, local transit, personal vehicle? The preference is that the hotel would provide and/or promote non-personal vehicle forms of mobility to the beaches since personal vehicles add to the already crowded beach parking lots.

Planning

Provide the following information in the narrative, maps or DCP:

☐ RZ – Describe rezoning request based on Unified Development Code Sections 124-39(c).

☒ **SE – Describe special exception request based on Unified Development Code Sections 124-43(c) and 124-43(c)(2)b.**

☐ CAP – Describe designation and Conditions for Development Approval that affect or may be revised.

☐ 2050 Village/Open Space RMA – Provide information based on Unified Development Code Section 124-271.

☐ Open Space – Note the required and proposed open space based on Unified Development Code Section 124-76.

☐ Stipulations

- ☐ Proposed revisions to existing stipulations (Word format, strike-through and underline).
- ☐ Proffered new stipulations.

☒ Provide an analysis and consistency review of applicable Comprehensive Plan Policies.

☒ **Staff comments or additional information required:**

Current Planning

1. **A neighborhood workshop is required as stated in the Sarasota County Unified Development Code (UDC) Article 5 Section 124-39(c)(2). The neighborhood workshop request form and related documents are available online @ https://www.scgov.net/government/planning-and-development-services/pds-documents/-folder-467#docan7346_11284_6990.**
2. **Follow the requirements for a Rezone/Special Exception Application, as described on the forms and UDC Article 5, Sections 124-39 & 124-43.**

3. **Please follow the requirements of the Development Concept Plan Checklist, as described on the forms.**
4. **Include a detailed narrative with your application explaining your proposed use. Explain the history of land use and zoning of the subject and nearby properties. Explain how the proposed use is compatible with existing and planned nearby uses. Clearly identify the size and location of all existing and proposed structures, those to remain and those to be removed or newly built. Describe proposed areas to be used for events, access, parking and open space.**
5. **Provide a list of applicable Comprehensive Plan policies. Provide specific details of the development that demonstrates consistency with applicable policy, and/or how each policy is advanced or implemented by the request. Describe how the proposed development is consistent with the Future Land Use Map designation.**
6. **Provide signature(s) of the current owner(s) or appropriate signature authority and disclosure on the Ownership Disclosure forms. Provide contract purchaser information and signature(s).**
7. **Applications forms and instructions are available online @ https://www.scgov.net/government/planning-and-development-services/pds-documents/-folder-464#docan7346_11284_6990.**
8. **Applicants may request an appointment to review the application materials before submittal.**
9. **Submit complete application as follows:**
    - **One (1) paper copy with Section divides**
    - **Electronically (PDF and Word files) on a CD**
    - **Entire application as one document, except for Neighborhood Workshop**
    - **Individual files, as deemed necessary**
    - **Ensure the legal description is provided as a stand-alone file in Microsoft Word**
10. **Schedule an appointment to submit application by calling the Planning office at 941-861-5244 or emailing planner@scgov.net. Applications cannot be accepted without an appointment.**

Long Range Planning

11. **Demonstrate compliance to FLU Policies 1.2.3, 2.9.1, 2.9.2, and 2.9.3. In the narrative, describe the development's impacts on the local area and Siesta Key including pedestrian system, beach access, transit, access management, and compatibility with adjacent residences (noise, buffers, screening, hours of operation).**

SCAT (Sarasota County Area Transit)

The proposed project is on a planned transit route.

- ☐ N
- ☐ Y

☐ Transit facilities are required based on _____

☐ Transit facilities are not required. Describe in the narrative whether proposed transit facilities are being considered.

☐ Staff comments or additional information required:

No comments.

Schools (Contact 941-927-9000 x 69052)

☐ Submit a School Impact Analysis Application for a School Concurrency Review https://www.sarasotacountyschools.net/Page/2428

☐ Staff comments or additional Information required:

No comments.

Site & Development

☐ Staff comments or additional information required:

Please comply with all Unified Development Code (UDC) submittal standards outlined in Article 12, Section 124-230 for Site and Development Plan submittals

Stormwater (Drainage)

Provide the following information in the narrative, maps or DCP:

The proposed project is located in the following FEMA Flood Hazard Area. Show on the DCP.

- ☒ **X**
- ☐ A
- ☒ **AE**
- ☐ AH
- ☐ VE

The proposed project is located in the following watershed.

- ☐ Sarasota Bay
- ☐ Little Sarasota Bay
- ☐ Lemon Bay
- ☒ **Dona/Roberts Bay**
- ☐ Myakka River
- ☐ Braden River
- ☐ Coastal

The site is located in a local community flood hazard area (CFHA).

☒ **N**

☐ Y

☒ **Locate the stormwater management facilities on the DCP.**

☒ **Provide an analysis and consistency review of <u>applicable</u> Comprehensive Plan policies.**

Public Works Element, Chapter 12 –
Watershed Management: Water Policy 1.2.2
Water Policy 1.3.1
Water Policy 1.3.2
Water Policy 1.3.5
Future Land Use Element, Chapter 7:
Future Land Use Policy 1.2.5

Must be consistent at time of site development

☒ **Staff comments or additional information required:**

1. ***Please complete a stormwater management plan which includes treatment and provides control to stormwater runoff that originates within the development, or that flows onto or across the development from adjacent lands. Per Sarasota County Guidelines, use 100-year, 24-hour storm design for stormwater calculations. All other County regulation stormwater calculations, implementation, and illustrations are required for the Sarasota County Unified Development Code (UDC). In addition, please include the previously approved drainage plan for site project with Site Development submission. 1.5 times treatment is required for developments with direct discharge to tidal waters.***
2. ***Clearly indicate existing and proposed development improvements for this site on all sheet plans. Submission should also include site totals for pervious and impervious areas (existing and proposed), on the site and development and construction plans. Stormwater facilities also need to be discussed in report narrative.***
3. ***Please provide an extended narrative supporting confidence in the underground stormwater system to adequately perform during the 100-year/24-hour design storm event. Sarasota County Stormwater strongly recommends for the design of the stormwater system to include attenuation volumes in storage capacity. Such a design will provide relief to development concerns by Sarasota County Development Review Staff members.***
4. ***If considering the use of Low Impact Development techniques for reducing stormwater runoff and providing stormwater management, please refer to the Sarasota County Low Impact Development (LID) Guidance Document (Updated May 2015) for applications and requirements. The LID guidance document can be found and downloaded by searching key words "Low Impact Development Guidance Document" on the Sarasota County Website,*** www.scgov.net***.***
5. ***Please include all documentation for proposed underground stormwater vault system, including materials from manufacturer.***

6. ***Please maintain historic drainage patterns and inflow/discharge points for the site.***
7. ***Please clearly label all buffers and easements on the construction plans.***
8. ***SWFWMD should be contacted for a permit.***

Transportation (Public Works Mobility)

Provide the following information in the narrative, maps or DCP:

☐ Provide proof of legal access to a public roadway, where no direct access is available.

☐ Provide a Traffic Impact Study criteria and methodology per R98-169.

- ☐ Paper copy (_____ # of copies)
- ☐ Electronic copy (CD)

☐ Provide a Traffic Impact Analysis Study.

- ☐ Paper copy (_____ # of copies)
- ☐ Electronic copy (CD)

☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.

☐ Staff comments or additional information required:

No comments.

Utilities (Potable Water, Wastewater/ Sewer, Reclaimed Water)

Provide the following information in the narrative, maps or DCP:

Potable Water

The distance to the nearest potable water line is: _____

- ☐ Provide a letter of availability from proposed provider.

Wastewater

The distance to the nearest wastewater line is: _____

- ☐ Provide a letter of availability from proposed provider.

Reclaimed Water

The distance to the nearest reclaimed water line is: _____

- ☐ Provide a letter of availability from proposed provider.

☐ Provide an analysis and consistency review of applicable Comprehensive Plan policies.

☒ **Staff comments or additional information required:**

The sanitary sewer system will need to be modeled to the Siesta Key Master pump station in order to verify capacity. Booster pumps will be needed in order to provide adequate fire flow.

Zoning

Provide the following information in the narrative, maps or DCP:

☐ Planned Districts modifications– Provide proposed modifications to Zoning Regulations or Land Development Regulations standards. Reference regulation section, proposed new standards, and justification for modification.

☐ Planned District – Provide evidence of Unified Control, per Unified Development Code Section 124-40(b)(1).

☐ Conservation Subdivision – Provide a draft Conservation Easement Agreement.

☒ **Staff comments or additional information required:**

1. ***Proposed text amendment is site specific, rather than applicable to either the entire County or only the Siesta Key Overlay District, which would be preferred. Additionally, it will need to be demonstrated how the proposed density calculation is not an increase in density which is prohibited on the Barrier Islands.***
2. ***Portions of the hotel property abut residential and will require a 20' setback, with an additional foot for each 4 feet over 35' being sought. Plan says overall height is 83', which will require an additional 12' or 32' from any property line that abuts residential property.***
3. ***Where the hotel abuts commercial zoned property, it will need to be demonstrated that fire resistive construction is being utilized otherwise an 8' setback is required on the side.***
4. ***Street yard setback is a minimum 25' for buildings over 35' in SKOD unless it can be demonstrated during the Special Exception process that the building is compatible with surrounding properties and designed for pedestrian scale, etc. as set forth in Article 7, Section 124-102(b)(4)j.2.***
5. ***There is a required 20' setback from the water.***
6. ***A separate site lighting permit will be required in accordance with Article 8, Section 124-126.***

Overview of Applications Required

This proposed development will require an application for the following:

- ☐ RZ (Rezoning Petition)
- ☒ **SE (Special Exception)**
- ☒ CPA (Comprehensive Plan Amendment)
  - ☐ Map
  - ☒ Text
- ☐ CAP (Critical Area Plan)
  - ☐ New CAP
  - ☐ Map Amendment
  - ☐ Text Amendment
- ☒ ZTA (Zoning Text Amendment)
- ☐ DOCC (Development of Critical Concern)

Development Concept Plan (DCP) Requirement

- ☒ **Binding**
- ☐ Non-Binding