

COUNCIL MEETING

Municipal Building
175-5th Street North
Second Floor Council Chamber

CITY OF ST. PETERSBURG

**October 27, 2022
5:00 PM**

Welcome to the City of St. Petersburg City Council meeting. The public may address City Council in person.

The public must attend the meeting in person to speak during public hearings or quasi-judicial hearings. If you are a person with a disability who needs an accommodation in order to participate in this meeting or have any questions, please contact the City Clerk's Office at 893-7448. If you are deaf/hard of hearing and require the services of an interpreter, please call our TDD number, 892-5259, or the Florida Relay Service at 711, as soon as possible. The City requests at least 72 hours advance notice, prior to the scheduled meeting, for accommodations.

To assist the City Council in conducting the City's business, we ask that you observe the following:

1. If you are speaking under the Public Hearings, Appeals or Open Forum sections of the agenda, please observe the time limits indicated on the agenda.
2. Placards and posters are not permitted in the Chamber. Applause is not permitted except in connection with Awards and Presentations.
3. Please do not address Council from your seat. If asked by Council to speak to an issue, please do so from the podium.
4. Please do not pass notes to Council during the meeting.
5. Please be courteous to other members of the audience by keeping side conversations to a minimum.
6. The Fire Code prohibits anyone from standing in the aisles or in the back of the room.
7. If other seating is available, please do not occupy the seats reserved for individuals who are deaf/hard of hearing.

The public can also attend the meeting in the following ways:

- Watch live on Channel 15 WOW!/Channel 641 Spectrum/Channel 20 Frontier FiOS
- Watch live online at www.stpete.org/TV
- Listen and participate by dialing one of the following phone numbers
 - +1 312 626 6799 or
 - +1 646 876 9923 or
 - +1 253 215 8782 or
 - +1 301 715 8592 or
 - +1 346 248 7799 or

- +1 669 900 6833 and entering webinar ID: 996 3014 0961#
- Watch, listen, and participate on your computer, mobile phone, or other device by visiting the following link: <https://zoom.us/j/99630140961>

The public can participate in the meeting by providing public comment for agenda items other than public hearings and quasi-judicial hearings in the following ways:

- If attending the Zoom meeting by computer or other device, use the “raise hand” button in the Zoom app.
- If attending the Zoom meeting by phone only, enter *9 on the phone to use the “raise hand” feature.

The “raise hand” feature in the Zoom meeting indicates your desire to speak but does not allow you to speak immediately. You must use the “raise hand” feature at the time the agenda item is addressed. All “raised hands” will be lowered after each agenda item. When it is your turn to speak, your microphone will be unmuted. At the conclusion of your comments or when you reach the three-minute limit, you will be muted. Please be advised that at all times the chair has the authority and discretion to re-order agenda items, and in the event the meeting is disrupted by violations of the rules of decorum, to accept public comment by alternate means, including by email only.

Regardless of the method of participation used, normal rules for participation apply, including the three-minute limit on comments, the requirement that any presentation materials must be submitted to the City Clerk in advance of the meeting, and the rules of decorum. Public comments must be submitted before the public comment period has closed.

A. Meeting Called to Order and Roll Call.

Invocation and Pledge to the Flag of the United States of America.

B. Approval of Agenda with Additions and Deletions.

C. Consent Agenda (see attached)

Open Forum

The City Council receives public comment during Open Forum and on agenda items with limited exceptions consistent with Florida law. All issues discussed under Open Forum must be limited to issues related to the City of St. Petersburg government. If you wish to address City Council on subjects other than public hearing or quasi-judicial items listed on the agenda, please sign up with the Clerk. Only City residents, owners of property in the City, owners of businesses in the City or their employees may speak during Open Forum. If you wish to address City Council through the Zoom meeting, you must use the “raise hand” feature button in the Zoom app or enter *9 on your phone at the time the agenda item is addressed. When it is your turn to speak, you will be unmuted and asked to state your name and address. At the conclusion of your comments or when you reach the three-minute time limit, you will be muted. All “raised hands” will be lowered after each agenda item. Regardless of the method of participation used, normal rules apply, including the three-minute time limit on comments, the requirement that any presentation materials must be submitted in advance of the meeting and the rules of decorum. If live public comment is disrupted by violations of the rules of decorum, the chair is authorized to accept public comment by alternate means, including by email only.

D. Awards and Presentations

E. New Ordinances - (First Reading of Title and Setting of Public Hearing)

F. Reports

G. New Business

H. Council Committee Reports

I. Legal

J. Public Hearings and Quasi-Judicial Proceedings - 5:01 P.M.

Second Reading and Second Public Hearings

1. [Private initiated application for a 14.52-acre site formerly known as the Coquina Key Plaza located at 4350 6th Street South and 575 45th Avenue South requesting an amendment to the Official Zoning Map and approval of an associated Development Agreement. \(City File: ZM-12\) \(Quasi-judicial\)](#)

- (a) Ordinance 782-Z, amending the Official Zoning Map of the City of St. Petersburg, Florida, by changing the zoning of property located at 4350 6th Street South and 575 45th Avenue South from Corridor Commercial Suburban-1 (CCS-1) to Corridor Commercial Traditional-1 (CCT-1); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date.

(b) Ordinance 514-H, approving a Development Agreement for property located at 4350 6th Street South and 575 45th Avenue South; recognizing that the subject agreement is by and between SWD Coquina Key, LLC., a Delaware Limited Liability Company (Developer), and City of St. Petersburg, Florida, A Florida Municipal Corporation; authorizing the Mayor or his designee to execute the Agreement; and providing an effective date.

K. Open Forum

L. Adjournment

**Consent Agenda A
October 27, 2022**

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

(Procurement)

(City Development)

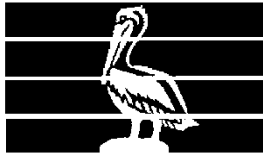
(Leisure Services)

(Public Works)

(Appointments)

(Miscellaneous)

CONSENT



AGENDA

COUNCIL MEETING

CITY OF ST. PETERSBURG

Consent Agenda B
October 27, 2022

NOTE: The Consent Agenda contains normal, routine business items that are very likely to be approved by the City Council by a single motion. Council questions on these items were answered prior to the meeting. Each Councilmember may, however, defer any item for added discussion at a later time.

(Procurement)

(City Development)

(Leisure Services)

(Public Works)

(Appointments)

(Miscellaneous)

MEETING AGENDA

CITY OF ST. PETERSBURG

Note: An abbreviated listing of upcoming MEETING AGENDA Council meetings.

CRA/Agenda Review

Thursday, November 3, 2022, 8:15 a.m., Conference Room 100

City Council Meeting

Thursday, November 3, 2022, 9:00 a.m., City Council Chambers

CITY OF ST. PETERSBURG
Board and Commission Vacancies



Civil Service Board

2 Alternate Members

((Term expires 8/31/22 and 11/30/22))

Nuisance Abatement Board

1 Regular Member

((Term expires 12/31/22))

Nuisance Abatement Board

2 Alternate Members

((Term expires 8/31/22 and 11/30/22))

PROCEDURES TO BE FOLLOWED FOR QUASI-JUDICIAL PROCEEDINGS:

1. **Anyone wishing to speak must fill out a yellow card and present the card to the Clerk. All speakers must be sworn prior to presenting testimony. No cards may be submitted after the close of Public Comment. Each party and speaker is limited to the time limits set forth herein and may not give their time to another speaker or party.** Each party and speaker wishing to present handouts, photographs, presentation slides or any other materials (collectively, “Materials”) during a quasi-judicial proceeding must submit such Materials to the City Clerk no later than 24 hours in advance of the applicable public hearing. **Materials submitted after the deadline will not be accepted and may not be used.**

2. At any time during the proceeding, City Council members may ask questions of any speaker or party. The time consumed by Council Member questions and answers to such questions shall not count against the time frames allowed herein. Burden of proof: in all appeals, the Appellant bears the burden of proof; in rezoning and land use cases, the Property Owner or Applicant bears the burden of proof except in cases initiated by the City, in which event the City Administration bears the burden of proof; for all other applications, the Applicant bears the burden of proof. Waiver of Objection: at any time during the proceeding Council Members may leave the Council Chamber for short periods of time provided they continue to hear testimony by audio. If any party has an objection to a Council Member leaving the Chamber during the hearing, such objection must be made at the start of the hearing. If an objection is not made as required herein it shall be deemed to have been waived.

3. Reading of the Title of the Ordinance(s), if applicable.

4. Initial Presentation. Each party shall be allowed ten (10) minutes for their initial presentation. The order of initial presentations shall be:

a. Presentation by City Administration.

b. Presentation by the Appellant followed by the Applicant, if different. If Appellant and Applicant are different entities, then each is allowed the allotted time for each part of these procedures.

c. Presentation by Opponent. If anyone wishes to utilize the initial presentation time provided for an Opponent, said person shall register as an Opponent with the City Clerk at least one week prior to the scheduled public hearing or within 48 hours after the City staff report for the public hearing has been published (whichever is later). If more than one person registers to utilize the initial presentation time provided for an Opponent, the registered persons shall attempt to agree on a single representative to participate as the Opponent in the proceeding. If the persons cannot agree on a single representative, then each person (or person’s representative) shall share equally the time allotted to the Opponent for each part of these procedures. If there is an Appellant who is not the Applicant or Property Owner, then no Opponent is allowed. If a Property Owner who is not the Appellant or the Applicant opposes the Application and utilizes any part of the time available to the Property Owner to make an initial presentation, the Opponent shall not be permitted to make an initial presentation (but shall be provided an opportunity for cross-examination and rebuttal/closing).

d. If the Property Owner is neither the Appellant nor the Applicant, they shall be allowed the allotted time for each part of these procedures and shall have the opportunity to speak last in each part of these procedures so that they have the opportunity to address what all the interested parties have presented.

5. Public Comment. Upon conclusion of the initial presentations, members of the public may speak for not more than three (3) minutes each. Speakers shall limit their testimony to information relevant to the ordinance or application and criteria for review.

6. Cross Examination. Each party shall be allowed a total of five (5) minutes for cross examination, which includes the time consumed by both questions and answers. Each party who opposes the application may only cross examine any witness who previously testified in support of the application. Each party who supports the application may only cross examine any witness who previously testified in opposition to the application. The questioning party is not permitted to make any statements, only to ask questions that are directly related to the testimony or evidence presented. All questions shall be addressed to the Chair and then (at the discretion of the Chair) asked either by the Chair or by the party conducting the cross examination of the appropriate witness. One (1) representative of each party shall conduct the cross examination. If anyone wishes to utilize the time provided for cross examination and rebuttal as an Opponent, and no one has previously registered with the City Clerk as an Opponent, said individual shall notify the City Clerk prior to the beginning of initial presentations for the applicable public hearing. If no one gives such notice, there shall be no cross examination or rebuttal by Opponent(s). The order of cross examination shall be:

- a. Cross examination by City Administration.
- b. Cross examination by Opponents, if applicable.
- c. Cross examination by Appellant followed by Applicant, followed by Property Owner, if different.

7. Rebuttal/Closing. Each party shall have five (5) minutes to provide a closing argument and/or rebuttal. The order of rebuttal/closing shall be:

- a. Rebuttal/Closing by City Administration.
- b. Rebuttal/Closing by Opponent, if applicable.
- c. Rebuttal/Closing by Applicant followed by the Appellant, if different, followed by Property Owner, if different.

The following page(s) contain the backup material for Agenda Item: Private initiated application for a 14.52-acre site formerly known as the Coquina Key Plaza located at 4350 6th Street South and 575 45th Avenue South requesting an amendment to the Official Zoning Map and approval of an associated Development Agreement. (City File: ZM-12) (Quasi-judicial)
Please scroll down to view the backup material.



ST. PETERSBURG CITY COUNCIL

Meeting of October 27, 2022

TO: The Honorable Gina Driscoll, Chair, and Members of City Council

SUBJECT: Private-initiated application for a 14.52-acre site formerly known as the Coquina Key Plaza located at 4350 6th Street South and 575 45th Avenue South, requesting an amendment to the Official Zoning Map and approval of an associated Development Agreement. (City File: ZM-12)

Ordinance 782-Z, amending the Official Zoning Map of the City of St. Petersburg, Florida, by changing the zoning of property located at 4350 6th Street South and 575 45th Avenue South from Corridor Commercial Suburban-1 (CCS-1) to Corridor Commercial Traditional-1 (CCT-1); providing for repeal of conflicting ordinances and provisions thereof; and providing an effective date.

Ordinance 514-H, approving a Development Agreement for property located at 4350 6th Street South and 575 45th Avenue South; recognizing that the subject agreement is by and between SWD Coquina Key, LLC., a Delaware Limited Liability Company (Developer), and City of St. Petersburg, Florida, A Florida Municipal Corporation; authorizing the Mayor or his designee to execute the Agreement; and providing an effective date.

BACKGROUND:

The purpose of the proposed amendment, as stated by the applicant, is to allow for mixed use redevelopment of multi-family and commercial uses with an associated Development Agreement that is comprised of the following:

- not more than 32 dwelling units per acre or a maximum total of 465 dwelling units, which includes the allowed workforce housing density bonus of eight dwelling units per acre;
- a combined maximum intensity of 1.20 FAR, which includes the maximum allowed workforce intensity bonus of 0.2 FAR;
- a minimum of 20,000 square feet of commercial retail, which is required to be built concurrently with or prior to the multifamily housing;
- the owner shall use commercially reasonable efforts to include a source of fresh food within the commercial retail shopping center; however, such efforts shall not obligate the owner to relocate or otherwise displace any existing tenant or occupant;
- all sites greater than 5 acres in size may follow the Large Tract Planned Development option (Section 16.30.090), which allows for heights up to 150 feet, however, the agreement limits building height to 77 feet to accommodate 7 stories; and
- prior to the issuance of a building permit for the multifamily building, the developer shall enter into a workforce housing density bonus agreement, providing that a minimum of 20% of the multifamily residential units meet the requirements of the workforce housing units.

A detailed report and the application are provided in the attached CPPC Staff Report.

RECOMMENDATION:

Administration: City staff recommends APPROVAL of the amendment and APPROVAL of the associated Development Agreement.

Community Planning & Preservation Commission (CPPC): On Aug 9, 2022, the CPPC conducted a public hearing for this request and voted 4 to 1 making a finding of consistency with the Comprehensive Plan and recommending to City Council APPROVAL of the proposed amendment to the Official Zoning Map and APPROVAL of the associated Development Agreement.

Public Input: To date, staff has received the attached 82 emails and three phone calls that state opposition to the proposed rezoning including concerns of density, potential building height, preservation of suburban character, and the loss of the grocery store contributing to a food desert in the southeast section of the city. Seven emails have been received in support of the rezoning stating the need for affordable housing and redevelopment of the site.

Previous City Council Action: On September 8, 2022, City Council conducted the first reading and first public hearing and voted unanimously to set the second reading and second public hearing for September 29, 2022.

The City Council discussion focused on several key points, including proposed language within the Development Agreement regarding obligations of the Owner to use, "...commercially reasonable efforts to include a source of fresh food within the commercial retail shopping center." Several City Council Members expressed concerns regarding a lack of specificity in this proposed language and requested additional changes. City Staff and Administration worked with the Owner on updating the Development Agreement to further define and elaborate the phrase of "commercially reasonable efforts"; an updated Development Agreement is attached.

Several City Council Members also requested additional information from the Owner regarding their efforts to solicit a major grocer and retailer selling fresh foods.

Recommended City Council Action:

- 1) CONDUCT the second reading and second public hearing of the attached proposed ordinances; AND
- 2) APPROVE the proposed ordinances.

Attachments: Zoning Amendment Ordinance, Development Agreement Ordinance, Development Agreement, CPPC staff report, CPPC minutes, Public Correspondence, Applicant Report: Coquina Key Prospect List for Grocer Use 10/14/22

ORDINANCE NO. 782-Z

AN ORDINANCE AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF ST. PETERSBURG, FLORIDA, BY CHANGING THE ZONING OF PROPERTY LOCATED AT 4350 6th STREET SOUTH AND 575 45th AVENUE SOUTH FROM CORRIDOR COMMERCIAL SUBURBAN-1 (CCS-1) TO CORRIDOR COMMERCIAL TRADITIONAL-1 (CCT-1); PROVIDING FOR REPEAL OF CONFLICTING ORDINANCES AND PROVISIONS THEREOF; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. The Official Zoning Map of the City of St. Petersburg is amended by placing the hereinafter described property in a Zoning District as follows:

Property

The following two parcels currently designated as Corridor Commercial Suburban-1 (CCS-1), and as shown on "Attachment A":

PART OF NW 1/4 OF SEC 06-32-17 DESC FROM NW COR OF TRACT A, SOUTH SIDE SHOPPING CENTER TH N00D13'09"W 261.75FT FOR POB TH N00D13'09"W 425.24FT TH CUR RT RAD 40FT ARC 62.89FT CB N44D49'11"W 56.61FT TH N89D51'30"E 630.41FT TH CUR RT RAD 40FT ARC 62.93FT CB S45D04'15"E 56.64FT TH S 821.77FT TH CUR RT RAD 40FT ARC 62.73FT CB S44D55'34"W 56.49FT TH S89D51'W 331.3FT TH N00D01'06"E 360.18FT TH N30D32'44"W 58.27FT TH N61D49'05"W 53.43FT TH N89D58'54"W 260.99FT TO POB CONT 11.31AC

And

SOUTH SIDE SHOPPING CENTER TRACT A TOGETHER WITH PART OF SE 1/4 OF NW 1/4 OF SEC 06-32-17 DESC BEG NW COR OF SD TRACT A TH N00D13'09"W 261.75FT TH S89D58'54"E 260.99FT TH S61D49'05"E 53.43FT TH S30D32'44"E 58.27FT TH S00D01'06"W 360.18FT TH S89D51'W 161.1FT TH N00D09'W 175.03FT TH S89D46'51"W 175.03FT TO POB

Parcel ID Numbers:

06-32-17-00000-240-0100 and 06-32-17-84510-000-0010

District

From: Corridor Commercial Suburban-1 (CCS-1)

To: Corridor Commercial Traditional-1 (CCT-1)

SECTION 2. All ordinances or portions of ordinances in conflict with or inconsistent with this ordinance are hereby repealed to the extent of such inconsistency or conflict.

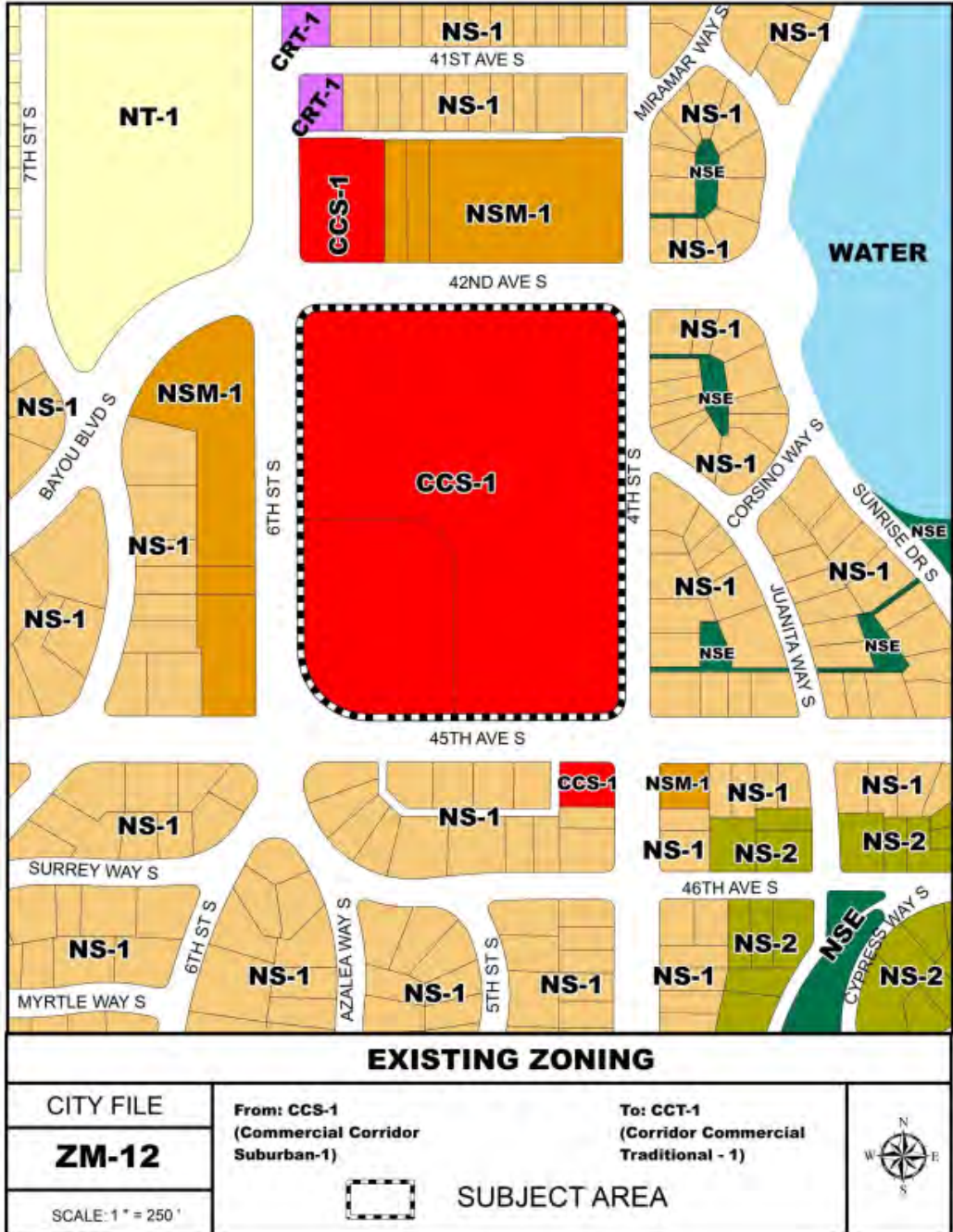
SECTION 3. This ordinance shall become effective upon adoption.

APPROVED AS TO FORM AND SUBSTANCE:

ZM-12 (Zoning)

/s/ Elizabeth Abernethy 08/22/2022
PLANNING & DEVELOPMENT SERVICES DEPARTMENT DATE

/s/ Michael J. Dema 8/19/2022
ASSISTANT CITY ATTORNEY DATE



ORDINANCE NO. 514-H

AN ORDINANCE APPROVING A DEVELOPMENT AGREEMENT FOR PROPERTY LOCATED AT 4350 6th STREET SOUTH AND 575 45th AVENUE SOUTH; RECOGNIZING THAT THE SUBJECT AGREEMENT IS BY AND BETWEEN SWD COQUINA KEY, LLC, A DELAWARE LIMITED LIABILITY COMPANY (DEVELOPER), AND CITY OF ST. PETERSBURG, FLORIDA, A FLORIDA MUNICIPAL CORPORATION; AUTHORIZING THE MAYOR OR HIS DESIGNEE TO EXECUTE THE AGREEMENT; AND PROVIDING AN EFFECTIVE DATE.

THE CITY OF ST. PETERSBURG DOES ORDAIN:

SECTION 1. A Development Agreement associated with approximately 14.52 acres of land located at 4350 6th Street South and 575 45th Avenue South, more particularly described as follows:

Property

Legal Description:

PART OF NW 1/4 OF SEC 06-32-17 DESC FROM NW COR OF TRACT A, SOUTH SIDE SHOPPING CENTER TH N00D13'09"W 261.75FT FOR POB TH N00D13'09"W 425.24FT TH CUR RT RAD 40FT ARC 62.89FT CB N44D49'11"W 56.61FT TH N89D51'30"E 630.41FT TH CUR RT RAD 40FT ARC 62.93FT CB S45D04'15"E 56.64FT TH S 821.77FT TH CUR RT RAD 40FT ARC 62.73FT CB S44D55'34"W 56.49FT TH S89D51'W 331.3FT TH N00D01'06"E 360.18FT TH N30D32'44"W 58.27FT TH N61D49'05"W 53.43FT TH N89D58'54"W 260.99FT TO POB CONT 11.31AC

And

SOUTH SIDE SHOPPING CENTER TRACT A TOGETHER WITH PART OF SE 1/4 OF NW 1/4 OF SEC 06-32-17 DESC BEG NW COR OF SD TRACT A TH N00D13'09"W 261.75FT TH S89D58'54"E 260.99FT TH S61D49'05"E 53.43FT TH S30D32'44"E 58.27FT TH S00D01'06"W 360.18FT TH S89D51'W 161.1FT TH N00D09'W 175.03FT TH S89D46'51"W 175.03FT TO POB

Parcel ID Numbers:

06-32-17-00000-240-0100 and 06-32-17-84510-000-0010 and

is hereby approved and adopted, in accordance with the Florida Local Government Development Agreement Act, §§ 163.3221, et seq., Fla. Stat.

SECTION 2. The subject Development Agreement is by and between SWD Coquina Key LLC, a Delaware limited liability company (developer) and the City of St. Petersburg, Florida, a Florida municipal corporation.

SECTION 3. The Mayor, or his designee, is authorized to execute the Development Agreement on behalf of the City.

SECTION 4. In the event this ordinance is not vetoed by the Mayor in accordance with the City Charter, it shall become effective after the fifth (5th) business day after adoption unless the Mayor notifies the City Council through written notice filed with the City Clerk that the Mayor will not veto the ordinance, in which case the ordinance shall become effective immediately upon filing such written notice with the City Clerk. In the event this ordinance is vetoed by the Mayor in accordance with the City Charter, it shall not become effective unless and until the City Council overrides the veto in accordance with the City Charter, in which case it shall become effective immediately upon a successful vote to override the veto.



APPROVED AS TO FORM AND SUBSTANCE:

| | |
|---|------------|
| <u><i>/s/ Elizabeth Abernethy</i></u> | 08-22-2022 |
| PLANNING & DEVELOPMENT SERVICE DEPARTMENT | DATE |

| | |
|-----------------------------------|-----------|
| <u><i>/s/:Michael J. Dema</i></u> | 8/19/2022 |
| ASSISTANT CITY ATTORNEY | DATE |



AERIAL

| | | |
|------------------|--|---|
| CITY FILE |  SUBJECT AREA |  |
| ZM-12 | | |
| SCALE: 1" = 250' | | |

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (hereinafter the "Agreement") is made and entered into this ____ day of _____, 2022, by and between **SWD COQUINA KEY LLC**, a Delaware limited liability Company, whose mailing address is 360 Central Avenue, Suite 1130, St. Petersburg, FL 33701 (hereinafter "Owner") and the **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation, whose mailing address is P.O. Box 2842, St. Petersburg, Florida 33731 (hereinafter the "City") (collectively hereinafter "the Parties").

WITNESSETH:

WHEREAS, Owner is the fee simple title owner of approximately 14.541 acres of land located at 4350 6th Street South, St. Petersburg, Florida 33705 and 575 45th Avenue South, St. Petersburg, Florida 33705, within the boundaries of the City, the legal description of which is attached hereto as Exhibit "A" (hereinafter the "Property"); and

WHEREAS, Owner desires to develop the Property in conformance with the City's Neighborhood Corridor Commercial Traditional (CCT-1) zoning district and Planned Redevelopment - Mixed Use (PR-MU) future land use designation (the "Zoning Designation Amendment"); and

WHEREAS, the Property is currently designated as Planned Redevelopment - Mixed Use (PR-MU) future land use in the City's Comprehensive Plan; and

WHEREAS, Owner has filed a rezoning application with the City to change the zoning of the Property from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1), such application having City File No. ZM-12; and

WHEREAS, Owner and the City desire to establish certain terms and conditions relating to the proposed development of the Property in accordance with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act (hereinafter the "Act"); and

WHEREAS, in accordance with the Act and Section 16.05 of the City's LDRs, the City is duly authorized to enter this Agreement; and

WHEREAS, the Owner acknowledges that the requirements and conditions of this Agreement result from the impacts of the Project on the City's stated planning goals related to employment and affordable housing, are reasonably attributable to the development of the Project, are based upon comparable requirements and commitments that the City or other agencies of government would reasonably expect to require a developer to expend or provide, and are consistent with sound and generally accepted land use planning and development practices and principles; and

WHEREAS, the first properly noticed public hearing on this Agreement was held by the Community Planning and Preservation Commission on August 9, 2022; and

WHEREAS, the first properly noticed reading of the City Ordinance, Ord. # _____ approving this Agreement was held by the City Council on September 8, 2022; and

WHEREAS, the second properly noticed reading of and public hearing of the City Ordinance approving this Agreement was held by the City Council on September 29, 2022; and

WHEREAS, the Owner desires to develop the Property in accordance with the conditions and limitations set forth in this Agreement.

DEFINITIONS

The terms defined in this Agreement shall have the following meanings, except as herein otherwise expressly provided:

“Agreement” means this Development Agreement, including any Exhibits, and any amendments hereto or thereto.

“Authorized Representative” means the person or persons designated and appointed from time to time as such by the Owner, Developer, or the City.

“City Council” means the governing body of the City, by whatever name known or however constituted from time to time.

“City's Comprehensive Plan” means the City of St. Petersburg Comprehensive Plan, as most recently amended prior to the date hereof.

“City's LDRs” means the City of St. Petersburg Land Development Regulations, as most recently amended prior to the date hereof.

“Development” means all improvements to real property, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved real property.

“Development Permit” includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

“Exhibits” means those agreements, diagrams, drawings, specifications, instruments, forms of instruments, and other documents attached hereto and designated as exhibits to, and incorporated in and made a part of, this Agreement.

“FAR” means floor area ratio, as that term is defined in the City’s LDRs.

“Florida Statutes” means all references herein to "Florida Statutes" are to Florida Statutes (2020), as amended from time to time.

“Governmental Authority” means the City, the County or any other governmental entity having regulatory authority over the Project and that issues a Development Permit for the Project to be constructed and opened for business.

“Project” means the proposed development to be located on the Property as contemplated by this Agreement.

“Property” means the real property more particularly described in the legal description in Exhibit “A”.

“Retail Center” means a portion of the Project as defined in Section 5(c) below.

“Zoning Designation Amendment” means the change of the City’s zoning designation of the Property from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1).

AGREEMENT

NOW, THEREFORE, in consideration of the terms, conditions, covenants and mutual promises hereinafter set forth, the Parties agree as follows:

1. **Recitals, Definitions, and Exhibits.** The foregoing recitations are true and correct and are hereby incorporated herein by reference. The foregoing Definitions are hereby incorporated herein by reference. All exhibits to this Agreement are essential to this Agreement and are hereby deemed a part hereof.

2. **Intent.** It is the intent of the Parties that this Agreement shall be adopted in conformity with the Act and that this Agreement should be construed and implemented so as to effectuate the purposes and intent of the Act. This Agreement shall not be executed by or binding upon any Party until adopted in conformity with the Act.

3. Recording and Effective Date. After the Agreement has been executed by the Parties, and after the date the Zoning Designation Amendment become effective, the City shall record the Agreement in the Public Records of Pinellas County, Florida, at the Developer's expense and shall forward a copy of the recorded Agreement to the Florida Department of Economic Opportunity ("DEO"). Thirty (30) days after receipt of the recorded Agreement by the DEO, this Agreement shall become effective (the "Effective Date").

4. Duration. The initial term of this Agreement shall be for fifteen (15) years from the Effective Date. Owner agrees that this Agreement may be extended by the City at the end of the initial term for an additional five (5) year renewal term, subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs.

5. Permitted Development Uses and Building Intensities.

(a) Permitted Development Uses. The Property is currently designated Corridor Commercial Suburban (CCS-1) zoning on the City's zoning map and Planned Redevelopment- Mixed Use (PR-MU) future land use in the City's Comprehensive Plan. Owner has applied to the City to rezone the Property from CCS-1 to Corridor Commercial Traditional (CCT-1). The Property's future land use designation will remain PR-MU. Conditional upon such rezoning application being adopted, the Property may be used for the purposes permitted in the applicable zoning districts subject to the additional limitations and conditions set forth in this Agreement.

(b) Maximum Density, Intensity, and Height of Proposed Uses. For the purposes of this Development Agreement, maximum density, intensity, and height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. A workforce housing density bonus of eight (8) units per acre is also allowable, subject to the City's Workforce Housing Ordinance. In accordance with the CCT-1 zoning designation, building height is limited to forty-two (42) feet; however, additional building height can be achieved pursuant to the Large Tract Planned Development regulations, set forth in the City's LDRs, but shall not exceed seventy-seven (77) feet.

(c) Limitations and Conditions on Use. The development uses proposed on the Property and their approximate sizes include a 20,000 square feet (minimum) commercial retail shopping center (the "Retail Center"), multi-family buildings comprised of not more than 465 residential dwelling units with a minimum of 20% of the units being workforce housing; the combined intensity shall not exceed 1.20 FAR and the residential density shall not exceed 32 units per acre. Owner agrees that the following limitations and conditions shall apply to any site plan approved for the Property:

(1) Owner shall construct the Retail Center prior to or concurrently with the multi-family buildings and shall obtain the Certificate of Completion (CC) for the shell of the Retail Center prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building.

(2) Prior to the issuance of a building permit for any multi-family building, Developer shall enter into a workforce housing bonus density agreement, providing that a minimum of 20% of the multi-family residential units meet all the requirements as workforce housing units, in accordance with City Code Chapter 17.5.

(3) Owner shall use commercially reasonable efforts to include a source of fresh food within the Retail Center; however, such efforts shall not obligate the Owner to relocate or otherwise displace any existing tenant or occupant. For purposes of this Agreement, "commercially reasonable efforts" shall mean the Owner, upon the initial leasing and any tenant turnover during the term of this Agreement, shall (at a minimum) solicit grocers and other businesses and organizations having ongoing "brick and mortar" operations within 50 miles of the Property, and which provide fresh produce as a component of their typical operation, to offer market lease terms. Such solicitation shall not be required to be exhaustive; however, it shall include a reasonable number of such operators and the Owner shall deliver a written report or other reasonable evidence of such efforts, which may include but is not limited to electronic mail receipts or certified mail receipts, to the City prior to executing a lease for such available portion of the Retail Center.

Owner's duties under this Subparagraph shall be deemed satisfied upon the execution of the first lease of any portion of the Retail Center to a tenant providing a source of fresh food.

6. Public Facilities; Traffic Concurrency. The Property has frontage on 6th Street South, which is designated a secondary multimodal corridor on the Countywide Land Use Strategy Map and a future major street on the Future Major Streets Map (Map 20 of the City's Comprehensive Plan). The Property is currently served by high frequency public transit service (PSTA Route 4, 15-minute headway). This segment of 6th Street South is recognized in the Advantage Pinellas Plan (a/k/a 2045 Long Range Transportation Plan) as an investment corridor "to better support transit and connecting people to jobs, training opportunities and access to a variety of housing options that are affordable..." and "are considered priorities as they support strategic future investments for housing, economic development and transportation through redevelopment, infrastructure and land assembly." The proposed rezoning furthers a land use pattern contributing to minimizing travel requirements and anticipates and supports increased usage of mass transit systems (Policy LU19.3 of the City's Comprehensive Plan).

(a) Potable Water: The City will provide potable water to the Project site. Sufficient supply capacity is available to service the Project, consistent with the requirements of the City's concurrency management regulations.

(b) Sanitary Sewer: The City will provide sanitary sewer service to the Project site. Sufficient treatment capacity is available to service the Project, consistent with the requirements of the City's concurrency management regulations.

(c) Stormwater Management: Stormwater management level of service is project-dependent rather than based on the provision and use of public facilities and is not directly provided by the City. The design and construction of the proposed stormwater facilities on the Project site shall be in compliance with the requirements of the City of St. Petersburg City Code and the Southwest Florida Water Management District, shall meet concurrency requirements for stormwater, and shall not result in degradation of the level of service below City's adopted level of service.

(d) Law Enforcement: Law Enforcement protection will be provided by the City of St. Petersburg Police Department using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(e) Fire Protection and Emergency Medical Service: Fire protection and emergency medical services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(f) Library Facilities and Services: Library facilities and services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public library facilities will be needed to service the Project.

(g) Public Schools: Public school facilities and services will be provided by the Pinellas County School Board. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public facilities will be needed to service the Project.

(h) Solid Waste: Solid waste collection services will be provided by the City using facilities, equipment and service capacity already in place, while waste disposal services will be handled by Pinellas County. Capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(i) Transportation/Mass Transit: The determination of adequacy of public facilities, including transportation facilities, to serve the proposed development shall be made in accordance with the City's Concurrency requirements in existence as of the date of this Agreement.

(j) Utility Improvements: Utility improvements necessary to provide service to a structure shall be constructed by Developer at Developer's expense prior to issuance of certificates of occupancy for the structure.

7. Reservation or Dedication of Land. Owner and Developer shall not be required to reserve or dedicate land within the Property for municipal purposes other than: (a) public utility easements for utilities servicing the Property; (b) as applicable for roadways and other transportation facilities; and (c) subject to reasonable reservation and dedications during site plan review and approval.

8. Local Development Permits. The following local development approvals will be required to develop the Property for uses permitted in the CCT-1 zoning districts:

- (a) Site plan approval;
- (b) Final site plan approval;
- (b) Water, sewer, paving and drainage permits (including applicable permits issued by the South Florida Water Management District);
- (c) Building permits;
- (d) Certificates of Occupancy;
- (e) Certificates of Concurrency;
- (f) Any other development permits that may be required by City ordinances and regulations; and
- (g) Such other City, County, State or Federal permits as may be required by law.

9. Consistency with Comprehensive Plan. Conditional upon such rezoning and land use plan amendments being adopted as contemplated in Paragraph 5.(a) of this Agreement, Development of the Property for the uses allowed in the CCT-1 zoning district must be consistent with the City's Comprehensive Plan.

10. Necessity of Complying with Local Regulations Relative to Permits. The Parties agree that the failure of this Agreement to address a particular permit, condition, fee, term or restriction shall not relieve Owner of the necessity of complying with regulations governing said permitting requirements, conditions, fees, terms or restrictions.

11. Binding Effect. The obligations imposed pursuant to this Agreement upon the Parties and upon the Property shall run with and bind the Property as covenants running with the Property. This Agreement shall be binding upon and enforceable by and against the Parties hereto, their personal representatives, heirs, successors, grantees and assigns. Notwithstanding the foregoing, the rights and obligations under this Agreement of the Owner of the Property shall pass to any third-party purchaser of the Property and upon the closing of such purchase of the Property from such Owner, and the Owner of the Property shall be relieved of any further obligations under this Agreement upon such third party's acquisition of title to the Property.

12. Preliminary Concurrency and Comprehensive Plan Findings. The City has preliminarily determined that the concurrency requirements of Sections 16.03.050 and 16.03.060 of the City's LDRs and the City's Comprehensive Plan will be met for the Project, further subject to any approvals set forth in Paragraph 8 of this Agreement. The City has preliminarily found that the Project and this Agreement are consistent with and further the goals, objectives, policies and action strategies of the City's Comprehensive Plan and with the City's LDRs, further subject to any approvals set forth in Paragraph 8 of this Agreement. Nothing herein shall be construed by any Party as an approval, express or implied, for any action set forth in Paragraph 8 of this Agreement.

13. Disclaimer of Joint Venture. The Parties represent that by the execution of this Agreement it is not the intent of the Parties that this Agreement be construed or deemed to represent a joint venture or common undertaking between any Parties, or between any Party and any third party. While engaged in carrying out and complying with the terms of this Agreement, Owner is an independent principal and not a contractor for or officer, agent, or employee of the City. Owner shall not at any time or in any manner represent that it or any of its agents or employees are employees of the City.

14. Amendments. The Parties acknowledge that this Agreement may be amended by mutual consent of the Parties subsequent to execution in accordance with Section 163.3237, Florida Statutes and Section 16.05 of the City's LDRs. All amendments to this Agreement shall be ineffective unless reduced to writing and executed by the Parties in accordance with the City's LDRs.

15. Notices. All notices, demands, requests for approvals or other communications given by any Party to another shall be in writing and shall be sent by registered or certified mail, postage prepaid, return receipt requested, by a recognized national overnight courier service, or by facsimile transmission to the office for each Party indicated below and addressed as follows:

- (a) **To the Owner:**
SWD Coquina Key LLC
Attn: Sam Palmer
360 Central Avenue
Suite 1130
St. Petersburg, FL 33701

With a copy to:

SWD Coquina Key LLC
Attn: Pamela Linden, Esq.
360 Central Avenue
Suite 1130
St. Petersburg, FL 33701

- (b) **To the City:**
City of St. Petersburg
Attn: Derek Kilborn, Manager
Urban Planning, Design and Historic Preservation Division
City of St. Petersburg Planning and Development Services Dept
One 4th Street North
St. Petersburg, FL 33701

With a copy to:

City Attorney's Office, City of St. Petersburg
Attn: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental Matters
Municipal Services Center
One 4th Street North
St. Petersburg, FL 33701

16. Effectiveness of Notice. Notices given by courier service or by hand delivery shall be effective upon delivery and notices given by mail shall be effective on the fifth (5) business day after mailing. Refusal by any person to accept delivery of any notice delivered to the office at the address indicated above (or as it may be changed) shall be deemed to have been an effective delivery as provided in this Paragraph. The addresses to which notices are to be sent may be changed from time to time by written notice delivered to the other Parties and such notices shall be effective upon receipt. Until notice of change of address is received as to any particular Party hereto, all other Parties may rely upon the last address given. Notices given by facsimile transmission shall be effective on the date sent.

17. Default. In the event any Party is in default of any provision hereof, any non-defaulting Party, as a condition precedent to the exercise of its remedies, shall be required to give the defaulting Party written notice of the same pursuant to this Agreement. The defaulting Party shall have thirty (30) business days from the receipt of such notice to cure the default. If the defaulting Party timely cures the default, this Agreement shall continue in full force and effect. If the defaulting Party does not timely cure such default, the non-defaulting Party shall be entitled to pursue its remedies available at law or equity.

18. Non-Action on Failure to Observe Provisions of this Agreement. The failure of any Party to promptly or continually insist upon strict performance of any term, covenant, condition or provision of this Agreement, or any Exhibit hereto, or any other agreement, instrument or document of whatever form or nature contemplated hereby shall not be deemed a waiver of any right or remedy that the Party may have, and shall not be deemed a waiver of a subsequent default or nonperformance of such term, covenant, condition or provision.

19. Applicable Law and Venue. The laws of the State of Florida shall govern the validity, performance and enforcement of this Agreement. Venue for any proceeding arising under this Agreement shall be in the Sixth Judicial Circuit, in and for Pinellas County, Florida, for State actions and in the United States District Court for the Middle District of Florida for federal actions, to the exclusion of any other venue.

20. Construction. This Agreement has been negotiated by the Parties, and the Agreement, including, without limitation, the Exhibits, shall not be deemed to have been prepared by any Party, but by all equally.

21. Entire Agreement.

(a) This Agreement, and all the terms and provisions contained herein, including without limitation the Exhibits hereto, constitute the full and complete agreement between the Parties hereto to the date hereof, and supersedes and controls over any and all prior agreements, understandings, representations, correspondence and statements whether written or oral. With the exception of conditions that may be imposed by the City in approving any Development Permit, no Party shall be bound by any agreement, condition, warranty or representation other than as expressly stated in this Agreement, and this Agreement may not be amended or modified except by written instrument signed by the Parties hereto, in accordance with this Agreement, Florida Statutes Section 163.3237, and Section 16.05 of the City's LDRs.

(b) Any provisions of this Agreement shall be read and applied in pari materia with all other provisions hereof.

22. Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day.

23. Certification. The Parties shall at any time and from time to time, upon not less than ten (10) days prior notice by the other Party execute, acknowledge and deliver to the other Party (and, in the case of the City, to a Project Lender) a statement in recordable form certifying that this Agreement has not been modified and is in full force and effect (or if there have been modifications that this Agreement as modified is in full force and effect and setting forth a notation of such modifications), and that to the knowledge of such Party, neither it nor any other Party is then in default hereof (or if another Party is then in default hereof, stating the nature and details of such default), it being intended that any such statement delivered pursuant to this Paragraph may be conclusively relied upon by any prospective purchaser, mortgagee, successor, assignee of any mortgage or assignee of the respective interest in the Project, if any, of any Party made in accordance with the provisions of this Agreement.

24. Termination. This Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

(a) The expiration of fifteen (15) years from the Effective Date of this Agreement, as defined herein, unless the City extends the initial term for an additional five (5) year renewal term pursuant to the terms of this Agreement and subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs; or;

(b) The revocation of this Agreement by the City Council in accordance with Section 163.3235, Florida Statutes and Section 16.05 of the City's LDRs; or

(c) The execution of a written agreement by all Parties, or by their successors in interest, providing for the cancellation and termination of this Agreement.

25. Deadline for Execution. The Owner shall execute this Agreement prior to the date on which the City Council considers this Agreement for final approval.

26. Covenant of Cooperation. The Parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of development of the Project site, including processing amendments to this Agreement.

27. Approvals.

(a) For the purposes of this Agreement any required written permission, consent, approval or agreement ("Approval") by the City means the Approval of the Mayor or his designee unless otherwise set forth herein and such approval shall be in addition to any and all permits and other licenses required by law or this Agreement.

(b) For the purposes of this Agreement any right of the City to take any action permitted, allowed or required by this Agreement, may be exercised by the Mayor or his designee, unless otherwise set forth herein.

28. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable by a court of competent jurisdiction, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect.

29. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute a single instrument.

30. Failure of Development to Occur as Proposed. If development of the Property does not occur as proposed under this Agreement, both the City and the property owner have the right to initiate the process to change the land use and zoning designations of the Property to the designations that existed at the time of execution of this Agreement.

31. Cancellation. This Agreement shall become null and void as to any portion of the Property if any of the following occur: (1) the Owner fails to obtain the rezoning or Comprehensive Plan Amendment as more fully set forth above; (2) the Future Land Use designation of the Residential Property or any portion thereof changes to any designation other than PR-MU; (3) the zoning of the Property or any portion thereof changes to any designation other than CCS-1.

32. Third Party Beneficiaries. The rights and obligations of the Parties set forth in this Agreement are personal to the Parties, and no third parties are entitled to rely on or have an interest in any such rights and obligations.

[signatures on next page]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

**CITY
CITY OF ST. PETERSBURG, FLORIDA**

ATTEST:

CITY CLERK

By: _____

As Its: _____

_____ day of _____, 2022

Approved as to form and content

By Office of City Attorney

OWNER:

SWD COQUINA KEY LLC, a Delaware Limited Liability Company

By: Stoneweg U.S., LLC, its Manager

WITNESSES:

Sign NA

Print Neil Armstrong

Sign Kim BITONTI

Print Kim Bitonti

By: Pamela Linden

Print: Pamela Linden

Title: EVP, Chief Legal Officer

Date: October __, 2022

STATE OF FLORIDA
COUNTY OF PALM BEACH

The foregoing instrument was acknowledged before me by means of (check one) physical presence or online notarization, this 12 day of October, 2022, by Pamela Linden, as EVP, Chief Legal Officer of Stoneweg U.S., LLC, the Manager of SWD Coquina Key LLC, a Delaware Limited Liability Company, on behalf of the company, who is personally known to me or produced as identification.

NOTARY PUBLIC:

Sign Christina Armstrong
Print Christina Armstrong

State of Florida at Large

My Commission Expires: 12/13/24



EXHIBIT "A"

LEGAL DESCRIPTION:

PARCELS 1 AND 2:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°51'30" WEST, 810.75 FEET, THENCE SOUTH 0°13'09" EAST, 1001.05 FEET; THENCE NORTH 89°51' EAST, 806.92 FEET, THENCE NORTH 1000.69 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE NORTH 50 FEET THEREOF, ALSO LESS AND EXCEPTING THE SOUTH 50 FEET THEREOF, ALSO LESS AND EXCEPTING THE EAST 30 FEET THEREOF; ALSO LESS AND EXCEPTING THE WEST 70 FEET THEREOF;

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION, 90 FEET, THENCE WEST 30 FEET TO THE POINT OF BEGINNING; THENCE ON THE CURVE TO THE LEFT RADIUS 40 FEET, RUN TO A POINT 70 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 50 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE 40 FEET EAST; THENCE 40 FEET SOUTH TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH 89°51'30" WEST ALONG THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, 700.75 FEET; THENCE SOUTH 50 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 740.75 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 90 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE NORTH 40 FEET; THENCE EAST 40 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION 950.69 FEET, THENCE WEST 70 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 30 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 910.69 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH 40 FEET, THENCE WEST 40 FEET TO THE POINT OF BEGINNING.



Staff Report to the St. Petersburg Community Planning & Preservation Commission
Prepared by the Planning & Development Services Department,
Urban Planning and Historic Preservation Division

For Public Hearing and Executive Action on Tuesday, August 9, 2022
at 2:00 p.m. in City Council Chambers, City Hall
175 5th St North, St. Petersburg, FL 33701.

According to Planning and Development Services records, Commissioner Manitia Moultrie has direct or indirect ownership interest in real property located within 2,000 linear feet of real property contained with the application (measured in a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

City File: ZM-12

Coquina Key Plaza: 4350 6th St South and 575 45th Ave South

This is a private-initiated application requesting the Community Planning and Preservation Commission (“CPPC”), in its capacity as the Local Planning Agency (“LPA”), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the following proposed amendment to the Official Zoning Map from Commercial Corridor Suburban (CCS-1) to Corridor Commercial Traditional - 1 (CCT-1) for a 14.52-acre site located at 4350 6th Street South, which is the current site of the Coquina Key Plaza shopping mall, and **APPROVAL** of the associated Development Agreement.

Photo 1: Subject Property; Photo Source: Google Earth



CONTENTS

| | |
|--|---------|
| Applicant Information..... | Page 2 |
| Request..... | Page 2 |
| Site Description..... | Page 3 |
| Background..... | Page 4 |
| Consistency and Compatibility with Comprehensive Plan..... | Page 4 |
| Relevant Considerations of Amendments..... | Page 7 |
| Public Notice..... | Page 17 |
| Public Hearing Process..... | Page 17 |
| Summary..... | Page 18 |
| Recommendation..... | Page 19 |
| Attachments..... | Page 19 |

APPLICANT INFORMATION

APPLICANT/OWNER: **SWD Coquina Key, LLC**
360 Central Ave, Suite 1130
St. Petersburg, Florida 33701
Mark.Rios@stoneweg.com

AGENT: **Craig Taraszki, Esq.**
Johnson, Pope, Bokor, Ruppel & Burns, LLP
490 1st Ave South, Suite 700
St. Petersburg, Florida 33701
Craigt@jpfirm.com
(727) 999-9900

CITY STAFF: **Britton Wilson, AICP**
Urban Planning and Historic Preservation Division
Planning and Development Services Department
One 4th Street North
St. Petersburg, Florida 33701
Britton.Wilson@stpete.org
(727) 551-3542

REQUEST

The applicant is requesting an amendment to the Official Zoning Map from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional - 1 (CCT-1) for a 14.5-acre site consisting of two separate parcels located at 4350 6th Street South and 575 45th Avenue South. The purpose of the proposed amendments, as stated by the applicant, is to allow for mixed use redevelopment of the site consisting of multifamily residential with workforce housing and commercial uses that are compatible with the traditional neighborhood design standards.

In addition to the proposed amendment to the Official Zoning Map, a Development Agreement (DA) is included to provide assurances relating to future development plans on the subject property and mitigate concerns related to the general loss of commercial retail uses that have historically been on site. Development under the requested CCT-1 zoning district shall be regulated by the CCT-1 regulations and the associated DA. A copy of the DA is included as an attachment, which is comprised of the following:

- Not more than 32 dwelling units per acre or a maximum total of 465 dwelling units, which includes the allowed workforce housing density bonus of eight dwelling units per acre;

- A combined maximum intensity of 1.20 FAR, which includes the maximum allowed workforce intensity bonus of 0.2 FAR;
- A minimum of 20,000 square feet of commercial retail, which is required to be built concurrently with or prior to the multifamily housing;
- A requirement that the owner shall use commercially reasonable efforts to include a source of fresh food within the commercial retail shopping center; however, such efforts shall not obligate the owner to relocate or otherwise displace any existing tenant or occupant;
- Building height is limited to 77 feet to accommodate seven (7) stories, which can be achieved pursuant to the Large Tract Planned Development regulations; and
- Prior to the issuance of a building permit for the multifamily building, the developer shall enter into a workforce housing density bonus agreement, providing that a minimum of 20% of the total multifamily residential units proposed meet the requirements of the workforce housing units.

As stated above, the DA requires a minimum of 20% of the total multifamily dwelling units be dedicated to the City’s Workforce Housing Density Bonus Program. However, in order to achieve the proposed buildout number of 465 dwelling units, 25% of the total units or eight (8) units per acre will be required to meet the workforce housing density bonus program.

Approximately 0.41 acres of the northeasterly corner boundary of the site is located within the Coastal High Hazard Area (CHHA). The proposed rezoning amendment is not associated with a request to amend the Future Land Use Map and therefore does not trigger Policy LU7.1 that speaks to the required balancing review criteria for property requesting an increase in density in the CHHA through a Future Land Use Map amendment. The location of this low-lying area is conducive for use as part of the required onsite stormwater retention.

SITE DESCRIPTION

| | |
|---------------------------|---|
| Street Address: | 4350 6 th Street South and 575 45 th Avenue South |
| Parcel ID No.: | 06-32-17-00000-240-0100 and 06-32-17-84510-000-0010 |
| Acreage: | 14.525 acres |
| Future Land Use: | Planned Redevelopment – Mixed Use (PR-MU) |
| Zoning: | From Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional - 1 (CCT-1) |
| Countywide Plan Map: | Multimodal Corridor (MMC) |
| Existing Use: | Coquina Key Plaza shopping mall |
| Surrounding Uses: | North: Dollar General retail store, single and multifamily housing (one-story) and a former assisted living facility now vacant (three-story) West: Multifamily housing (two-story), a church and Lakewood Elementary School South: Single-family housing (one-story) and vacant commercial (one-story, 1,750 square feet) East: Single-family housing (one and two-story) |
| Neighborhood Association: | The subject site is not located within a neighborhood association; however, it is within 200 feet of Bayou Highlands and Lakewood Terrace neighborhood associations. |

BACKGROUND

The 14.5-acre subject property consists of two (2) parcels located at the northeast intersection of 6th Street South and 45th Avenue South and is the current site of the Coquina Key Plaza shopping mall, originally built in 1957. Current and recent tenants of the shopping mall are a house of worship, Amvets, various retail, restaurants, liquor store, laundromat, fitness center, grocery store, and a drug store all of which are supported by over 9.5 acres of paved asphalt offering approximately 613 marked parking spaces. Adjacent to the north, on the north side of 42nd Avenue South, is a Dollar General retail store, a one-story single-family home, a four-unit single story multifamily building, and the former site of the Rehabilitation Center of St. Pete, which is a vacant assisted living facility (ALF) consisting of over 55,000 square feet within six (6) two (2) and three (3)-story buildings on a 2.6-acre site. To the northwest is Lakewood Elementary school and directly west is a church with facilities on a 2-acre site followed by the two-story Southsider multifamily apartments. To the south are one-story single-family homes in the Bayou Highlands neighborhood association, vacant commercial (restaurant) and to the southeast is a ten-unit two-story multifamily building. To the east are one and two-story single-family homes with accessory dwelling units not within a neighborhood association.

The current zoning of Corridor Commercial Suburban (CCS-1) has been in place since September of 2007 following the implementation of the City's Vision 2020 Plan and the Citywide rezoning and update of the Land Development Regulations. The abutting property to the north, which is the current site of a Dollar General Store is also currently zoned CCS-1 but was rezoned in 2017 from Corridor Commercial Traditional – 1 (CCT-1). Directly east of the Dollar General Store is Neighborhood Suburban Multifamily -1 (NSM-1). The two parcels further to the north that are fronting 6th Street South also have a traditional zoning of Corridor Residential Traditional – 1 (CRT-1). The majority of the Lakewood Terrace neighborhood association located to the northeast is also traditionally zoned with Neighborhood Traditional – 1 (NT-1). The single-family neighborhoods to the north, south and east are zoned Neighborhood Suburban -1 (NS-1), however the single-family homes to the north past the vacant ALF are smaller platted lots with alley access reflecting a more traditional rather than suburban character of development.

A small portion of the property is located in an Archeological Sensitivity Zone. A sensitivity zone means a geographical area which has or may reasonably be expected to yield information on local history or prehistory based upon broad prehistoric or historic settlement patterns and existing archeological knowledge as identified on the Archeological Sensitivity Zones Maps (sensitivity level 1, 2 and 3) within the Archeological Resources Management Plan, as amended. The subject site is of a sensitivity level 3, which means that the site was previously evaluated and determined to not be significant, and no further work is required. If human skeletal remains are found, the property owner or applicant for any permit or certificate must notify the city and comply with relevant state laws (currently F.S. 872.05 that pertains to unmarked human burials).

CONSISTENCY AND COMPATIBILITY

The primary criteria associated with this private application are consistency and compatibility of the requested designation with the established surrounding land use and zoning patterns and the provision of adequate public services and facilities.

The Future Land Use designation of the subject property is Planned Redevelopment – Mixed Use (PR-MU). The purpose of the PR-MU land use designation is to allow mixed use retail, office, service and medium density residential uses not to exceed a floor area ratio of 1.25 and a net residential density of 24 dwelling units per acre. The Missing Middle Housing bonus of 30 dwelling units per acre is also permitted in PR-MU, when located outside of the Coastal High Hazard Area and abutting a major street. The PR-MU land use designation is compatible with both the existing and proposed zoning designations, therefore no land use amendment is required, and the PR-MU designation will remain.

The existing zoning district of the subject property is Corridor Commercial Suburban – 1 (CCS-1), which is a mixed-use zoning district. The purpose of the CCS-1 zoning district is to improve the appearance of restaurants, “big box” retailers, drug stores and apartment buildings; accommodate both vehicles and pedestrians; improve

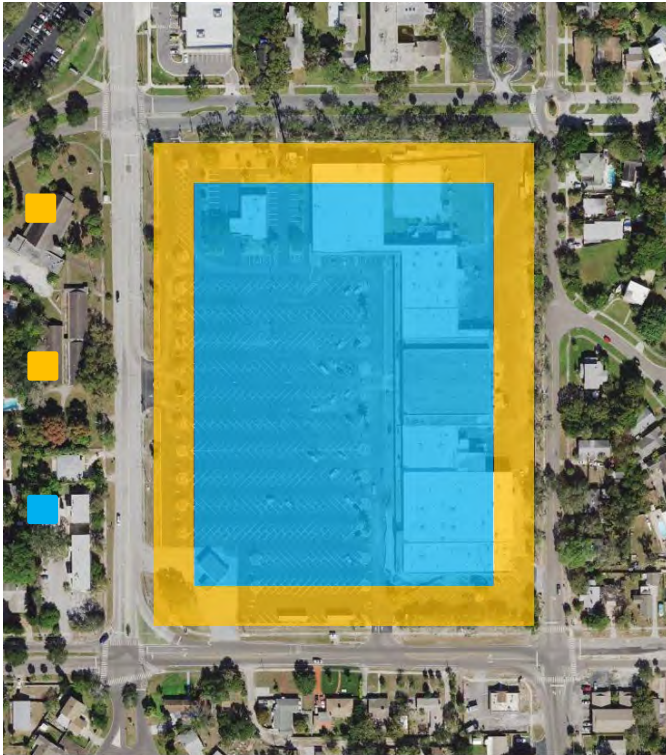
connections between the individual developments and compatibility with surrounding neighborhoods; and minimize automobile dependency. The corridor features building setbacks, improved landscaping, internal pedestrian amenities, cross-access among developments, and other standards to minimize visual and traffic impacts. The CCS-1 zoning district allows for 0.55 of nonresidential FAR and a residential density of 15 dwelling units per acre with a work force housing density bonus of up to eight dwelling units and 0.2 FAR per acre with a maximum building height of 48 feet except as may be allowed under the Large Tract Planned Development process per Section 16.30.090 of the Land Development Regulations (LDRs). However, for lots equal to or greater than five acres such as the subject property, the residential component shall not exceed 40% percent of the total FAR without special exception approval from the Development Review Commission.

The proposed zoning district of Corridor Commercial Traditional – 1 (CCT-1) is also a mixed-use zoning district that is intended to protect the traditional commercial character of the corridors while permitting rehabilitation, improvement and redevelopment in a manner that encourages walkable streetscapes. The regulations include urban design guidelines, including zero setbacks, building design (e.g., requiring windows and entryways at ground level), cross-access, and other standards, to reflect and reinforce the unique character within each of the districts. The CCT-1 zoning district allows for 1.0 of nonresidential FAR and a residential density of 24 dwelling units per acre with a workforce housing density bonus of up to eight dwelling units and 0.2 FAR with a maximum building height of 42 feet, except as may be allowed under the Large Tract Planned Development process per Section 16.30.090 of the LDRs. Unlike CCS-1, there is no ratio requirement of the allowed mixed uses if the site is over five acres in size allowing for the potential development to be 100% of either commercial or residential. Therefore, in order to guarantee retention of a portion of the commercial retail uses that have historically been on site and to ensure the surrounding neighborhoods have safe and convenient access to needed goods and services, a Development Agreement is proposed to require a minimum of 20,000 square feet of commercial retail space to be built simultaneously or prior to the residential component.

At 14.5-acres, the subject property meets the minimum size requirement of two acres to allow for the alternative but still compatible site design option of the Large Tract Planned Development process. The purpose of this alternative development process is to allow these larger tracts of land to be developed by following an alternative set of dimensional and design requirements when providing buffers that are compatible with the neighboring uses. This alternative process is intended to provide for creative and improved design but does not allow for an increase in density or intensity. It allows the transition of building types and dimensional criteria to be flexible with the context of the development while maintaining the character of the perimeter of the development consistent with the surrounding established neighborhood pattern by providing additional buffering to transition the change of context.

For example, if the neighboring property on the opposite side of the block face is a one-story single-family home, then no more than a two-story building could be constructed within the buffer area, however for sites greater than five acres, the interior of the site has a maximum building height limit of 150 feet. The minimum required buffer area depth is determined by multiplying the overall height of the tallest proposed building on the site by 0.8, where if the building height is 100 feet, then the minimum required buffer is 80 feet or a minimum of 75-feet, whichever is greater, resulting in an orderly and logical transition of building intensity allowing for a higher degree of compatibility with the established built out community, as depicted in the below diagram.

Large Tract Planned Development Overlay



EXISTING

Large Tract Planned Development Overlay

Buffer Width: Minimum 75-feet or multiply 0.8 times tallest proposed building, whichever is greater.

Existing CCS-1: Buffer may include structures not to exceed one-story of height over the structures in the block face across the street up to a maximum height of 48-feet.

Proposed CCT-1: Buffer may include structures not to exceed one-story of height over the structures in the block face across the street up to a maximum height of 42-feet (6-feet less than the existing CCS-1).

Maximum building height of 150-feet, approx. 10-14 stories. The associated Development Agreement will limit this maximum building height to 77-feet, approx. 7 stories.

The requested amendment from CCS-1 to CCT-1 zoning district is appropriate at this location as it is consistent with several Comprehensive Plan goals, objectives, and policies, which are included in the following section of the report and addressed by the applicant in the attached application narrative. For example, Policy LU3.11 calls for *more dense residential uses (more than 7.5 units per acre) to be located along designated major streets*. The subject property is located on 6th Street South which is a secondary multimodal corridor with high frequency transit service as designated by the Countywide Land Use Strategy Map (see attachment) and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20).

The Advantage Pinellas Plan also known as the 2045 Long Range Transportation Plan, identifies this section of 6th Street South as a key priority investment corridor, which are corridors best suited to connect transportation (all mobility options) to existing and planned housing and workforce to local and regional jobs. The plan prioritizes investment in projects that support these investment corridors as they are best suited for regional connectivity of housing and employment. It promotes travel options and economic redevelopment while protecting established communities. It is also a goal of the Countywide Housing Compact approved by City Council's Housing, Land Use and Transportation (HLUT) committee on July 15, 2021, to coordinate redevelopment on these corridors to promote improved access to regional transportation services. Additionally, a goal of the StPete2050 Vision Plan theme of Sustainability and Resilience is to reduce vehicle miles traveled and parking demand by increasing development that is supported with high-frequency transit service. The proposed project furthers all of these goals by fronting on a multimodal corridor with high frequency transit service of 15-minute headways, or time interval between bus service, with four existing adjacent bus stops located on 6th Steet South and 45th Avenue South. Locating higher density residential within close proximity to high frequency transit stops furthers the goal of maximizing our community transit investments by offering a viable alternative to automobile travel while fostering a more equitable distribution of these investments.

RELEVANT CONSIDERATIONS ON AMENDMENTS

Pursuant to the City of St. Petersburg's Comprehensive Plan's general introduction section 1.2.2.3, "This Comprehensive Plan is intended to be utilized as a document in its entirety. It shall hereby be established that no single goal, objective or policy or minor group of goals, objectives, or policies, be interpreted in isolation of the entire Plan." The Urban Planning & Historic Preservation Division staff reviewed this application in the context of the following criteria excerpted from the City Code *Section 16.70.040.1.1 Amendments to the Comprehensive Plan and Land Development Regulations*, the review and decision shall be guided by the following standards for review:

1. Compliance of the proposed use with the goals, objectives, policies, and guidelines of the Comprehensive Plan.

The applicant's narrative regarding compliance with the Comprehensive Plan is included in the attached application. In addition, the following staff analysis is provided to address compliance with the following policies and objectives from the Comprehensive Plan:

LU 2.5 The Land Use Plan shall make the maximum use of available public facilities and minimize the need for new facilities by directing new development to infill and redevelopment locations where excess capacity is available.

The subject amendment supports the future redevelopment of an underperforming 65-year-old commercial shopping plaza into a mixed use multifamily and commercial complex that is located in an area with excess facility capacity as demonstrated in the below level of service analysis. There is excess roadway capacity, as well as water and sewer capacity to accommodate the proposed increase in potential density and intensity.

LU3.4 The Land Use Plan shall provide for compatible land use transition through an orderly land use arrangement, proper buffering, and the use of physical and natural separators.

The proposed mixed use multifamily and commercial complex will provide for an appropriate land use transition from the multifamily apartments, church and elementary school to the west, retail store and vacant assisted living facility to the north, single-family homes to the east and single-family homes and commercial uses to the south. The site is buffered on all four sides by a roadway and any new development will be required to meet current landscape requirements and have an approved landscape plan, which do to the age, the site currently does not meet and only has limited perimeter landscaping around the paved parking areas. Furthermore, if the site is redeveloped following the large tract planned development process described above, compatibility of any future development with neighboring property will be achieved through the minimum required 75-foot buffer depth restricting the height of structures built in the buffer area to be no more than one story higher than that of the neighboring offsite uses.

Large tracts of land such as the subject property, present an opportunity to allow the transition of building types and dimensional criteria to be flexible within the context of the development while maintaining the character of the perimeter of the development consistent with the surrounding established pattern by providing additional buffering to transition the change of context. This tiered transition of building intensity allows for a more efficient use of land and resources while protecting the existing development pattern of the surrounding built-out community.

LU3.5 The tax base will be maintained and improved by encouraging the appropriate use of properties based on their locational characteristics and the goals, objectives, and policies within this Comprehensive Plan.

The subject property contains a 65-year-old commercial shopping plaza that is in decline and under occupied. The subject property will be improved when redevelopment is completed with more storm resilient infrastructure and buildings. Furthermore, redevelopment of the site will require onsite stormwater retention where none currently exists thereby potentially increasing the value and tax base of neighboring properties that are in a flood zone by reducing their flood risk through the capture and storage of stormwater onsite instead of allowing the outfall of over 14 acres of impervious asphalt and buildings drain off to the lower lying single-family homes to the east and eventually to the bay. The potential for a significant reduction of non-point source of pollution from stormwater runoff will have positive impacts on the health of Tampa Bay and thereby result in the improvement of the regional tax base through quality-of-life benefits.

LU3.6 Land use planning decisions shall weigh heavily on the established character of predominately developed areas where changes of use or intensity of development are contemplated.

The proposed zoning amendment from CCS-1 to CCT-1 allows for the current land use designation of PR-MU to remain and continue to support uses that are compatible with the established surrounding area that is a mix of both traditional and suburban form. The proposed mixed-use development is in character with both the existing and proposed zoning districts while allowing for greater compatibility with the surrounding area by adhering to the CCT-1 building design and landscaping requirements that the site is currently lacking. Furthermore, as stated above, if the site is developed following the Large Tract Planned Development process, compatibility of any future development with neighboring property will be achieved by restricting the height of structures built in the minimum 75-foot buffer area to be no more than one story higher than that of the neighboring offsite uses and only allowing taller buildings to be located in the center of the 14.5-acre site.

Large tracts of land such as the subject property, present an opportunity to allow the transition of building types and dimensional criteria to be flexible within the context of the development while maintaining the character of the perimeter of the development consistent with the surrounding established pattern by providing additional buffering to transition the change of context. This tiered transition of building intensity allows for a more efficient use of land and resources while protecting the existing development pattern of the surrounding built-out community.

LU3.8 The City shall protect existing and future residential uses from incompatible uses, noise, traffic, and other intrusions that detract from the long-term desirability of an area through appropriate land development regulations.

The proposed mixed-use multifamily and commercial development will provide for a compatible land use transition from the street fronting commercial uses followed by multifamily housing and amenities. In accordance with the Land Development Regulations, Site Plan Review criteria, appropriate building setbacks and landscape buffering will be required to provide compatibility and protection of neighboring residential uses. As stated above, if the site is developed following the large tract planned development process, compatibility of any future development with neighboring property will be achieved through the required buffer depth restricting the

height of structures built in the buffer area to be no more than one story higher than that of the neighboring offsite uses and only allowing taller buildings to be located in the center of the site. This tiered transition of building intensity allows for a more efficient use of land and resources while protecting the existing development pattern of the surrounding built-out community.

- LU3.11 More dense residential uses (more than 7.5 units per acre) may be located along (1) passenger rail lines and designated major streets or (2) in close proximity to activity centers where compatible.*

The amendment area is located on a secondary multimodal corridor with high-frequency transit service as designated by the Countywide Land Use Strategy Map and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20). The proposed amendment furthers goals of the Advantage Pinellas Plan and the StPete2050 Vision Plan theme of Sustainability and Resilience by potentially reducing vehicle miles traveled and parking demand by increasing development potential on major roadways supported by high-frequency transit service.

- LU3.15 The Land Use Plan shall provide housing opportunity for a variety of households of various age, sex, race, and income by providing a diversity of zoning categories with a range of densities and lot requirements.*

This proposal is providing a mixed-use multifamily housing type in immediate proximity to commercial employment uses and located on a primary multimodal corridor with high frequency transit. With the potential for an additional 116 workforce housing bonus units, this proposal could help serve residents at different income levels and housing needs.

Additionally, the proposed amendment furthers a goal of the StPete2050 Vision Plan theme of Community Character and Growth that calls for the expansion of housing choices within the neighborhoods, corridors, and centers framework.

- LU4(1) Residential – the City shall provide opportunities for additional residential development where appropriate.*

The subject location is appropriate for a mixed-use development as it is appropriate to locate multifamily residential development on a future major street that is served with high frequency transit and the commercial uses will ensure that both the onsite and the surrounding residents will have safe and convenient access to needed goods and services, thereby supporting a complete neighborhood by offering commercial opportunities at an intersection adjacent to residential.

- LU5.3 The Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.*

LOS impact analysis concludes that the proposed rezoning will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management.

- LU19.3 The land use pattern shall contribute to minimizing travel requirements and anticipate and support increased usage of mass transit systems.*

The proposed mixed-use development will minimize travel requirements by offering commercial goods and services within a walkable distance from residential units while also being located on a multimodal corridor served by high frequency transit. Adjacent to the site are four existing bus stops for Route 4, which operates on 15-minute headways.

Additionally, the StPete2050 Vision Plan recognizes that higher density projects along major corridors increase the number of riders and future success of any expanded transit options.

LU23.1 The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths.

The subject property has frontage on 6th Street South, which is a secondary multimodal corridor with high frequency transit service as designated by the Countywide Land Use Strategy Map and is designated as a future major street on the Future Major Streets Map (Comprehensive Plan Map 20). Adjacent to the site are four existing bus stops for Route 4, which operates on 15-minute headways. Approval of the proposed zoning amendment to increase residential density while still requiring commercial uses fully integrates land use and transportation planning at this location as the convenience of the four bus stops with high frequency service may make riding transit more desirable and no longer limits the mobility choice to only the single occupant automobile.

Locating commercial goods and services within a safe and convenient walkable distance of residential units furthers a goal the StPete2050 Vision Plan theme of Community Character and Growth by supporting the complete neighborhoods concept.

The proposed amendment furthers goals of the Advantage Pinellas Plan and the StPete2050 Vision Plan theme of Sustainability and Resilience by potentially reducing vehicle miles traveled and parking demand by increasing development potential on major roadways supported by high-frequency transit service.

CM10B The City shall direct population concentrations away from known or predicted coastal high hazard areas consistent with the goals, objectives, and policies of the Future Land Use Element.

As previously noted, approximately 0.41 acres of the northeast perimeter corner of the amendment area is located within the Coastal High Hazard Area (CHHA) that is currently zoned for residential allowing up to 15 dwelling units per acre or up to 6 units. The proposed zoning would also allow for residential at 24 dwelling units per acre or up to 10 units. It is the stated applicant's intent to only build nonresidential improvements such as stormwater retention within the Coastal High Hazard Area. Assuming an average unit occupancy of 1.5 people per multifamily unit, the proposed project is thereby redirecting a potential population concentration of 15 people away from and outside of the CHHA.

H3.2 Distribute publicly assisted housing equitably throughout the City to provide for a wide variety of neighborhood settings for extremely low, very low, low, and moderate income persons and to avoid undue concentrations in single neighborhoods.

See H3.8.

H3.8 All residential districts designated by the land use plan and zoning map shall permit development of affordable housing for extremely low, very low, low, and moderate

income households, preferably in developments containing units affordable to a range of income groups.

The proposed Development Agreement will require the multifamily development to include a minimum of 20% workforce housing units. However, in order to achieve the proposed buildout number of 465 dwelling units, 25% of the units will be required to meet the workforce housing density bonus program.

The proposed amendment furthers a mission of the StPete2050 Vision Plan theme of Housing that calls for all residents to have access to a wide range of quality affordable housing options within all neighborhoods.

H13.5 The City's LDRs shall continue to support mixed-income housing in or near employment centers and recognize the positive fiscal impacts in transit-accessible, high-density locations.

The proposed amendment will allow higher density multifamily units, including a minimum of 20% workforce housing units, which is served by a high frequency bus route with 15-minute headways connecting to the Innovation District (including Bayfront Health and Johns Hopkins All Children's Hospital), University of South Florida St. Petersburg (USFSP) campus, and downtown center in less than twenty minutes.

H13.6 The City shall encourage higher density development in its Planned Redevelopment future land use map categories through implementation of the LDRs. This type of development will help reduce GHG (Greenhouse Gas Emissions) and minimize carbon footprints.

The proposed rezoning amendment is located in the Planned Redevelopment – Mixed Use (PR-MU) future land use category. The proposed CCT-1 zoning district will allow for an increase in dwelling units from 15 to 24 dwelling units plus eight (8) workforce housing density bonus units per acre. Allowing a higher density within the Planned Redevelopment category with direct access to high frequency transit service will help minimize travel requirements which will in turn help reduce GHG and minimize carbon footprints.

T1.6 The City shall support high-density mixed-use developments and redevelopments in and adjacent to Activity Centers, redevelopment areas and locations that are supported by mass transit to reduce the number and length of automobile trips and encourage transit usage, bicycling and walking.

As stated above, the proposed amendment will allow higher density multifamily units with the potential for workforce housing units at a location that is currently serviced by PSTA Route 4 with four bus stops in close proximity. Also proposed on site are various commercial uses that the onsite residents can easily walk to, and nearby residents can walk or bike to.

PR1.1 The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

The subject property owner has authorized their agent to initiate the subject land use and zoning map amendments in order to further their interests in their private property.

PR1.2 The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances.

The subject property owner has authorized their agent to initiate the subject amendment to the official zoning map in order to expand upon their existing entitlements and to develop according to state law and local ordinances.

PR1.3 The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

The proposed amendments do not alter the property owner's right to privacy or their ability to exclude others from the property to protect the owner's possessions and property.

PR1.4 The right of a property owner to dispose of his or her property through sale or gift.

The proposed amendments do not alter the property owners right to dispose of their property through sale or gift.

2. Whether the proposed amendment would adversely affect environmentally sensitive lands or properties which are documented as habitat for listed species as defined by the Conservation Element of the Comprehensive Plan.

The proposed amendment would not adversely affect any environmentally sensitive land or properties which are documented as habitat for listed species as defined by the conservation element of the Comprehensive Plan. The subject 14.5 acres is almost entirely developed with impervious asphalt and buildings without any stormwater retention onsite. Redevelopment of the site to include onsite stormwater retention and treatment will positively affect the nearby environmentally sensitive areas of Big Bayou and Little Bayou bays and ultimately Tampa Bay.

3. Whether the proposed changes would alter the population density pattern and thereby adversely affect residential dwelling units.

The subject property was developed in 1957 as an outdoor shopping mall and does not contain any residential housing units. However, the current zoning of CCS-1 would allow for 15 dwelling units per acre. Assuming an average occupancy of 1.5 people per multi-family unit, the current zoning could support a population of 327 people. [$14.5 \times 15 \times 1.5 = 327$]

The proposed new zoning district of CCT-1 allows for 24 dwelling units per acre and represents a dwelling unit change from 218 units to 348 units, which is an increase of 130 units. [$(14.5 \times 24) - (14.5 \times 15) = 130$] Assuming 1.5 people per multifamily unit, this represents a potential population increase from 327 to 522 or an overall potential population increase of 195.

As part of the ongoing StPete2050 visioning initiative, a market assessment was recently completed to help identify projected 2050 population growth and growth potential by land use type over the next 30 years. In the last five (5) years, the City's population increased by 16,985 persons, with an annual percent increase of 1.3%. The assessment also found an annualized (per year) demand for new development between 1,035 (low growth scenario) and 1,550 (high growth scenario) residential units. Large, consolidated lots such as the subject property are helping the community address a growing need for more market rate, workforce and affordable housing. Each of these opportunities must be considered in accordance with the City's Comprehensive Plan and Land Development Regulations, which is the purpose of this review and analysis.

The proposed multifamily development is below the projected density buildout need and proposed growth in the city.

4. **Impact of the proposed amendment upon the adopted level of service (LOS) for public services and facilities including, but not limited to: water, sewer, sanitation, recreation and stormwater management and impact on LOS standards for traffic and mass transit. The POD may require the applicant to prepare and present with the application whatever studies are necessary to determine what effects the amendment will have on the LOS.**

The following LOS impact analysis concludes that the proposed rezoning will not have a significant impact on the City's adopted LOS standards for public services and facilities including potable water, sanitary sewer, solid waste, traffic, mass transit, recreation, and stormwater management. The property owner must comply with all laws and ordinances in effect at the time development permits are requested.

POTABLE WATER

Under the existing inter-local agreement with Tampa Bay Water (TBW), the region's local governments are required to project and submit, on or before February 1st of each year the anticipated water demand for the following year. TBW is contractually obligated to meet the City's and other member government's water supply needs. The City's adopted LOS standard is 125 gallons per capita per day (gpcd), while the actual current usage equates to approximately 78 gpcd. The City's overall potable water demand is approximately 27 million gallons per day (mgd), while the systemwide capacity is 68 mgd. With only 40% of capacity systemwide currently being used, there is excess water capacity to serve the amendment area.

Based on the highest residential development potential for the proposed CCT-1 zoning designation and estimated population increase of 195, at the LOS rate of 125 gpcd, the peak potable water demand for the subject property is 24,375 gpd or 0.024 mgd. This would raise the potable water demand for the City up to 27.024 mgd, while the systemwide capacity is 68 mgd.

SANITARY SEWER

The subject property is served by the Southwest Water Reclamation Facility, which presently has an estimated excess average daily capacity of 5.05 mgd. The estimate is based on permit capacity of 20 mgd and a calendar year 2020 daily average flow of 14.95 mgd. With approximately 25% available capacity, there is excess average daily capacity to serve the amendment area.

Based on the highest residential development potential for the proposed CCT-1 zoning designation and an estimated population increase of 195 people, at the LOS rate of 161 gpcd, the peak sanitary sewer demand for the subject property is 31,395 gpd or 0.031 mgd. This would raise the daily average flow for the City up to 14.98 mgd while the systemwide capacity is 20 mgd.

Following several major rain events in 2015-2016, the City increased the system-wide peak wet weather wastewater treatment capacity from 112 mgd to approximately 157 mgd – a 40% increase in peak flow capacity. As outlined in the St. Pete Water Plan, the City is implementing system reliability improvements at the Water Reclamation Facilities (WRFs) aggressively improving the gravity collection system to decrease Inflow and Infiltration (I&I) which reduces peak flows at the WRFs, and addressing sea level rise system vulnerabilities. The City remains committed to spending approximately \$16 million a year in continued I&I reduction. Also, the City is fully committed to implementing selected recommendations from the St. Pete Water Plan, which incorporates growth projections and outlines the required system and network improvements needed to provide a resilient wastewater collection and treatment system.

SOLID WASTE/SANITATION

Solid waste collection is the responsibility of the City, while solid waste disposal is the responsibility of Pinellas County. The City and the County have the same designated LOS of 1.3 tons per person per year. The County currently receives and disposes of municipal solid waste generated throughout Pinellas County. All solid waste disposed of at Pinellas County Solid Waste is recycled, combusted, or buried at the Bridgeway Acres sanitary landfill. The City and County's commitment to recycling and waste reduction programs have assisted in keeping down the actual demand for solid waste disposal, which continues to extend the life span of Bridgeway Acres Sanitary Landfill. The landfill is expected to remain in use for approximately 78 years, based on current design (grading) and disposal rates. Thus, there is excess solid waste capacity to serve the amendment area.

In calendar year 2020, the City's collection demand for solid waste service was approximately 0.82 tons per person per year. Based on the maximum residential development allowed by the proposed CCT-1 designation and a potential population increase of 195 people, with a LOS rate of 1.3 tons per person per year, the peak solid waste generation rate for the subject property is 253.5 tons per year.

RECREATION

The City's adopted LOS for recreation and open space is 9 acres/1,000 population, the actual LOS City-wide is estimated to be 20.14 acres/1,000 population. Based on the highest residential development allowed by the proposed CCT-1 zoning district and a potential population increase of 195 people, with a LOS rate of 9 acres/1,000 permanent and seasonal residents, the City would have 20.12 acres/1,000 permanent and seasonal residents. If approved, there will be no noticeable impact on the adopted LOS standard for recreation and open space.

STORMWATER MANAGEMENT/DRAINAGE

Unlike the previously mentioned concurrency related facilities, stormwater level of service is project dependent and not calculated with a per capita formula. Instead, the LOS standard for drainage is implemented by the City through the review of drainage plans for new development and redevelopment where all new construction of and improvements to existing surface water management systems will be required to meet design standards outlined in the Drainage Ordinance, Section 16.40.030 of the Land Development Regulations. This ordinance requires all new development and redevelopment projects to be permitted through the City and SWFWMD to ensure projects meet quantity and quality design standards for stormwater treatment.

Prior to development of the subject property, site plan approval will be required. At that time, City Code and Southwest Florida Water Management District (SWFWMD) site requirements for stormwater management criteria will be implemented. The City is currently updating its' Stormwater Master Plan as part of the Integrated Water Resources Master Plan. While this update is consistent with the SWFWMD guidelines, it is enhanced as it takes into consideration sea level rise to identify projects to maintain LOS and enhance water quality. The City's Stormwater Design Standards are being updated to incorporate Low Impact Design (LID) to reduce stormwater runoff and increase water quality. Likewise, the City recently updated its' impervious service mapping throughout the City and will be working towards a credit-based stormwater rate system for commercial and residential properties who implement LID and pollution attenuating rain harvesting elements. Examples of such credits may be underground stormwater vaults, pervious pavements, greywater systems, and vegetative swales.

TRAFFIC

Existing Conditions

The subject property is located between 6th Street South to the west, 4th Street South to the east, 42nd Avenue South to the north, and 45th Avenue South to the south. The City of St. Petersburg maintains all the roadways bordering the subject property. Sixth Street South is a four-lane, undivided collector

road. Fourth Street South is a two-lane, undivided local road. Forty-second Avenue South is a two-lane, divided local road. Forty-fifth Avenue South is a two-lane, divided neighborhood collector road. South of 45th Avenue South, 4th Street South is a two-lane, undivided collector road.

While the City no longer has a level of service (LOS) standard for roadway capacity, the proposed amendment is not expected to significantly degrade existing levels of service. According to the Forward Pinellas' 2021 Annual Level of Service (LOS) Report, the Average Annual Daily Traffic (AADT) volume on 6th Street from 39th Avenue South to 45th Avenue South is 15,500. The volume-to-capacity (V/C) ratio is 0.23 and the LOS is "D." Roadways are not considered heavily congested until their LOS become an "E" or "F" and/or their volume-to-capacity ratio is 0.90 or higher. Roadway level of service data is not available for the other roads bordering the site, or for the 4th Street South segment south of 45th Avenue South.

Trip Generation and Traffic Impact Analysis

The subject property currently has a shopping center that is 114,660 square feet and a service garage that is 1,421 square feet. Based on aerial photographs from 1997 to 2020, the shopping plaza has consistently had a relatively small number of customers and most of the parking lot has been vacant. Trip estimates based on the Institute of Transportation Engineers (ITE)' "Trip Generation Manual" (11th Edition) would overestimate the traffic generation for the plaza, so the existing plaza is being treated as vacant land for the purpose of the trip generation analysis.

The applicant has submitted a site plan that includes a 20,817 square-foot retail plaza. The maximum number of multi-family units the applicant could build is 465, which would include 349 market rate units and 116 workforce housing units. Based on ITE data, the proposed retail plaza (ITE Land Use 822) will generate 131 p.m. peak hour trips (65 trips entering the site and 66 trips exiting the site). A portion of these trips are pass-by trips, or trips that are already on the road network, such as customers that are on the way home from work. The pass-by rate is 34% based on ITE data. After subtracting the pass-by trips, the number of new p.m. peak trips is 86 trips (43 trips entering the site and 43 trips exiting the site).

If the applicant were to build 465 multi-family units in a mid-rise development (ITE Land Use 221, four to ten floors), the projected number of p.m. peak hour trips is 182 (111 trips entering the site and 71 trips exiting the site). Based on staff's review of ITE documentation on this land use type, there is no indication that some of the studies were based on residential developments that included workforce units, which would be expected to generate fewer vehicular trips on average per unit.

The total number of new p.m. peak hour trips from the proposed retail plaza and residential development is 268 trips (154 trips entering the site and 114 trips leaving the site). Sixth Street South has a spare capacity of 5,025 trips in the p.m. peak hour. The projected p.m. peak hour traffic from the proposed development is significantly less than the spare capacity for 6th Street South, which provides convenient access to both the retail plaza and residential units and is the primary carrier of vehicular trips in the vicinity of the project.

The applicant's traffic consultant produced a transportation analysis. The analysis was based on a previous version of the site plan, which included a 38,000 square-foot shopping center and 370 multi-family units. The consultant stated that the projected total number of new p.m. peak hour trips from the proposed commercial and residential developments is 263 (150 trips entering the site and 113 trips leaving the site). While the proposed development has changed, the number of new p.m. peak hour trips is very similar to staff's analysis based on the most recent site plan (268 trips). The transportation analysis includes intersection turning movements for the four project driveways and the intersection of 6th Street South and 45th Avenue South, which are helpful in determining the traffic impact on intersection and roadway levels of service for all the roads bordering the site. Since the

number of new p.m. peak hour trips in the transportation analysis is very similar to the number calculated by staff, staff believes that the applicant's traffic data and analysis should be utilized to assess the project's traffic impact.

The V/C ratios for through and turning movement counts are 0.45 or lower for the five intersections during the a.m. and p.m. peak hours with the addition of the project traffic, so a significant amount of spare capacity is available. The consultant also analyzed the impact of the project on two road segments: 6th Street South from 45th Avenue South to 42nd Avenue South and 45th Avenue South from 6th Street South to 4th Street South. The consultant determined that both road segments have sufficient capacity to accommodate the new trips from the development. Staff concurs with the consultant's transportation analysis.

The consultant determined that one access modification on the roadway network is needed to accommodate the trips from the project, which is a southbound left-turn lane at the project driveway on 6th Street South (Driveway A), but not a northbound right-turn lane. Staff concurs with the consultant's determination that access modifications are not needed at the other intersections.

TRANSIT

The Citywide LOS for mass transit will not be affected. PSTA's Route 4 provides 15-minute peak service on 6th Street and 45th Avenue South adjacent to the subject property. Route 4 is one of the highest ridership routes in the PSTA system. The availability of very frequent service on Route 4 may help reduce the number of vehicular trips generated by the development, particularly from the workforce housing units.

PSTA's Direct Connect program provides a \$5 discount on Uber, Lyft, or United Taxi trips to or from 26 locations around Pinellas County that connect with PSTA's route network. Employees and residents of the subject parcel could use the program for a trip from their place of residence to a Direct Connect stop to connect to a different PSTA route or at the end of their trip from a Direct Connect stop to their destination. If riders make 150% or less of the federal poverty level, they will qualify for PSTA's Transportation Disadvantaged (TD) program, which provides a monthly bus pass for \$11. They would also be eligible for PSTA's TD Late Shift program, which provides up to 25 on-demand trips per month to/from work when bus service is not available for a \$9 copay. TD riders also receive a \$9 discount on Uber and United Taxi rides through the Direct Connect program. Since the subject parcel is within three-fourths of a mile of a PSTA route it would also be served by PSTA's Americans with Disabilities Act (ADA) paratransit service, PSTA Access. Eligibility for the PSTA Access program is set by federal law and is based on the inability to utilize existing fixed-route transit service due to a disability.

COMPLETE STREETS

The City of St. Petersburg is committed to maintaining a safe transportation system for all users, including pedestrians and bicyclists. A Complete Streets administrative policy was signed in November 2015 that aims to make all city streets and travel ways safe and accommodating to all modes of transportation. The Complete Streets Implementation Plan was adopted in May 2019.

Pedestrian Network

There are existing sidewalks adjacent to the subject property on 6th Street, 4th Street, and 45th Avenue South. There are sidewalks on the north side of 42nd Avenue South. In the conceptual site plan provided by the applicant a sidewalk is provided on the south side of 42nd Avenue South adjacent to the subject property.

Bicycle Network

There are bicycle lanes on 45th Avenue South adjacent to the subject property, and on 4th Street south of 45th Avenue South. The Complete Streets Implementation Plan calls for shared lane markings and a trail on 6th Street adjacent to the subject property.

Neighborhood Traffic Plan

The subject property is not located within a neighborhood association, but borders Bayou Highlands Neighborhood Association to the south. The Bayou Highlands Neighborhood Traffic Plan includes speed humps on 45th Avenue South, west of 6th Street.

5. Appropriate and adequate land area sufficient for the use and reasonably anticipated operations and expansions;

The land area is both appropriate and adequate for the proposed mixed-use development allowing for up to 24 dwelling units per acre and a maximum nonresidential FAR of 1.0 with an additional 8 dwelling units and 0.2 FAR available workforce housing density bonus. At 14.5-acres, the subject property meets the minimum size requirement of two acres to allow for the alternative site design option of the Large Tract Planned Development process per Section 16.30.090 of the Land Development Regulations (LDR).

6. The amount and availability of vacant land or land suitable for redevelopment for similar uses in the City or on contiguous properties;

The City has limited availability of large, consolidated lots such as the subject property that can help the community address the growing need for more market rate, workforce and affordable housing. Its location on a multimodal corridor with high frequency transit service support the subject property as being suitable for the proposed zoning designation of CCT-1.

7. Whether the proposed change is consistent with the established land use pattern of the areas in reasonable proximity;

The requested change in zoning to CCT-1 to allow for the anticipated mixed-use development is consistent with the surrounding land use pattern and what was historically developed on site. The proposed zoning amendment from CCS-1 to CCT-1 allows for the current land use designation of PR-MU to remain and continue to support uses that are compatible with the established surrounding area. The proposed mixed-use development is in character with what is currently onsite while allowing for greater compatibility with the surrounding area by adhering to the CCT-1 building design and landscaping requirements. Furthermore, as stated above, if the site is developed following the large tract planned development process, compatibility of any future development with neighboring property will be achieved through the required buffer depth restricting the height of structures built in the buffer area to be no more than one story higher than that of the neighboring offsite uses and only allowing taller buildings to be located in the center of the 14.5-acre site.

8. Whether the existing district boundaries are logically drawn in relation to existing conditions on the property proposed for change;

The purpose of the proposed amendments is to allow redevelopment of the existing 65-year-old underperforming commercial retail plaza into a mixed-use development that will comply with current regulatory standards. The subject property consists of 14.5 acres that will more than allow for logically drawn land use and zoning district boundaries related to the existing conditions of the property.

9. If the proposed amendment involves a change from residential to a nonresidential use or mixed use, whether more nonresidential land is needed in the proposed location to provide services or employment to residents of the City;

Not applicable.

10. Whether the subject property is within the 100-year floodplain, hurricane evacuation level zone A or coastal high hazard areas as identified in the coastal management element of the Comprehensive Plan;

Approximately 0.41 acres of the northeast perimeter corner of the amendment area is located within the Coastal High Hazard Area (CHHA). The proposed zoning would also allow for residential at 24 dwelling units per acre or up to 10 units. It is the intent of the applicant that the requested increase in residential density will be clustered together outside of the CHHA, which is aligned with the goal of the StPete2050 Vision Plan theme of Community Character and Growth that calls for the allowance of redevelopment in the CHHA that reduces at-risk properties and populations and increases resilient development and structures.

The entirety of the property is currently in hurricane evacuation level zone B and 4th Street South is evacuation route.

11. Other pertinent facts.

The Community Planning and Preservation Commission and City Council may bring up other pertinent information as necessary.

PUBLIC NOTICE and COMMENTS

Public Notice

The applicant has met the minimum notification requirements prescribed by City Code Chapter 16.

- February 16, 2022: Pursuant to City Code, the applicant sent a “Notice of Intent to File” to the Council of Neighborhood Associations (“CONA”), the Federation of Inner-City Organizations (“FICO”) and the nearby neighborhood associations of Lakewood Terrace, Bayou Highlands and Coquina Key. Prior to sending the notice, the applicant also met individually with representatives of the three neighborhood associations.
- March 4, 2022: The City’s Urban Planning and Historic Preservation Division (“Division”) received an application for processing.
- March 10, 2021: An email notification and the submitted application was sent by the Division to CONA, and the nearby neighborhood associations of Lakewood Terrace, Bayou Highlands and Coquina Key.
- June 21, 2022: Public notification signs were posted on the subject property. In addition to noticing the public hearing, and two (2) online links were included for accessing the information described above.
- June 21, 2022: Public notification letters were sent by direct mail to neighboring property owners within 300-linear feet of the subject property. Additional letters of notification were sent to CONA, FICO, and the nearby neighborhood associations of Lakewood Terrace, Bayou Highlands and Coquina

Key.

- July 24, 2022: A second set of mail notices were sent to neighboring property owners within 300-linear feet of the subject property due to the originally scheduled meeting of June 12, 2022, being postponed to August 9, 2022 due to a lack of quorum. Additional letters of notification were sent to CONA, FICO, and the nearby neighborhood associations of Lakewood Terrace, Bayou Highlands and Coquina Key. In addition to the standard information, this notification included both the CPPC and City Council public hearing dates and times, web links to review the then-pending staff reports, and a link to the current planning projects webpage for more information.

Public Comments

To date, staff has received the attached 75 emails and three phone calls that state opposition to the proposed rezoning including concerns of density, potential building height, preservation of suburban character, and the loss of the grocery store contributing to a food desert in the southeast section of the city. One email has been received expressing overall support of the project.

PUBLIC HEARING PROCESS

The proposed ordinance and Development Agreement associated with the Official Zoning Map amendment requires one (1) public hearing with the Community Planning & Preservation Commission (CPPC) and one (1) public hearing with City Council.

SUMMARY

Staff's analysis is intended to determine whether the proposed amendment is consistent with the requirements of the Comprehensive Plan. Based on the analysis contained in this report, City staff agrees with the application narrative and finds that the proposed amendment to the Official Zoning Map at the subject location is consistent with the Comprehensive Plan in the review of the Land Use, Utilities, Housing, and Transportation Elements.

The proposed amendment also furthers goals of the StPete2050 Vision Plan, 2045 Long Range Transportation Plan and countywide housing strategies by coordinating redevelopment on a multimodal corridor in such a way that promotes improved access to regional transportation services. Locating higher density residential on a multimodal corridor with close proximity to a high frequency transit stops furthers the goal of maximizing our community transit investments by offering a viable alternative to automobile travel while fostering a more equitable distribution of these investments. The proposed amendment also furthers a mission of the StPete2050 Vision Plan theme of Housing that calls for all residents to have access to a wide range of quality affordable housing options within all neighborhoods.

Additionally, large tracts of land such as the subject property, present an opportunity to allow the transition of building types and dimensional criteria to be flexible within the context of the development while maintaining the character of the perimeter of the development consistent with the surrounding established pattern by providing additional buffering to transition the change of context. This tiered transition of building intensity allows for a more efficient use of land and community resources while protecting the existing development pattern of the surrounding built-out community.

RECOMMENDATION

Staff recommends that the Community Planning and Preservation Commission (CPPC), make a finding of consistency with the Comprehensive Plan and recommend to City Council **APPROVAL** of the proposed Official Zoning Map amendment and associated Development Agreement described herein.

REPORT PREPARED BY:

Britton Wilson

07/28/2022

Britton Wilson, AICP, Planner II
Urban Planning and Historic Preservation Division
Planning & Development Services Department

DATE

REPORT APPROVED BY:

Derek A. Kilborn

07/28/2022

Derek Kilborn, Manager
Urban Planning and Historic Preservation Division
Planning & Development Services Department

DATE

ATTACHMENTS

1. Subject Area Maps
2. Application, including Project Narrative
3. Development Agreement
4. Transportation Analysis
5. Public Comments



ATTACHMENT NO. 1

Map Series



City of St. Petersburg

AERIAL

CITY FILE

ZM-12

SCALE: 1" = 250'



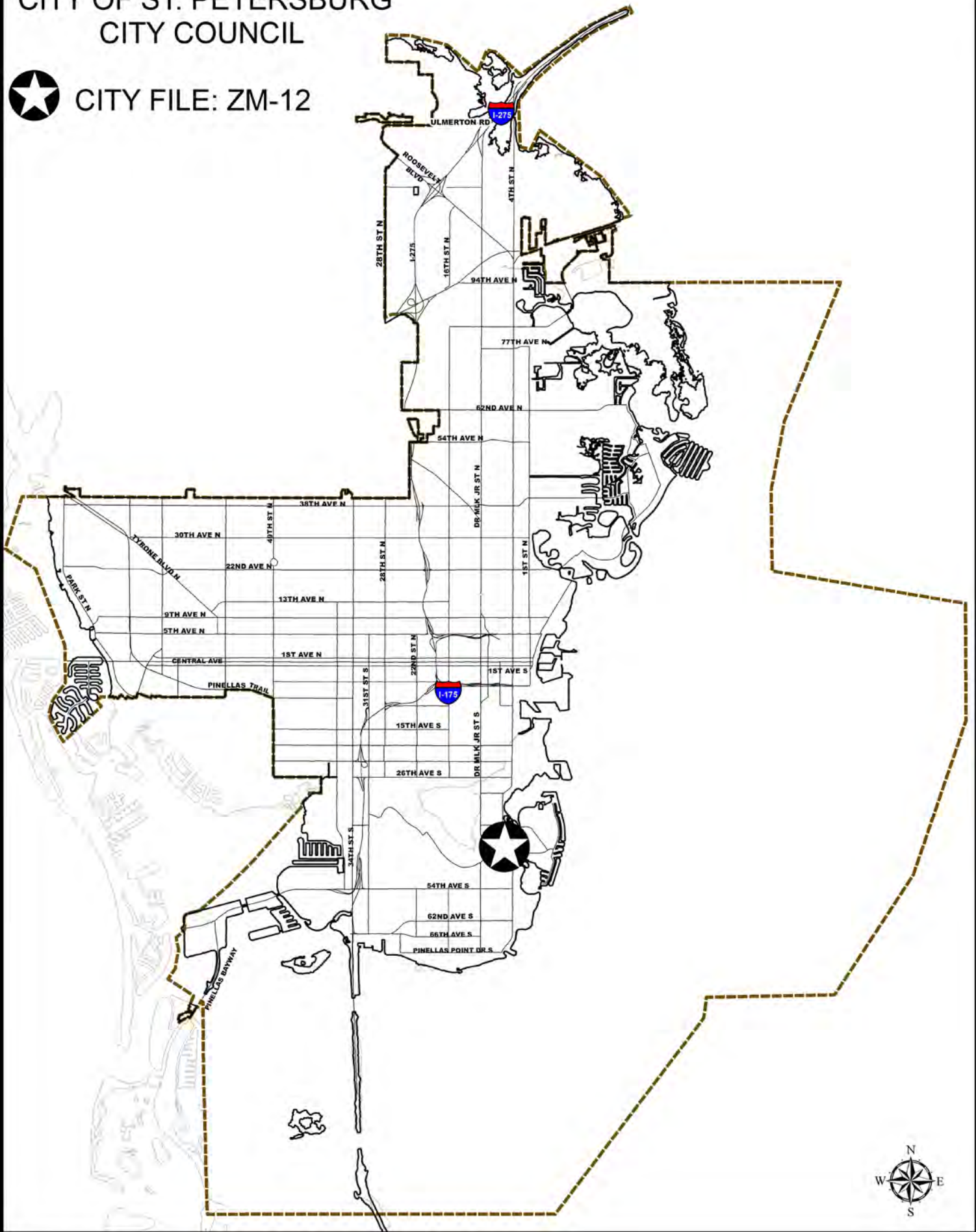
SUBJECT AREA

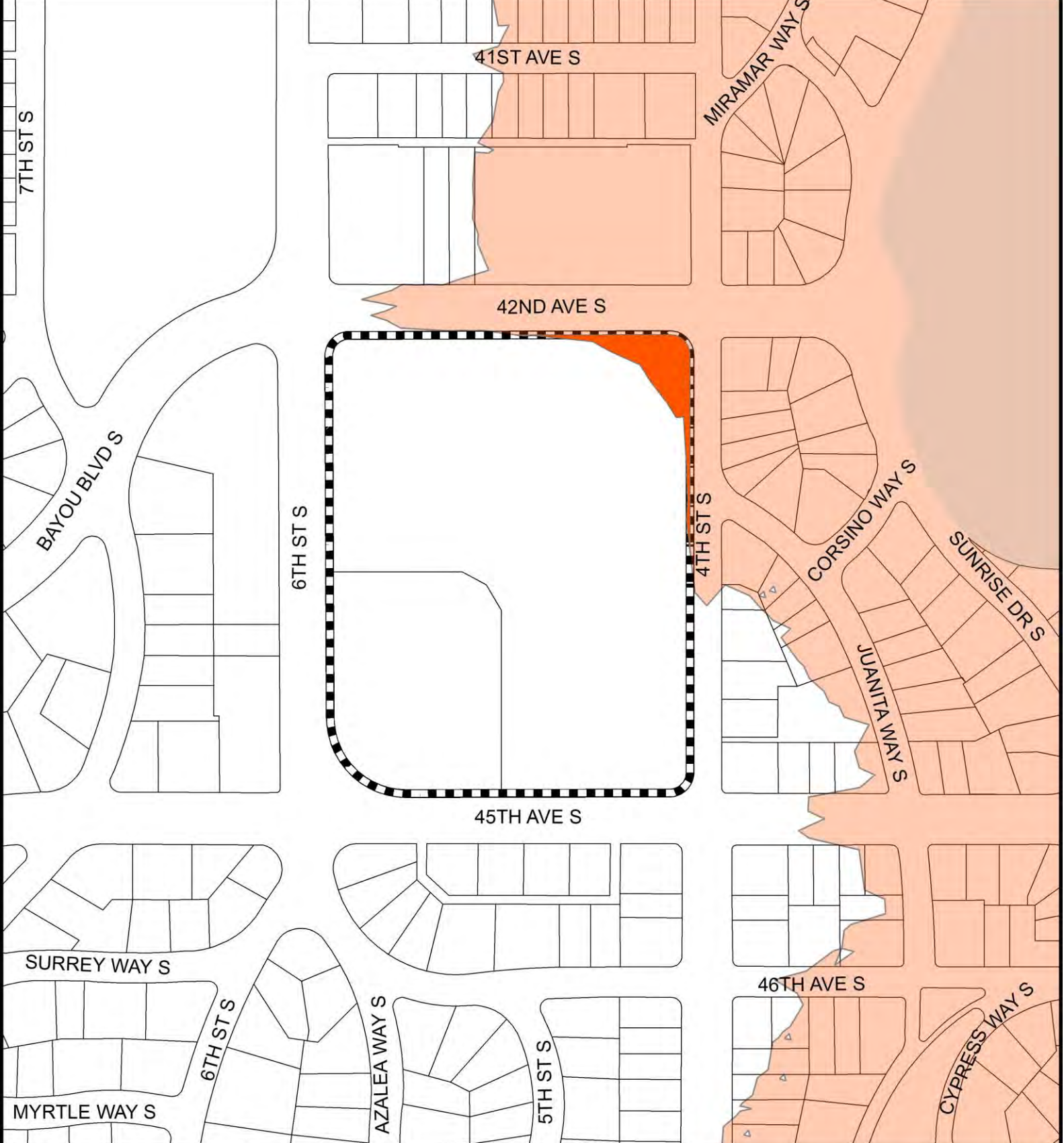


CITY OF ST. PETERSBURG CITY COUNCIL





CITY FILE: ZM-12



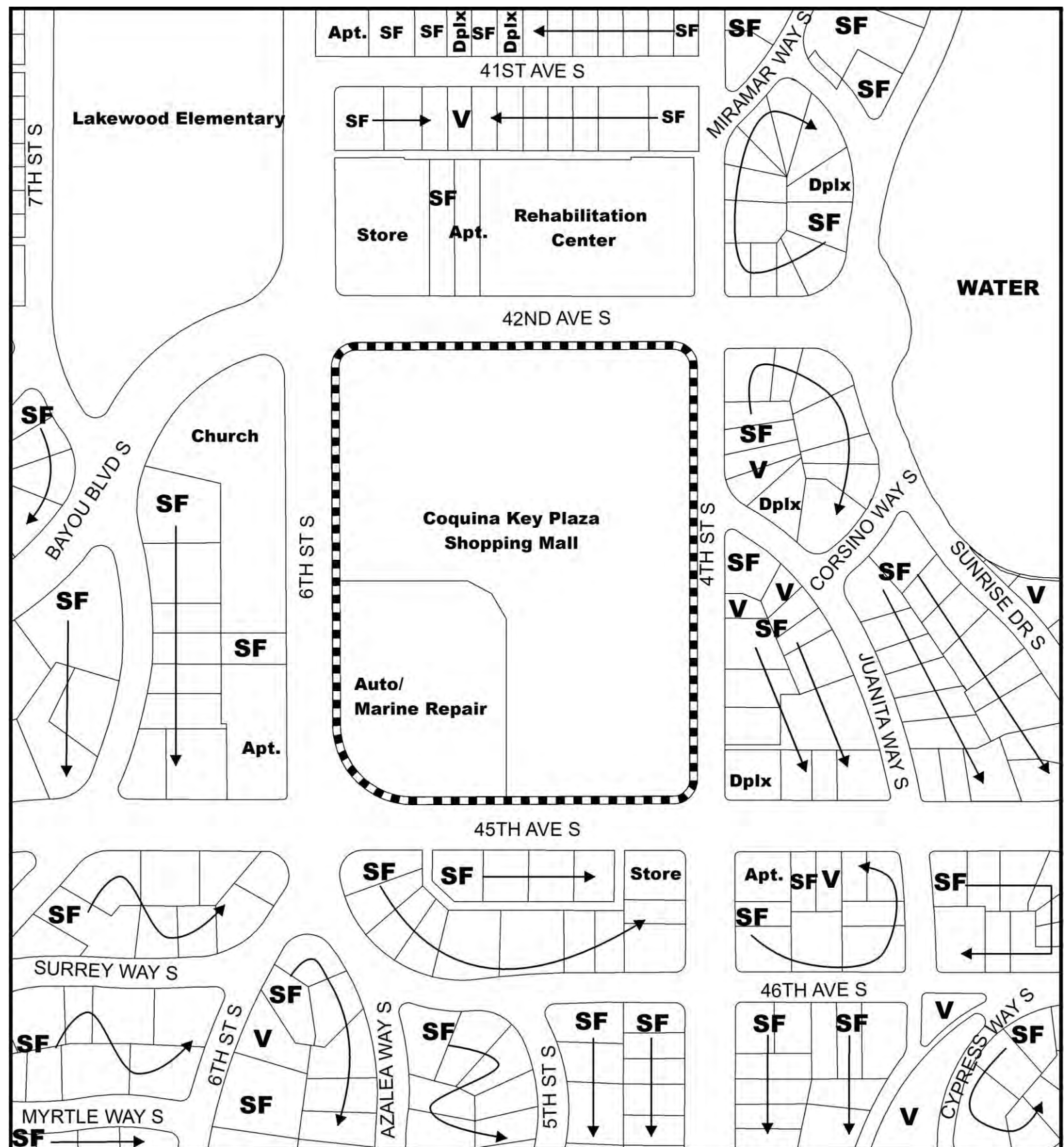


Coastal High Hazard Area (CHHA)

CITY FILE
ZM-12
 SCALE: 1" = 250'

 SUBJECT AREA
 SUBJECT AREA WITHIN THE CHHA
 = 0.417 ACRES OR 18,186 Sq.Ft.





EXISTING USES

CITY FILE

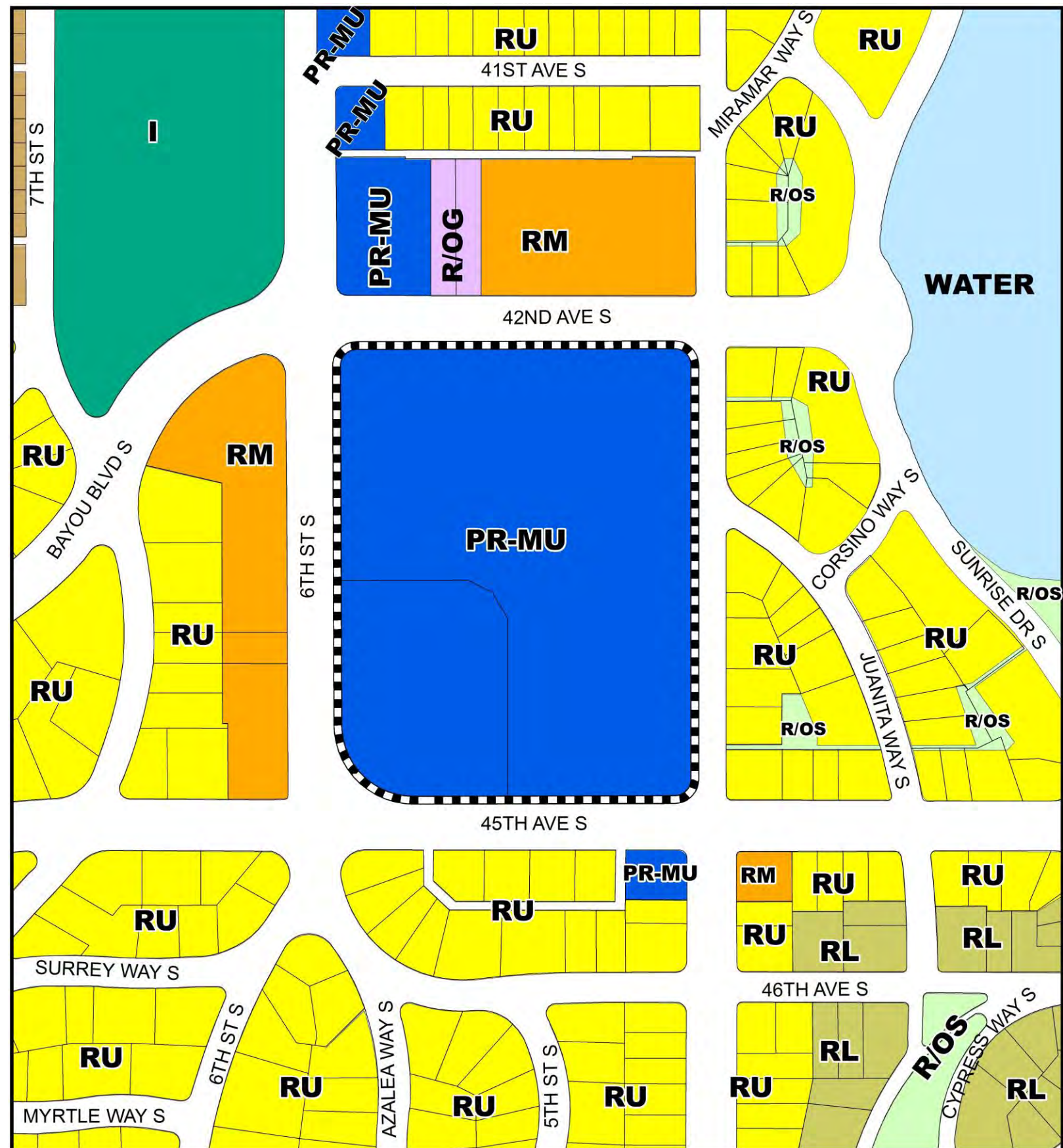
ZM-12

SCALE: 1" = 250'



SUBJECT AREA





FUTURE LAND USE

CITY FILE

ZM-12

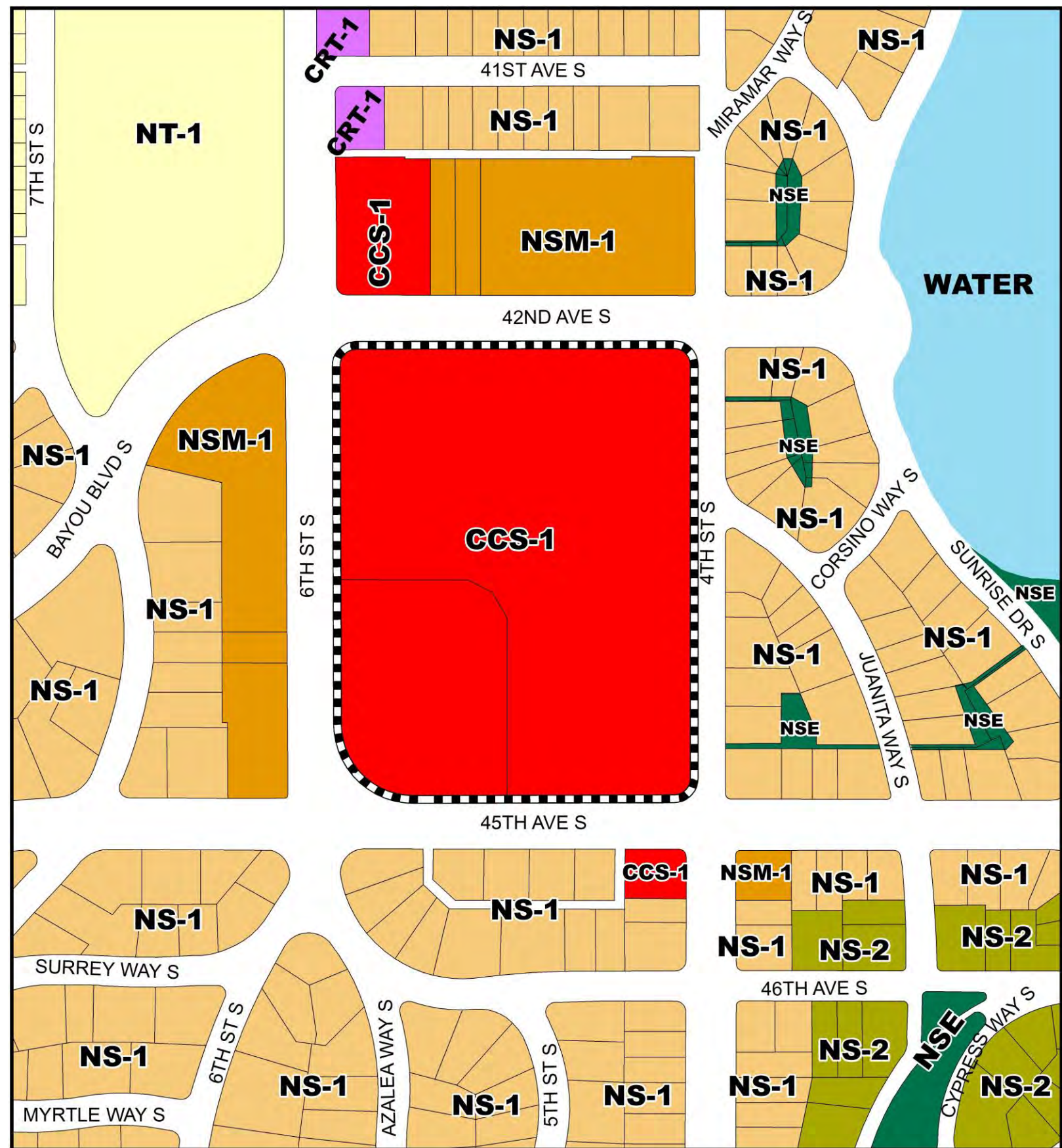
SCALE: 1" = 250'

PR-MU (Planned Redevelopment - Mixed Use)



SUBJECT AREA





EXISTING ZONING

CITY FILE

ZM-12

SCALE: 1" = 250'

From: CCS-1
(Commercial Corridor
Suburban-1)

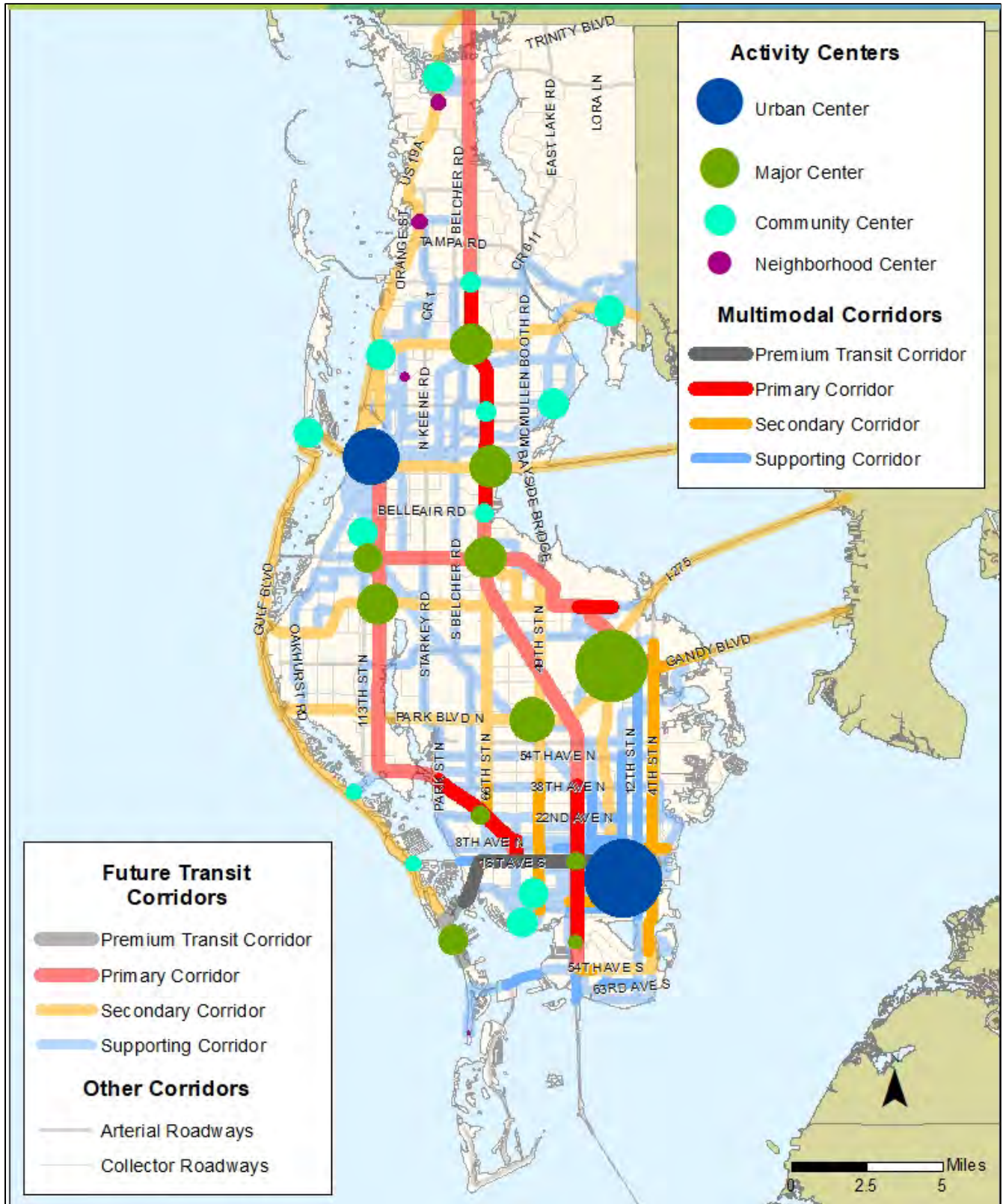
To: CCT-1
(Corridor Commercial
Traditional - 1)



SUBJECT AREA



Figure 1
The Land Use Strategy Map





ATTACHMENT NO. 2

Application



**JOHNSON
POPE**
BOKOR
RUPPEL &
BURNS, LLP



Craig A. Taraszki
490 1st Avenue South, Suite 700
St. Petersburg, Florida 33701
Telephone: (727) 999-9900
Email: CraigT@JPFirm.com

COUNSELORS AT LAW

TAMPA ■ CLEARWATER ■ ST. PETERSBURG

File No. 068239.150724

March 3, 2022

via E-Mail and Hand Delivery

Elizabeth Abernethy
Planning and Development Services Department
City of St. Petersburg
One 4th Street North, 8th Floor
St. Petersburg, FL 33701
elizabeth.abernethy@stpete.org

Re: **Application for Rezoning**

Applicant: SWD Coquina Key LLC

Location: Block containing 4250 6th Street South (Parcel Nos. 06-32-17-00000-240-0100, 06-32-17-00000-240-0200, 06-32-17-84150-000-0010)

Dear Elizabeth,

On behalf of our client, SWD Coquina Key LLC, please find enclosed the below referenced documents in support of their application to rezone the property from CCS-1 to CCT-1:

1. One (1) copy of the completed Future Land Use Change/Rezoning Application;
2. One (1) copy of the Rezoning Application Narrative;
3. One (1) copy of the Existing Zoning Map;
4. One (1) copy of the Existing Future Land Use Map;
5. One (1) copy of the Exhibit "A" legal description of the tract;
6. One (1) copy of the Affidavit to Authorize Agent dated January 11, 2022;
7. One (1) copy of the survey of the southwest corner outparcel prepared by John C. Brendla and Associates, Inc., last revised January 13, 2022;
8. One (1) copy of survey of the remainder of the plaza prepared by John C. Brendla and Associates, Inc., last revised October 14, 2021;
9. One (1) copy of the Transportation Analysis prepared by Palm Traffic dated January 2022; and
10. Check No. 1010 in the amount of \$2,000.00 payable to "City of St. Petersburg".

Please confirm your receipt and contact me if you have any questions or require any additional information or documents.

Regards,

JOHNSON, POPE, BOKOR, RUPPEL & BURNS, LLP

Craig A. Taraszki

Encl.

cc: Mark Rios (mark.rios@stoneweg.com)
Britton Wilson (britton.wilson@stpete.org)
Derek Kilborn (derek.kilborn@stpete.org)



FUTURE LAND USE PLAN CHANGE REZONING

Application No. ZM-12
(To Be Assigned)

All applications are to be filled out completely and correctly. The application shall be submitted to the City of St. Petersburg's Planning and Economic Development Department, located on the 8th floor of the Municipal Services Building, One Fourth Street North, St. Petersburg, Florida.

GENERAL INFORMATION

APPLICATION

Date of Submittal: February 16, 2022

Street Address: (a) 4350 6th St. S., (b) 4250 6th St. S., (c) 575 45th Ave. S.

Parcel ID or Tract Number: (a) 06-32-17-00000-240-0100, (b) 06-32-17-00000-240-0200, (c) 06-32-17-84150-000-0010

Zoning Classification: Present: CCS-1 Proposed: CCT-1

Future Land Use Plan Category: Present: PR-MU Proposed: PR-MU

NAME of APPLICANT (Property Owner): SWD Coquina Key LLC

Street Address: 360 Central Ave., Ste 1130

City, State, Zip: St. Petersburg, Florida 33701

Telephone No: 727-220-4725 (Mark Rios)

Email Address: mark.rios@stoneweg.com

NAME of any others PERSONS (Having ownership interest in property):

Specify Interest Held:

Is such Interest Contingent or Absolute:

Street Address:

City, State, Zip:

Telephone No:

Email Address:

NAME of AGENT OR REPRESENTATIVE: Craig Taraszki, Esq. (Johnson Pope)

Street Address: 490 1st Ave. South, Suite 700

City, State, Zip: St. Petersburg, FL 33701

Telephone No: 727-999-9900

Email Address: craigt@jpfirm.com

AUTHORIZATION

Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map \$ 2,400.00

Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map \$ 2,000.00

Rezoning only \$ 2,000.00

Cash or credit card or check made payable to the "City of St. Petersburg"

The UNDERSIGNED CERTIFIES that the ownership of all property within this application has been fully divulged, whether such ownership be contingent or absolute, and that the names of all parties to any contract for sale in existence or any options to purchase are filed with the application. Further, this application must be complete and accurate, before the public hearings can be advertised, with attached justification form completed and filed as part of this application.

Signature: [Signature] CRAG TARASZKI

Date: 2/15/2022

Must be signed by title holder(s), or by an authorized agent with letter attached.



FUTURE LAND USE PLAN CHANGE REZONING

Application No. ZM-12
(To Be Assigned)

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Zoning Classification: Present: CCS-1 Proposed: CCT-1

Future Land Use Plan Category: Present: PR-MU Proposed: PR-MU

OK 3/10/2022

NAME of APPLICANT (Property Owner): SWD Coquina Key LLC

Street Address: 360 Central Ave., Ste 1130

City, State, Zip: St. Petersburg, Florida 33701

Telephone No: 727-220-4725 (Mark Rios)

Email Address: mark.rios@stoneweg.com

NAME of any others PERSONS (Having ownership interest in property):

Specify Interest Held:

Is such Interest Contingent or Absolute:

Street Address:

City, State, Zip:

Telephone No:

Email Address:

NAME of AGENT OR REPRESENTATIVE: Craig Taraszki, Esq. (Johnson Pope)

Street Address: 490 1st Ave. South, Suite 700

City, State, Zip: St. Petersburg, FL 33701

Telephone No: 727-999-9900

Email Address: craigt@jpfirm.com

AUTHORIZATION

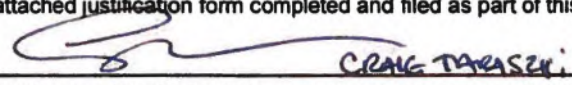
Future Land Use Plan amendment and / or rezoning requiring a change to the Countywide Map \$ 2,400.00

Future Land Use Plan amendment and / or rezoning NOT requiring a change to the Countywide Map \$ 2,000.00

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Signature: 
Must be signed by title holder(s), or by an authorized agent with letter attached.

Date: 2/15/2022



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www.stpete.org

FUTURE LAND USE PLAN CHANGE REZONING

NARRATIVE (PAGE 1 of 1)

NARRATIVE

PROPERTY INFORMATION:

Street Address: (a) 4350 6th St. S., (b) 4250 6th St. S., (c) 575 45th Ave. S.

Parcel ID or Tract Number: (a) 06-32-17-00000-240-0100, (b) 06-32-17-00000-240-0200, (c) 06-32-17-84150-000-0010

Square Feet: 632,709 +/-

Acreage: 14.525

Proposed Legal Description:

see attached surveys and Exhibit "A"

Is there any existing contract for sale on the subject property: No.

If so, list names of all parties to the contract:

Is contract conditional or absolute:

Are there any options to purchase on the subject property: No.

Is so, list the names of all parties to option:

REQUEST:

The applicant is of the opinion that this request would be an appropriate land use and / or rezoning for the above described property, and conforms with the Relevant Considerations of the Zoning Ordinance for the following reasons:

See attached narrative.

REZONING APPLICATION NARRATIVE

(SWD COQUINA KEY LLC)

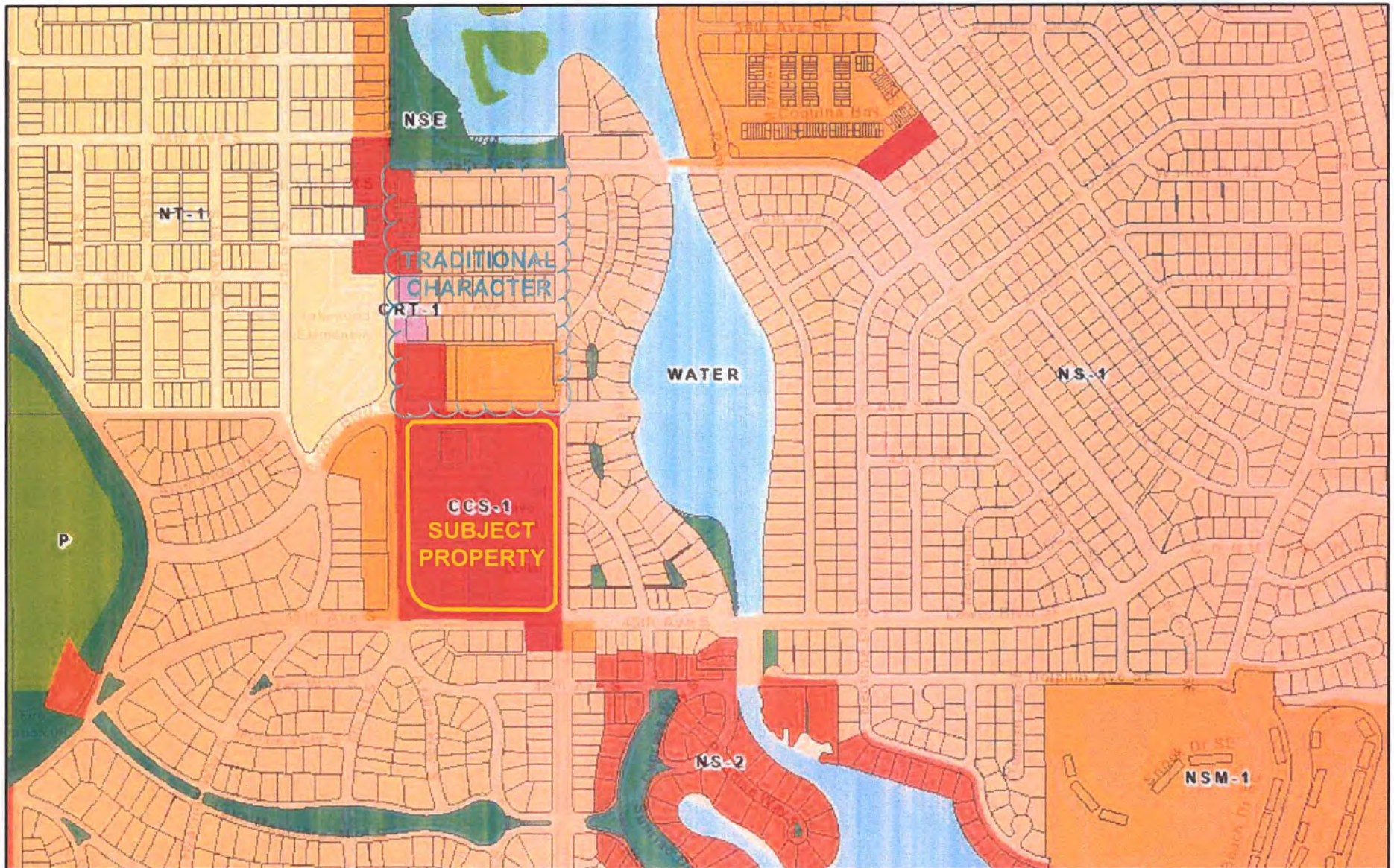
The current zoning of the subject property is CCS-1 (Corridor Commercial Suburban). The intent of this rezoning to CCT-1 (Corridor Commercial Traditional) is to accommodate the applicant's proposed mixed-use redevelopment to include multifamily residential (with workforce housing) and non-residential at a scale compatible with the traditional neighborhood. The subject property is currently designated PR-MU (Planned Redevelopment – Mixed Use) future land use. PR-MU is compatible with the proposed CCT-1 zoning; therefore, **no future land use amendment is required.**

The subject property is located in an area that transitions from predominantly traditional in character to the north to suburban to the south. The blocks north of the subject property between 39th Avenue South and 42nd Avenue South, while within suburban zoning districts (predominantly NS-1), the character of those blocks is traditional, with narrow lot widths, rear alley access, street facing front porches, and lack of front driveways. The properties to the northwest include Lakewood Elementary and the traditionally zoned, single family residential subdivision of Lakewood Terrace. The properties to the west include a mix of multifamily and the suburban zoned, residential subdivision of Lake Maggiore Park. The properties to the south and east include the suburban zoned, single family residential subdivision of Bayou Bonita.

The proposed rezoning and redevelopment are consistent with the purpose of the CCT-1 zoning – "...to protect the traditional commercial character of these corridors while permitting rehabilitation, improvement and redevelopment in a manner that encourages walkable streetscapes" (Sec. 16.20.080.2 of the City's Land Development Regulations). The subject property has frontage on 6th Street South, which is designated a secondary multimodal corridor on the Countywide Land Use Strategy Map and a future major street on the Future Major Streets Map (Map 20 of the City's Comprehensive Plan). The subject property is served by high frequency public transit service (PSTA Route 4, 15-minute headway). This segment of 6th Street South is recognized in the Advantage Pinellas Plan (a/k/a 2045 Long Range Transportation Plan) as an investment corridor "to better support transit and connecting people to jobs, training opportunities and access to a variety of housing options that are affordable..." and "are considered priorities as they support strategic future investments for housing, economic development and transportation through redevelopment, infrastructure and land assembly" (pp. 21-22 of the Advantage Pinellas Summary Report). The proposed rezoning furthers a land use pattern contributing to minimizing travel requirements and anticipates and supports increased usage of mass transit systems (Policy LU19.3 of the City's Comprehensive Plan).

Included with the application is a Transportation Analysis prepared by Palm Traffic dated January 2022. The engineer concludes that "...the roadway segments within the vicinity of the project should continue to operate at an acceptable level of service..." (p. 20 of the Transportation Analysis). This is consistent with Policy LU5.3 of the City's Comprehensive Plan, which states that "[t]he Concurrency Management System shall continue to be implemented to ensure proposed development to be considered for approval shall be in conformance with existing and planned support facilities and that such facilities and services be available, at the adopted level of service standards, concurrent with the impacts of development.

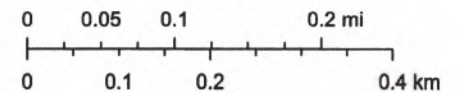
Existing Zoning



2/16/2022, 10:37:10 AM

- | | | |
|------------------------|-----------------------|-------|
| Tax Parcels Boundary | Zoning Districts NS-1 | NSM-1 |
| Tax Parcels Info CCS-1 | NS-2 | NT-1 |
| CRT-1 | NSE | P |

1:9,028

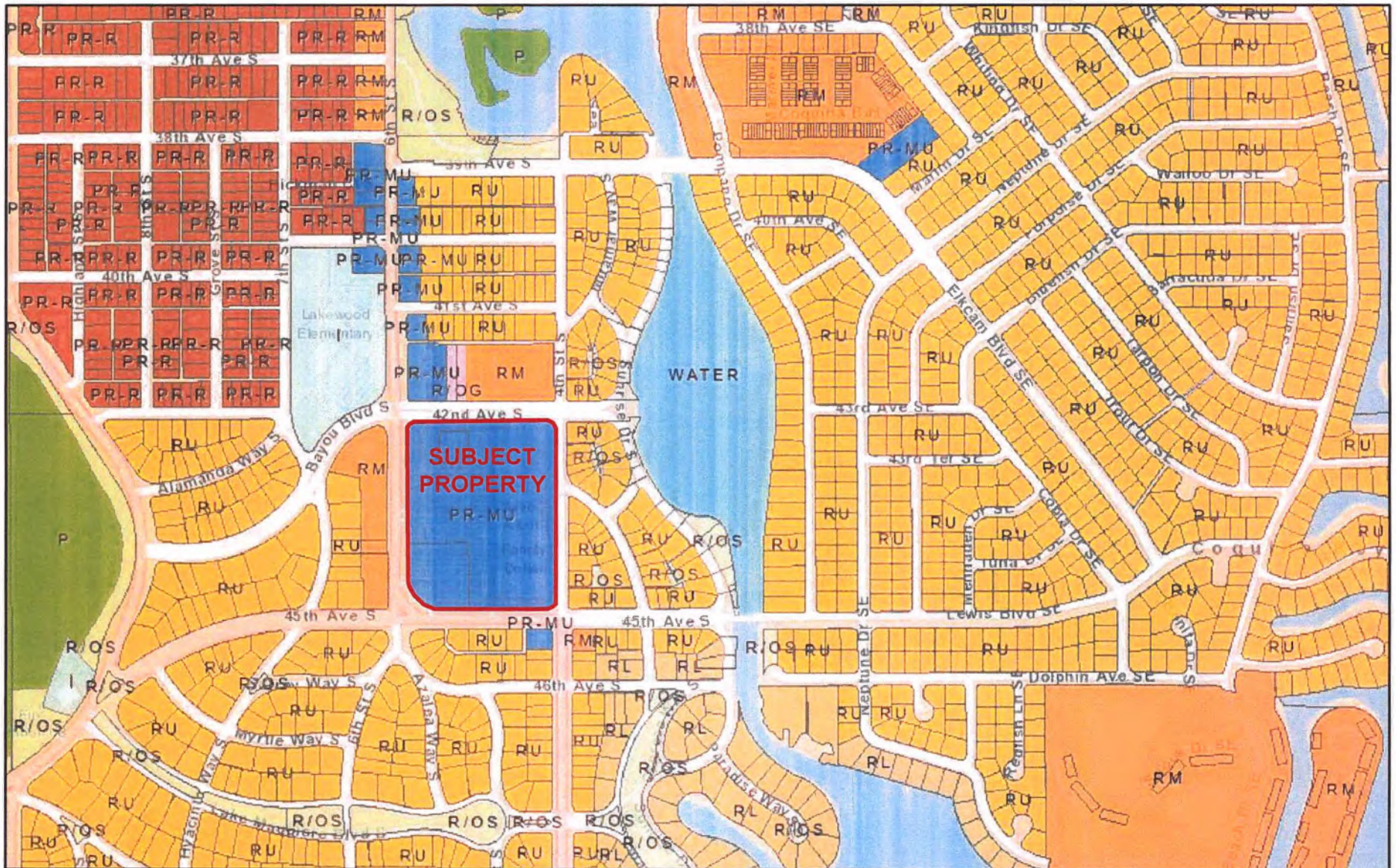


University of South Florida, City of Tampa, County of Pinellas, Esri, HERE,

Web AppBuilder for ArcGIS

University of South Florida, City of Tampa, County of Pinellas, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, NGA, USGS | City of St. Petersburg |

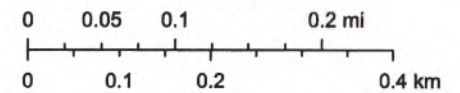
Existing Future Land Use



2/16/2022, 10:41:56 AM

1:9,028

- | | | | |
|----------------------|-------------------|----------------------------|-----------------------------------|
| Tax Parcels Boundary | Future Land Use | Residential Medium | Recreation/Open Space |
| Tax Parcels Info | Residential Low | Residential/Office General | Institutional |
| | Residential Urban | Preservation | Planned Redevelopment Residential |



University of South Florida, City of Tampa, County of Pinellas, Esri, HERE,

EXHIBIT "A"

LEGAL DESCRIPTION

PARCELS 1 AND 2:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°51'30" WEST, 810.75 FEET; THENCE SOUTH 0°13'09" EAST, 1001.05 FEET; THENCE NORTH 89°51' EAST, 806.92 FEET; THENCE NORTH 1000.69 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE NORTH 50 FEET THEREOF; ALSO LESS AND EXCEPTING THE SOUTH 50 FEET THEREOF; ALSO LESS AND EXCEPTING THE EAST 30 FEET THEREOF; ALSO LESS AND EXCEPTING THE WEST 70 FEET THEREOF;

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION, 90 FEET, THENCE WEST 30 FEET TO THE POINT OF BEGINNING; THENCE ON THE CURVE TO THE LEFT RADIUS 40 FEET; RUN TO A POINT 70 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 50 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE 40 FEET EAST; THENCE 40 FEET SOUTH TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH 89°51'30" WEST ALONG THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, 700.75 FEET; THENCE SOUTH 50 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 740.75 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 90 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE NORTH 40 FEET; THENCE EAST 40 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION 950.69 FEET, THENCE WEST 70 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 30 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 910.69 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH 40 FEET, THENCE WEST 40 FEET TO THE POINT OF BEGINNING.



PUBLIC PARTICIPATION REPORT

Application No. ZM-12

In accordance with LDR Section 16.70.040.1.F., "It is the policy of the City to encourage applicants to meet with residents of the surrounding neighborhoods prior to filing an application for a decision requiring a streamline review or public hearing. Participation in the public participation process prior to required public hearings will be considered by the decision-making official when considering the need, or request, for a continuance of an application. It is not the intent of this section to require neighborhood meetings, (except when the application is for a local historic district) but to encourage meetings prior to the submission of applications for approval and documentation of efforts which have been made to address any potential concerns prior to the formal application process."

NOTE: This Report may be updated and resubmitted up to 10 days prior to the scheduled Public Hearing.

APPLICANT REPORT

Street Address:

1. Details of techniques the applicant used to involve the public

(a) Dates and locations of all meetings where citizens were invited to discuss the applicant's proposal

Presented at Bayou Bonita Neighborhood Assn. on 1/16/2022.

Met with Nancy Dowling (Bayou Bonita Assn) and Mike McGraw (Coquina Key Assn) on 2/14/2022.

Met with Ken Conklin (Lakewood Terrace Assn) 2/24/2022.

(b) Content, dates mailed, and number of mailings; including letters, meeting notices, newsletters, and other publications

Notices of Intent to File were sent to Bayou Highlands Neighborhood Assn., Lakewood Terrace Neighborhood Assn., FICO, and CONA on 2/16/2022.

(c) Where residents, property owners, and interested parties receiving notices, newsletters, or other written materials are located

2. Summary of concerns, issues, and problems expressed during the process

NOTICE OF INTENT TO FILE

A minimum of ten (10) days prior to filing an application for a decision requiring Streamline or Public Hearing approval, the applicant shall send a copy of the application by email to the Council of Neighborhood Associations (CONA) (c/o Jennifer Joern at variance@stpeteconacona.org), by standard mail to Federation of Inner-City Community Organizations (FICO) (c/o Kimberly Frazier-Leggett at 3301 24th Ave. S., St. Pete 33712) and by email to all other Neighborhood Associations and/or Business Associations within 300 feet of the subject property as identified in the Pre-Application Meeting Notes. The applicant shall file evidence of such notice with the application.

- Date Notice of Intent to File sent to Associations within 300 feet, CONA and FICO: _____
- Attach the evidence of the required notices to this sheet such as Sent emails.

N.W. 1/4 SECTION 6, TOWNSHIP 32S, RANGE 17E

ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION: P.D. 06-32-17-04510-000-0013

TRACT A:

TRACT "A" OF SOUTH SIDE SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 48, PAGE 23, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, OTHERWISE DESCRIBED AS FOLLOWS FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, RUN SOUTH 89°51'30" WEST 740.75 FEET ALONG THE NORTH BOUNDARY OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 TO THE EASTERLY RIGHT-OF-WAY LINE OF 6TH STREET SOUTH, THENCE RUN SOUTH 0°30'00" EAST, 776.21 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO A POINT OF BEGINNING, THENCE RUN SOUTH 0°30'00" EAST, 25 FEET, THENCE BY A CURVE TO THE LEFT, RADIUS 150 FEET, ARC 235.44 FEET, CHORD SOUTH 45°11'04" EAST, 212 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF 45TH AVENUE SOUTH, THENCE NORTH 89°51'30" EAST, 25 FEET ALONG SAID RIGHT-OF-WAY LINE OF 45TH AVENUE SOUTH, THENCE NORTH 00°00' WEST, 175.03 FEET, THENCE SOUTH 89°46'51" WEST, 175.03 FEET TO THE POINT OF BEGINNING.

AND

TRACT B:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM THE NORTHEAST CORNER OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, RUN SOUTH 89°51'30" WEST, 740.75 FEET ALONG THE NORTH BOUNDARY OF SAID SOUTHWEST 1/4 OF THE NORTHWEST 1/4 TO THE EASTERLY RIGHT-OF-WAY LINE OF 6TH STREET SOUTH, THENCE RUN SOUTH 0°30'00" EAST, 776.21 FEET ALONG SAID EASTERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF TRACT "A" OF SOUTH SIDE SHOPPING CENTER, ACCORDING TO THE PLAT THEREOF, RECORDED IN PLAT BOOK 48, PAGE 23, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA, FOR A POINT OF BEGINNING, THENCE RUN NORTH 0°30'00" WEST, 141 FEET, THENCE NORTH 89°46'51" WEST, 289.20 FEET, THENCE SOUTH 0°00' EAST, 316.17 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF 45TH AVENUE SOUTH, THENCE SOUTH 89°46'51" WEST, 174 FEET ALONG SAID RIGHT-OF-WAY LINE OF 45TH AVENUE SOUTH, THENCE NORTH 00°00' WEST, 175.03 FEET, THENCE SOUTH 89°46'51" WEST, 175.03 FEET TO THE POINT OF BEGINNING.

Point Name

COMMUNITY PANEL #215148 1210300282 N, EFFECTIVE 6/24/21
 SOUTH R/W OF 42ND AVE SOUTH BEING 589'51'30"W (PER BELD)
 CITY OF ST PETERS
 EL = 106.33' DATUM ADJUSTED TO EL = 104.47' N.A.V.D. M.S.L. ± 0.00'

Modified per both in Schedule B, Section II of title search commitment Number HD3-100480-41, written by First American Title Insurance Co. dated 3/2/2021, which are addressed by the Surveyor.

3. Encroachments -- as shown in any 10' meters on the 1st of NORTH SIDE SHOPPING CENTER as shown

TO SWD COQUINA KEY LLC
 STONEWEG U.S. LLC
 FZ CAPITAL LLC, A DELAWARE LLC
 M&M COMMUNITY DEVELOPMENT FUND, LLC ISDA
 FIRST AMERICAN TITLE INSURANCE COMPANY

This is to certify that this map or plat and the survey on which it is based were made in accordance with the Standards and Requirements for ALTA and NSPS Land Title Surveys as established and adopted by ALTA and NSPS, and that the survey was conducted on 3/6/2021.

I hereby certify that the survey represented herein meets the requirements of Chapter 93-17, Florida Administrative Code

JOHN C. BRENDA
 LICENSE NUMBER 4601
 STATE OF FLORIDA
 PROFESSIONAL LAND SURVEYOR

NOTATIONS

| No. | DESCRIPTION | DATE |
|-----|---------------------------------------|-----------|
| 1. | UPDATE AS ALTA/NSPS LAND TITLE SURVEY | 3/29/2021 |
| 2. | UPDATE | 1/13/2022 |

FB: 951A PG. 41-46
 FB: 793 PG. 56-61
 FB: 677 PG. 68-71

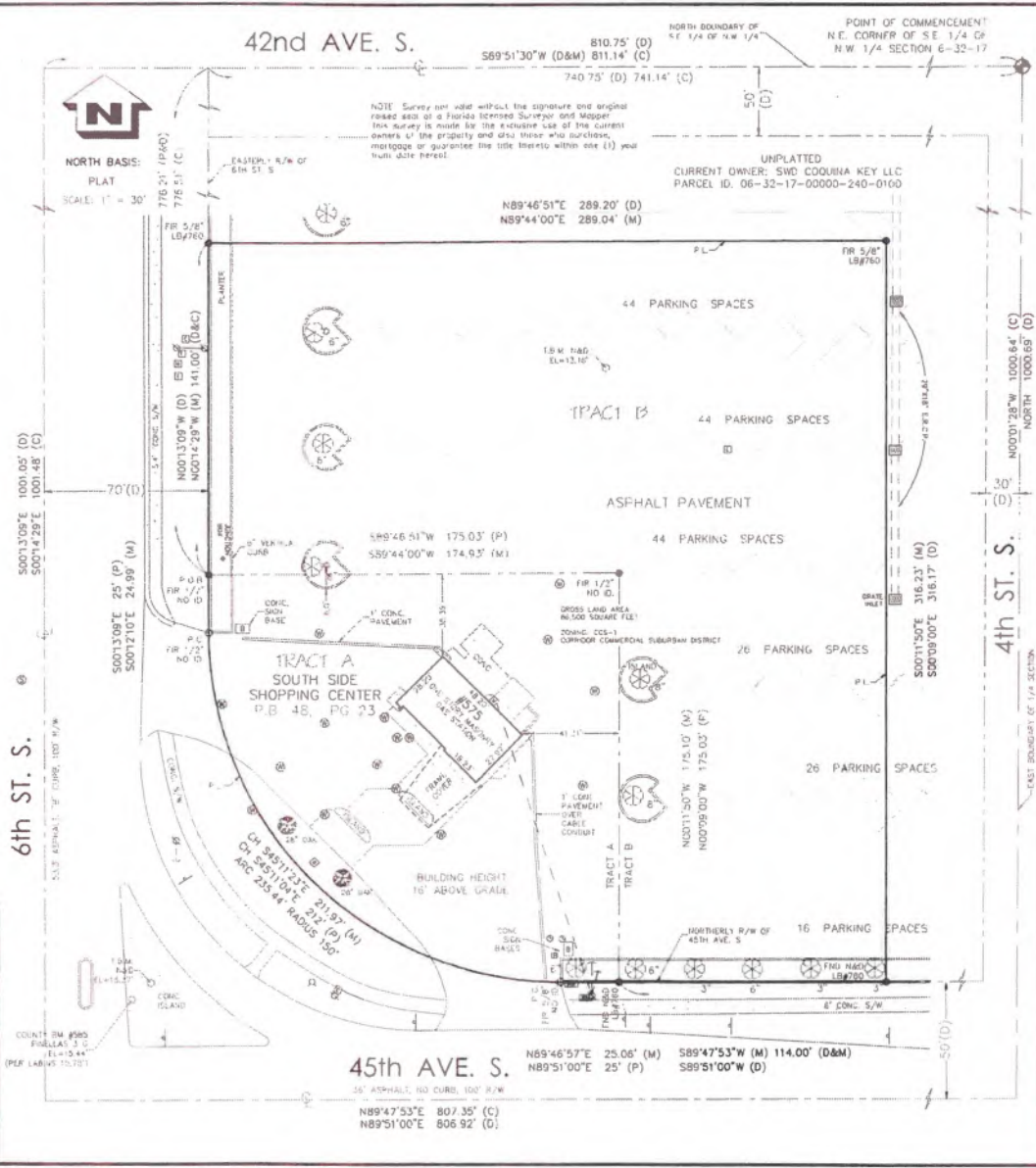
Survey date: 10/15/2018
 Job Number: 79-21 TR A&B

Drawn by: JM
 Chkd by: JCB

SHEET 1 of 5 89-21B.DRU

JOHN C. BRENDA AND ASSOCIATES, INC.
 Professional Land Surveyors and Mappers

JCB
 4015 82nd Avenue North
 Pinellas Park, Florida 33781
 Telephone (727) 576-7546
 Facsimile (727) 577-9932
 LB 760





ATTACHMENT NO. 3
Development Agreement

DEVELOPMENT AGREEMENT

THIS DEVELOPMENT AGREEMENT (hereinafter the "Agreement") is made and entered into this ____ day of _____ 2022, by and between **SWD COQUINA KEY LLC**, a Delaware limited liability Company, whose mailing address is 360 Central Avenue, Suite 1130, St. Petersburg, FL 33701 (hereinafter "Owner") and the **CITY OF ST. PETERSBURG, FLORIDA**, a Florida municipal corporation, whose mailing address is P.O. Box 2842, St. Petersburg, Florida 33731 (hereinafter the "City") (collectively hereinafter "the Parties").

WITNESSETH:

WHEREAS, Owner is the fee simple title owner of approximately 14.541 acres of land located at 4350 6th Street South, St. Petersburg, Florida 33705 and 575 45th Avenue South, St. Petersburg, Florida 33705, within the boundaries of the City, the legal description of which is attached hereto as Exhibit "A" (hereinafter the "Property"); and

WHEREAS, Owner desires to develop the Property in conformance with the City's Neighborhood Corridor Commercial Traditional (CCT-1) zoning district and Planned Redevelopment - Mixed Use (PR-MU) future land use designation (the "Zoning Designation Amendment"); and

WHEREAS, the Property is currently designated as Planned Redevelopment - Mixed Use (PR-MU) future land use in the City's Comprehensive Plan; and

WHEREAS, Owner has filed a rezoning application with the City to change the zoning of the Property from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1), such application having City File No. ZM-12; and

WHEREAS, Owner and the City desire to establish certain terms and conditions relating to the proposed development of the Property in accordance with Sections 163.3220-163.3243, Florida Statutes, the Florida Local Government Development Agreement Act (hereinafter the "Act"); and

WHEREAS, in accordance with the Act and Section 16.05 of the City's LDRs, the City is duly authorized to enter this Agreement; and

WHEREAS, the Owner acknowledges that the requirements and conditions of this Agreement result from the impacts of the Project on the City's stated planning goals related to employment and affordable housing, are reasonably attributable to the development of the Project, are based upon comparable requirements and commitments that the City or other agencies of government would reasonably expect to require a developer to expend or provide, and are consistent with sound and generally accepted land use planning and development practices and principles; and

WHEREAS, the first properly noticed public hearing on this Agreement was held by the Community Planning and Preservation Commission on August 9, 2022; and

WHEREAS, the first properly noticed reading of the City Ordinance, Ord. # (fill in) approving this Agreement was held by the City Council on **TBD**; and

WHEREAS, the second properly noticed reading of and public hearing of the City Ordinance approving this Agreement was held by the City Council on **TBD**; and

WHEREAS, the Owner desires to develop the Property in accordance with the conditions and limitations set forth in this Agreement.

DEFINITIONS

The terms defined in this Agreement shall have the following meanings, except as herein otherwise expressly provided:

“Agreement” means this Development Agreement, including any Exhibits, and any amendments hereto or thereto.

“Authorized Representative” means the person or persons designated and appointed from time to time as such by the Owner, Developer, or the City.

“City Council” means the governing body of the City, by whatever name known or however constituted from time to time.

“City's Comprehensive Plan” means the City of St. Petersburg Comprehensive Plan, as most recently amended prior to the date hereof.

“City's LDRs” means the City of St. Petersburg Land Development Regulations, as most recently amended prior to the date hereof.

“Development” means all improvements to real property, including buildings, other structures, parking and loading areas, landscaping, paved or graveled areas, and areas devoted to exterior display, storage, or activities. Development includes improved open areas such as plazas and walkways, but does not include natural geologic forms or unimproved real property.

“Development Permit” includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

“Exhibits” means those agreements, diagrams, drawings, specifications, instruments, forms of instruments, and other documents attached hereto and designated as exhibits to, and incorporated in and made a part of, this Agreement.

“FAR” means floor area ratio, as that term is defined in the City's LDRs.

“Florida Statutes” means all references herein to "Florida Statutes" are to Florida Statutes (2020), as amended from time to time.

“Governmental Authority” means the City, the County or any other governmental entity having regulatory authority over the Project and that issues a Development Permit for the Project to be constructed and opened for business.

“Project” means the proposed development to be located on the Property as contemplated by this Agreement.

“Property” means the real property more particularly described in the legal description in Exhibit “A”.

“Zoning Designation Amendment” means the change of the City's zoning designation of the Property from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1).

AGREEMENT

NOW, THEREFORE, in consideration of the terms, conditions, covenants and mutual promises hereinafter set forth, the Parties agree as follows:

1. **Recitals, Definitions, and Exhibits.** The foregoing recitations are true and correct and are hereby incorporated herein by reference. The foregoing Definitions are hereby incorporated herein by reference. All exhibits to this Agreement are essential to this Agreement and are hereby deemed a part hereof.

2. **Intent.** It is the intent of the Parties that this Agreement shall be adopted in conformity with the Act and that this Agreement should be construed and implemented so as to effectuate the purposes and intent of the Act. This Agreement shall not be executed by or binding upon any Party until adopted in conformity with the Act.

3. Recording and Effective Date. After the Agreement has been executed by the Parties, and after the date the Zoning Designation Amendment become effective, the City shall record the Agreement in the Public Records of Pinellas County, Florida, at the Developer's expense and shall forward a copy of the recorded Agreement to the Florida Department of Economic Opportunity ("DEO"). Thirty (30) days after receipt of the recorded Agreement by the DEO, this Agreement shall become effective (the "Effective Date").

4. Duration. The initial term of this Agreement shall be for fifteen (15) years from the Effective Date. Owner agrees that this Agreement may be extended by the City at the end of the initial term for an additional five (5) year renewal term, subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs.

5. Permitted Development Uses and Building Intensities.

(a) Permitted Development Uses. The Property is currently designated Corridor Commercial Suburban (CCS-1) zoning on the City's zoning map and Planned Redevelopment- Mixed Use (PR-MU) future land use in the City's Comprehensive Plan. Owner has applied to the City to rezone the Property from CCS-1 to Corridor Commercial Traditional (CCT-1). The Property's future land use designation will remain PR-MU. Conditional upon such rezoning application being adopted, the Property may be used for the purposes permitted in the applicable zoning districts subject to the additional limitations and conditions set forth in this Agreement.

(b) Maximum Density, Intensity, and Height of Proposed Uses. For the purposes of this Development Agreement, maximum density, intensity, and height shall be as provided by the City of St. Petersburg City Code, including the City's LDRs, and all applicable laws and regulations of the State of Florida, including but not limited to the Florida Statutes, the Florida Building Code, and all applicable regulations of the Florida Department of Transportation. A workforce housing density bonus of eight (8) units per acre is also allowable, subject to the City's Workforce Housing Ordinance. In accordance with the CCT-1 zoning designation, building height is limited to forty-two (42) feet; however, additional building height can be achieved pursuant to the Large Tract Planned Development regulations, set forth in the City's LDRs, but shall not exceed seventy-seven (77) feet.

(c) Limitations and Conditions on Use. The development uses proposed on the Property and their approximate sizes include a 20,000 square feet (minimum) commercial retail shopping center, multi-family buildings comprised of not more than 465 residential dwelling units with a minimum of 20% of the units being workforce housing; the combined intensity shall not exceed 1.20 FAR and the residential density shall not exceed 32 units per acre. Owner agrees that the following limitations and conditions shall apply to any site plan approved for the Property:

(1) Owner shall construct the commercial retail shopping center prior to or concurrently with the multi-family buildings and shall obtain the Certificate of Completion (CC) for the shell of the commercial retail shopping center prior to or concurrently with the issuance of the Certificate of Occupancy (CO) for the first multi-family building.

(2) Prior to the issuance of a building permit for any multi-family building, Developer shall enter into a workforce housing bonus density agreement, providing that a minimum of 20% of the multi-family residential units meet all the requirements as workforce housing units, in accordance with City Code Chapter 17.5.

(3) Owner shall use commercially reasonable efforts to include a source of fresh food within the commercial retail shopping center; however, such efforts shall not obligate the Owner to relocate or otherwise displace any existing tenant or occupant.

6. Public Facilities; Traffic Concurrency. The Property has frontage on 6th Street South, which is designated a secondary multimodal corridor on the Countywide Land Use Strategy Map and a future major street on the Future Major Streets Map (Map 20 of the City's Comprehensive Plan). The Property is currently served by high frequency public transit service (PSTA Route 4, 15-minute headway). This segment of 6th Street South is recognized in the Advantage Pinellas Plan (a/k/a 2045 Long Range Transportation Plan) as an investment corridor "to better support transit and connecting people to jobs, training opportunities and access to a variety of housing options that are affordable..." and "are considered priorities as they support strategic future investments for housing, economic

development and transportation through redevelopment, infrastructure and land assembly.” The proposed rezoning furthers a land use pattern contributing to minimizing travel requirements and anticipates and supports increased usage of mass transit systems (Policy LU19.3 of the City’s Comprehensive Plan).

(a) Potable Water: The City will provide potable water to the Project site. Sufficient supply capacity is available to service the Project, consistent with the requirements of the City’s concurrency management regulations.

(b) Sanitary Sewer: The City will provide sanitary sewer service to the Project site. Sufficient treatment capacity is available to service the Project, consistent with the requirements of the City’s concurrency management regulations.

(c) Stormwater Management: Stormwater management level of service is project-dependent rather than based on the provision and use of public facilities and is not directly provided by the City. The design and construction of the proposed stormwater facilities on the Project site shall be in compliance with the requirements of the City of St. Petersburg City Code and the Southwest Florida Water Management District, shall meet concurrency requirements for stormwater, and shall not result in degradation of the level of service below City’s adopted level of service.

(d) Law Enforcement: Law Enforcement protection will be provided by the City of St. Petersburg Police Department using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(e) Fire Protection and Emergency Medical Service: Fire protection and emergency medical services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(f) Library Facilities and Services: Library facilities and services will be provided by the City using available facilities and service capacity already in place. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public library facilities will be needed to service the Project.

(g) Public Schools: Public school facilities and services will be provided by the Pinellas County School Board. Such capacity is sufficient to allow the Project to meet the applicable level of service requirements and no new public facilities will be needed to service the Project.

(h) Solid Waste: Solid waste collection services will be provided by the City using facilities, equipment and service capacity already in place, while waste disposal services will be handled by Pinellas County. Capacity is sufficient to allow the Project to meet the applicable level of service requirements, and no new public facilities will be needed to service the Project.

(i) Transportation/Mass Transit: The determination of adequacy of public facilities, including transportation facilities, to serve the proposed development shall be made in accordance with the City’s Concurrency requirements in existence as of the date of this Agreement.

(j) Utility Improvements: Utility improvements necessary to provide service to a structure shall be constructed by Developer at Developer’s expense prior to issuance of certificates of occupancy for the structure.

7. Reservation or Dedication of Land. Owner and Developer shall not be required to reserve or dedicate land within the Property for municipal purposes other than: (a) public utility easements for utilities servicing the Property; (b) as applicable for roadways and other transportation facilities; and (c) subject to reasonable reservation and dedications during site plan review and approval.

8. Local Development Permits. The following local development approvals will be required to develop the Property for uses permitted in the CCT-1 zoning districts:

- (a) Site plan approval;

- (b) Final site plan approval;
- (b) Water, sewer, paving and drainage permits (including applicable permits issued by the South Florida Water Management District);
- (c) Building permits;
- (d) Certificates of Occupancy;
- (e) Certificates of Concurrence;
- (f) Any other development permits that may be required by City ordinances and regulations; and
- (g) Such other City, County, State or Federal permits as may be required by law.

9. Consistency with Comprehensive Plan. Conditional upon such rezoning and land use plan amendments being adopted as contemplated in Paragraph 5.(a) of this Agreement, Development of the Property for the uses allowed in the CCT-1 zoning district must be consistent with the City's Comprehensive Plan.

10. Necessity of Complying with Local Regulations Relative to Permits. The Parties agree that the failure of this Agreement to address a particular permit, condition, fee, term or restriction shall not relieve Owner of the necessity of complying with regulations governing said permitting requirements, conditions, fees, terms or restrictions.

11. Binding Effect. The obligations imposed pursuant to this Agreement upon the Parties and upon the Property shall run with and bind the Property as covenants running with the Property. This Agreement shall be binding upon and enforceable by and against the Parties hereto, their personal representatives, heirs, successors, grantees and assigns. Notwithstanding the foregoing, the rights and obligations under this Agreement of the Owner of the Property shall pass to any third-party purchaser of the Property and upon the closing of such purchase of the Property from such Owner, and the Owner of the Property shall be relieved of any further obligations under this Agreement upon such third party's acquisition of title to the Property.

12. Preliminary Concurrence and Comprehensive Plan Findings. The City has preliminarily determined that the concurrence requirements of Sections 16.03.050 and 16.03.060 of the City's LDRs and the City's Comprehensive Plan will be met for the Project, further subject to any approvals set forth in Paragraph 8 of this Agreement. The City has preliminarily found that the Project and this Agreement are consistent with and further the goals, objectives, policies and action strategies of the City's Comprehensive Plan and with the City's LDRs, further subject to any approvals set forth in Paragraph 8 of this Agreement. Nothing herein shall be construed by any Party as an approval, express or implied, for any action set forth in Paragraph 8 of this Agreement.

13. Disclaimer of Joint Venture. The Parties represent that by the execution of this Agreement it is not the intent of the Parties that this Agreement be construed or deemed to represent a joint venture or common undertaking between any Parties, or between any Party and any third party. While engaged in carrying out and complying with the terms of this Agreement, Owner is an independent principal and not a contractor for or officer, agent, or employee of the City. Owner shall not at any time or in any manner represent that it or any of its agents or employees are employees of the City.

14. Amendments. The Parties acknowledge that this Agreement may be amended by mutual consent of the Parties subsequent to execution in accordance with Section 163.3237, Florida Statutes and Section 16.05 of the City's LDRs. All amendments to this Agreement shall be ineffective unless reduced to writing and executed by the Parties in accordance with the City's LDRs.

15. Notices. All notices, demands, requests for approvals or other communications given by any Party to another shall be in writing and shall be sent by registered or certified mail, postage prepaid, return receipt requested, by a recognized national overnight courier service, or by facsimile transmission to the office for each Party indicated below and addressed as follows:

- (a) **To the Owner:**
SWD Coquina Key LLC
Attn: Sam Palmer
360 Central Avenue
Suite 1130

St. Petersburg, FL 33701

With a copy to:

SWD Coquina Key LLC
Attn: Pamela Linden, Esq.
360 Central Avenue
Suite 1130
St. Petersburg, FL 33701

- (b) **To the City:**
City of St. Petersburg
Attn: Derek Kilborn, Manager
Urban Planning, Design and Historic Preservation Division
City of St. Petersburg Planning and Development Services Dept
One 4th Street North
St. Petersburg, FL 33701

With a copy to:

City Attorney's Office, City of St. Petersburg
Attn: Michael Dema, Managing Assistant City Attorney – Land Use & Environmental Matters
Municipal Services Center
One 4th Street North
St. Petersburg, FL 33701

16. Effectiveness of Notice. Notices given by courier service or by hand delivery shall be effective upon delivery and notices given by mail shall be effective on the fifth (5) business day after mailing. Refusal by any person to accept delivery of any notice delivered to the office at the address indicated above (or as it may be changed) shall be deemed to have been an effective delivery as provided in this Paragraph. The addresses to which notices are to be sent may be changed from time to time by written notice delivered to the other Parties and such notices shall be effective upon receipt. Until notice of change of address is received as to any particular Party hereto, all other Parties may rely upon the last address given. Notices given by facsimile transmission shall be effective on the date sent.

17. Default. In the event any Party is in default of any provision hereof, any non-defaulting Party, as a condition precedent to the exercise of its remedies, shall be required to give the defaulting Party written notice of the same pursuant to this Agreement. The defaulting Party shall have thirty (30) business days from the receipt of such notice to cure the default. If the defaulting Party timely cures the default, this Agreement shall continue in full force and effect. If the defaulting Party does not timely cure such default, the non-defaulting Party shall be entitled to pursue its remedies available at law or equity.

18. Non-Action on Failure to Observe Provisions of this Agreement. The failure of any Party to promptly or continually insist upon strict performance of any term, covenant, condition or provision of this Agreement, or any Exhibit hereto, or any other agreement, instrument or document of whatever form or nature contemplated hereby shall not be deemed a waiver of any right or remedy that the Party may have, and shall not be deemed a waiver of a subsequent default or nonperformance of such term, covenant, condition or provision.

19. Applicable Law and Venue. The laws of the State of Florida shall govern the validity, performance and enforcement of this Agreement. Venue for any proceeding arising under this Agreement shall be in the Sixth Judicial Circuit, in and for Pinellas County, Florida, for State actions and in the United States District Court for the Middle District of Florida for federal actions, to the exclusion of any other venue.

20. Construction. This Agreement has been negotiated by the Parties, and the Agreement, including, without limitation, the Exhibits, shall not be deemed to have been prepared by any Party, but by all equally.

21. Entire Agreement.

(a) This Agreement, and all the terms and provisions contained herein, including without limitation the Exhibits hereto, constitute the full and complete agreement between the Parties hereto to the date hereof, and supersedes and controls over any and all prior agreements, understandings, representations, correspondence and statements whether written or oral. With the exception of conditions that may be imposed by the City in approving any Development Permit, no Party shall be bound by any agreement, condition, warranty or representation other than as expressly stated in this Agreement, and this Agreement may not be amended or modified except by written instrument signed by the Parties hereto, in accordance with this Agreement, Florida Statutes Section 163.3237, and Section 16.05 of the City's LDRs.

(b) Any provisions of this Agreement shall be read and applied in pari materia with all other provisions hereof.

22. Holidays. It is hereby agreed and declared that whenever a notice or performance under the terms of this Agreement is to be made or given on a Saturday or Sunday or on a legal holiday observed by the City, it shall be postponed to the next following business day.

23. Certification. The Parties shall at any time and from time to time, upon not less than ten (10) days prior notice by the other Party execute, acknowledge and deliver to the other Party (and, in the case of the City, to a Project Lender) a statement in recordable form certifying that this Agreement has not been modified and is in full force and effect (or if there have been modifications that this Agreement as modified is in full force and effect and setting forth a notation of such modifications), and that to the knowledge of such Party, neither it nor any other Party is then in default hereof (or if another Party is then in default hereof, stating the nature and details of such default), it being intended that any such statement delivered pursuant to this Paragraph may be conclusively relied upon by any prospective purchaser, mortgagee, successor, assignee of any mortgage or assignee of the respective interest in the Project, if any, of any Party made in accordance with the provisions of this Agreement.

24. Termination. This Agreement shall automatically terminate and expire upon the occurrence of the first of the following:

(a) The expiration of fifteen (15) years from the Effective Date of this Agreement, as defined herein, unless the City extends the initial term for an additional five (5) year renewal term pursuant to the terms of this Agreement and subject to all necessary requirements in accordance with the Florida Statutes and the City's then-existing LDRs; or;

(b) The revocation of this Agreement by the City Council in accordance with Section 163.3235, Florida Statutes and Section 16.05 of the City's LDRs; or

(c) The execution of a written agreement by all Parties, or by their successors in interest, providing for the cancellation and termination of this Agreement.

25. Deadline for Execution. The Owner shall execute this Agreement prior to the date on which the City Council considers this Agreement for final approval.

26. Covenant of Cooperation. The Parties shall cooperate with and deal with each other in good faith and assist each other in the performance of the provisions of this Agreement and in achieving the completion of development of the Project site, including processing amendments to this Agreement.

27. Approvals.

(a) For the purposes of this Agreement any required written permission, consent, approval or agreement ("Approval") by the City means the Approval of the Mayor or his designee unless otherwise set forth herein and such approval shall be in addition to any and all permits and other licenses required by law or this Agreement.

(b) For the purposes of this Agreement any right of the City to take any action permitted, allowed or required by this Agreement, may be exercised by the Mayor or his designee, unless otherwise set forth herein.

28. Partial Invalidity. If any term or provision of this Agreement or the application thereof to any person or circumstance is declared invalid or unenforceable, the remainder of this Agreement, including any valid portion of the invalid term or provision and the application of such invalid term or provision to circumstances other than those as to which it is held invalid or unenforceable by a court of competent jurisdiction, shall not be affected thereby and shall with the remainder of this Agreement continue unmodified and in full force and effect.

29. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original but all of which shall constitute a single instrument.

30. Failure of Development to Occur as Proposed. If development of the Property does not occur as proposed under this Agreement, both the City and the property owner have the right to initiate the process to change the land use and zoning designations of the Property to the designations that existed at the time of execution of this Agreement.

31. Cancellation. This Agreement shall become null and void as to any portion of the Property if any of the following occur: (1) the Owner fails to obtain the rezoning or Comprehensive Plan Amendment as more fully set forth above; (2) the Future Land Use designation of the Residential Property or any portion thereof changes to any designation other than PR-MU; (3) the zoning of the Property or any portion thereof changes to any designation other than CCS-1.

32. Third Party Beneficiaries. The rights and obligations of the Parties set forth in this Agreement are personal to the Parties, and no third parties are entitled to rely on or have an interest in any such rights and obligations.

[signatures on next page]

IN WITNESS WHEREOF, the Parties have executed this Agreement as of the day and year first above written.

**CITY
CITY OF ST. PETERSBURG, FLORIDA**

ATTEST:

CITY CLERK

By: _____

As Its: _____

_____ day of _____, 2022

Approved as to form and content

By Office of City Attorney

OWNER
SWD COQUINA KEY LLC, a Delaware Limited Liability
Company,
360 Central Avenue, Suite 1130
St. Petersburg, FL 33701

WITNESSES:

Sign _____

By: _____

Print _____

Print _____

Sign _____

Title _____

Print _____

Date _____

STATE OF FLORIDA
COUNTY OF PINELLAS

The foregoing instrument was acknowledged before me by means of (check one) physical presence or online notarization, this ____ day of _____, 2022, by _____, as an Authorized Signatory of SWD Coquina Key LLC, a Delaware Limited Liability Company, on behalf of the company, who is personally known to me or produced _____ as identification.

NOTARY PUBLIC:

Sign _____

Print _____

State of Florida at Large

My Commission Expires:

EXHIBIT "A"

LEGAL DESCRIPTION:

PARCELS 1 AND 2:

THAT PART OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, PINELLAS COUNTY, FLORIDA; THENCE SOUTH 89°51'30" WEST, 810.75 FEET; THENCE SOUTH 0°13'09" EAST, 1001.05 FEET; THENCE NORTH 89°51' EAST, 806.92 FEET; THENCE NORTH 1000.69 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE NORTH 50 FEET THEREOF; ALSO LESS AND EXCEPTING THE SOUTH 50 FEET THEREOF; ALSO LESS AND EXCEPTING THE EAST 30 FEET THEREOF; ALSO LESS AND EXCEPTING THE WEST 70 FEET THEREOF;

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION, 90 FEET, THENCE WEST 30 FEET TO THE POINT OF BEGINNING; THENCE ON THE CURVE TO THE LEFT RADIUS 40 FEET; RUN TO A POINT 70 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 50 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE 40 FEET EAST; THENCE 40 FEET SOUTH TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH 89°51'30" WEST ALONG THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, 700.75 FEET; THENCE SOUTH 50 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 740.75 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 90 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE NORTH 40 FEET; THENCE EAST 40 FEET TO THE POINT OF BEGINNING.

ALSO LESS AND EXCEPTING BEGINNING AT THE NORTHEAST CORNER OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST; THENCE SOUTH ALONG THE EAST BOUNDARY OF SAID 1/4 SECTION 950.69 FEET; THENCE WEST 70 FEET TO A POINT OF BEGINNING; THENCE ON A CURVE TO THE LEFT, RADIUS 40 FEET, RUN TO A POINT 30 FEET WEST OF THE EAST BOUNDARY OF SAID 1/4 SECTION AND 910.69 FEET SOUTH OF THE NORTH BOUNDARY OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 6, TOWNSHIP 32 SOUTH, RANGE 17 EAST, THENCE SOUTH 40 FEET; THENCE WEST 40 FEET TO THE POINT OF BEGINNING.



ATTACHMENT NO. 4
Transportation Analysis

TRANSPORTATION ANALYSIS

Coquina Key Plaza

Prepared for:

Stoneweg



Palm Traffic
Engineering + Planning

Transportation Analysis

Coquina Key Plaza

January 2022

Prepared for:
Stoneweg

Prepared by:
Palm Traffic
400 North Tampa Street, 15th Floor
Tampa, FL 33602
Ph: (813) 296-2595

Project No. T21089

Vicki L. Castro, P.E.
P.E. No. 47128



TABLE OF CONTENTS

| | |
|--|----|
| Introduction | 3 |
| Project Description | 3 |
| Estimated Daily Project Traffic..... | 3 |
| Estimated AM Peak Hour Project Traffic..... | 6 |
| Estimated PM Peak Hour Project Traffic..... | 6 |
| Analysis Period | 9 |
| Project Trip Distribution / Assignment | 9 |
| Adjacent Roadways..... | 9 |
| Peak Season Traffic..... | 13 |
| Intersection Analysis..... | 18 |
| Generalized Link Analysis..... | 20 |
| Access Recommendations..... | 22 |

LIST OF FIGURES

| | |
|---|----|
| Figure 1. Project Location..... | 4 |
| Figure 2. Peak Hour Project Traffic – AM Peak Hour | 11 |
| Figure 3. Peak Hour Project Traffic – PM Peak Hour | 12 |
| Figure 4. Existing Traffic | 14 |
| Figure 5. Peak Season Traffic..... | 15 |
| Figure 6. Peak Season Plus Project Traffic – AM Peak Hour | 16 |
| Figure 7. Peak Season Plus Project Traffic – PM Peak Hour..... | 17 |

LIST OF TABLES

| | |
|--|----|
| Table 1. Estimated Daily Project Traffic | 5 |
| Table 2. AM Peak Hour Project Trip Ends..... | 7 |
| Table 3. PM Peak Hour Project Trip Ends..... | 8 |
| Table 4. Estimated Peak Hour Project Traffic Distribution..... | 10 |
| Table 5. Estimated Intersection Volume to Capacity Ratio..... | 19 |
| Table 6. Generalized Link Analysis | 21 |
| Table 7. Access Recommendations | 23 |

LIST OF APPENDICES

Conceptual Site Plan

Trip Generation

ITE Passerby Rates

Turning Movement Counts

FDOT Seasonal Adjustment Factors

Intersection Analysis

FDOT Generalized Level of Service Tables

Turn Lane Warrants

FDOT Standard Plans 711-001

INTRODUCTION

The purpose of this report is to provide the Transportation Analysis for the property located east of 6th Street and north of 45th Avenue South in the City of St. Petersburg, Pinellas County, Florida as shown in Figure 1.

PROJECT DESCRIPTION

The proposed project is to develop the property with up to 38,000 square feet of retail and 457 multi-family dwelling units.

The access for the project is proposed to be the following:

- One (1) full access to 45th Avenue South
- One (1) full access to 6th Street South
- One (1) full access to 42nd Avenue South
- One (1) full access to 4th Street South.

A conceptual site plan is included in the Appendix of this report.

ESTIMATED DAILY PROJECT TRAFFIC

The trip rates utilized in this report were obtained from the latest computerized version of “OTISS” which utilizes the Institute of Transportation Engineers’ (ITE) Trip Generation, 11th Edition, 2021, as its data base. Based on these trip rates, it is estimated that the proposed project will attract/generate approximately 3,481 daily trip ends, as shown in Table 1. Studies contained in the ITE Trip Generation Handbook, 3rd Edition, indicate that a percentage of the project trips already exist on the adjacent roadways – passerby capture. Therefore, the new daily trip ends attracted to/generated by the proposed project would be 3,003 trip ends, as shown in Table 1.

Figure 1. Project Location

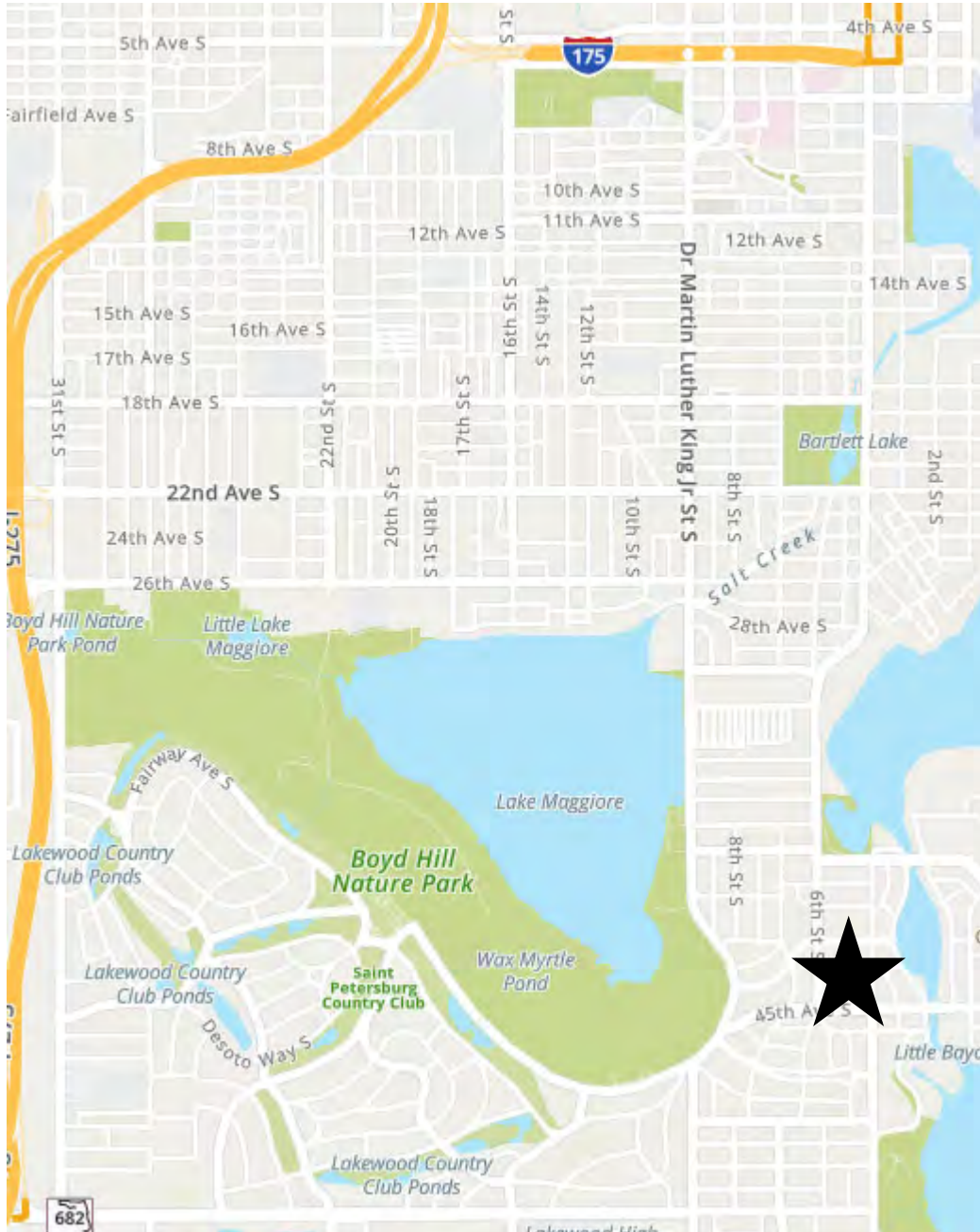


Table 1. Estimated Daily Project Traffic

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | Daily Trip Ends (1) | Passerby Capture (2) | New Daily Trip Ends |
|-----------------|----------------|-------------|---------------------------|-------------------------|------------------------|
| Shopping Center | 820 | 38,000 SF | 1,406 | 478 | 928 |
| Multi-Family | 221 | 370 DUs | <u>2,075</u> | <u>0</u> | <u>2,075</u> |
| | | Total | 3,481 | 478 | 3,003 |

(1) Source: ITE Trip Generation, 11th Edition.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

ESTIMATED AM PEAK HOUR PROJECT TRAFFIC

Again, based on data contained in the ITE Trip Generation, 11th Edition, the proposed project would attract/generate approximately 201 trip ends during the AM peak hour with 59 inbound and 142 outbound, as shown in Table 2.

As previously stated, studies contained in the ITE Trip Generation Handbook, 3rd Edition, indicate that a percentage of the project trips already exist on the adjacent roadways – passerby capture. Therefore, the new AM peak hour trip ends attracted to/generated by the proposed project would be 190 trip ends with 52 inbound and 138 outbound, as shown in Table 2.

ESTIMATED PM PEAK HOUR PROJECT TRAFFIC

Again, based on data contained in the ITE Trip Generation, 11th Edition, during the PM peak hour, the proposed project would attract/generate approximately 307 trip ends during the PM peak hour with 171 inbound and 136 outbound, as shown in Table 3.

As previously stated, studies contained in the ITE Trip Generation Handbook, 3rd Edition, indicate that a percentage of the projects trips already exist on the adjacent roadways – passerby capture. Therefore, the new PM peak hour trip ends attracted to/generated by the proposed project would be 263 trip ends with 150 inbound and 113 outbound, as shown in Table 3.

Table 2. AM Peak Hour Project Trip Ends

| <u>Land Use</u> | ITE <u>LUC</u> | <u>Size</u> | AM Peak Hour Trip Ends (1) | | | Passerby Capture (2) | | | New AM Peak Hour Trip Ends | | |
|-----------------|-------------------|-------------|-------------------------------|------------|--------------|-------------------------|------------|--------------|----------------------------------|------------|--------------|
| | | | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> |
| Shopping Center | 820 | 38,000 SF | 20 | 12 | 32 | 7 | 4 | 11 | 13 | 8 | 21 |
| Multi-Family | 221 | 370 DUs | <u>39</u> | <u>130</u> | <u>169</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>39</u> | <u>130</u> | <u>169</u> |
| | | Total | 59 | 142 | 201 | 7 | 4 | 11 | 52 | 138 | 190 |

(1) Source: ITE Trip Generation, 11th Edition.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

Table 3. PM Peak Hour Project Trip Ends

| <u>Land Use</u> | <u>ITE LUC</u> | <u>Size</u> | <u>PM Peak Hour Trip Ends (1)</u> | | | <u>Passerby Capture (2)</u> | | | <u>New PM Peak Hour Trip Ends</u> | | |
|-----------------|----------------|-------------|-----------------------------------|------------|--------------|-----------------------------|------------|--------------|-----------------------------------|------------|--------------|
| | | | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> | <u>In</u> | <u>Out</u> | <u>Total</u> |
| Shopping Center | 820 | 38,000 SF | 62 | 67 | 129 | 21 | 23 | 44 | 41 | 44 | 85 |
| Multi-Family | 221 | 370 DUs | <u>109</u> | <u>69</u> | <u>178</u> | <u>0</u> | <u>0</u> | <u>0</u> | <u>109</u> | <u>69</u> | <u>178</u> |
| | | Total | 171 | 136 | 307 | 21 | 23 | 44 | 150 | 113 | 263 |

(1) Source: ITE Trip Generation, 11th Edition.

(2) Source: ITE Trip Generation Handbook, 3rd Edition.

ANALYSIS PERIOD

This analysis will include the AM and PM peak hours.

PROJECT TRIP DISTRIBUTION / ASSIGNMENT

The following distribution of the AM and PM peak hour project trip ends were based on the existing traffic and development patterns with hand assignment to the local roadway network:

- 55% to and from the north (via 6th Street South)
- 20% to and from the south (via 4th Street South)
- 25% to and from the west (via 45th Avenue South).

Table 4 shows the distribution of the AM and PM peak hour project trip ends. Figure 2 and Figure 3 illustrate the project trip ends on the adjacent roadway network for the AM and PM peak hours, respectively.

ADJACENT ROADWAYS

As stated previously, the site is located east of 6th Street South and north of 45th Avenue South. 45th Avenue South is a two (2) lane divided roadway in the vicinity of the project. 6th Street South is a four (4) lane undivided roadway in the vicinity of the project. According to the City of St. Petersburg Capital Improvement Plan, there are no capacity improvement projects in the vicinity of the project.

Table 4. Estimated Peak Hour Project Traffic Distribution

| <u>Time Period</u> | <u>North (55%)</u> | | <u>South (20%)</u> | | <u>West (25%)</u> | | <u>Total</u> | |
|------------------------|--------------------|------------|--------------------|------------|-------------------|------------|--------------|------------|
| | <u>In</u> | <u>Out</u> | <u>In</u> | <u>Out</u> | <u>In</u> | <u>Out</u> | <u>In</u> | <u>Out</u> |
| AM | 29 | 76 | 10 | 27 | 13 | 35 | 52 | 138 |
| PM | 83 | 62 | 30 | 23 | 37 | 28 | 150 | 113 |

Figure 2. Peak Hour Project Traffic – AM Peak Hour

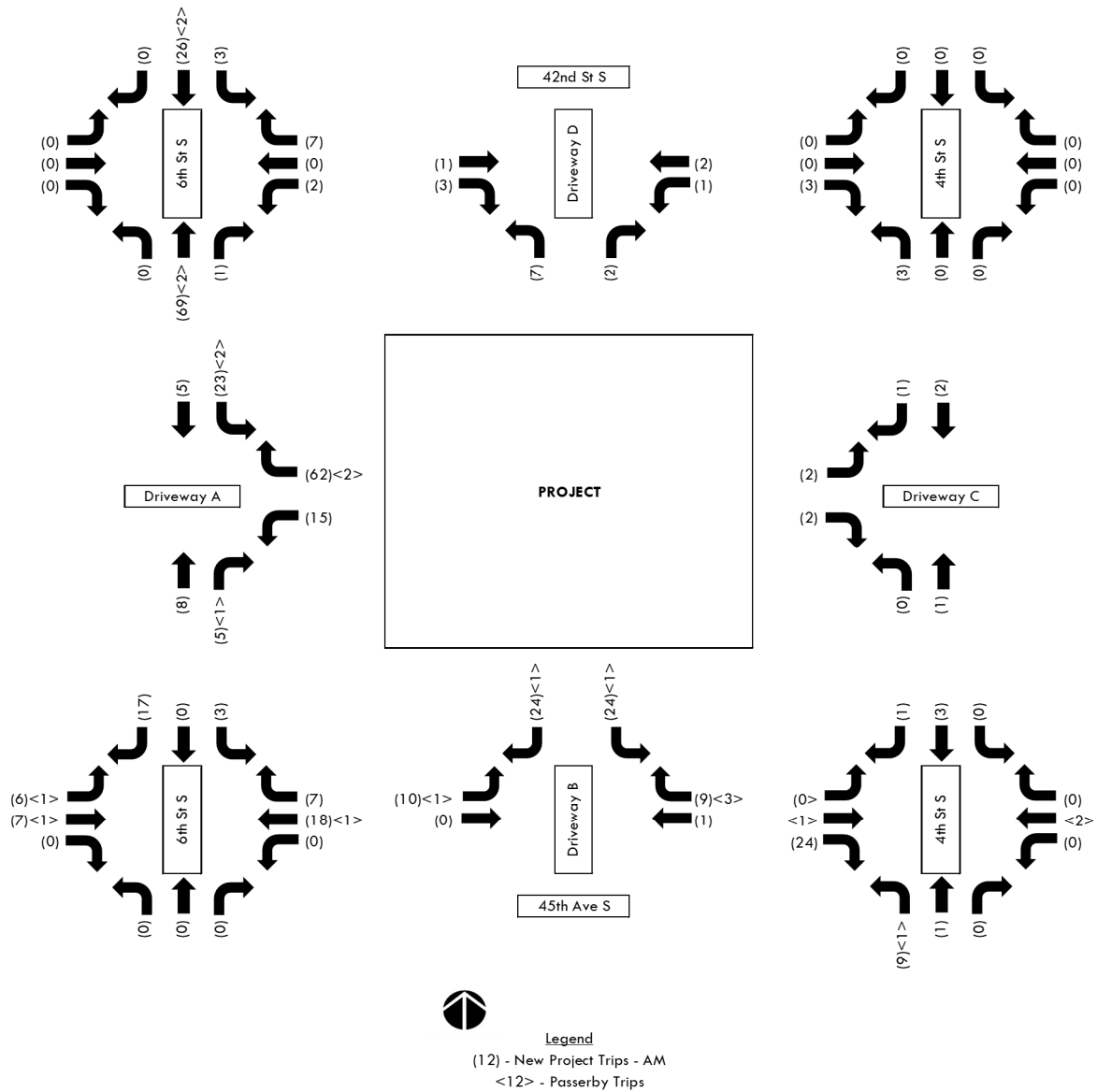
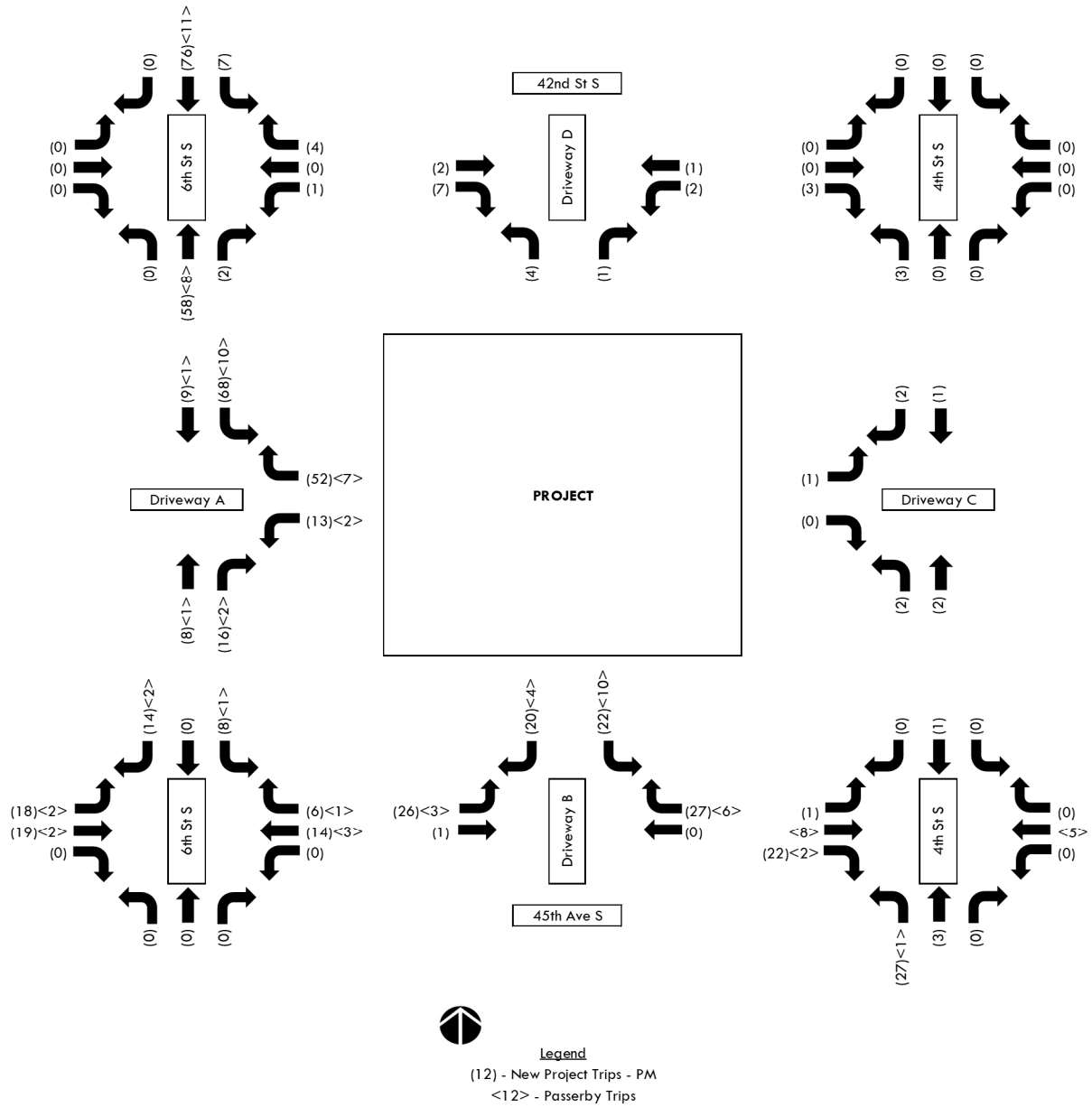


Figure 3. Peak Hour Project Traffic – PM Peak Hour



PEAK SEASON TRAFFIC

The following methodology was utilized to estimate the peak season volumes within the study area:

1. PALM TRAFFIC obtained AM and PM peak hour turning movement counts at the following intersections:
 - 6th Street South and 45th Avenue South
 - 6th Street South and 42nd Avenue South
 - 4th Street South and 45th Avenue South
 - 4th Street South and 42nd Avenue South.

Figure 4 illustrates the existing traffic.

2. The turning movement counts were adjusted to peak season based on the FDOT Peak Season Adjustment Factors for Pinellas County. Figure 5 illustrates the peak season traffic. Figure 6 and Figure 7 illustrate the peak season plus project traffic for the AM and PM peak hours, respectively.

Figure 4. Existing Traffic

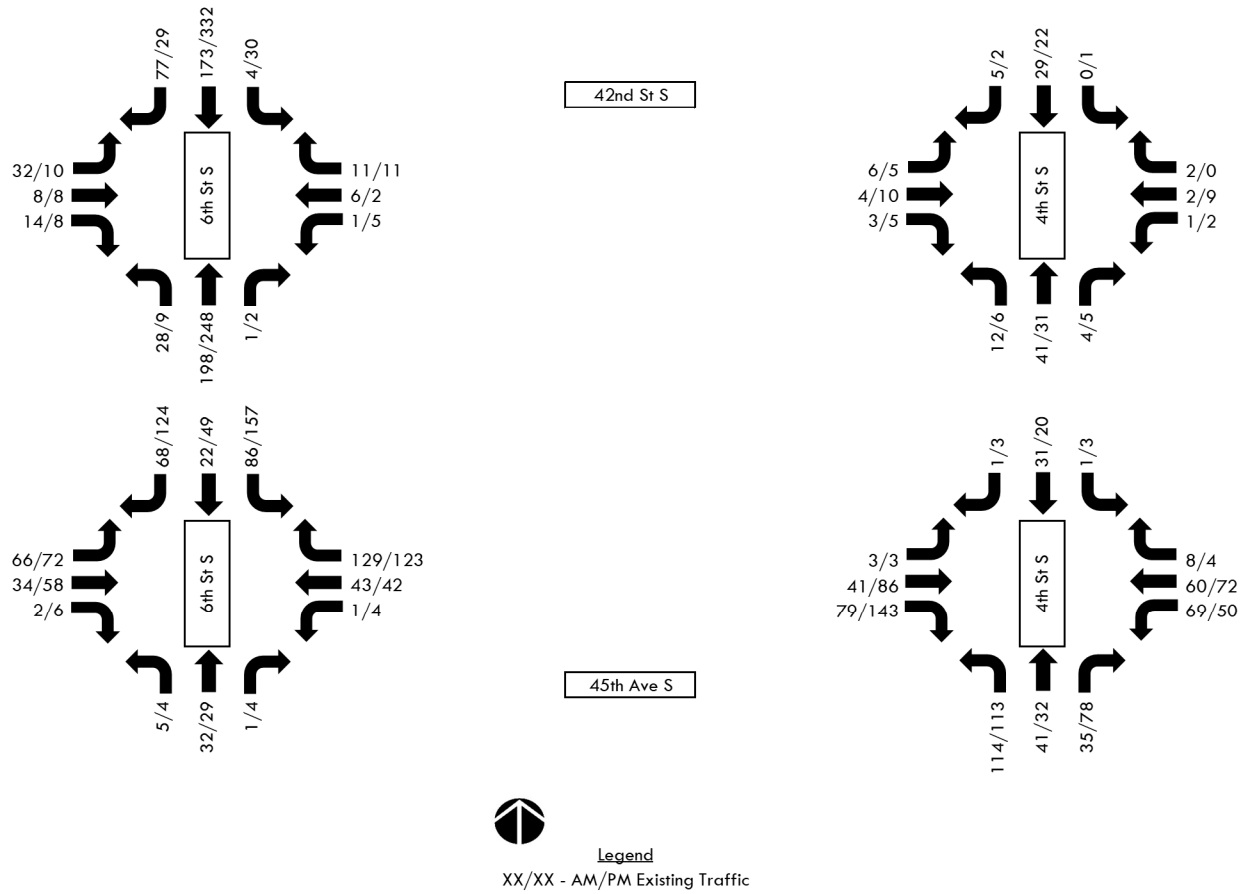


Figure 5. Peak Season Traffic

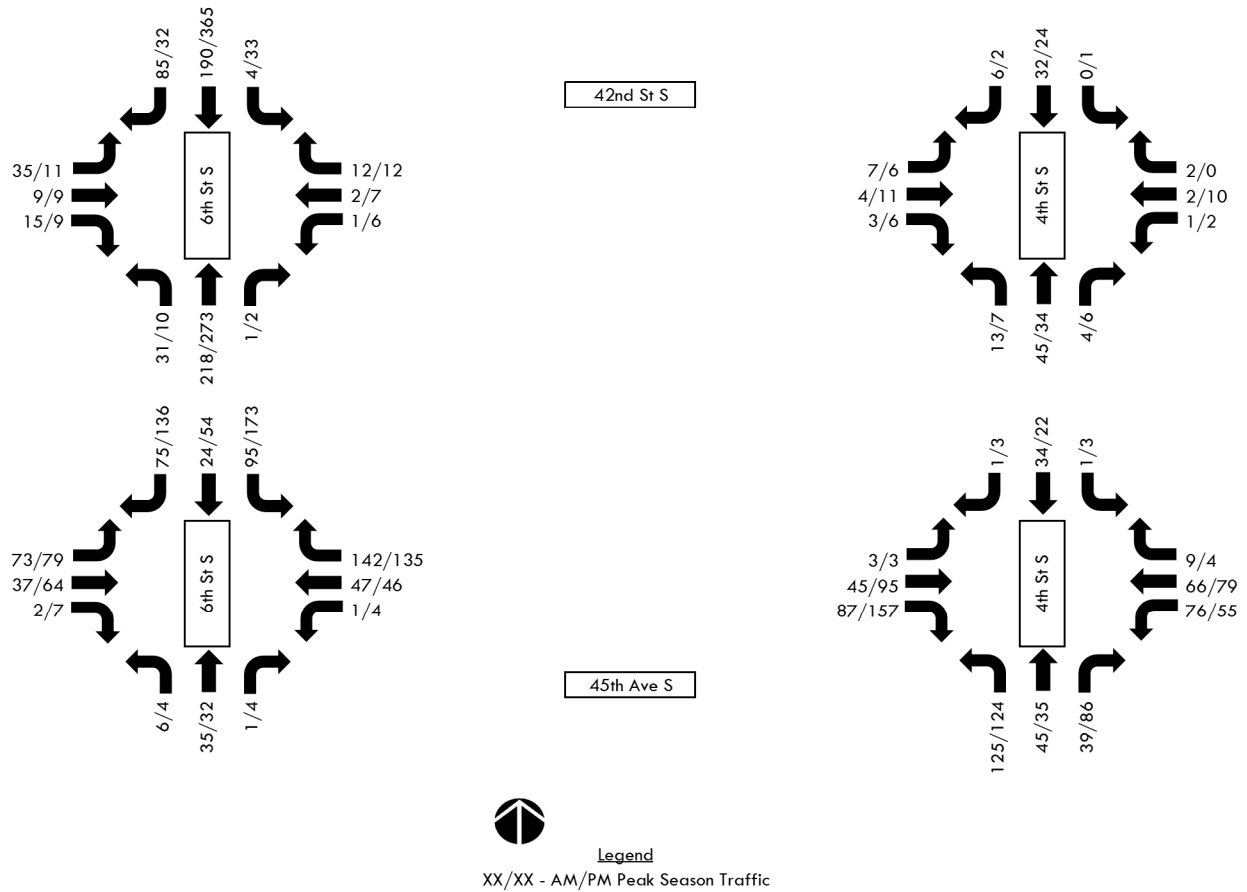


Figure 6. Peak Season Plus Project Traffic – AM Peak Hour

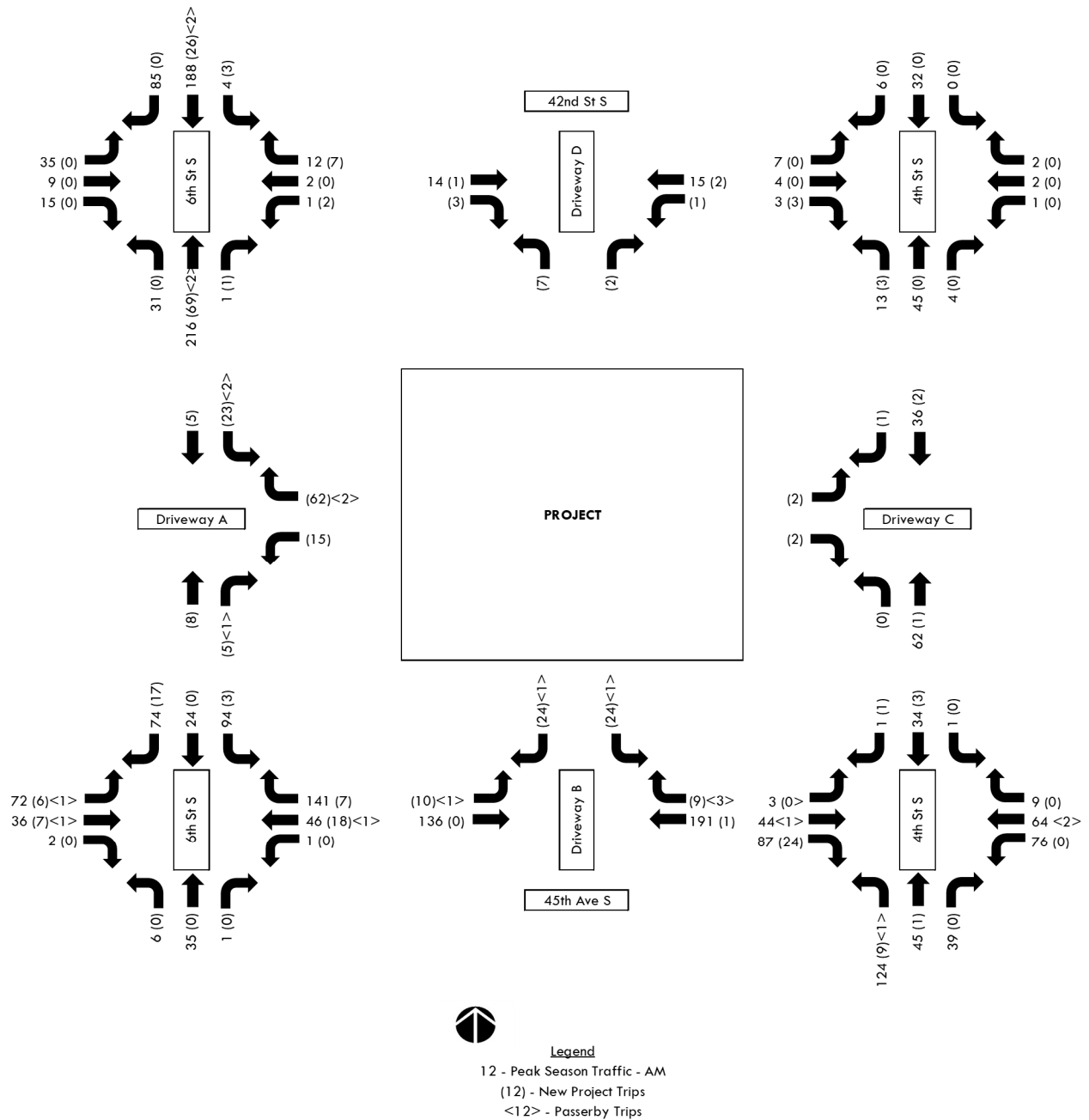
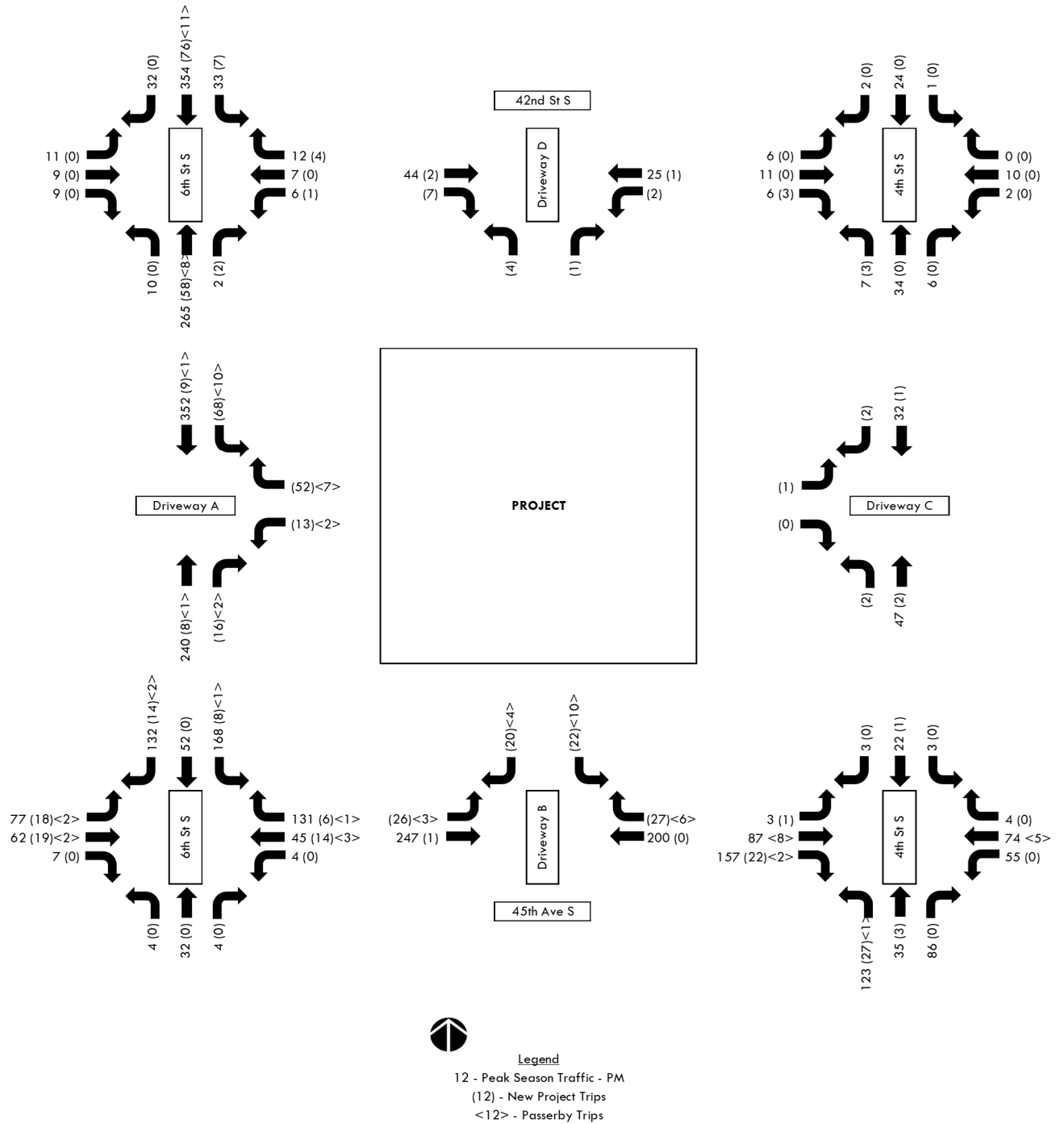


Figure 7. Peak Season Plus Project Traffic – PM Peak Hour



INTERSECTION ANALYSIS

Intersection analysis was conducted for the AM and PM peak hours at the following intersections within the study network:

- 6th Street South and 45th Avenue South
- 6th Street South and Driveway A
- 45th Avenue South and Driveway B
- 4th Street South and Driveway C
- 42nd Avenue South and Driveway D.

The analysis was based on SYNCHRO with the proposed project traffic. Table 5 summarizes the analysis for the intersections and is described in detail in the following paragraphs.

6th Street South and 45th Avenue South

This intersection is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a volume to capacity (v/c) ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours.

6th Street South and Driveway A

This proposed driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours.

45th Avenue South and Driveway B

This proposed driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours.

4th Street South and Driveway C

This proposed driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours.

42nd Avenue South and Driveway D

This proposed driveway is unsignalized. Unsignalized intersection analysis indicates that all movements should operate with a v/c ratio less than 1.0 during the peak season plus project traffic in the AM and PM peak hours.

Table 5. Estimated Intersection Volume to Capacity Ratio

| <u>Intersection</u> | <u>Direction</u> | <u>AM Peak Hour</u> Peak Season + Project Volume to Capacity | | | <u>PM Peak Hour</u> Peak Season + Project Volume to Capacity | | |
|--------------------------------|------------------|--|----------------|--------------|--|----------------|--------------|
| | | <u>Left</u> | <u>Through</u> | <u>Right</u> | <u>Left</u> | <u>Through</u> | <u>Right</u> |
| 6th Street S and 45th Avenue S | EB | 0.15 | 0.08 | 0.00 | 0.20 | 0.16 | 0.01 |
| | WB | 0.00 | 0.11 | 0.22 | 0.01 | 0.12 | 0.23 |
| | NB | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 | 0.08 |
| | SB | 0.17 | 0.17 | 0.17 | 0.33 | 0.32 | 0.32 |
| 6th Street S and Driveway A | WB | 0.11 | - | 0.11 | 0.45 | - | 0.45 |
| | NB | - | * | * | - | * | * |
| | SB | 0.02 | * | - | 0.01 | * | - |
| 45th Avenue S and Driveway B | EB | 0.01 | * | - | 0.02 | * | - |
| | WB | - | * | * | - | * | * |
| | SB | 0.07 | - | 0.07 | 0.10 | - | 0.10 |
| 4th Street S and Driveway C | EB | 0.00 | - | 0.00 | 0.00 | - | 0.00 |
| | NB | 0.00 | * | - | 0.00 | * | - |
| | SB | - | * | * | - | * | * |
| 42nd Avenue S and Driveway D | EB | - | * | * | - | * | * |
| | WB | 0.00 | * | - | 0.00 | * | - |
| | NB | 0.01 | - | 0.01 | 0.01 | - | 0.01 |

* Free Flow Movement

GENERALIZED LINK ANALYSIS

A generalized link analysis was conducted for those roadways within the area of influence for the following traffic conditions:

- Peak Season Traffic
- Peak Season Plus Project Traffic

Table 6 presents the results of the analysis for the peak season traffic conditions. According to the results shown in the table, there currently is excess capacity along all of the study segments. With the project traffic added to the peak season traffic, it is estimated that the roadway segments within the vicinity of the project should continue to operate at an acceptable level of service, shown in Table 6.

Table 6. Generalized Link Analysis

| <u>Roadway</u> | <u>From</u> | <u>To</u> | <u>LOS Standard</u> | <u>Lanes</u> | <u>Peak Hour Two-Way Capacity (1)</u> | <u>PM Peak Hour Traffic (2)</u> | <u>PM Project Traffic (3)</u> | <u>Peak Hour Plus Project Traffic</u> | <u>Available Capacity</u> |
|----------------|---------------|---------------|---------------------|--------------|---------------------------------------|---------------------------------|-------------------------------|---------------------------------------|---------------------------|
| 6th Street S | 45th Avenue S | 42nd Avenue S | D | 4LU | 3,192 | 665 | 120 | 785 | 2,407 |
| 45th Avenue S | 6th Street S | 4th Street S | D | 2LU | 1,166 | 461 | 49 | 510 | 656 |

(1) Source: FDOT Generalized Level of Service Tables

LOS C: 2LU = $1,620 \times 0.9 \times 0.8 = 1,166$

LOS C: 4LU = $4,730 \times 0.9 \times 0.75 = 3,192$

(2) See Figure 5, Peak Season Traffic, of this report.

(2) See Figure 3, Peak Hour Project Traffic - PM Peak Hour, of this report.

ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan and the Transportation Analysis. NCHRP 279 was utilized to determine the need for right turn lanes and Harmelink was utilized to determine the need for left turn lanes. The access recommendations are summarized in Table 7 and described in the following paragraph:

6th Street South and Driveway A

The proposed driveway will have full access to 6th Street South. Based on the estimated project traffic, a southbound left turn lane is warranted. Based on FDOT Standard Plans 711-001 and the posted speed limit, the turn lane should be 205 feet, which includes a 50-foot taper. A northbound right turn lane is not warranted.

45th Avenue South and Driveway B

The proposed driveway will have full access to 45th Avenue South. Based on the estimated project traffic, an eastbound left turn lane and a westbound right turn lane are not warranted. There is an existing 220-foot eastbound left turn lane.

4th Street South and Driveway C

The proposed driveway will have full access to 4th Street South. Based on the estimated project traffic, a northbound left turn lane and a southbound right turn lane are not warranted.

42nd Avenue South and Driveway D

The proposed driveway will have full access to 42nd Avenue South. Based on the estimated project traffic, an eastbound right turn lane and a westbound left turn lane are not warranted.

Table 7. Access Recommendations

| <u>Intersection</u> | <u>Movement</u> | <u>Peak Hour Volume (1)</u> | <u>Turn Lane Warranted?</u> | <u>Queue Storage</u> | <u>Deceleration Length (2)</u> | <u>Required Length</u> |
|------------------------------|-----------------|-----------------------------|-----------------------------|----------------------|--------------------------------|------------------------|
| 6th Street S and Driveway A | NBR | 6/18 | N | | | |
| | SBL | 25/78 | Y | 50' | 155' | 205' |
| 45th Avenue S and Driveway B | EBL | 11/29 | N | | | |
| | WBR | 12/33 | N | | | |
| 4th Street S and Driveway C | NBL | 0/2 | N | | | |
| | SBR | 1/2 | N | | | |
| 42nd Avenue S and Driveway D | EBR | 3/7 | N | | | |
| | WBL | 1/2 | N | | | |

(1) See Figures 6 and 7 from the report.

(2) Based on FDOT Standard Plans 711-001 and a posted speed limit of 35 mph on 6th Street S.

APPENDIX

APPENDIX
CONCEPTUAL SITE PLAN



**COQUINA KEY
REDEVELOPMENT**

THESE DRAWINGS AND PLANS, ANY REPRODUCTION THEREOF, AND ANY CAD OR ELECTRONIC FILE OF THESE DRAWINGS AND PLANS (HEREINAFTER "PLANS") ARE THE SOLE AND EXCLUSIVE PROPERTY OF BDG ARCHITECTS, AND MAY NOT BE REPRODUCED, PUBLISHED, MODIFIED OR USED IN ANY WAY WITHOUT THE EXPRESS WRITTEN PERMISSION OF BDG ARCHITECTS. USE OF THESE PLANS FOR CONSTRUCTION SHALL BE CONSIDERED ACCEPTANCE OF THE TERMS CONTAINED HEREIN AND THE SUITABILITY AND CONSTRUCTABILITY OF THE PLANS. THE PLANS SHALL NOT BE SCALED OR MODIFIED FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN APPROVAL OF BDG ARCHITECTS. ANY CHANGES TO THESE PLANS, REGARDLESS OF HOW MINOR, WITHOUT THE EXPRESS WRITTEN APPROVAL OF BDG ARCHITECTS, ANY CONSTRUCTION EXECUTED FROM THESE PLANS WITHOUT THE EXPRESS WRITTEN APPROVAL OF BDG ARCHITECTS, OR ANY CHANGE IN THE SCOPE, DESIGN, OR INTENT OF THESE PLANS FOR ANY REASON, BY ANY PERSON OTHER THAN BDG ARCHITECTS SHALL AUTOMATICALLY VOID ANY DESIGN-RELATED OBLIGATIONS BDG ARCHITECTS MAY HAVE ON THE PROJECT, AND RESULT IN THE FULL AND COMPLETE RELEASE OF BDG ARCHITECTS FROM ANY LIABILITY, CLAIMS, OR DAMAGES INCLUDING ERRORS AND OMISSIONS ARISING OUT OF OR RELATED TO THE PLANS. ANY DISCREPANCIES OR CONFLICTS IN THE PLANS SHALL BE REFERRED IMMEDIATELY TO BDG ARCHITECTS FOR CLARIFICATION PRIOR TO CONTINUING WITH THE WORK. FAILURE TO REFER DISCREPANCIES OR CONFLICTS TO BDG ARCHITECTS PRIOR TO PERFORMING WORK SHALL RESULT IN THE WAIVER OF ANY CLAIMS OR DAMAGES ASSOCIATED WITH THE DISCREPANCIES OR CONFLICTS. THE CONTRACTOR IS RESPONSIBLE FOR THE COORDINATION, SCHEDULING AND CONFORMANCE OF ITS WORK AND ALL WORK PERFORMED BY SUBCONTRACTORS OR OTHER TRADES WITH THE DESIGN DOCUMENTS.

JOB # 210109

DATE: 11/30/21

DRAWN BY: MAC

CHECKED BY:

SHEET TITLE

DRAFT CONCEPT
PLAN

SHEET NUMBER

A1

APPENDIX
TRIP GENERATION

PERIOD SETTING

Analysis Name : Daily
Project Name : Coquina Key Plaza **No :**
Date: 1/18/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

| Land Use | Independent Variable | Size | Time Period | Method | Entry | Exit | Total |
|---|----------------------|-------------------|-------------|---------------|-------------|-------------|-------|
| 820 - Shopping Center (>150k) (General Urban/Suburban) | 1000 Sq. Ft. GLA | 38 ⁽⁰⁾ | Weekday | Average 37.01 | 703 50% | 703 50% | 1406 |
| 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) | Dwelling Units | 457 | Weekday | Average 4.54 | 1038 50% | 1037 50% | 2075 |

(0) indicates size out of range.

TRAFFIC REDUCTIONS

| Land Use | Entry Reduction | Adjusted Entry | Exit Reduction | Adjusted Exit |
|--------------------------------------|-----------------|----------------|----------------|---------------|
| 820 - Shopping Center (>150k) | 0 % | 703 | 0 % | 703 |
| 221 - Multifamily Housing (Mid-Rise) | 0 % | 1038 | 0 % | 1037 |

INTERNAL TRIPS

| | | | | | |
|---|-----|-----------------------|---|-----------------------|------------|
| 820 - Shopping Center (>150k) | | | 221 - Multifamily Housing (Mid-Rise) | | |
| Exit | 703 | Demand Exit: 0 % (0) | Balanced: 0 | Demand Entry: 0 % (0) | Entry 1038 |
| Entry | 703 | Demand Entry: 0 % (0) | Balanced: 0 | Demand Exit: 0 % (0) | Exit 1037 |

820 - Shopping Center (>150k)

| | Total Trips | Internal Trips | | External Trips |
|--------------|--------------------|--------------------------------------|---------------|--------------------|
| | | 221 - Multifamily Housing (Mid-Rise) | Total | |
| Entry | 703 (100%) | 0 (0%) | 0 (0%) | 703 (100%) |
| Exit | 703 (100%) | 0 (0%) | 0 (0%) | 703 (100%) |
| Total | 1406 (100%) | 0 (0%) | 0 (0%) | 1406 (100%) |

221 - Multifamily Housing (Mid-Rise)

| | Total Trips | Internal Trips | | External Trips |
|--------------|--------------------|-------------------------------|---------------|--------------------|
| | | 820 - Shopping Center (>150k) | Total | |
| Entry | 1038 (100%) | 0 (0%) | 0 (0%) | 1038 (100%) |
| Exit | 1037 (100%) | 0 (0%) | 0 (0%) | 1037 (100%) |
| Total | 2075 (100%) | 0 (0%) | 0 (0%) | 2075 (100%) |

EXTERNAL TRIPS

| Land Use | External Trips | Pass-by% | Pass-by Trips | Non-pass-by Trips |
|-------------------------------|----------------|----------|---------------|-------------------|
| 820 - Shopping Center (>150k) | 1406 | 34 | 478 | 928 |

| Land Use | External Trips | Pass-by% | Pass-by Trips | Non-pass-by Trips |
|--------------------------------------|----------------|----------|---------------|-------------------|
| 221 - Multifamily Housing (Mid-Rise) | 2075 | 0 | 0 | 2075 |

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

| | |
|--|------|
| Total Entering | 1741 |
| Total Exiting | 1740 |
| Total Entering Reduction | 0 |
| Total Exiting Reduction | 0 |
| Total Entering Internal Capture Reduction | 0 |
| Total Exiting Internal Capture Reduction | 0 |
| Total Entering Pass-by Reduction | 239 |
| Total Exiting Pass-by Reduction | 239 |
| Total Entering Non-Pass-by Trips | 1502 |
| Total Exiting Non-Pass-by Trips | 1501 |

PERIOD SETTING

Analysis Name : AM Peak Hour
Project Name : Coquina Key Plaza **No :**
Date: 1/18/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

| Land Use | Independent Variable | Size | Time Period | Method | Entry | Exit | Total |
|---|----------------------|--------------------|--|--------------|-----------|------------|-------|
| 820 - Shopping Center (>150k) (General Urban/Suburban) | 1000 Sq. Ft. GLA | 38 ⁽⁰⁾ | Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. | Average 0.84 | 20 62% | 12 38% | 32 |
| 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) | Dwelling Units | 457 ⁽⁰⁾ | Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m. | Average 0.37 | 39 23% | 130 77% | 169 |

(0) indicates size out of range.

TRAFFIC REDUCTIONS

| Land Use | Entry Reduction | Adjusted Entry | Exit Reduction | Adjusted Exit |
|--------------------------------------|-----------------|----------------|----------------|---------------|
| 820 - Shopping Center (>150k) | 0 % | 20 | 0 % | 12 |
| 221 - Multifamily Housing (Mid-Rise) | 0 % | 39 | 0 % | 130 |

INTERNAL TRIPS

| | | | | | | | |
|---|----|---------------|---------|---|---|---------------|---------|
| 820 - Shopping Center (>150k) | | | | 221 - Multifamily Housing (Mid-Rise) | | | |
| Exit | 12 | Demand Exit: | 0 % (0) | Balanced: | 0 | Demand Entry: | 0 % (0) |
| Entry | 20 | Demand Entry: | 0 % (0) | Balanced: | 0 | Demand Exit: | 0 % (0) |
| | | | | | | Entry | 39 |
| | | | | | | Exit | 130 |

820 - Shopping Center (>150k)

| | Total Trips | Internal Trips | | External Trips |
|--------------|-------------|--------------------------------------|--------|----------------|
| | | 221 - Multifamily Housing (Mid-Rise) | Total | |
| Entry | 20 (100%) | 0 (0%) | 0 (0%) | 20 (100%) |
| Exit | 12 (100%) | 0 (0%) | 0 (0%) | 12 (100%) |
| Total | 32 (100%) | 0 (0%) | 0 (0%) | 32 (100%) |

221 - Multifamily Housing (Mid-Rise)

| | Total Trips | Internal Trips | | External Trips |
|--------------|-------------|-------------------------------|--------|----------------|
| | | 820 - Shopping Center (>150k) | Total | |
| Entry | 39 (100%) | 0 (0%) | 0 (0%) | 39 (100%) |
| Exit | 130 (100%) | 0 (0%) | 0 (0%) | 130 (100%) |
| Total | 169 (100%) | 0 (0%) | 0 (0%) | 169 (100%) |

EXTERNAL TRIPS

| Land Use | External Trips | Pass-by% | Pass-by Trips | Non-pass-by Trips |
|--------------------------------------|----------------|----------|---------------|-------------------|
| 820 - Shopping Center (>150k) | 32 | 34 | 11 | 21 |
| 221 - Multifamily Housing (Mid-Rise) | 169 | 0 | 0 | 169 |

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
The chosen method (Average) is not recommended by ITE. ITE recommends LIN based on the criterion.

External Trips 820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

| | |
|---|-----|
| Total Entering | 59 |
| Total Exiting | 142 |
| Total Entering Reduction | 0 |
| Total Exiting Reduction | 0 |
| Total Entering Internal Capture Reduction | 0 |
| Total Exiting Internal Capture Reduction | 0 |
| Total Entering Pass-by Reduction | 7 |
| Total Exiting Pass-by Reduction | 4 |
| Total Entering Non-Pass-by Trips | 52 |
| Total Exiting Non-Pass-by Trips | 138 |

PERIOD SETTING

Analysis Name : PM Peak Hour
Project Name : Coquina Key Plaza **No :**
Date: 1/18/2022 **City:**
State/Province: **Zip/Postal Code:**
Country: **Client Name:**
Analyst's Name: **Edition:** Trip Generation Manual, 11th Ed

| Land Use | Independent Variable | Size | Time Period | Method | Entry | Exit | Total |
|---|----------------------|--------------------|--|--------------|------------|-----------|-------|
| 820 - Shopping Center (>150k) (General Urban/Suburban) | 1000 Sq. Ft. GLA | 38 ⁽⁰⁾ | Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. | Average 3.4 | 62 48% | 67 52% | 129 |
| 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban) | Dwelling Units | 457 ⁽⁰⁾ | Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m. | Average 0.39 | 109 61% | 69 39% | 178 |

(0) indicates size out of range.

TRAFFIC REDUCTIONS

| Land Use | Entry Reduction | Adjusted Entry | Exit Reduction | Adjusted Exit |
|--------------------------------------|-----------------|----------------|----------------|---------------|
| 820 - Shopping Center (>150k) | 0 % | 62 | 0 % | 67 |
| 221 - Multifamily Housing (Mid-Rise) | 0 % | 109 | 0 % | 69 |

INTERNAL TRIPS

| | | | | | | | |
|---|----|---------------|---------|---|---|---------------|---------|
| 820 - Shopping Center (>150k) | | | | 221 - Multifamily Housing (Mid-Rise) | | | |
| Exit | 67 | Demand Exit: | 0 % (0) | Balanced: | 0 | Demand Entry: | 0 % (0) |
| Entry | 62 | Demand Entry: | 0 % (0) | Balanced: | 0 | Demand Exit: | 0 % (0) |
| | | | | | | Entry | 109 |
| | | | | | | Exit | 69 |

820 - Shopping Center (>150k)

| | Total Trips | Internal Trips | | External Trips |
|--------------|-------------|--------------------------------------|--------|----------------|
| | | 221 - Multifamily Housing (Mid-Rise) | Total | |
| Entry | 62 (100%) | 0 (0%) | 0 (0%) | 62 (100%) |
| Exit | 67 (100%) | 0 (0%) | 0 (0%) | 67 (100%) |
| Total | 129 (100%) | 0 (0%) | 0 (0%) | 129 (100%) |

221 - Multifamily Housing (Mid-Rise)

| | Total Trips | Internal Trips | | External Trips |
|--------------|-------------|-------------------------------|--------|----------------|
| | | 820 - Shopping Center (>150k) | Total | |
| Entry | 109 (100%) | 0 (0%) | 0 (0%) | 109 (100%) |
| Exit | 69 (100%) | 0 (0%) | 0 (0%) | 69 (100%) |
| Total | 178 (100%) | 0 (0%) | 0 (0%) | 178 (100%) |

EXTERNAL TRIPS

| Land Use | External Trips | Pass-by% | Pass-by Trips | Non-pass-by Trips |
|--------------------------------------|----------------|----------|---------------|-------------------|
| 820 - Shopping Center (>150k) | 129 | 34 | 44 | 85 |
| 221 - Multifamily Housing (Mid-Rise) | 178 | 0 | 0 | 178 |

ITE DEVIATION DETAILS

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

Landuse No deviations from ITE.

Methods 221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
The chosen method (Average) is not recommended by ITE. ITE recommends LIN based on the criterion.

External Trips 820 - Shopping Center (>150k) (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

| | |
|---|-----|
| Total Entering | 171 |
| Total Exiting | 136 |
| Total Entering Reduction | 0 |
| Total Exiting Reduction | 0 |
| Total Entering Internal Capture Reduction | 0 |
| Total Exiting Internal Capture Reduction | 0 |
| Total Entering Pass-by Reduction | 21 |
| Total Exiting Pass-by Reduction | 23 |
| Total Entering Non-Pass-by Trips | 150 |
| Total Exiting Non-Pass-by Trips | 113 |

APPENDIX
ITE PASSERBY RATES

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

| SIZE (1,000 SQ. FT./GLA) | LOCATION | WEEKDAY SURVEY DATE | NO. OF INTERVIEWS | TIME PERIOD | PASS-BY TRIP (%) | NON-PASS-BY TRIP (%) | | | ADJ. STREET PEAK HOUR VOLUME | AVERAGE 24-HOUR TRAFFIC | SOURCE |
|--------------------------|----------------------|---------------------|-------------------|----------------|------------------|----------------------|----------|-------|------------------------------|-------------------------|-----------------------------|
| | | | | | | PRIMARY | DIVERTED | TOTAL | | | |
| 921 | Albany, NY | July & Aug. 1985 | 196 | 4:00-6:00 p.m. | 23 | 42 | 35 | 77 | — | 60,950 | Raymond Keyes Assoc. |
| 108 | Overland Park, KS | July 1988 | 111 | 4:30-5:30 p.m. | 26 | 61 | 13 | 74 | — | 34,000 | — |
| 118 | Overland Park, KS | Aug. 1988 | 123 | 4:30-5:30 p.m. | 25 | 55 | 20 | 75 | — | — | — |
| 256 | Greece, NY | June 1988 | 120 | 4:00-6:00 p.m. | 38 | 62 | — | 62 | — | 23,410 | Sear Brown |
| 160 | Greece, NY | June 1988 | 78 | 4:00-6:00 p.m. | 29 | 71 | — | 71 | — | 57,306 | Sear Brown |
| 550 | Greece, NY | June 1988 | 117 | 4:00-6:00 p.m. | 48 | 52 | — | 52 | — | 40,763 | Sear Brown |
| 51 | Boca Raton, FL | Dec. 1987 | 110 | 4:00-6:00 p.m. | 33 | 34 | 33 | 67 | — | 42,225 | Kimley-Horn and Assoc. Inc. |
| 1,090 | Ross Twp, PA | July 1988 | 411 | 2:00-8:00 p.m. | 34 | 56 | 10 | 66 | — | 51,500 | Wilbur Smith and Assoc. |
| 97 | Upper Dublin Twp, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 41 | — | — | 59 | — | 34,000 | McMahon Associates |
| 118 | Tredyffrin Twp, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 24 | — | — | 76 | — | 10,000 | Booz Allen & Hamilton |
| 122 | Lawnside, NJ | Winter 1988/89 | — | 4:00-6:00 p.m. | 37 | — | — | 63 | — | 20,000 | Pennoni Associates |
| 126 | Boca Raton, FL | Winter 1988/89 | — | 4:00-6:00 p.m. | 43 | — | — | 57 | — | 40,000 | McMahon Associates |
| 150 | Willow Grove, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 39 | — | — | 61 | — | 26,000 | Booz Allen & Hamilton |
| 153 | Broward Cnty., FL | Winter 1988/89 | — | 4:00-6:00 p.m. | 50 | — | — | 50 | — | 85,000 | McMahon Associates |
| 153 | Arden, DE | Winter 1988/89 | — | 4:00-6:00 p.m. | 30 | — | — | 70 | — | 26,000 | Orth-Rodgers & Assoc. Inc. |
| 154 | Doylestown, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 32 | — | — | 68 | — | 29,000 | Orth-Rodgers & Assoc. Inc. |
| 164 | Middletown Twp, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 33 | — | — | 67 | — | 25,000 | Booz Allen & Hamilton |
| 166 | Haddon Twp, NJ | Winter 1988/89 | — | 4:00-6:00 p.m. | 20 | — | — | 80 | — | 6,000 | Pennoni Associates |
| 205 | Broward Cnty., FL | Winter 1988/89 | — | 4:00-6:00 p.m. | 55 | — | — | 45 | — | 62,000 | McMahon Associates |

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

| SIZE (1,000 SQ. FT./GLA) | LOCATION | WEEKDAY SURVEY DATE | NO. OF INTERVIEWS | TIME PERIOD | PASS-BY TRIP (%) | NON-PASS-BY TRIP (%) | | | ADJ. STREET PEAK HOUR VOLUME | AVERAGE 24-HOUR TRAFFIC | SOURCE |
|--------------------------|--------------------|---------------------|-------------------|----------------|------------------|----------------------|----------|-------|------------------------------|-------------------------|----------------------------|
| | | | | | | PRIMARY | DIVERTED | TOTAL | | | |
| 237 | W. Windsor Twp, NJ | Winter 1988/89 | — | 4:00-6:00 p.m. | 48 | — | — | 52 | — | 46,000 | Booz Allen & Hamilton |
| 242 | Willow Grove, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 37 | — | — | 63 | — | 28,000 | McMahon Associates |
| 297 | Whitehall, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 33 | — | — | 67 | — | 26,000 | Orth-Rodgers & Assoc. Inc. |
| 360 | Broward Cnty., FL | Winter 1988/89 | — | 4:00-6:00 p.m. | 44 | — | — | 56 | — | 73,000 | McMahon Associates |
| 370 | Pittsburgh, PA | Winter 1988/89 | — | 4:00-6:00 p.m. | 19 | — | — | 81 | — | 33,000 | Wilbur Smith |
| 150 | Portland, OR | — | 519 | 4:00-6:00 p.m. | 68 | 6 | 26 | 32 | — | 25,000 | Kittelson and Associates |
| 150 | Portland, OR | — | 655 | 4:00-6:00 p.m. | 65 | 7 | 28 | 35 | — | 30,000 | Kittelson and Associates |
| 760 | Calgary, Alberta | Oct.-Dec. 1987 | 15,436 | 4:00-6:00 p.m. | 20 | 39 | 41 | 80 | — | — | City of Calgary DOT |
| 178 | Bordentown, NJ | Apr. 1989 | 154 | 2:00-6:00 p.m. | 35 | — | — | 65 | — | 37,980 | Raymond Keyes Assoc. |
| 144 | Manalapan, NJ | July 1990 | 176 | 3:30-6:15 p.m. | 32 | 44 | 24 | 68 | — | 69,347 | Raymond Keyes Assoc. |
| 549 | Natick, MA | Feb. 1989 | — | 4:45-5:45 p.m. | 33 | 26 | 41 | 67 | — | 48,782 | Raymond Keyes Assoc. |

Average Pass-By Trip Percentage: 34

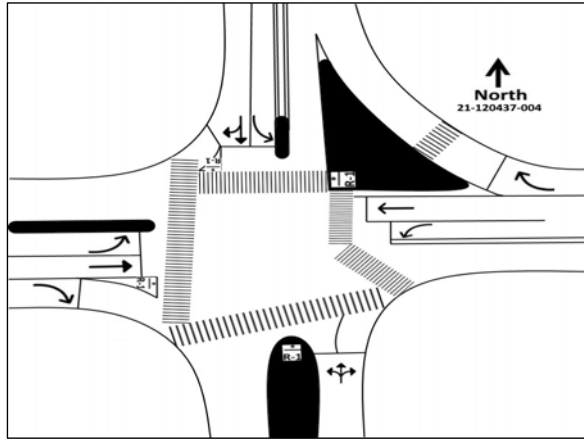
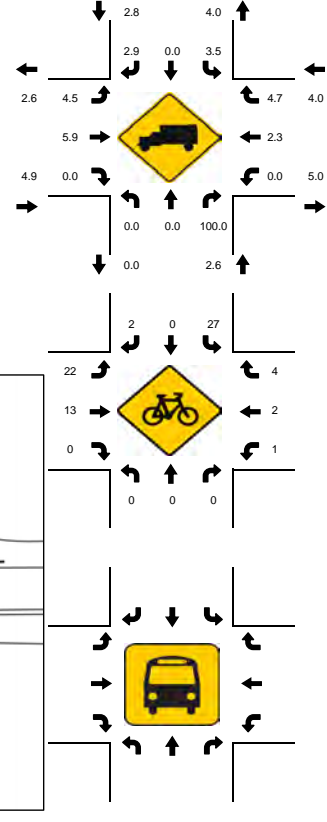
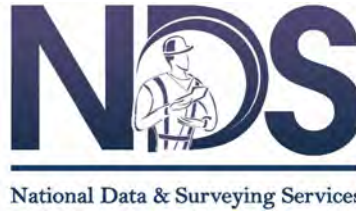
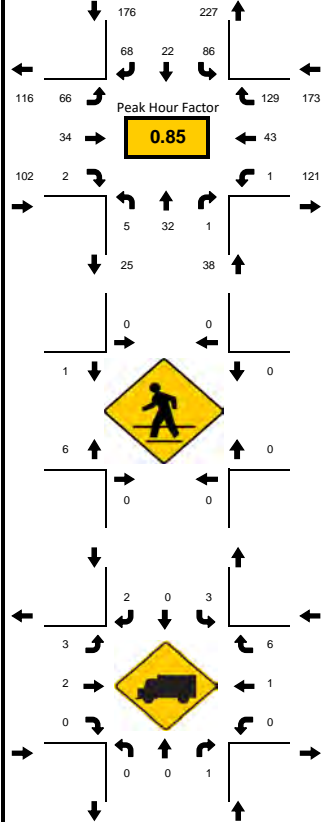
"—" means no data were provided

APPENDIX
TURNING MOVEMENT COUNTS

LOCATION: 6th St S & 45th Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-004
 DATE: Thu, Oct 07, 2021

Peak-Hour: 07:45 AM - 08:45 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

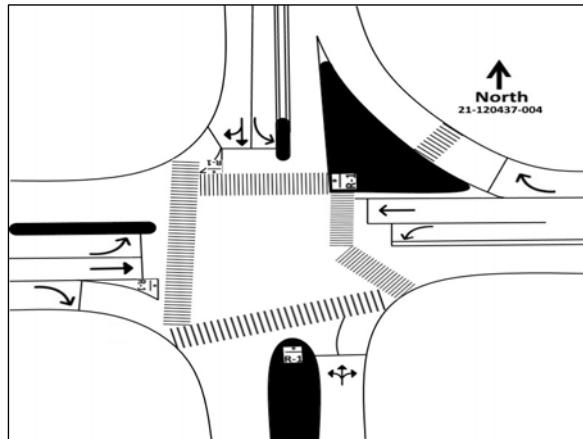
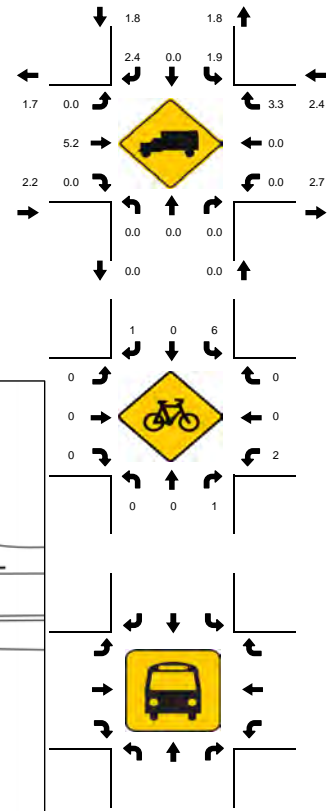
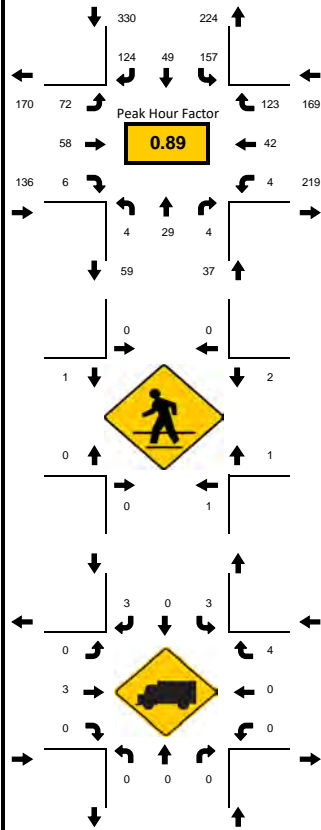


| 15-Min Count Period Beginning At | 6th St S Northbound | | | | | 6th St S Southbound | | | | | 45th Ave S Eastbound | | | | | 45th Ave S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|------|-----|---|----|---------------------|------|-----|---|----|----------------------|------|-----|---|----|----------------------|------|-----|---|----|--------------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 07:00 AM | 0 | 7 | 0 | 0 | 0 | 11 | 2 | 6 | 0 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 6 | 29 | 0 | 0 | 78 | 401 |
| 07:15 AM | 1 | 6 | 0 | 0 | 0 | 10 | 2 | 8 | 0 | 0 | 8 | 6 | 0 | 0 | 0 | 0 | 4 | 29 | 0 | 0 | 74 | 436 |
| 07:30 AM | 0 | 10 | 0 | 0 | 0 | 16 | 3 | 17 | 0 | 0 | 11 | 6 | 0 | 0 | 0 | 0 | 4 | 38 | 0 | 0 | 105 | 486 |
| 07:45 AM | 1 | 14 | 1 | 0 | 0 | 26 | 8 | 20 | 0 | 0 | 17 | 11 | 1 | 0 | 0 | 0 | 14 | 31 | 0 | 0 | 144 | 489 |
| 08:00 AM | 1 | 4 | 0 | 0 | 0 | 18 | 5 | 16 | 0 | 0 | 18 | 7 | 1 | 0 | 0 | 0 | 9 | 34 | 0 | 0 | 113 | 468 |
| 08:15 AM | 1 | 5 | 0 | 0 | 0 | 26 | 6 | 19 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 1 | 10 | 34 | 0 | 0 | 124 | 355 |
| 08:30 AM | 2 | 9 | 0 | 0 | 0 | 16 | 3 | 13 | 0 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 10 | 30 | 0 | 0 | 108 | 231 |
| 08:45 AM | 1 | 7 | 0 | 0 | 0 | 29 | 5 | 16 | 0 | 0 | 15 | 6 | 0 | 1 | 0 | 0 | 13 | 30 | 0 | 0 | 123 | 123 |
| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total | |
| All Vehicles | 8 | 56 | 4 | 0 | 0 | 104 | 32 | 80 | 0 | 0 | 80 | 44 | 4 | 0 | 0 | 4 | 56 | 136 | 0 | 0 | 608 | |
| Heavy Trucks | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 40 | |
| Pedestrians | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | |
| Bicycles | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | 0 | 0 | 68 | 52 | 0 | 0 | 0 | 0 | 4 | 12 | 4 | 0 | 240 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 6th St S & 45th Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-004
 DATE: Thu, Oct 07, 2021

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

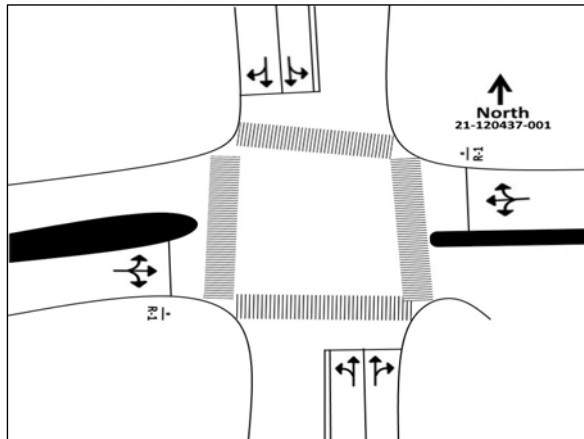
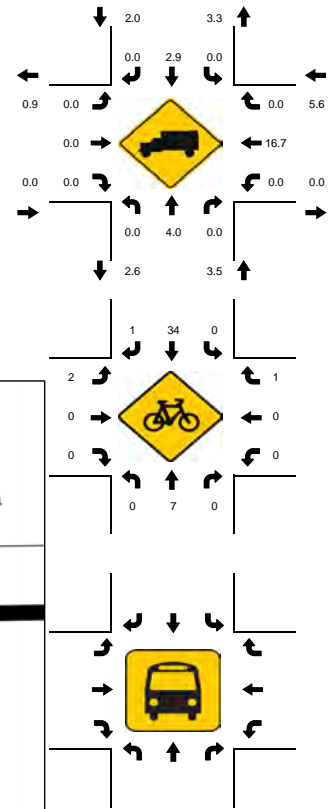
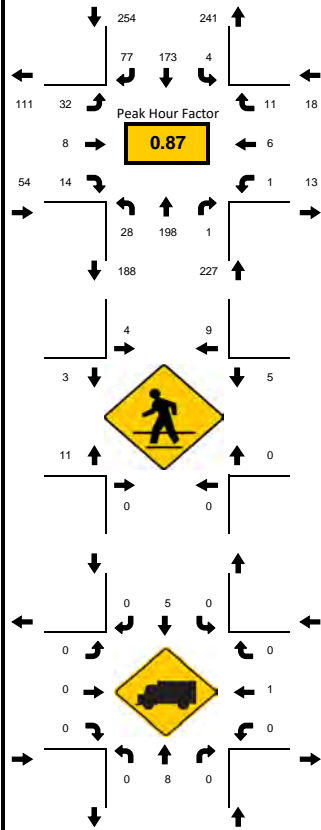


| 15-Min Count Period Beginning At | 6th St S Northbound | | | | | 6th St S Southbound | | | | | 45th Ave S Eastbound | | | | | 45th Ave S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|-------------|------------|----------|-----------|---------------------|-------------|------------|----------|-----------|----------------------|-------------|------------|----------|-----------|----------------------|-------------|------------|----------|-----------|--------------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 1 | 4 | 1 | 0 | | 34 | 11 | 23 | 0 | | 16 | 9 | 0 | 0 | | 2 | 11 | 31 | 0 | | 143 | 574 |
| 04:15 PM | 0 | 3 | 1 | 0 | | 28 | 8 | 17 | 0 | | 16 | 9 | 0 | 0 | | 2 | 6 | 27 | 0 | | 117 | 600 |
| 04:30 PM | 3 | 10 | 1 | 0 | | 30 | 15 | 24 | 0 | | 19 | 15 | 1 | 0 | | 0 | 4 | 27 | 0 | | 149 | 672 |
| 04:45 PM | 0 | 6 | 2 | 0 | | 44 | 11 | 38 | 0 | | 16 | 12 | 1 | 1 | | 1 | 8 | 25 | 0 | | 165 | 671 |
| 05:00 PM | 0 | 5 | 0 | 0 | | 46 | 12 | 25 | 0 | | 17 | 10 | 1 | 1 | | 1 | 16 | 35 | 0 | | 169 | 664 |
| 05:15 PM | 1 | 8 | 1 | 0 | | 37 | 11 | 37 | 0 | | 18 | 21 | 3 | 0 | | 2 | 14 | 36 | 0 | | 189 | 495 |
| 05:30 PM | 1 | 8 | 0 | 0 | | 28 | 5 | 35 | 0 | | 18 | 14 | 0 | 0 | | 1 | 7 | 31 | 0 | | 148 | 306 |
| 05:45 PM | 0 | 6 | 0 | 0 | | 37 | 8 | 35 | 0 | | 19 | 9 | 1 | 0 | | 3 | 11 | 29 | 0 | | 158 | 158 |
| Peak 15-Min Flowrates | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Total | |
| All Vehicles | 12 | 40 | 8 | 0 | | 184 | 60 | 152 | 0 | | 76 | 84 | 12 | 4 | | 8 | 64 | 144 | 0 | | 848 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | | 8 | 0 | 8 | 0 | | 0 | 8 | 0 | 0 | | 0 | 0 | 8 | 0 | | 32 | |
| Pedestrians | 4 | | | | | 0 | | | | | 4 | | | | | 4 | | | | | 12 | |
| Bicycles | 0 | 0 | 4 | 0 | | 24 | 0 | 4 | 0 | | 0 | 0 | 0 | 0 | | 4 | 0 | 0 | 0 | | 36 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 6th St S & 42nd Ave S/Bayou Blvd S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-001
 DATE: Thu, Oct 07, 2021

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

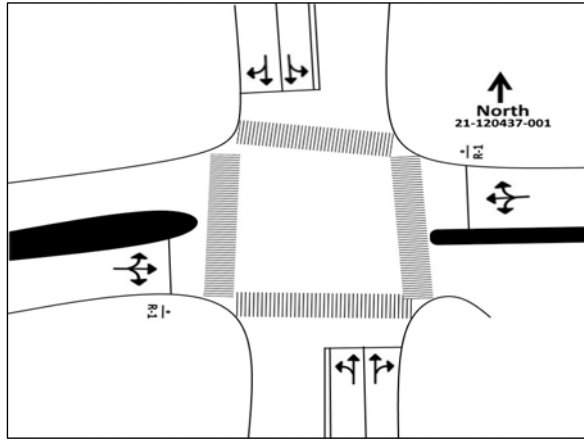
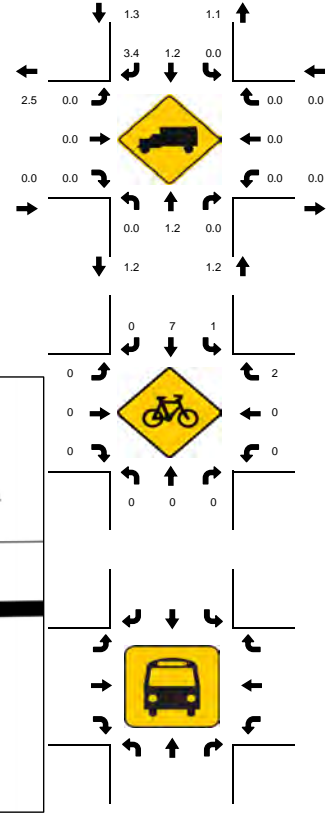
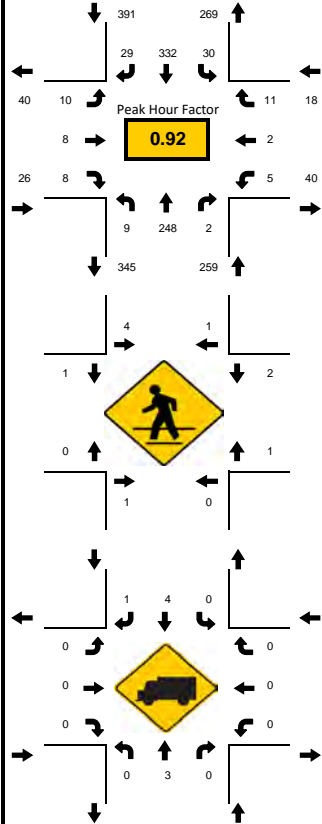


| 15-Min Count Period Beginning At | 6th St S Northbound | | | | | 6th St S Southbound | | | | | 42nd Ave S/Bayou Blvd S Eastbound | | | | | 42nd Ave S/Bayou Blvd S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|------|-----|---|----|---------------------|------|-----|---|----|-----------------------------------|------|-----|---|----|-----------------------------------|------|-----|---|----|-------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 07:00 AM | 3 | 46 | 0 | 0 | | 0 | 21 | 14 | 0 | | 3 | 0 | 0 | 0 | | 0 | 0 | 2 | 0 | | 89 | 427 |
| 07:15 AM | 1 | 37 | 0 | 0 | | 0 | 21 | 9 | 0 | | 3 | 1 | 1 | 0 | | 0 | 0 | 0 | 0 | | 73 | 491 |
| 07:30 AM | 0 | 52 | 0 | 0 | | 0 | 37 | 9 | 0 | | 3 | 1 | 0 | 0 | | 0 | 2 | 2 | 0 | | 106 | 553 |
| 07:45 AM | 15 | 48 | 1 | 1 | | 1 | 51 | 23 | 0 | | 8 | 1 | 5 | 0 | | 0 | 3 | 2 | 0 | | 159 | 548 |
| 08:00 AM | 8 | 51 | 0 | 0 | | 1 | 32 | 30 | 0 | | 15 | 3 | 8 | 0 | | 1 | 1 | 3 | 0 | | 153 | 494 |
| 08:15 AM | 4 | 47 | 0 | 0 | | 2 | 53 | 15 | 0 | | 6 | 3 | 1 | 0 | | 0 | 0 | 4 | 0 | | 135 | 341 |
| 08:30 AM | 1 | 54 | 0 | 0 | | 0 | 34 | 3 | 0 | | 7 | 1 | 0 | 0 | | 0 | 0 | 1 | 0 | | 101 | 206 |
| 08:45 AM | 1 | 44 | 0 | 0 | | 1 | 45 | 9 | 0 | | 1 | 2 | 1 | 0 | | 0 | 1 | 0 | 0 | | 105 | 105 |
| Peak 15-Min Flowrates | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Total | |
| All Vehicles | 60 | 208 | 4 | 4 | | 8 | 212 | 120 | 0 | | 60 | 12 | 32 | 0 | | 4 | 12 | 16 | 0 | | 752 | |
| Heavy Trucks | 0 | 12 | 0 | 0 | | 0 | 8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | | 24 | |
| Pedestrians | 0 | | | | | | 28 | | | | | 24 | | | | | 12 | | | | 64 | |
| Bicycles | 0 | 12 | 0 | 0 | | 0 | 120 | 4 | 0 | | 4 | 0 | 0 | 0 | | 0 | 0 | 4 | 0 | | 144 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 6th St S & 42nd Ave S/Bayou Blvd S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-001
 DATE: Thu, Oct 07, 2021

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:45 PM - 06:00 PM

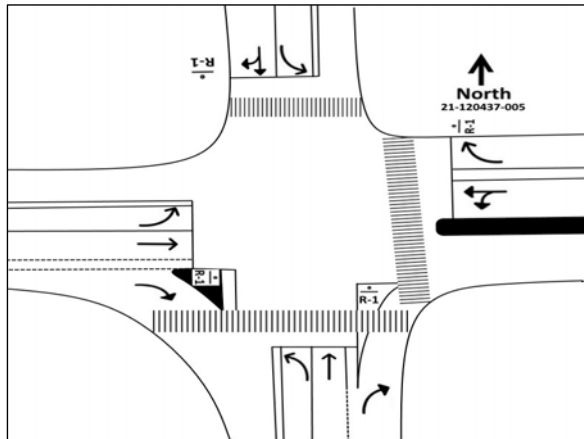
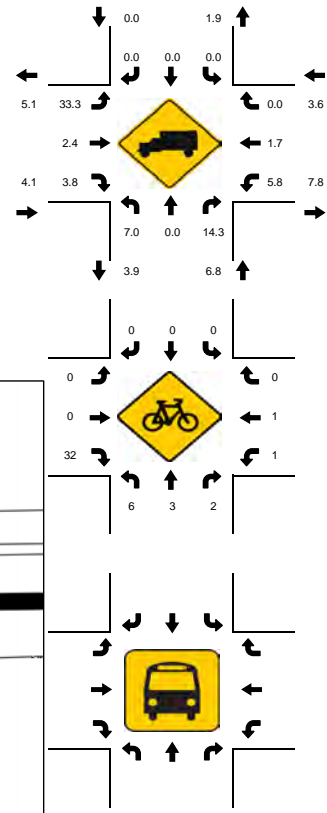
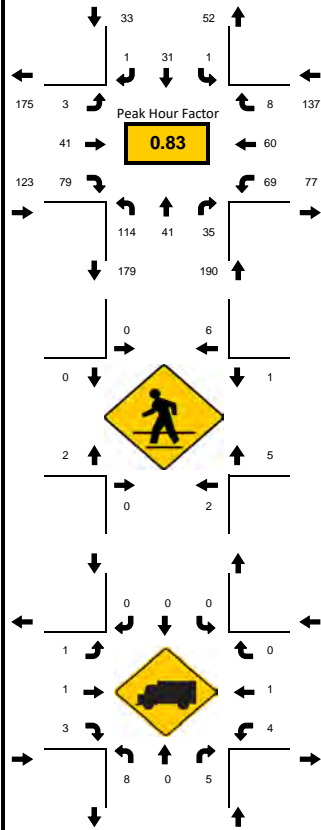


| 15-Min Count Period Beginning At | 6th St S Northbound | | | | | 6th St S Southbound | | | | | 42nd Ave S/Bayou Blvd S Eastbound | | | | | 42nd Ave S/Bayou Blvd S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|------|-----|---|----|---------------------|------|-----|---|----|-----------------------------------|------|-----|---|----|-----------------------------------|------|-----|---|----|-------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 04:00 PM | 2 | 56 | 1 | 0 | | 5 | 69 | 1 | 0 | | 6 | 0 | 3 | 0 | | 0 | 0 | 3 | 0 | | 146 | 602 |
| 04:15 PM | 0 | 40 | 1 | 0 | | 5 | 66 | 5 | 0 | | 5 | 3 | 1 | 0 | | 0 | 0 | 2 | 0 | | 128 | 630 |
| 04:30 PM | 1 | 56 | 0 | 0 | | 5 | 73 | 2 | 0 | | 7 | 1 | 0 | 0 | | 1 | 0 | 4 | 0 | | 150 | 687 |
| 04:45 PM | 2 | 47 | 0 | 0 | | 9 | 93 | 10 | 0 | | 7 | 3 | 3 | 0 | | 2 | 0 | 2 | 0 | | 178 | 684 |
| 05:00 PM | 1 | 57 | 0 | 0 | | 8 | 94 | 4 | 0 | | 2 | 3 | 0 | 0 | | 0 | 1 | 4 | 0 | | 174 | 694 |
| 05:15 PM | 2 | 68 | 1 | 0 | | 6 | 87 | 10 | 0 | | 3 | 2 | 1 | 0 | | 2 | 1 | 2 | 0 | | 185 | 520 |
| 05:30 PM | 0 | 58 | 1 | 0 | | 8 | 69 | 4 | 0 | | 1 | 1 | 0 | 0 | | 2 | 0 | 3 | 0 | | 147 | 335 |
| 05:45 PM | 6 | 65 | 0 | 0 | | 8 | 82 | 11 | 0 | | 4 | 2 | 7 | 0 | | 1 | 0 | 2 | 0 | | 188 | 188 |
| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total | |
| All Vehicles | 24 | 272 | 4 | 0 | | 32 | 376 | 44 | 0 | | 16 | 12 | 28 | 0 | | 8 | 4 | 16 | 0 | | 836 | |
| Heavy Trucks | 0 | 8 | 0 | 0 | | 0 | 8 | 4 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 20 | |
| Pedestrians | | 4 | | | | | 16 | | | | | 4 | | | | | 8 | | | | 32 | |
| Bicycles | 0 | 0 | 0 | 0 | | 4 | 24 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 8 | 0 | | 36 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 4th St S & 45th Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-005
 DATE: Thu, Oct 07, 2021

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 07:45 AM - 08:00 AM

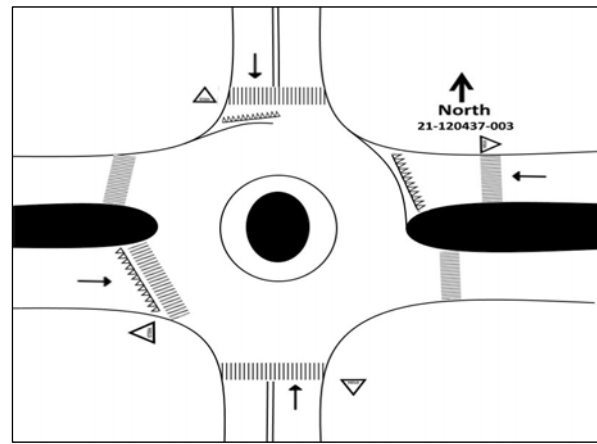
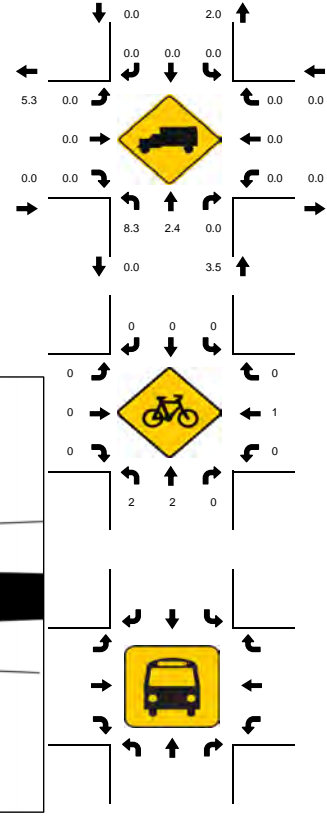
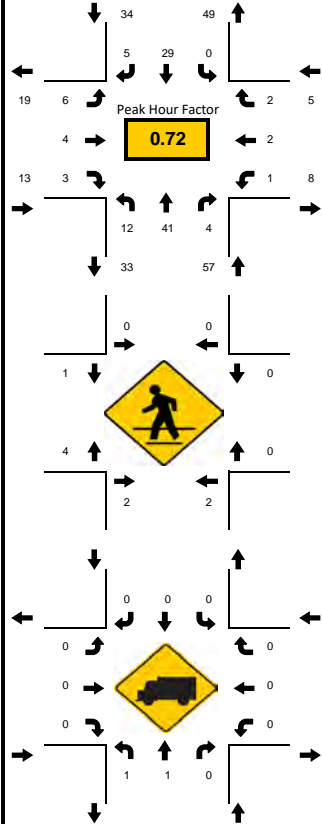


| 15-Min Count Period Beginning At | 4th St S Northbound | | | | | 4th St S Southbound | | | | | 45th Ave S Eastbound | | | | | 45th Ave S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|-------------|------------|----------|-----------|---------------------|-------------|------------|----------|-----------|----------------------|-------------|------------|----------|-----------|----------------------|-------------|------------|----------|-----------|--------------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 07:00 AM | 20 | 1 | 6 | 0 | | 0 | 3 | 0 | 0 | | 0 | 2 | 11 | 0 | | 17 | 10 | 0 | 0 | | 70 | 385 |
| 07:15 AM | 18 | 5 | 8 | 0 | | 1 | 4 | 1 | 0 | | 0 | 4 | 9 | 0 | | 15 | 7 | 0 | 0 | | 72 | 427 |
| 07:30 AM | 24 | 6 | 3 | 0 | | 1 | 6 | 0 | 0 | | 0 | 7 | 15 | 0 | | 20 | 13 | 2 | 0 | | 97 | 483 |
| 07:45 AM | 26 | 14 | 14 | 0 | | 0 | 11 | 1 | 0 | | 1 | 13 | 25 | 0 | | 19 | 20 | 2 | 0 | | 146 | 475 |
| 08:00 AM | 33 | 14 | 9 | 0 | | 0 | 6 | 0 | 0 | | 0 | 8 | 15 | 0 | | 15 | 11 | 1 | 0 | | 112 | 439 |
| 08:15 AM | 31 | 7 | 9 | 0 | | 0 | 8 | 0 | 0 | | 2 | 13 | 24 | 0 | | 15 | 16 | 3 | 0 | | 128 | 327 |
| 08:30 AM | 27 | 2 | 11 | 0 | | 0 | 2 | 0 | 0 | | 1 | 7 | 13 | 0 | | 12 | 13 | 0 | 1 | | 89 | 199 |
| 08:45 AM | 30 | 6 | 5 | 0 | | 1 | 2 | 1 | 0 | | 1 | 7 | 26 | 0 | | 15 | 15 | 1 | 0 | | 110 | 110 |
| Peak 15-Min Flowrates | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Total | |
| All Vehicles | 132 | 56 | 56 | 0 | | 4 | 44 | 4 | 0 | | 8 | 52 | 100 | 0 | | 80 | 80 | 12 | 0 | | 628 | |
| Heavy Trucks | 12 | 0 | 8 | 0 | | 0 | 0 | 0 | 0 | | 4 | 4 | 4 | 0 | | 8 | 4 | 0 | 0 | | 44 | |
| Pedestrians | | 8 | | | | | 16 | | | | | 8 | | | | | 16 | | | | 48 | |
| Bicycles | 20 | 8 | 8 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 112 | 0 | | 4 | 4 | 0 | 0 | | 156 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 4th St S & 42nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-003
 DATE: Thu, Oct 07, 2021

Peak-Hour: 07:30 AM - 08:30 AM
 Peak 15-Minute: 08:00 AM - 08:15 AM

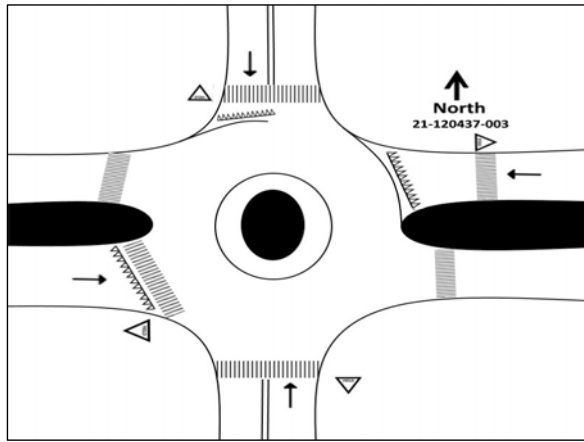
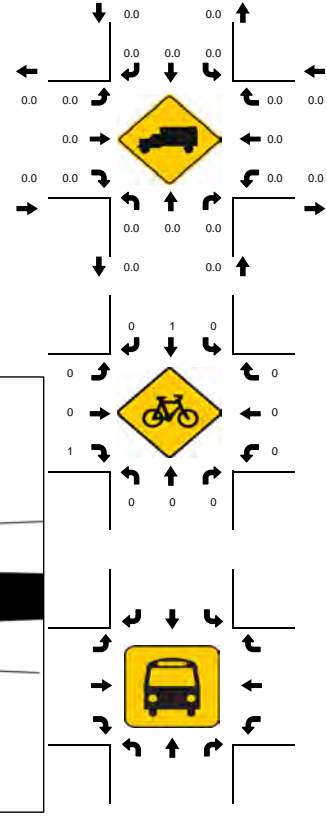
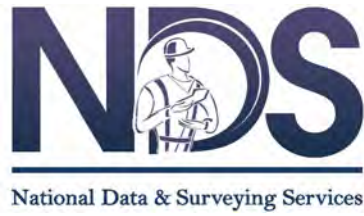
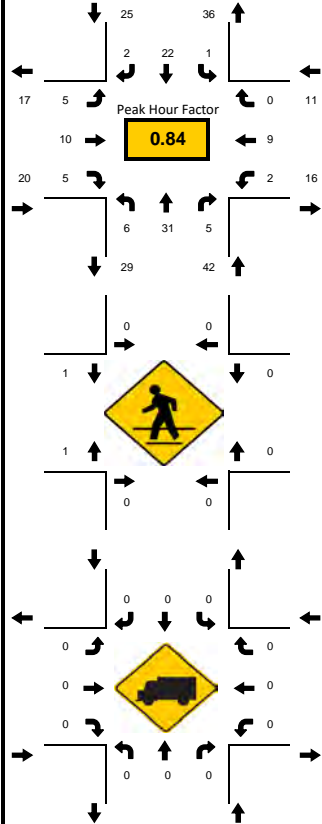


| 15-Min Count Period Beginning At | 4th St S Northbound | | | | | 4th St S Southbound | | | | | 42nd Ave S Eastbound | | | | | 42nd Ave S Westbound | | | | | Total | Hourly Total |
|----------------------------------|---------------------|------|-----|---|----|---------------------|------|-----|---|----|----------------------|------|-----|---|----|----------------------|------|-----|---|----|--------------|--------------|
| | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | Left | Thru | Rgt | U | R* | | |
| 07:00 AM | 1 | 1 | 0 | 0 | | 0 | 2 | 0 | 0 | | 1 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | | 6 | 62 |
| 07:15 AM | 0 | 3 | 0 | 0 | | 0 | 6 | 0 | 0 | | 0 | 0 | 1 | 0 | | 0 | 0 | 1 | 0 | | 11 | 94 |
| 07:30 AM | 2 | 5 | 0 | 0 | | 0 | 7 | 1 | 0 | | 1 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | | 17 | 109 |
| 07:45 AM | 2 | 12 | 1 | 0 | | 0 | 7 | 1 | 0 | | 1 | 1 | 0 | 0 | | 1 | 1 | 1 | 0 | | 28 | 100 |
| 08:00 AM | 5 | 14 | 1 | 0 | | 0 | 9 | 2 | 0 | | 3 | 2 | 1 | 0 | | 0 | 0 | 1 | 0 | | 38 | 87 |
| 08:15 AM | 3 | 10 | 2 | 0 | | 0 | 6 | 1 | 0 | | 1 | 1 | 2 | 0 | | 0 | 0 | 0 | 0 | | 26 | 49 |
| 08:30 AM | 0 | 3 | 0 | 0 | | 0 | 3 | 0 | 0 | | 0 | 1 | 0 | 0 | | 0 | 1 | 0 | 0 | | 8 | 23 |
| 08:45 AM | 0 | 6 | 1 | 0 | | 0 | 2 | 1 | 0 | | 0 | 3 | 0 | 0 | | 1 | 1 | 0 | 0 | | 15 | 15 |
| Peak 15-Min Flowrates | | | | | | | | | | | | | | | | | | | | | Total | |
| All Vehicles | 20 | 56 | 8 | 0 | | 0 | 36 | 8 | 0 | | 12 | 8 | 8 | 0 | | 4 | 4 | 4 | 0 | | 168 | |
| Heavy Trucks | 4 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 8 | |
| Pedestrians | | 16 | | | | | 0 | | | | | 12 | | | | | 0 | | | | 28 | |
| Bicycles | 4 | 8 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | | 16 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

LOCATION: 4th St S & 42nd Ave S
 CITY/STATE: Saint Petersburg, FL

PROJECT ID: 21-120437-003
 DATE: Thu, Oct 07, 2021

Peak-Hour: 05:00 PM - 06:00 PM
 Peak 15-Minute: 05:15 PM - 05:30 PM



| 15-Min Count Period Beginning At | 4th St S Northbound | | | | | 4th St S Southbound | | | | | 42nd Ave S Eastbound | | | | | 42nd Ave S 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 | 0 | 6 | 1 | 0 | | 0 | 5 | 0 | 0 | | 1 | 1 | 1 | 0 | | 0 | 0 | 0 | 0 | | 15 | 75 |
| 04:15 PM | 1 | 5 | 2 | 0 | | 0 | 4 | 0 | 0 | | 0 | 0 | 2 | 0 | | 2 | 0 | 0 | 0 | | 16 | 83 |
| 04:30 PM | 1 | 9 | 1 | 0 | | 0 | 3 | 4 | 0 | | 0 | 1 | 1 | 1 | | 0 | 2 | 0 | 0 | | 23 | 96 |
| 04:45 PM | 2 | 6 | 4 | 0 | | 0 | 6 | 0 | 0 | | 0 | 1 | 1 | 0 | | 0 | 0 | 1 | 0 | | 21 | 97 |
| 05:00 PM | 3 | 4 | 2 | 0 | | 0 | 7 | 1 | 0 | | 2 | 1 | 1 | 0 | | 0 | 2 | 0 | 0 | | 23 | 98 |
| 05:15 PM | 0 | 11 | 1 | 0 | | 1 | 8 | 0 | 0 | | 0 | 3 | 1 | 0 | | 1 | 3 | 0 | 0 | | 29 | 75 |
| 05:30 PM | 1 | 7 | 1 | 0 | | 0 | 2 | 1 | 0 | | 2 | 4 | 3 | 0 | | 1 | 2 | 0 | 0 | | 24 | 46 |
| 05:45 PM | 2 | 9 | 1 | 0 | | 0 | 5 | 0 | 0 | | 1 | 2 | 0 | 0 | | 0 | 2 | 0 | 0 | | 22 | 22 |
| Peak 15-Min Flowrates | Northbound | | | | | Southbound | | | | | Eastbound | | | | | Westbound | | | | | Total | |
| All Vehicles | 12 | 44 | 8 | 0 | | 4 | 32 | 4 | 0 | | 8 | 16 | 12 | 0 | | 4 | 12 | 0 | 0 | | 156 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | |
| Pedestrians | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | | 4 | |
| Bicycles | 0 | 0 | 0 | 0 | | 0 | 4 | 0 | 0 | | 0 | 0 | 4 | 0 | | 0 | 0 | 0 | 0 | | 8 | |
| Buses | | | | | | | | | | | | | | | | | | | | | | |
| Stopped Buses | | | | | | | | | | | | | | | | | | | | | | |

APPENDIX
FDOT PEAK SEASON ADJUSTMENT FACTORS

2020 PEAK SEAS A R A EG RY REP R - REP R YPE: ALL
 A EG RY: 1500 PI ELLAS U YWIDE

| WEEK | DA ES | S | M PS |
|-------|-------------------------|--------|------|
| * 1 | 01/01/2020 - 01/0 /2020 | 1.02 | 1.13 |
| * 2 | 01/05/2020 - 01/11/2020 | 0.9 | 1.0 |
| * 3 4 | 01/12/2020 - 01/18/2020 | 0.85 | 0.9 |
| * | 01/19/2020 - 01/25/2020 | 0.8 | 0.93 |
| * 5 | 01/26/2020 - 02/01/2020 | 0.82 4 | 0.91 |
| * 6 | 02/02/2020 - 02/08/2020 | 0.81 | 0.90 |
| * 7 | 02/09/2020 - 02/15/2020 | 0.79 | 0.88 |
| * 8 | 02/16/2020 - 02/22/2020 | 0.83 | 0.92 |
| * 9 | 02/23/2020 - 02/29/2020 | 0.86 | 0.96 |
| *10 | 03/01/2020 - 03/07/2020 | 0.90 4 | 1.00 |
| *11 | 03/08/2020 - 03/1 /2020 | 0.9 | 1.0 |
| *12 | 03/15/2020 - 03/21/2020 | 0.97 | 1.08 |
| *13 | 03/22/2020 - 03/28/2020 | 1.11 4 | 1.23 |
| 1 | 03/29/2020 - 0 /0 /2020 | 1.25 | 1.39 |
| 15 | 0 /05/2020 - 0 /11/2020 | 1.39 | 1.5 |
| 16 | 0 /12/2020 - 0 /18/2020 | 1.53 | 1.70 |
| 17 | 0 /19/2020 - 0 /25/2020 | 1. 2 | 1.58 |
| 18 | 0 /26/2020 - 05/02/2020 | 1.32 | 1. 7 |
| 19 | 05/03/2020 - 05/09/2020 | 1.21 | 1.3 |
| 20 | 05/10/2020 - 05/16/2020 | 1.10 | 1.22 |
| 21 4 | 05/17/2020 - 05/23/2020 | 1.08 4 | 1.20 |
| 22 | 05/2 /2020 - 05/30/2020 | 1.06 | 1.18 |
| 23 | 05/31/2020 - 06/06/2020 | 1.0 | 1.16 |
| 2 | 06/07/2020 - 06/13/2020 | 1.02 | 1.13 |
| 25 | 06/1 /2020 - 06/20/2020 | 1.00 | 1.11 |
| 26 | 06/21/2020 - 06/27/2020 | 1.01 4 | 1.12 |
| 27 | 06/28/2020 - 07/0 /2020 | 1.02 | 1.13 |
| 28 | 07/05/2020 - 07/11/2020 | 1.02 | 1.13 |
| 29 | 07/12/2020 - 07/18/2020 | 1.03 | 1.1 |
| 30 | 07/19/2020 - 07/25/2020 | 1.03 | 1.1 |
| 31 | 07/26/2020 - 08/01/2020 | 1.03 4 | 1.1 |
| 32 | 08/02/2020 - 08/08/2020 | 1.02 | 1.13 |
| 33 | 08/09/2020 - 08/15/2020 | 1.02 | 1.13 |
| 3 | 08/16/2020 - 08/22/2020 | 1.02 | 1.13 |
| 35 | 08/23/2020 - 08/29/2020 | 1.02 | 1.13 |
| 36 | 08/30/2020 - 09/05/2020 | 1.02 | 1.13 |
| 37 | 09/06/2020 - 09/12/2020 | 1.02 | 1.13 |
| 38 | 09/13/2020 - 09/19/2020 | 1.02 | 1.13 |
| 39 | 09/20/2020 - 09/26/2020 | 1.01 | 1.12 |
| 0 | 09/27/2020 - 10/03/2020 | 1.00 | 1.11 |
| 1 | 10/0 /2020 - 10/10/2020 | 0.99 | 1.10 |
| 2 | 10/11/2020 - 10/17/2020 | 0.98 4 | 1.09 |
| 3 | 10/18/2020 - 10/2 /2020 | 0.99 | 1.10 |
| | 10/25/2020 - 10/31/2020 | 0.99 4 | 1.10 |
| 5 | 11/01/2020 - 11/07/2020 | 1.00 | 1.11 |
| 6 | 11/08/2020 - 11/1 /2020 | 1.00 4 | 1.11 |
| 7 | 11/15/2020 - 11/21/2020 | 1.01 | 1.12 |
| 8 4 | 11/22/2020 - 11/28/2020 | 1.01 | 1.12 |
| 9 | 11/29/2020 - 12/05/2020 | 1.01 4 | 1.12 |
| 50 | 12/06/2020 - 12/12/2020 | 1.02 | 1.13 |
| 51 | 12/13/2020 - 12/19/2020 | 1.02 | 1.13 |
| 52 | 12/20/2020 - 12/26/2020 | 0.9 | 1.0 |
| 53 | 12/27/2020 - 12/31/2020 | 0.85 4 | 0.9 |

* PEAK SEAS

27- EB-2021 10:30:07

830UPD

7_1500_PKSEAS . X 4

APPENDIX
INTERSECTION ANALYSIS

HCM 6th AWSC
1: 6th St S & 45th Ave S

01/19/2022

Intersection

| | |
|---------------------------|-----|
| Intersection Delay, s/veh | 9.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↙ | ↑ | ↘ | ↙ | ↑ | ↘ | | ↕ | | ↙ | ↘ | |
| Traffic Vol, veh/h | 79 | 44 | 2 | 1 | 65 | 148 | 6 | 35 | 1 | 97 | 24 | 91 |
| Future Vol, veh/h | 79 | 44 | 2 | 1 | 65 | 148 | 6 | 35 | 1 | 97 | 24 | 91 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 83 | 46 | 2 | 1 | 68 | 156 | 6 | 37 | 1 | 102 | 25 | 96 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 3 | 3 |
| HCM Control Delay | 9.7 | 9.1 | 9.3 | 9.4 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 14% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 83% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 21% |
| Vol Right, % | 2% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 79% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 42 | 79 | 44 | 2 | 1 | 65 | 148 | 97 | 115 |
| LT Vol | 6 | 79 | 0 | 0 | 1 | 0 | 0 | 97 | 0 |
| Through Vol | 35 | 0 | 44 | 0 | 0 | 65 | 0 | 0 | 24 |
| RT Vol | 1 | 0 | 0 | 2 | 0 | 0 | 148 | 0 | 91 |
| Lane Flow Rate | 44 | 83 | 46 | 2 | 1 | 68 | 156 | 102 | 121 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.075 | 0.145 | 0.074 | 0.003 | 0.002 | 0.107 | 0.213 | 0.172 | 0.169 |
| Departure Headway (Hd) | 6.106 | 6.27 | 5.765 | 5.058 | 6.142 | 5.637 | 4.931 | 6.079 | 5.027 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 590 | 566 | 615 | 698 | 578 | 630 | 720 | 585 | 706 |
| Service Time | 3.806 | 4.068 | 3.563 | 2.856 | 3.925 | 3.42 | 2.713 | 3.864 | 2.811 |
| HCM Lane V/C Ratio | 0.075 | 0.147 | 0.075 | 0.003 | 0.002 | 0.108 | 0.217 | 0.174 | 0.171 |
| HCM Control Delay | 9.3 | 10.1 | 9 | 7.9 | 8.9 | 9.1 | 9.1 | 10.1 | 8.8 |
| HCM Lane LOS | A | B | A | A | A | A | A | B | A |
| HCM 95th-tile Q | 0.2 | 0.5 | 0.2 | 0 | 0 | 0.4 | 0.8 | 0.6 | 0.6 |

HCM 6th TWSC
2: 6th St S & Driveway A

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 64 | 256 | 6 | 25 | 197 |
| Future Vol, veh/h | 15 | 64 | 256 | 6 | 25 | 197 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 67 | 269 | 6 | 26 | 207 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 428 | 138 | 0 | 0 | 275 |
| Stage 1 | 272 | - | - | - | - |
| Stage 2 | 156 | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 555 | 885 | - | - | 1285 |
| Stage 1 | 749 | - | - | - | - |
| Stage 2 | 856 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 542 | 885 | - | - | 1285 |
| Mov Cap-2 Maneuver | 542 | - | - | - | - |
| Stage 1 | 749 | - | - | - | - |
| Stage 2 | 836 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.1 | 0 | 1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h) | - | - | 790 | 1285 |
| HCM Lane V/C Ratio | - | - | 0.105 | 0.02 |
| HCM Control Delay (s) | - | - | 10.1 | 7.9 |
| HCM Lane LOS | - | - | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 |

HCM 6th TWSC
3: 45th Ave S & Driveway B

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.5 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 136 | 192 | 12 | 25 | 25 |
| Future Vol, veh/h | 11 | 136 | 192 | 12 | 25 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 170 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 143 | 202 | 13 | 26 | 26 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 215 | 0 | - | 0 | 376 209 |
| Stage 1 | - | - | - | - | 209 - |
| Stage 2 | - | - | - | - | 167 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1355 | - | - | - | 625 831 |
| Stage 1 | - | - | - | - | 826 - |
| Stage 2 | - | - | - | - | 863 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1355 | - | - | - | 619 831 |
| Mov Cap-2 Maneuver | - | - | - | - | 619 - |
| Stage 1 | - | - | - | - | 819 - |
| Stage 2 | - | - | - | - | 863 - |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.6 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1355 | - | - | - | 710 |
| HCM Lane V/C Ratio | 0.009 | - | - | - | 0.074 |
| HCM Control Delay (s) | 7.7 | - | - | - | 10.5 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

HCM 6th TWSC
4: 4th St S & Driveway C

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 2 | 2 | 0 | 63 | 38 | 1 |
| Future Vol, veh/h | 2 | 2 | 0 | 63 | 38 | 1 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 2 | 0 | 66 | 40 | 1 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 107 | 41 | 41 | 0 | 0 |
| Stage 1 | 41 | - | - | - | - |
| Stage 2 | 66 | - | - | - | - |
| 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 | 891 | 1030 | 1568 | - | - |
| Stage 1 | 981 | - | - | - | - |
| Stage 2 | 957 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 891 | 1030 | 1568 | - | - |
| Mov Cap-2 Maneuver | 891 | - | - | - | - |
| Stage 1 | 981 | - | - | - | - |
| Stage 2 | 957 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 8.8 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|------|-----|-------|-----|-----|
| Capacity (veh/h) | 1568 | - | 955 | - | - |
| HCM Lane V/C Ratio | - | - | 0.004 | - | - |
| HCM Control Delay (s) | 0 | - | 8.8 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

HCM 6th TWSC
5: Driveway D & 42nd Ave S

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 15 | 1 | 17 | 7 | 2 |
| Future Vol, veh/h | 3 | 15 | 1 | 17 | 7 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 16 | 1 | 18 | 7 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 19 | 0 | 31 |
| Stage 1 | - | - | - | - | 11 |
| Stage 2 | - | - | - | - | 20 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1597 | - | 983 |
| Stage 1 | - | - | - | - | 1012 |
| Stage 2 | - | - | - | - | 1003 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1597 | - | 982 |
| Mov Cap-2 Maneuver | - | - | - | - | 982 |
| Stage 1 | - | - | - | - | 1012 |
| Stage 2 | - | - | - | - | 1002 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 0.4 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1000 | - | - | 1597 | - |
| HCM Lane V/C Ratio | 0.009 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

HCM 6th AWSC
1: 6th St S & 45th Ave S

01/19/2022

| Intersection | |
|---------------------------|------|
| Intersection Delay, s/veh | 10.9 |
| Intersection LOS | B |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | ↶ | ↑ | ↷ | ↶ | ↑ | ↷ | | ↕ | | ↶ | ↷ | |
| Traffic Vol, veh/h | 97 | 83 | 7 | 4 | 62 | 138 | 4 | 32 | 4 | 177 | 52 | 148 |
| Future Vol, veh/h | 97 | 83 | 7 | 4 | 62 | 138 | 4 | 32 | 4 | 177 | 52 | 148 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 87 | 7 | 4 | 65 | 145 | 4 | 34 | 4 | 186 | 55 | 156 |
| Number of Lanes | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|------|------|----|------|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 3 | 3 | 2 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 2 | 1 | 3 | 3 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 2 | 3 | 3 |
| HCM Control Delay | 10.8 | 10.1 | 10 | 11.5 |
| HCM LOS | B | B | A | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | EBLn3 | WBLn1 | WBLn2 | WBLn3 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Vol Left, % | 10% | 100% | 0% | 0% | 100% | 0% | 0% | 100% | 0% |
| Vol Thru, % | 80% | 0% | 100% | 0% | 0% | 100% | 0% | 0% | 26% |
| Vol Right, % | 10% | 0% | 0% | 100% | 0% | 0% | 100% | 0% | 74% |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 40 | 97 | 83 | 7 | 4 | 62 | 138 | 177 | 200 |
| LT Vol | 4 | 97 | 0 | 0 | 4 | 0 | 0 | 177 | 0 |
| Through Vol | 32 | 0 | 83 | 0 | 0 | 62 | 0 | 0 | 52 |
| RT Vol | 4 | 0 | 0 | 7 | 0 | 0 | 138 | 0 | 148 |
| Lane Flow Rate | 42 | 102 | 87 | 7 | 4 | 65 | 145 | 186 | 211 |
| Geometry Grp | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Degree of Util (X) | 0.078 | 0.197 | 0.156 | 0.012 | 0.008 | 0.117 | 0.231 | 0.333 | 0.317 |
| Departure Headway (Hd) | 6.698 | 6.94 | 6.432 | 5.72 | 6.949 | 6.44 | 5.729 | 6.432 | 5.415 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Cap | 534 | 517 | 557 | 625 | 515 | 556 | 626 | 559 | 663 |
| Service Time | 4.453 | 4.686 | 4.177 | 3.465 | 4.696 | 4.187 | 3.475 | 4.167 | 3.15 |
| HCM Lane V/C Ratio | 0.079 | 0.197 | 0.156 | 0.011 | 0.008 | 0.117 | 0.232 | 0.333 | 0.318 |
| HCM Control Delay | 10 | 11.4 | 10.4 | 8.5 | 9.8 | 10 | 10.2 | 12.4 | 10.7 |
| HCM Lane LOS | A | B | B | A | A | A | B | B | B |
| HCM 95th-tile Q | 0.3 | 0.7 | 0.5 | 0 | 0 | 0.4 | 0.9 | 1.5 | 1.4 |

HCM 6th TWSC
2: 6th St S & Driveway A

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 5.4 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | W | | T | | | T |
| Traffic Vol, veh/h | 249 | 18 | 78 | 362 | 15 | 59 |
| Future Vol, veh/h | 249 | 18 | 78 | 362 | 15 | 59 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 262 | 19 | 82 | 381 | 16 | 62 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 336 | 232 | 0 | 0 | 463 |
| Stage 1 | 273 | - | - | - | - |
| Stage 2 | 63 | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 |
| Pot Cap-1 Maneuver | 634 | 770 | - | - | 1095 |
| Stage 1 | 748 | - | - | - | - |
| Stage 2 | 952 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 624 | 770 | - | - | 1095 |
| Mov Cap-2 Maneuver | 624 | - | - | - | - |
| Stage 1 | 748 | - | - | - | - |
| Stage 2 | 938 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 15.2 | 0 | 1.7 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h) | - | - | 632 | 1095 |
| HCM Lane V/C Ratio | - | - | 0.445 | 0.014 |
| HCM Control Delay (s) | - | - | 15.2 | 8.3 |
| HCM Lane LOS | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0 |

HCM 6th TWSC
3: 45th Ave S & Driveway B

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.6 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 248 | 200 | 33 | 32 | 24 |
| Future Vol, veh/h | 29 | 248 | 200 | 33 | 32 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 170 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 261 | 211 | 35 | 34 | 25 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 246 | 0 | - | 0 | 552 |
| Stage 1 | - | - | - | - | 229 |
| Stage 2 | - | - | - | - | 323 |
| Critical Hdwy | 4.12 | - | - | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 |
| Pot Cap-1 Maneuver | 1320 | - | - | - | 495 |
| Stage 1 | - | - | - | - | 809 |
| Stage 2 | - | - | - | - | 734 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1320 | - | - | - | 484 |
| Mov Cap-2 Maneuver | - | - | - | - | 484 |
| Stage 1 | - | - | - | - | 790 |
| Stage 2 | - | - | - | - | 734 |

| Approach | EB | WB | SB |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.8 | 0 | 11.8 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1320 | - | - | - | 585 |
| HCM Lane V/C Ratio | 0.023 | - | - | - | 0.101 |
| HCM Control Delay (s) | 7.8 | - | - | - | 11.8 |
| HCM Lane LOS | A | - | - | - | B |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.3 |

HCM 6th TWSC
4: 4th St S & Driveway C

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 0 | 2 | 49 | 33 | 2 |
| Future Vol, veh/h | 1 | 0 | 2 | 49 | 33 | 2 |
| 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 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 0 | 2 | 52 | 35 | 2 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 92 | 36 | 37 | 0 | 0 |
| Stage 1 | 36 | - | - | - | - |
| Stage 2 | 56 | - | - | - | - |
| 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 | 908 | 1037 | 1574 | - | - |
| Stage 1 | 986 | - | - | - | - |
| Stage 2 | 967 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 907 | 1037 | 1574 | - | - |
| Mov Cap-2 Maneuver | 907 | - | - | - | - |
| Stage 1 | 985 | - | - | - | - |
| Stage 2 | 967 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 9 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1574 | - | 907 | - | - |
| HCM Lane V/C Ratio | 0.001 | - | 0.001 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | 9 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

HCM 6th TWSC
5: Driveway D & 42nd Ave S

01/19/2022

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 46 | 2 | 26 | 4 | 1 |
| Future Vol, veh/h | 7 | 46 | 2 | 26 | 4 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 48 | 2 | 27 | 4 | 1 |

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 55 | 0 | 62 |
| Stage 1 | - | - | - | - | 31 |
| Stage 2 | - | - | - | - | 31 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1550 | - | 944 |
| Stage 1 | - | - | - | - | 992 |
| Stage 2 | - | - | - | - | 992 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1550 | - | 943 |
| Mov Cap-2 Maneuver | - | - | - | - | 943 |
| Stage 1 | - | - | - | - | 992 |
| Stage 2 | - | - | - | - | 991 |

| Approach | EB | WB | NB |
|----------------------|----|-----|-----|
| HCM Control Delay, s | 0 | 0.5 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 961 | - | - | 1550 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

APPENDIX
FDOT GENERALIZED LEVEL OF SERVICE TABLES

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas¹

January 2020

| INTERRUPTED FLOW FACILITIES | | | | | | UNINTERRUPTED FLOW FACILITIES | | | | | |
|---|-----------|----------------------|-----------------------|--------------------|-------|--|-----------|----------------------|--------------------|--------|--------|
| STATE SIGNALIZED ARTERIALS | | | | | | FREEWAYS | | | | | |
| Class I (40 mph or higher posted speed limit) | | | | | | Core Urbanized | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E | |
| 2 | Undivided | * | 1,510 | 1,600 | ** | 4 | 4,050 | 5,640 | 6,800 | 7,420 | |
| 4 | Divided | * | 3,420 | 3,580 | ** | 6 | 5,960 | 8,310 | 10,220 | 11,150 | |
| 6 | Divided | * | 5,250 | 5,390 | ** | 8 | 7,840 | 10,960 | 13,620 | 14,850 | |
| 8 | Divided | * | 7,090 | 7,210 | ** | 10 | 9,800 | 13,510 | 17,040 | 18,580 | |
| | | | | | | 12 | 11,600 | 16,350 | 20,930 | 23,200 | |
| Class II (35 mph or slower posted speed limit) | | | | | | Urbanized | | | | | |
| Lanes | Median | B | C | D | E | Lanes | B | C | D | E | |
| 2 | Undivided | * | 660 | 1,330 | 1,410 | 4 | 4,130 | 5,640 | 7,070 | 7,690 | |
| 4 | Divided | * | 1,310 | 2,920 | 3,040 | 6 | 6,200 | 8,450 | 10,510 | 11,530 | |
| 6 | Divided | * | 2,090 | 4,500 | 4,590 | 8 | 8,270 | 11,270 | 13,960 | 15,380 | |
| 8 | Divided | * | 2,880 | 6,060 | 6,130 | 10 | 10,350 | 14,110 | 17,310 | 19,220 | |
| Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) | | | | | | Freeway Adjustments | | | | | |
| Non-State Signalized Roadways - 10% | | | | | | Auxiliary Lanes Present in Both Directions + 1,800 | | | | | |
| Median & Turn Lane Adjustments | | | | | | Ramp Metering + 5% | | | | | |
| Lanes | Median | Exclusive Left Lanes | Exclusive Right Lanes | Adjustment Factors | | UNINTERRUPTED FLOW HIGHWAYS | | | | | |
| 2 | Divided | Yes | No | +5% | | Lanes | Median | B | C | D | E |
| 2 | Undivided | No | No | -20% | | 2 | Undivided | 1,050 | 1,620 | 2,180 | 2,930 |
| Multi | Undivided | Yes | No | -5% | | 4 | Divided | 3,270 | 4,730 | 5,960 | 6,780 |
| Multi | Undivided | No | No | -25% | | 6 | Divided | 4,910 | 7,090 | 8,950 | 10,180 |
| - | - | - | Yes | +5% | | Uninterrupted Flow Highway Adjustments | | | | | |
| One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6 | | | | | | Lanes | Median | Exclusive left lanes | Adjustment factors | | |
| | | | | | | 2 | Divided | Yes | +5% | | |
| | | | | | | Multi | Undivided | Yes | -5% | | |
| | | | | | | Multi | Undivided | No | -25% | | |
| BICYCLE MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | ¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual. | | | | | |
| Paved Shoulder/Bicycle Lane Coverage | | | | | | ² Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility. | | | | | |
| Lane Coverage | B | C | D | E | | ³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow. | | | | | |
| 0-49% | * | 260 | 680 | 1,770 | | * Cannot be achieved using table input value defaults. | | | | | |
| 50-84% | 190 | 600 | 1,770 | >1,770 | | ** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults. | | | | | |
| 85-100% | 830 | 1,700 | >1,770 | ** | | <i>Source:</i> Florida Department of Transportation Systems Implementation Office https://www.fdot.gov/planning/systems/ | | | | | |
| PEDESTRIAN MODE² (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) | | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | | |
| 0-49% | * | * | 250 | 850 | | | | | | | |
| 50-84% | * | 150 | 780 | 1,420 | | | | | | | |
| 85-100% | 340 | 960 | 1,560 | >1,770 | | | | | | | |
| BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction) | | | | | | | | | | | |
| Sidewalk Coverage | B | C | D | E | | | | | | | |
| 0-84% | > 5 | ≥ 4 | ≥ 3 | ≥ 2 | | | | | | | |
| 85-100% | > 4 | ≥ 3 | ≥ 2 | ≥ 1 | | | | | | | |

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's
Urbanized Areas

January 2020

| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | | | | Interrupted Flow Facilities | | | | | |
|--|-------------------------------|---------------|-----------|-----------|-----------------------------|---------|----------|-----------|-----------|------------|
| | Freeways | Core Freeways | Highways | | State Arterials | | | | Class I | |
| | | | | | Class I | | Class II | | Bicycle | Pedestrian |
| ROADWAY CHARACTERISTICS | | | | | | | | | | |
| Area type (urban, rural) | urban | urban | | | | | | | | |
| Number of through lanes (both dir.) | 4-10 | 4-12 | 2 | 4-6 | 2 | 4-8 | 2 | 4-8 | 4 | 4 |
| Posted speed (mph) | 70 | 65 | 50 | 50 | 45 | 50 | 30 | 30 | 45 | 45 |
| Free flow speed (mph) | 75 | 70 | 55 | 55 | 50 | 55 | 35 | 35 | 50 | 50 |
| Auxiliary Lanes (n,y) | n | n | | | | | | | | |
| Median (d, twlt, n, nr, r) | | | | d | n | r | n | r | r | r |
| Terrain (l,r) | l | l | l | l | l | l | l | l | l | l |
| % no passing zone | | | 80 | | | | | | | |
| Exclusive left turn lane impact (n, y) | | | [n] | y | y | y | y | y | y | y |
| Exclusive right turn lanes (n, y) | | | | | n | n | n | n | n | n |
| Facility length (mi) | 3 | 3 | 5 | 5 | 2 | 2 | 1.9 | 1.8 | 2 | 2 |
| TRAFFIC CHARACTERISTICS | | | | | | | | | | |
| Planning analysis hour factor (K) | 0.090 | 0.085 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.55 | 0.55 | 0.55 | 0.55 | 0.550 | 0.560 | 0.565 | 0.560 | 0.565 | 0.565 |
| Peak hour factor (PHF) | 0.95 | 0.95 | 0.95 | 0.95 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 | 1.000 |
| Base saturation flow rate (pcphpl) | 2,400 | 2,400 | 1,700 | 2,200 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicle percent | 4.0 | 4.0 | 2.0 | 2.0 | 1.0 | 1.0 | 1.0 | 1.0 | 2.5 | 2.0 |
| Speed Adjustment Factor (SAF) | 0.975 | 0.975 | | 0.975 | | | | | | |
| Capacity Adjustment Factor (CAF) | 0.968 | 0.968 | | 0.968 | | | | | | |
| % left turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| % right turns | | | | | 12 | 12 | 12 | 12 | 12 | 12 |
| CONTROL CHARACTERISTICS | | | | | | | | | | |
| Number of signals | | | | | 4 | 4 | 10 | 10 | 4 | 6 |
| Arrival type (1-6) | | | | | 3 | 3 | 4 | 4 | 4 | 4 |
| Signal type (a, c, p) | | | | | c | c | c | c | c | c |
| Cycle length (C) | | | | | 120 | 150 | 120 | 120 | 120 | 120 |
| Effective green ratio (g/C) | | | | | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |
| MULTIMODAL CHARACTERISTICS | | | | | | | | | | |
| Paved shoulder/bicycle lane (n, y) | | | | | | | | | n, 50%, y | n |
| Outside lane width (n, t, w) | | | | | | | | | t | t |
| Pavement condition (d, t, u) | | | | | | | | | t | |
| On-street parking (n, y) | | | | | | | | | | |
| Sidewalk (n, y) | | | | | | | | | | n, 50%, y |
| Sidewalk/roadway separation(a, t, w) | | | | | | | | | | t |
| Sidewalk protective barrier (n, y) | | | | | | | | | | n |
| LEVEL OF SERVICE THRESHOLDS | | | | | | | | | | |
| Level of Service | Freeways | Highways | | Arterials | | Bicycle | Ped | Bus | | |
| | Density | Two-Lane | Multilane | Class I | Class II | Score | Score | Buses/hr. | | |
| | | %ffs | Density | | | | | | ats | ats |
| B | ≤ 17 | > 83.3 | ≤ 17 | > 31 mph | > 22 mph | ≤ 2.75 | ≤ 2.75 | ≤ 6 | | |
| C | ≤ 24 | > 75.0 | ≤ 24 | > 23 mph | > 17 mph | ≤ 3.50 | ≤ 3.50 | ≤ 4 | | |
| D | ≤ 31 | > 66.7 | ≤ 31 | > 18 mph | > 13 mph | ≤ 4.25 | ≤ 4.25 | < 3 | | |
| E | ≤ 39 | > 58.3 | ≤ 35 | > 15 mph | > 10 mph | ≤ 5.00 | ≤ 5.00 | < 2 | | |

% ffs = Percent free flow speed ats = Average travel speed

APPENDIX
TURN LANE WARRANTS

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

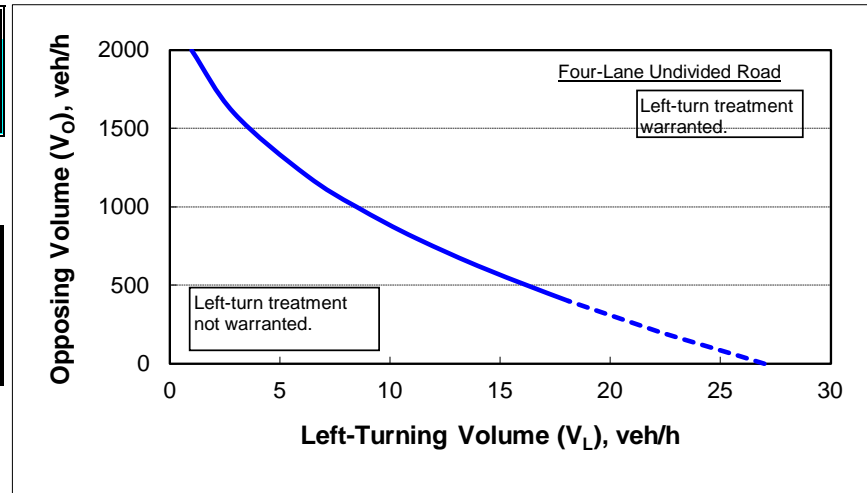
4-lane roadway

INPUT

| Variable | Value |
|---------------------------------------|-------|
| Left-turning volume (V_L), veh/h: | 78 |
| Advancing volume (V_A), veh/h: | 440 |
| Opposing volume (V_O), veh/h: | 267 |

OUTPUT

| Variable | Message |
|--|---------|
| Opposing volume (V_O) check: | O.K. |
| Combined volume (V_A and V_O) check: | O.K. |
| Guidance for determining the need for a major-road left-turn bay: | |
| Left-turn treatment warranted. | |



Note: When $V_O < 400$ veh/h (dashed line), a left-turn lane is not normally warranted unless the advancing volume (V_A) in the same direction as the left-turning traffic exceeds 400 veh/h ($V_A > 400$ veh/h).

CALIBRATION CONSTANTS

| Variable | Value |
|---------------------------------------|-------|
| Average time for making left-turn, s: | 4.0 |
| Critical headway, s: | 6.0 |

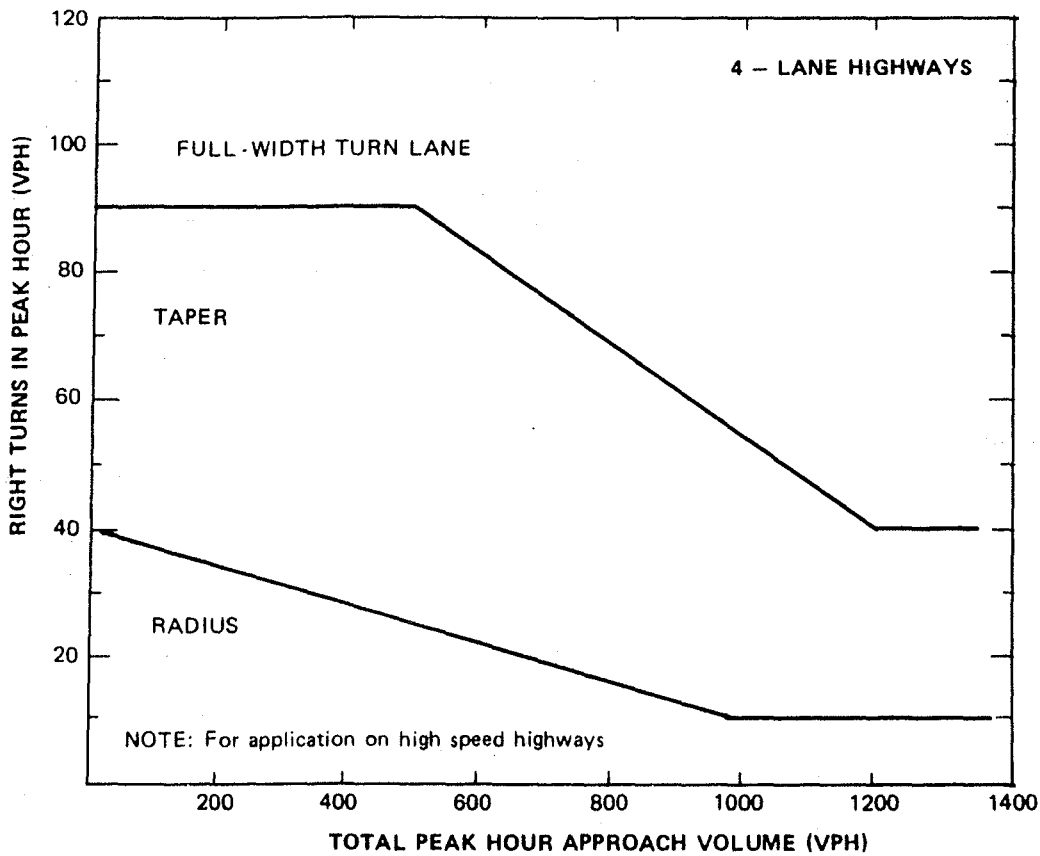
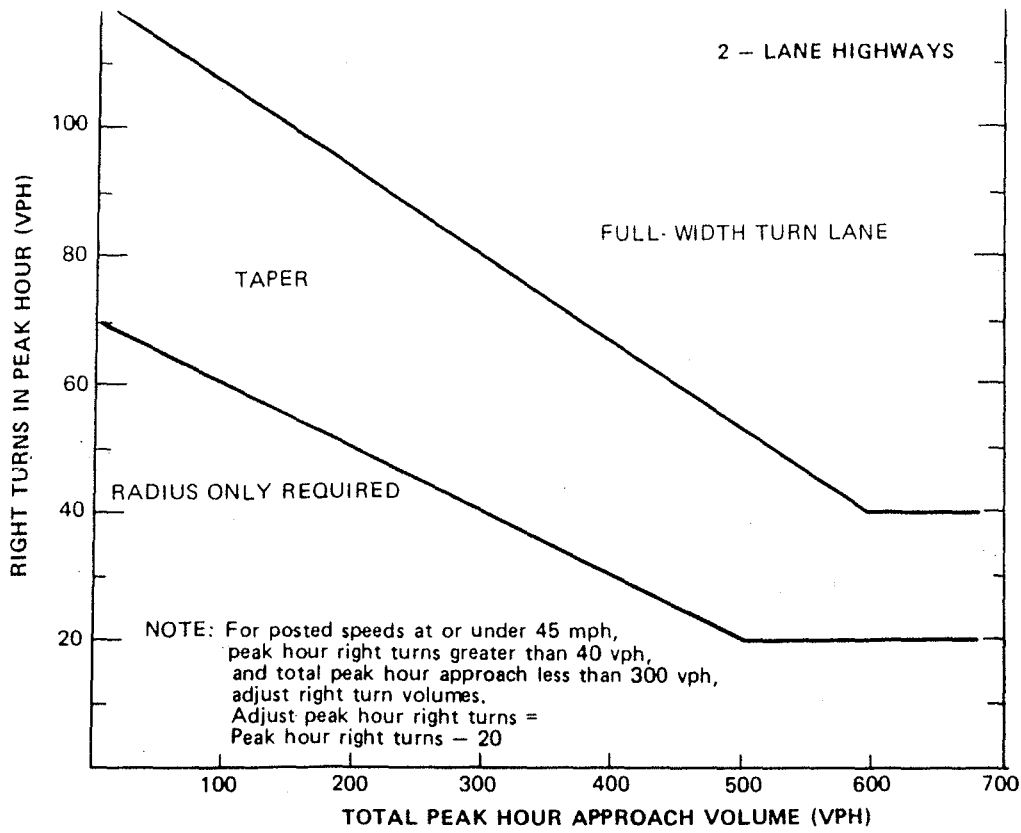
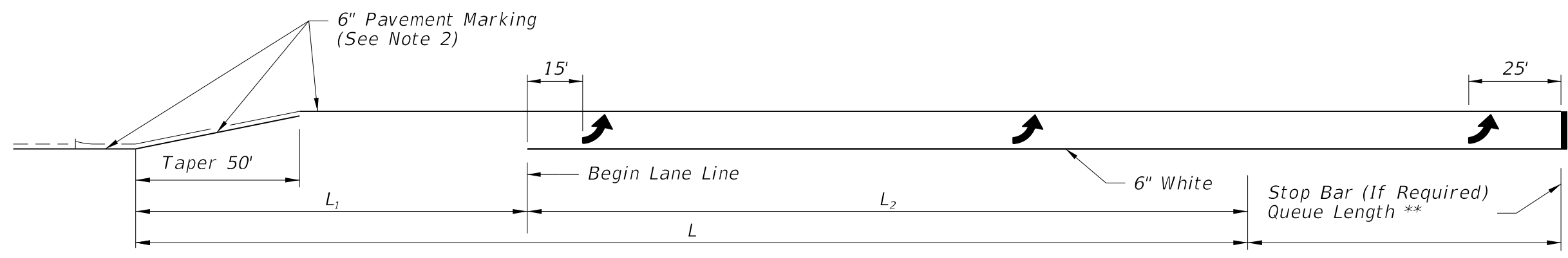


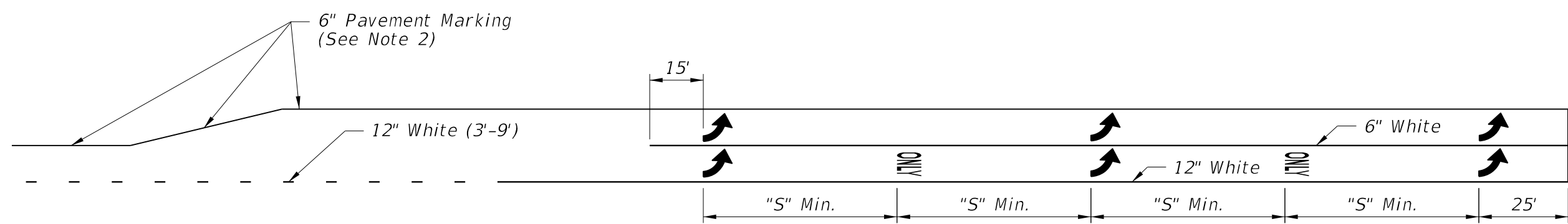
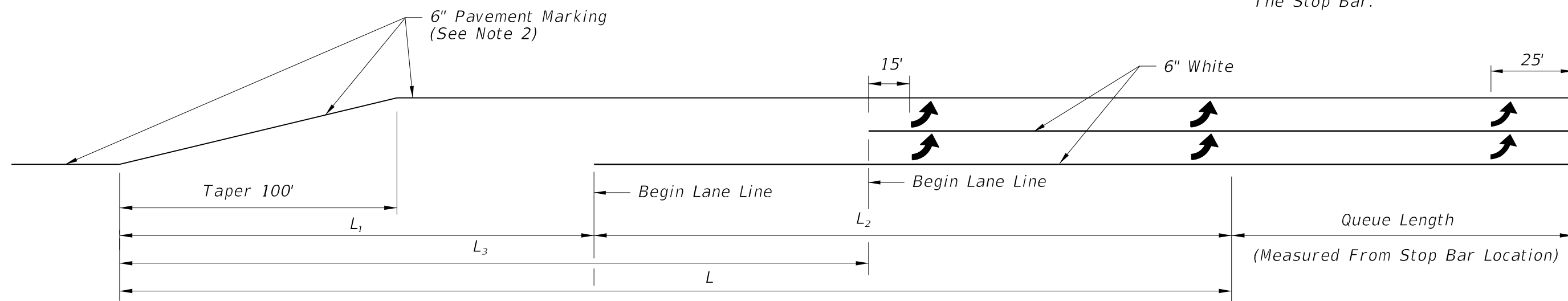
Figure 4-23. Traffic volume guidelines for design of right-turn lanes. (Source: Ref. 4-11)

APPENDIX
FDOT STANDARD PLANS 711-001

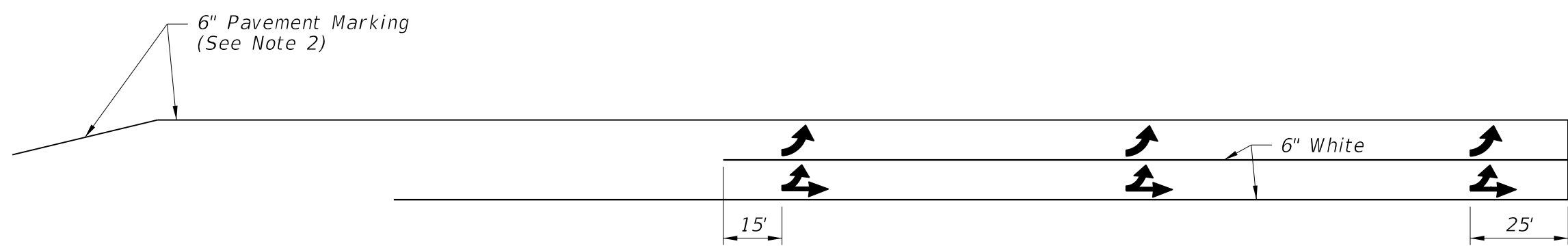


SINGLE LEFT TURNS

** Queue Length Is Measured From The Median Nose Radial Point Or, When A Stop Bar Is Required, From The Stop Bar.



Through Lane Becomes Exclusive Left Turn

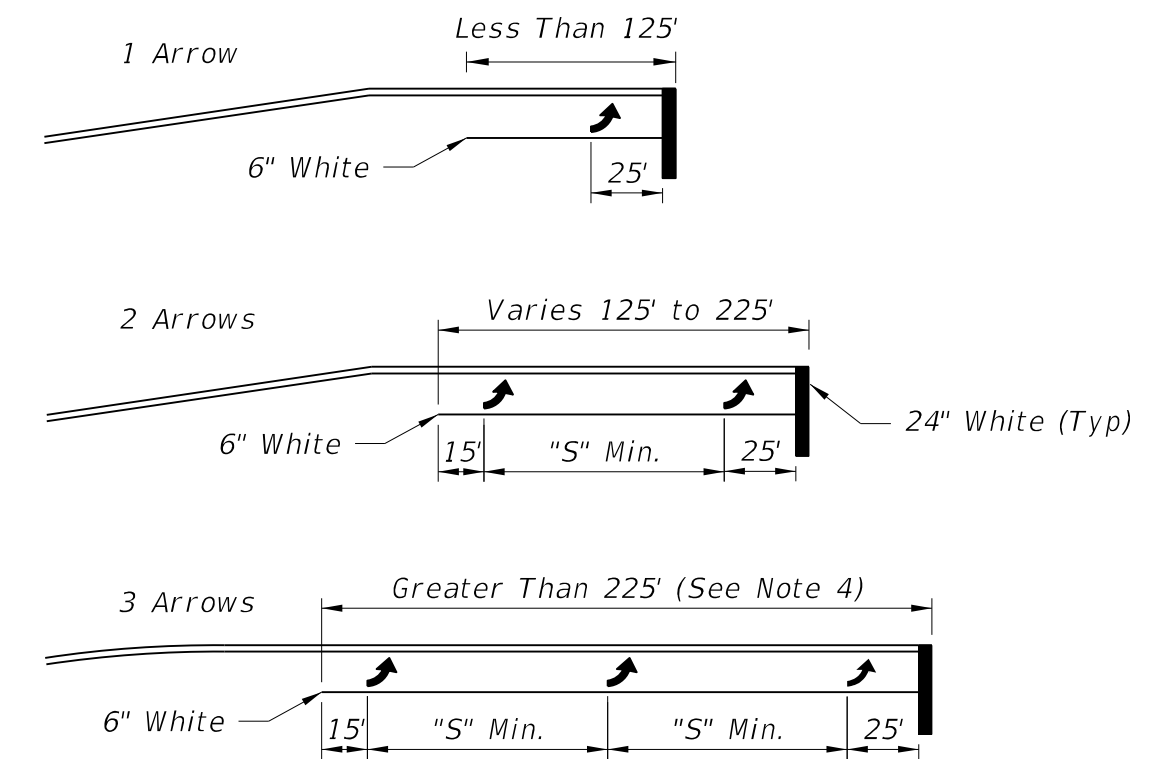


Through Lane Becomes Optional Left Turn

DOUBLE LEFT TURNS

| TURN LANES - CURBED AND UNCURBED MEDIANS | | | | | | | |
|--|--------------------|------------------------|-----------------------|--------------------|------------------------|-----------------------|--------------------|
| Posted Speed (mph) | Clearance Distance | URBAN CONDITIONS | | | RURAL CONDITIONS | | |
| | | Brake To Stop Distance | Total Decel. Distance | Clearance Distance | Brake To Stop Distance | Total Decel. Distance | Clearance Distance |
| | L_1 | L_2 | L | L_3 | L_2 | L | L_3 |
| ≤30 | 70' | 75' | 145' | 110' | --- | --- | --- |
| 35 | 80' | 75' | 155' | 120' | --- | --- | --- |
| 40 | 85' | 100' | 185' | 135' | --- | --- | --- |
| 45 | 105' | 135' | 240' | 160' | 185' | 290' | 160' |
| 50 | 125' | --- | --- | --- | 225' | 350' | 195' |
| 55 | 145' | --- | --- | --- | 260' | 405' | 230' |
| ≥60 | 170' | --- | --- | --- | 290' | 460' | 270' |

NOTE: When installing lane lines for turn lanes, use the dimensions in the Plans, or use the above values for turn lanes not dimensioned in the Plans.



ARROW SPACING

NOTES:

1. This Index also applies to right turn lanes.
2. Make pavement marking yellow for left-turn lanes and white for right-turn lanes.
3. See Sheet 1 for "S" value.
4. Space arrows evenly between the first and last arrow with a minimum spacing of "S" between arrows.
5. For turn lanes greater than 225' in length, use a minimum of three arrows. Use additional arrows in accordance with the Plans or as directed by the Engineer. Space arrows evenly throughout the available length with a minimum spacing of "S" between arrows.

TURN LANE MARKINGS

12/18/2019 3:10:06 PM



ATTACHMENT NO. 5

Public Comments

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:41 PM
To: Britton N. Wilson
Subject: Fw: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA

From: [Alexander Boltenko](#)
Sent: Friday, April 1, 2022 3:25 PM
To: klmichaels2@tampabay.rr.com
Subject: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

Kathy, I think Save-a-lot that was there and then moved out was the great candidate for the grocery store, and we'd like to have them back

Alexander Boltenko

aboltenko@me.com

100 59th Ave S

St. Petersburg FL 33705

Cell 269-501-7464

Begin forwarded message:

From: Bahama Shores <contactbsna@gmail.com>

Subject: Latest News on Coquina Key Plaza and the Search for a Grocery Store

Date: April 1, 2022 at 15:16:34 EDT

To: Contact <contactbsna@gmail.com>

Hi Neighbor,

Stoneweg US, a developer of apartment communities, which is headquartered in St. Petersburg, has purchased Coquina Key Plaza. Our City Council representative, Gina Driscoll, met with area residents and asked what retail they would like to see in the redevelopment. A grocery store was of the highest priority. Mark Rios, Director of Development for this project, stated in a March 14, 2022 email that "After we acquired Coquina Key Plaza last year we were very much interested in having a national retail grocer as a part of our development." Stoneweg plans to build hundreds of rental apartment units on 30th Avenue S. and at Coquina Key Plaza where they will also include retail. Gina stated in a phone call several weeks ago that she thought that a grassroots effort concerning the desire for a grocery store was a great idea. Although Stoneweg did not have success in its initial attempts perhaps it might restart its efforts if encouraged by local residents. Hopefully we could get some support from the City.

Please contact Kathy Michaels at klmichaels2@tampabay.rr.com if you are in favor of the idea of a grocery.

Thanks,

Katherine J. Connell

From: Anne Ghosh <anneghosh.fl@gmail.com>
Sent: Tuesday, June 28, 2022 10:32 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Wilson,

I am a resident of Bahama Shores Neighborhood near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Anne Ferrante Ghosh

301 62nd Ave S

Katherine J. Connell

From: Christy M. Foust <christymfoust@gmail.com>
Sent: Wednesday, June 29, 2022 9:10 AM
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mayor Welch, St. Pete City Council Members, St. Pete City Staff, and Commissioner Flowers:

I am a resident of Harbordale Neighborhood near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store. **A grocery store could act as an anchor for any other retail space in the development, giving nearby residents a regular reason to go to that location.**

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to **require building a grocery store as part of this redevelopment of Coquina Key Plaza.**

Thank you for your service to our community.

Sincerely, Christy M. Foust, Ph.D. Zip Code: 33705

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:47 PM
To: Britton N. Wilson
Subject: Fw: In favor of a grocery story at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

for Staff report Stoneweg DA

From: [Danielle Celmer-Yell](#)
Sent: Friday, April 1, 2022 3:26 PM
To: klmichaels2@tampabay.rr.com
Cc: [Caleb Yell](#)
Subject: In favor of a grocery story at Coquina Key Plaza

Hi Kathy,

I am a resident in Bahama Shores and my husband, Caleb Yell, is on the neighborhood board. We are BOTH in favor of a grocery store at the Coquina Key Plaza - please let us know if there's anything we can do to help push this grassroots effort. I've CC'd Caleb here also.

Thank you!

Danielle Celmer

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:40 PM
To: Britton N. Wilson
Subject: Fw: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA.

From: [Darin Al-Dhahi](#)
Sent: Friday, April 1, 2022 4:09 PM
To: klmichaels2@tampabay.rr.com
Subject: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

Hi Kathy,

I just wanted send you an email letting you know how important a grocery store would be to us at the Coquina Key Plaza.

As a father of a small child, it is all too often I am sent in errands to run to the store to pick up essentials like milk, eggs, meat, etc... and it was very nice having the Sav-a-lot there to fulfill those needs.

Now, without a grocery store, I am finding myself driving all the way to the Publix on 54th for simple grocery needs. We would love to see another grocery store find a home in the new Coquina Plaza. Maybe a Walmart Neighborhood Market to replace the one that closed in midtown?

-Darin (i)

Begin forwarded message:

From: Bahama Shores <contactbsna@gmail.com>
Date: April 1, 2022 at 3:16:46 PM EDT
To: Contact <contactbsna@gmail.com>
Subject: Latest News on Coquina Key Plaza and the Search for a Grocery Store

Hi Neighbor,

Stoneweg US, a developer of apartment communities, which is headquartered in St. Petersburg, has purchased Coquina Key Plaza. Our City Council representative, Gina Driscoll, met with area residents and asked what retail they would like to see in the redevelopment. A grocery store was of the highest priority. Mark Rios, Director of Development for this project, stated in a March 14, 2022 email that "After we acquired Coquina Key Plaza last year we were very much interested in having a national retail grocer as a part of our development." Stoneweg plans to build hundreds of rental apartment units on 30th Avenue S. and at Coquina Key Plaza where they will also include retail. Gina stated in a phone call several weeks ago that she thought that a grassroots effort concerning the desire for a grocery store was a great idea. Although Stoneweg did not have success in its initial attempts perhaps it might restart its efforts if encouraged by local residents. Hopefully we could get some support from the City.

Please contact Kathy Michaels at klmichaels2@tampabay.rr.com if you are in favor of the idea of a grocery.

Thanks,

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 5:28 PM
To: Britton N. Wilson
Subject: Fw: Kitty and Ed favor a grocery at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For Staff report, Stoneweg DA

From: [Kitty Rawson](#)
Sent: Monday, April 4, 2022 1:31 PM
To: [Kathy](#)
Cc: [Ed Rawson](#)
Subject: Kitty and Ed favor a grocery at Coquina Key Plaza

Ed and I favor a grocery store at Coquina Key Plaza. We didn't shop regularly, but often stopped for last-minute items -- another tomato, bananas, smoked sausage, etc.

I attended one of the meetings at Coquina Park organized by Gina Driscoll. We all had the opportunity to say how much we wanted a 'real' grocery store and a drug store. This area is a food desert. There is no shopping readily available for folks who do not have vehicles, who must rely on friends, bicycles or the bus.

After that meeting, it seemed a certainty that a grocery would be included in the mix. Surely the city can help place pressure to make this happen. I was disappointed that the grocery closed long before any plans were made.

I almost feel like we on the South Side are considered to be 2nd class citizens.

Peace,
Kathryn and Edward Rawson
110 59th Ave S
St Petersburg, FL 33705

--
Peace,

Kitty Pelster Rawson
727.501.3653

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:35 PM
To: Britton N. Wilson
Subject: Fw: Grocery store at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For Staff report Stoneweg DA/

From: [Geoffrey Nelson](#)
Sent: Friday, April 1, 2022 8:57 PM
To: klmichaels2@tampabay.rr.com
Subject: Grocery store at Coquina Key Plaza

Hi, Kathy. I live in Bahama Shores, down the street from Coquina Key Plaza. We sure could use a full grocery store on this side of town. There are dollar stores and what not but no full-on grocery stores where you can buy fresh fruits and vegetables. That's a serious need in this part of town. People go without real food because it's inaccessible. I hope you'll consider a grocery in the new development. You would provide a real benefit to the community. Thanks for your time. If you'd like more info on south St. Pete's food insecurity, Google Wendy Wesley. She's the expert/advocate to talk to. Thank you.
-Geoffrey Nelson

[Sent from Yahoo Mail for iPhone](#)

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:37 PM
To: Britton N. Wilson
Subject: Fw: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA

From: [Jamie Gill](#)
Sent: Friday, April 1, 2022 4:49 PM
To: klmichaels2@tampabay.rr.com
Subject: Coquina Key Plaza

Hi Kathy,

I am in favor of getting a grocery store in the Plaza. With all the apartment dwellers and the neighborhoods nearby, there should be plenty of business. The difficult, but most important thing will be that it be a good grocery store, one that people will use.

Thanks for collecting this information for the project.

Best,
Jamie Gill

--
Jamie Gill

Katherine J. Connell

From: Joan Carfora <joancarfora@gmail.com>
Sent: Wednesday, June 29, 2022 7:41 AM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wilson,

I am a resident of the Old SouthEast *neighborhood*, near Coquina Key Plaza. I previously lived in the Coquina Key area. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Joan Carfora

123 17th Ave SE

St. Petersburg

FL 33701

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 5:22 PM
To: Britton N. Wilson
Subject: Fw: Coquina Key Plaza need for a grocery store

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

for attachment to Staff report, Stoneweg DA

From: [Elizabeth Ledbetter](#)
Sent: Wednesday, June 1, 2022 12:47 PM
To: klmichaels2@tampabay.rr.com
Subject: RE: Coquina Key Plaza need for a grocery store

Hi Kathy,

I remember your visit to our neighborhood association meeting a couple of months ago. I would love to have a grocery store in Coquina Key Shopping Center. Aldi may be a good alternative to Winn Dixie or Sav-a-Lot. I'll discuss with my fellow officers at a meeting on Saturday and we'll gather as much support as we can. In the interim, can you provide the contact information for who and where the letters should be sent? How does that sound to you?

Thanks,

Liz

GPPCA

Sent from my Verizon, Samsung Galaxy smartphone

----- Original message -----

From: klmichaels2@tampabay.rr.com
Date: 6/1/22 12:01 PM (GMT-05:00)
To: jeliared@tampabay.rr.com
Subject: Coquina Key Plaza need for a grocery store

Hello Liz,

Tom Lally gave me your email. I understand that you become president of the GPPCA this month. I am involved in a push for a grocery store to be built at Coquina Key Plaza. There was a grocery store there for 50+ years until some months ago when the new owner of the property, Stoneweg, closed down all of the businesses except the liquor store, the Am Vet bar and the laundry. They want to get a zoning change and build 465 apartment units. They would also build 20,000 of retail space divided into 8 spaces. The bar, liquor store and laundry would occupy 3. The Stoneweg director for the project, Mark Rios, has stated that they very much wanted to build for a grocery store. He told me recently that two stores, Winn Dixie and Save a Lot had stated a willingness to be there but things did not work out. Our group is trying to get as much community support as possible to encourage the City to come up with incentives for Stoneweg to make it feasible to build for a grocery store with a a reduced number of rental units.

I have communicated with Stephen Water about this matter and he feels that it might be possible for the GPPCA to send out an email to your membership asking for supportive email from those who like the idea of a grocery store at the Plaza.

Thank you,

Kathy Michaels

Bahama Shores Neighborhood Association

727-867-7249

cell 727-420-78737

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Wednesday, June 29, 2022 7:00 AM
To: Britton N. Wilson
Subject: Fw: the development Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA

From: [Mark Michaels](#)
Sent: Saturday, June 4, 2022 10:34 AM
To: [Kathy](#) ; ginadriscoll@stpete.org
Subject: the development Coquina Key Plaza

To Whom It Concerns;

As a new homeowner in south St. Petersburg, and more specifically the Bahama Shores neighborhood, I would like to add my voice to those who are concerned about the future development of Coquina Key Plaza located at the 4200 block of 6th st. S.

I join those who say that the plans for the commercial property should include a GROCERY STORE as tenant, as this vital resource is sadly lacking in this part of the city. In fact, this part of south St. Petersburg has become what is known as a "food desert." Although it is true that there is a Publix as close as 31st street and 54th ave S, this store is still inconveniently far for those who may not be able to afford a car or expensive ride sharing apps. Residents in this more southeastern part of town may resort to what can be purchased at the Dollar Store or corner gas station for their daily diet.

Even for those who can afford to drive, having a more local option would prevent unnecessary traffic and congestion, and give residents in this neighborhood a convenient and much appreciated option for putting healthy food on the table.

With this in mind I implore the developer, Stoneweg, to include a major grocery store in its development plans. I also hope the mayor and city council will see the benefits of this plan and facilitate its zoning and construction.

Sincerely,

Mark Michaels
6210 4th St. S

Katherine J. Connell

From: Michael Gross <mike@MikeGrossLaw.com>
Sent: Tuesday, June 28, 2022 5:45 PM
To: Britton N. Wilson
Subject: Zm-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wilson,

I live on Serpentine Circle South and want to register my opposition to the high density residential variance that is being sought. The area needs commercial/ grocery and retail space not more high rise apartments or condos. The current property use is desperately needed and must not be traded out by the city for living space dense development.

The Southside has historically been neglected. We need business here not more dense apartments.

Michael A Gross
1911 Serpentine Circle S

505.250.8509

Katherine J. Connell

From: Sallie Kosefeski <swk900@gmail.com>
Sent: Wednesday, June 29, 2022 12:50 AM
To: Britton N. Wilson
Subject: Coquina Key Plaza redevelopment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a resident of Bahama *Shores* near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

*Sallie Kosefeski
200 56th Ave S
Saint Petersburg 33705*

Sent from my iPad

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:24 PM
To: Britton N. Wilson
Subject: Fw: Grocery Store

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report for CPPC meeting July 12, 2022.

From: [Clifford 'Sam Stone' Rivenbark](#)
Sent: Wednesday, April 20, 2022 4:03 PM
To: weborden@earthlink.net
Cc: klmichaels2@tampabay.rr.com
Subject: Grocery Store

Hello Walter,

My husband Sam and I want be counted among local residents who are very much in favor of a grocery store at the apartment complex that will be built on the Coquina Key Plaza site. There has been a grocery store at that site since Publix opened there in the early 60's, having been replaced by the Save-a-lot. We don't have a grocery in this area and haven't had since Sweetbay closed years ago. It was situated on 9th St. and 62nd Ave. So. A grocery would be important to all the existing neighborhoods plus the hundreds of people who will move into the Stoneweg apartments that will be built on 32nd Ave. So. and 6th St. All of these new residents will greatly appreciate having a nearby grocery preventing a trip out to 34th St.. Certainly these changing demographics will demonstrate the need for a grocery store in our neighborhood.

Sincerely,
Sam and Bonnie Rivenbark

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:30 PM
To: Britton N. Wilson
Subject: Fw: COQUINA KEY PLAZA

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

for Staff report

From: [Stefan Cerf](#)
Sent: Tuesday, April 12, 2022 8:20 AM
To: klmichaels2@tampabay.rr.com
Cc: [Kristen Bullard](#)
Subject: COQUINA KEY PLAZA

Hi Kathy,

I am a resident in Bahama Shores along with my wife Kristen. We would love to have a grocery store in that plaza, and we know of many neighbors who feel the same way. We have lived at this house for 5 years, and our surrounding areas between Coquina and Pinellas Point desperately need a grocery store and other promising local businesses in that plaza. If there is anything we can do to help out with this movement please let us know, thank you for your time!

Best Regards,

Stefan Cerf
Production Manager
Polypack, Inc.
Office: 727-578-5000
www.polypack.com



Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 5:20 PM
To: Britton N. Wilson
Subject: Fw: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

for Staff report, Stoneweg, DA

From: [Stephen Waters](#)
Sent: Monday, May 30, 2022 2:29 PM
To: klmichaels2@tampabay.rr.com
Cc: [Tom Lally](#) ; [Barbara \(Barb\) Ellis](#)
Subject: Re: Coquina Key Plaza

Kathy:

Thank you for the update. Valuable information. Sorry for the delay in answering but we had an out of town guest who had COVID. He left yesterday.

I am sending a copy of this message and your information to Tom Lally (President of CONA and a Director for GPPCA) and Barbara Ellis (current President of GPPCA). Both are original GPPCA members of the Communities of Pinellas Point (COPP) and are deeply interested in the development of the Plaza. GPPCA has just elected a new class of officers (as of June 1), but Barbara, Tom and I remain as Directors.

I will speak with Barbara and see if GPPCA can send out an electronic message to our lists seeking support for a grocery at Coquina Key Plaza. We will ask that any supporters of a grocery send a message of support to the email address you have supplied.

GPPCA and COPP went through the same issue with Skyway Plaza (MLK and 62nd Ave South) and got a cold shoulder from the new owners, who now claim that it is "100% rented" even though there are clearly large unoccupied areas and it looks as forlorn as it did two years ago, but now without the tax office. Unfortunately our effort suffered from lack of organization.

Not sure who determined that we need an additional 465 rental units in our area. My impression is that we are oversupplied with rental units, and really need retail, particularly grocery. My experience from Chicago is that developers will keep building until the area is over-built and they are swamped with vacancies. Government has difficulty limiting how owners use their property - just look at all the new units coming online in Skyway Marina District.

Stephen M. Waters

6891 4th Street South
St. Petersburg, Florida 33705
Cell: (219) 730-2181
Facsimile: (312) 962-4954

On Wed, May 25, 2022 at 12:29 PM <klmichaels2@tampabay.rr.com> wrote:

Good morning, Stephen,

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:56 PM
To: Britton N. Wilson
Subject: Fw: Fwd: Coquina Key Plaza interest in a grocery

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA

From: [Susie Stroud](#)
Sent: Tuesday, April 5, 2022 5:34 PM
To: klmichaels2@tampabay.rr.com
Cc: [ICE: Robbie Kety, spouse](#)
Subject: Fwd: Coquina Key Plaza interest in a grocery

Hi Kathy,

We would like to voice our concern regarding the development planned for the Coquina Key Shipping Center. The greatest need for those of in in the surrounding neighborhoods, like Bahama Shores, is for:

- a grocery store with fresh food
- a pharmacy (like CVS that used to be there)
- a hardware store (like Ace Hardware, which started construction in the shopping center but eventually stopped construction)

We do not support the construction of residential units exceeding current St. Petersburg zoning regulations. Appreciate your forwarding our views on this as appropriate.

Thanks,

Susie Stroud + Roberta Kety

219 57th Ave S, St. Petersburg, FL 33705

Cell: 508-209-7033

Email: susiestroud22@gmail.com

LinkedIn: <https://www.linkedin.com/in/susiestroud/>

-----Original Message-----

From: klmichaels2@tampabay.rr.com

To: swk900@gmail.com; rhmanifold@yahoo.com; Darinfa@yahoo.com; obrienonja@aol.com; dyell14@gmail.com; aboltenko@me.com; smyth.masb@global.net; greenlaura@mac.com; Katiegiroud@gmail.com

Sent: Tue, Apr 5, 2022 3:39 pm

Subject: Coquina Key Plaza interest in a grocery

Thank you for your response. I have heard from many other people who are interested in this matter. Stoneweg will have to go before the Development Review Board. We will know only one week in advance if they will go before the Board at the next meeting which will be May 4th. As Coquina Key Plaza is already zoned for retail, Stoneweg thinks that they can get the approval for the 8 units of retail without presenting the plan for the whole property. They will have to get rezoning for the 375 apartments which they want to build. This number is very far above what they could build with the present zoning. I hope that we can get some support from the City in this matter.

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 5:25 PM
To: Britton N. Wilson
Subject: Fw: Fwd: Support for a grocery store at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

for Staff report, Stoneweg DA

From: [Kitty Rawson](#)
Sent: Monday, April 4, 2022 11:40 AM
To: [Kathy](#)
Subject: Fwd: Support for a grocery store at Coquina Key Plaza

----- Forwarded message -----

From: Adam Gray <adam@thinkgray.net>
Date: Mon, Apr 4, 2022 at 11:26 AM
Subject: Re: Support for a grocery store at Coquina Key Plaza
To: Kitty Rawson <kittyprawson@gmail.com>

I support a grocery store in Coquina Plaza.

Adam Gray
110 Coquina Bay Dr
St Petersburg FL 33705
--
Adam Gray

On April 4, 2022 at 11:23:58 AM, Kitty Rawson (kittyprawson@gmail.com) wrote:

The Coquina Plaza has been purchased by a developer, Stoneweg, who in addition to building affordable workforce housing originally committed to include a grocery store. As talks have proceeded, it appears that this commitment for the grocery store has waned.

Support for a grocery store is urgently needed --this week--from households in the surrounding communities to revitalize this effort and to press for incentives from the City.

People have mentioned the need for fresh fruits and vegetables and the fact that it is a considerable drive to the 54th Ave. Publix with considerable traffic in that area. Others mentioned that they liked the convenience of shopping at Save-a-Lot. So if people are in favor, state in a sentence or two why.

If you support a grocery store, please respond to this email with "I support a grocery store in Coquina Plaza" and sign your name and address.

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 4:41 PM
To: Britton N. Wilson
Subject: Fw: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For attachment to Staff report, Stoneweg DA

From: [Alexander Boltenko](#)
Sent: Friday, April 1, 2022 3:25 PM
To: klmichaels2@tampabay.rr.com
Subject: Fwd: Latest News on Coquina Key Plaza and the Search for a Grocery Store

Kathy, I think Save-a-lot that was there and then moved out was the great candidate for the grocery store, and we'd like to have them back

Alexander Boltenko
aboltenko@me.com
100 59th Ave S
St. Petersburg FL 33705
Cell 269-501-7464

Begin forwarded message:

From: Bahama Shores <contactbsna@gmail.com>
Subject: Latest News on Coquina Key Plaza and the Search for a Grocery Store
Date: April 1, 2022 at 15:16:34 EDT
To: Contact <contactbsna@gmail.com>

Hi Neighbor,

Stoneweg US, a developer of apartment communities, which is headquartered in St. Petersburg, has purchased Coquina Key Plaza. Our City Council representative, Gina Driscoll, met with area residents and asked what retail they would like to see in the redevelopment. A grocery store was of the highest priority. Mark Rios, Director of Development for this project, stated in a March 14, 2022 email that "After we acquired Coquina Key Plaza last year we were very much interested in having a national retail grocer as a part of our development." Stoneweg plans to build hundreds of rental apartment units on 30th Avenue S. and at Coquina Key Plaza where they will also include retail. Gina stated in a phone call several weeks ago that she thought that a grassroots effort concerning the desire for a grocery store was a great idea. Although Stoneweg did not have success in its initial attempts perhaps it might restart its efforts if encouraged by local residents. Hopefully we could get some support from the City.

Please contact Kathy Michaels at klmichaels2@tampabay.rr.com if you are in favor of the idea of a grocery.

Thanks,

Katherine J. Connell

From: klmichaels2@tampabay.rr.com
Sent: Tuesday, June 28, 2022 5:28 PM
To: Britton N. Wilson
Subject: Fw: Kitty and Ed favor a grocery at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

For Staff report, Stoneweg DA

From: [Kitty Rawson](#)
Sent: Monday, April 4, 2022 1:31 PM
To: [Kathy](#)
Cc: [Ed Rawson](#)
Subject: Kitty and Ed favor a grocery at Coquina Key Plaza

Ed and I favor a grocery store at Coquina Key Plaza. We didn't shop regularly, but often stopped for last-minute items -- another tomato, bananas, smoked sausage, etc.

I attended one of the meetings at Coquina Park organized by Gina Driscoll. We all had the opportunity to say how much we wanted a 'real' grocery store and a drug store. This area is a food desert. There is no shopping readily available for folks who do not have vehicles, who must rely on friends, bicycles or the bus.

After that meeting, it seemed a certainty that a grocery would be included in the mix. Surely the city can help place pressure to make this happen. I was disappointed that the grocery closed long before any plans were made.

I almost feel like we on the South Side are considered to be 2nd class citizens.

Peace,
Kathryn and Edward Rawson
110 59th Ave S
St Petersburg, FL 33705

--
Peace,

Kitty Pelster Rawson
727.501.3653

July 5, 2022

Britton Wilson, Planner II
Urban Planning and Historic Preservation
City of St Petersburg
PO Box 2842
St Petersburg, FL 33731

Dear Ms. Wilson,

Thanks for taking the time to meet with us last week. I am President of Bahama Shores Neighborhood Association and Chair of Communities of Pinellas Point. Through these groups I represent more than 28,000 residents of greater Pinellas Point which surround the Coquina Key Shopping Plaza. I am writing in opposition to the zoning change from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) for the Coquina Key property requested for by the developer Stoneweg US, LLC. We are opposed to any increasing population density while eliminating the services that support those families.

The requested zoning change will increase the number of apartments from 15 to 24 units per acre. With the addition of workforce housing Stoneweg will be able to build 32 apartment units per acre. This plan will allow the construction of 465 apartments on the Coquina Key site. When you add this to the 330 apartments under construction at the Lake Maggiore project just up the street, Stoneweg will be adding more than 1,800 new residents to the area. According to the last census the city of St Pete has a population density of 4,179 people per square mile. By this measure these two projects will increasing the population density in the area by 44%.

At the same time, the Save'A'Lot store at Coquina Key Shopping Plaza was closed to make way for the new development, and this officially makes the area a food desert. Currently the Coquina Key site Plaza had 110,500 sq. ft. of retail space, not including the outbuildings. In the development agreement Stoneweg proposes to build a minimum of 20,000 sq. ft. of retail space. This is woefully inadequate to accommodate a major grocery store. If accepted, this will result in the loss of 80% of the retail space at the Coquina Key site.

Something is wrong with this plan. We understand and agree we need to address the shortage of affordable housing. However, this zoning change will allow Stoneweg to dramatically increase the population in the area, while simultaneously dramatically reducing the retail space needed to service that population. More than anything else we need a **major grocery store** to replace the Save'A'Lot store being raised to make way for this development.

We understand Stoneweg wants to decrease the current retail space to help maximize the apartment development. This seems to be in direct contradiction to the company's sustainability goals which are focused on the well-being of employees, communities, and tenants. Closing the only grocery store in the area and not replacing it, leaves the community and their new tenants in a food desert. We propose the development agreement be modified to require a minimum of 60,000 sq. ft. of retail space. This is still a 45% decrease in retail space but will be adequate to accommodate a major grocery store and other retail services to support the population increase. We believe this is a good compromise.

I have received many emails and calls all in opposition to this development without a grocery store and other services. We expect to have a large group of residents speaking in opposition at the July 12th CPPC meeting. To gain community support, the city should consider providing grant money to the developer to bring a major grocer to the site. I have registered as the opposition for the CPPC meeting. Please take our opposition into account when making your report to the CPPC. Please help us prevent another food desert in St Pete.

Thank you,
Walter

Walter E. Borden, President
Bahama Shores Neighborhood Association
5920 4th Street South
St Petersburg, FL 33705
Walterborden3@gmail.com
860-655-3821

Britton N. Wilson

From: Erin Griffin <erinlgriffin@gmail.com>
Sent: Wednesday, June 29, 2022 9:58 AM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns and a Request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Wilson,

I have been a resident of Greater Pinellas Point (near the Coquina Key Plaza) for more than a dozen years and am a St. Pete native. I am incredibly concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would **forever change** the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St. Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community. Truly.

Sincerely,
Erin Griffin
811 Bay Vista Blvd S
St. Petersburg, FL 33705

Britton N. Wilson

From: Barbara Poore <poore.b@gmail.com>
Sent: Wednesday, June 29, 2022 10:42 AM
To: Britton N. Wilson
Cc: Kathy Michaels
Subject: Redevelopment of Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Wilson

Kathy Michaels asked me to send you a copy of the letter I recently wrote to Mayor Welch and the City Council regarding the request by the Stoneweg Corporation for a rezoning of Coquina Key Plaza. I appreciate your willingness to meet with representatives of our neighborhoods in advance of the July 12 City Council meeting. I cannot overstate the importance of the issues of health equity and access to fresh foods raised by this potential rezoning.

Sincerely,
Barbara Poore
Resident of Bahama Shores

236 58th Ave South
Saint Petersburg, FL 33705
June 8, 2022

Dear Mayor Welch and City Council Members:

I live in Bahama Shores on the south side of Saint Petersburg. I often walk my dog on the pathway around Lake Vista Park. Every morning I see hundreds of citizens walking and jogging around this oval. I remember when the St Petersburg Parks and Recreation sought input on whether they should pave the path or leave the existing sand and shell surface, a more forgiving surface for running and walking. The department stated that the pathway around Lake Vista Park was the most used park trail in the city. The people who exercise here are clearly committed to health, and I applaud the department for listening to what the citizens wanted and installing concrete next to the existing path instead of covering it over. The parks department has also continually maintained and upgraded other exercise equipment in the park.

Many of the improvements in Lake Vista Park in recent years resulted from the City's Healthy St Pete initiative whose mission is to "help our community EAT, PLAY, SHOP and LIVE healthier." This mission statement clearly recognizes the four-pronged nature of health, but it seems that while the Parks department is doing a good job addressing PLAY, that EAT and SHOP are being neglected on the Southside by the rest of City government.

In 2013, Sweetbay Supermarkets closed 33 stores in "underperforming markets." The corporation stated: "these actions will continue to enhance the performance of our overall store portfolio and further enable us to deliver profitable growth and accelerate shareholder value." Sweetbay was clearly thinking about shareholder profits over the health of our community. Two of these stores were on the Southside. The stores on 62nd Ave South and 18th Ave South remain empty nearly 10 years later. The recent sale of Coquina Key Plaza to the Stoneweg Corporation caused the closure of Save-a-Lot, our only remaining supermarket. Stoneweg is developing this land into housing and has made a commitment to retain some retail, although not a supermarket. Apparently Stoneweg offered both Save-a-Lot and Winn Dixie a lease in the redeveloped Coquina Key Plaza, but for reasons of cost and timing, neither of these stores signed. I understand the dilemma of these corporations. Supermarkets are low margin businesses. The geography of St Petersburg as a peninsula makes

locating a new store difficult. They cannot simply draw a radius around the location and analyze the demographics within. Much of the market for new stores at Coquina Key Plaza or 62nd Ave would be in Tampa Bay.

Given the destruction of the Gas Plant neighborhood in the 1980s to build Tropicana Field and the historic neglect of Midtown by the City, it would seem imperative that the City step in and overcome these obstacles. Perhaps tax dollars from new high-rise housing being built downtown could be applied to this situation. Health depends not just on exercise but importantly on access to fresh vegetables, fruits, and meats. The dollar stores that have proliferated in the Southside since the closure of the supermarkets sell canned, frozen, and processed foods, high in calories and low in nutrition. It is well known that a diet composed of these types of food does not yield positive health outcomes. The grocery stores with fresh produce and meats nearest to this community are on or near the 34th Street corridor. They are very difficult to access without a car, which the City recognized when it subsidized for a time a bus from the Walmart neighborhood grocery in Tangerine Plaza to the Walmart superstore on 34th Street. I believe it is in the City's best interests to find a way to subsidize a grocery directly, or to require Stoneweg and future developers to include groceries in their plans.

Sincerely,
Barbara Poore

Britton N. Wilson

From: Irene Acosta <ireaco1@yahoo.com>
Sent: Wednesday, June 29, 2022 10:24 AM
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Members, I am a resident of Lakewood Terrace near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza. I have been here for hardly a year and it has become very clear that this part of town has been neglected, for a very long time. Below are a few of my concerns on the matter. Suburban Nature of the Area The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories. This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high. Food Desert Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq. ft. of strip mall-type retail space and no grocery store. I can accept a seven-story building right around the corner if appropriate considerations are made such as traffic, sewage, and retail. I just wonder where all these people that are coming will buy their groceries? I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza. Thank you for your service to our community.

Kind Regards,
Irene Acosta

Britton N. Wilson

From: kkc@verizon.net
Sent: Wednesday, June 29, 2022 10:16 AM
To: Mayor; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; rflowers@pinellascounty.org
Subject: Coquina Key Plaza Rezone ...NO!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,

I am a resident of Coquina Key. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza. The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories. This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

Many of our residents walk and especially true now with gas prices. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store. I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza. We were just about promised that at our local community meeting.

Stoneweg polled several food stores for the plaza so they say and the answer was no but I would like to see some proof of that. Did they try Walmart Neighborhood? Lidl? I can't believe with our neighborhood growing in leaps and bounds and with homes being cleaned up and prices soaring that no store wants to get in on that.

Thank you for your service to our community.

Kathy Cannata
597 Dolphin Ave SE

Britton N. Wilson

From: Taylor Van Warner <ttrafficant@gmail.com>
Sent: Wednesday, June 29, 2022 11:55 AM
To: Mayor; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; rflowers@pinellascounty.org
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Pinellas County leaders, you are the people I voted for therefore I hope you will listen (unlike our National government)-

I am a resident of Coquina Key obviously very near to Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. I would LOVE to see a Trader Joe's or Aldi go in as those places often have better products and fair pricing compared to Publix.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – **this would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.**

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Taylor Van Warner

Resident of Lewis Blvd SE

Britton N. Wilson

From: Kathleen Bohrsen <kathleenbohrsen11@gmail.com>
Sent: Wednesday, June 29, 2022 12:48 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Wilson,

I am a resident of Coquina Key neighborhood near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Kathleen Bohrsen

3666 Beach Drive SE. St. Petersburg, FL

Britton N. Wilson

From: Maria Van Warner <mvanwarner@gmail.com>
Sent: Wednesday, June 29, 2022 1:18 PM
To: Mayor; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; rflowers@pinellascounty.org
Subject: Re: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Pinellas County leaders, you are the people I voted for therefore I hope you will listen.

I am a resident of St. Pete very near to Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. I would LOVE to see a Trader Joe's or Aldi go in as those places often have better products and fair pricing compared to Publix.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – **this would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.**

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Maria Van Warner

439 22nd Ave SE.

St. Petersburg, FL. 33705

On Wed, Jun 29, 2022 at 11:57 AM Taylor Van Warner <ttrafficant@gmail.com> wrote:
Edit and forward to the same people! This will benefit you when you move here!

----- Forwarded message -----

From: **Taylor Van Warner** <ttrafficant@gmail.com>

Date: Wed, Jun 29, 2022 at 11:54 AM

Subject: Coquina Key Plaza Redevelopment Zoning Concerns

To: <Mayor@stpete.org>, <robert.gerdes@stpete.org>, <Gina.Driscoll@stpete.org>, <deborah.figgs-sanders@stpete.org>, <richie.floyd@stpete.org>, <Elizabeth.Abernethy@stpete.org>, <Britton.Wilson@stpete.org>, <rflowers@pinellascounty.org>

Dear Pinellas County leaders, you are the people I voted for therefore I hope you will listen (unlike our National government)-

I am a resident of Coquina Key obviously very near to Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. I would LOVE to see a Trader Joe's or Aldi go in as those places often have better products and fair pricing compared to Publix.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – **this would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.**

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Taylor Van Warner

Resident of Lewis Blvd SE

Britton N. Wilson

From: Gabriele Hiemann <gabi.hiemann@gmail.com>
Sent: Wednesday, June 29, 2022 4:17 PM
To: Britton N. Wilson
Subject: Coquina Key Shopping Plaza rezoning application and development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I am a resident of Coquina Key, near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

1. Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories. This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

2. Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now must travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Gabi Hiemann
4675 Neptune Dr SE
St. Petersburg, FL 33705

Britton N. Wilson

From: Carol Sales <carolannesales@gmail.com>
Sent: Thursday, July 7, 2022 4:13 PM
To: Britton N. Wilson
Subject: FW: I saw this on Next Door and thought I would share.....from Keith Sales

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Britton,

I'm forwarding this email that I sent to the city administrators below only because I could not find an email address for Mayor Welch.

Maybe you are the person I should have sent it to.

Here's my 2 cents worth.....Keith Sales

Sent from [Mail](#) for Windows

From: [Carol Sales](#)
Sent: Wednesday, June 29, 2022 1:30 PM
To: robert.gerdes@stpete.org; joe.zeoli@stpete.org; tom.greene@stpete.org
Subject: I saw this on Next Door and thought I would share.....from Keith Sales

To: The Honorable Mayor Welch

As a St. Pete native and life-long resident, I would like to voice my concern for this project, the Coquina Key Plaza.

Back in the day, we had a Publix food store, not one but two hardware stores (Ace and True Value), an Eckerd (now CVS) drug store, several restaurants and a number of other services. This was at a time when the population of this area was far less than it is today.

In fact, those of us on the Southside, were looking forward to a new Ace Hardware Store that was in the process of being built-out when this sale of the Plaza took place.

As a Southside resident, we are in dire need of these services

Thanking you in advance for any help you may be able to assist us with.

Keith Sales

COQUINA KEY PLAZA UPDATE 🧯 Hi all, one of my buddy's from Bahama Shores, was nice nice enough to share an updatge on the Coquina Key Plaza. Here it is: I am writing to bring you up to date on the redevelopment plan at the Coquina Key Shopping Center. A company called Stoneweg, who purchased the property from Farley, is asking the City Community Planning and Preservation Commission (CPPC) to change

the zoning for the Property from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1). This zoning change would allow a developer to build up to 150 feet high or 15 stories at that site, forever changing the suburban nature of the area. In a proposed development agreement with the city, Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that is still a 7-story building. We have nothing like that in this part of the city since the suburban zoning will only allow structures up to 45 feet high or 4 stories. I would like to know what you think about this likely 7 story outcome. Major Grocery Store - The proposed development agreement also requires Stoneweg to build a minimum of 20,000 sq. ft. of retail space, with the hope of attracting a fresh food store along with other retailers. The current Coquina Key Shopping Center had 110,500 sq. ft. of retail space, not including the outbuildings. The major grocery chains require more than 40,000 sq. ft. plus parking to locate a store. If Stoneweg builds only 20,000 sq. ft., we will be losing more than 80% of the retail space and ensuring we will not have a fresh grocery option. This is important since the closing of the Save'A'Lot makes this area a food desert. Between the Coquina Key development which includes 465 apartments, and the Lake Maggiore project just up the street, with 330 apartments, Stoneweg will be adding more than 1,800 new residents to the area. According to the last census the city of St Pete has a population density of 4,179 people per square mile. By this measure these two projects will increasing the population density in the area by 44%. This Stoneweg plan will be dramatically increasing the population and simultaneously eliminating most of the retail space that would service those residents. Something is wrong with this plan. Where are city officials who are supposed to be looking out for our well-being? Where is the city plan to address the food desert? Where is the new Mayor on providing grant money to the developer to bring a major grocer to the development? Please let me know where you stand on this issue. The city (CPPC) will be meeting on the zoning variance on July 12th, and without opposition, the commission will give Stoneweg what they are asking for in the development agreement. So far the city staff believes that there is no opposition to the zoning variance because no one has sent letters in opposition. If you are interested in being heard on the subject please let me know. Let me know your availability for a zoom meeting later this week so we can discuss a plan to push for a grocery store and any other areas of concern. It would be great if we could have people show up on the 12th as well.

Sent from [Mail](#) for Windows

Britton N. Wilson

From: Elizabeth Abernethy
Sent: Thursday, June 30, 2022 8:46 PM
To: Britton N. Wilson
Subject: Fwd: Coquina Key Plaza Rezoning Concerns

Sent from my iPhone

Begin forwarded message:

From: Deb Vargovick <debvargovick@gmail.com>
Date: June 30, 2022 at 7:35:25 PM EDT
To: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Subject: Coquina Key Plaza Rezoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Elizabeth,

I am a resident of Waterside South Condominiums near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza. The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high. Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Deb Vargovick
4843 Coquina Key Drive SE Unit D
St. Petersburg

Britton N. Wilson

From: maria scuderi <sassysicilian@gmail.com>
Sent: Thursday, June 30, 2022 8:30 PM
To: Britton N. Wilson

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Britton, my name is Maria Scuderi

I am a resident on Coquina key I am asking that you Help us stop the rezoning of the Coquina Key Shopping Plaza!

It sounds like a disaster and it sounds like we will not have a food store or the retail space that we once had and that is extremely disturbing. please help us! Thank you very much for your time and all the help that you lend. 😊

Britton N. Wilson

From: Nancy Frainetti <nancy@electricmarina.com>
Sent: Thursday, June 30, 2022 5:51 PM
To: Britton N. Wilson
Subject: ZM-12 Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton,

Please allow for this email to represent my disapproval of the rezoning this developer is attempting to achieve.

At the start, I was highly impressed when the developer's representatives attended several of our neighborhood association meetings, not only assuring us that plenty of retail space will be available, but additionally surveyed our opinions of what businesses we would like to have offered. We very much admired their willingness to value our opinions, however we are now extremely disappointed that this developer is attempting to implement the opposite by limiting the retail space and asking for additional living space.

I own a home on Coquina Key and I wholeheartedly join alongside my fellow neighbors who would rather have a small grocery store, with perhaps a pharmacy inside, along with other appropriate retail stores for Southeast residents to patronize. Therefore, for the reason this developer is no longer willing to do what they said they would do, I adamantly opposed this developer's request for more living space.

Kindest regards,
Nancy Frainetti

3750 Whiting Drive SE
St. Petersburg, FL 33705
727-430-0192

Britton N. Wilson

From: Kongsiri R <r_kongsiri@yahoo.com>
Sent: Thursday, June 30, 2022 4:51 PM
To: Britton N. Wilson
Subject: variance request for Coquina Key Plaza at 4350 6th Ave S and 575 4th Ave S

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Wilson,

I would like to send several comments in opposition but do not have the application so that I can make sure that I am not missing something. Kindly send me the application for my review. I hope there is a registered opponent and assume there is one given the number of neighbors who have signed a petition. But in case, no one has stepped up, I would like to register as the opponent.

My general comments without reading the application, is that the property owners are able to develop an economically successful project without requiring a variance. The project does not meet the threshold of when a variance may be granted.

There is an elementary school across the street. Such close proximity of a high density residential development to a grade school (ages 5 to 11) is unsafe. The children in marginal neighborhoods deserve the same right to safely walk to school as children in more economically advantaged neighborhoods. There shouldn't be one set of rules that applies to the North of downtown and another set of rules that applies to the South.

The immediate area of this proposed development has suffered from consistent problems with the sewage infrastructure especially the pumping station and sewer lines located a block from the proposed development. The City's population is growing yet there is no plan to build a new sewage treatment plant. Such planning and development takes years. The City closed the plant near Albert Whittard Airport in 2016 and still has not embarked on a new replacement. Eckerd college routinely smells foul due to the overflow and the State has threatened to fine the City for polluting Tampa Bay (2017). The City's refusal to build another treatment facility and it's sole plan to improve the existing facilities and sewer lines may turn out to be the biggest incident of malfeasance in the State of Florida if the City continues to grow at this rate without a more ambitious project to increase our sewer capacity.

Further, as is, the city building requirements do not require sufficient parking spaces. I have mentioned this before as to my reasons why - lack of public transportation and the fact that public transportation and car ownership are not mutually exclusive as some in the City like to believe. I have lived all around the world in major metropolitan areas, served with wonderful public transportation, but still owned a car. Allowing the developer to build more than double, possibly quadruple the amount of apartments under current zoning, will just exacerbate that insufficiency magnitudes over. Where will they park? Three of the streets bounding the property are no parking zones. The residential properties behind the shopping plaza will be adversely affected by the overflow parking. This is a suburban neighborhood and this project will be bringing a peaceful neighborhood all of the problems that the downtown and traditional neighborhoods currently suffer from, ie lack of parking, too many cars parked, illegally parked cars, etc. The lack of parking and the overflow of parked cars in the neighborhood will also affect the safety of the school children approaching the school. To

There is currently a cell tower that the existing owners will not renew the lease. The proposed solution is to locate it across the street in an unprecedented departure from street setback requirements. The proximity of the newly proposed cell tower to existing homes is unprecedented, and will adversely affect the right to property, and decline the property values of those homes along that corner. As of now, the cell tower that the new owners refuse to renew will be relocated to 400 45th Ave S (#23-32000005)

If the City, ignores the opposition to the variance, then the City should consider another pre-condition - maintaining the existing cell tower. Any variance to develop the property should be conditioned on the Coquina Key Plaza owners keeping the cell tower on their property. When the building is finished, they can re-locate the 5G emitters onto the top of the apartment building. This is routinely done and many of the commercial buildings in St Pete have this type of base station attached to their roofs. This type of cell station is barely noticeable and I am sure will be more agreeable to local property owners.

Has the City re-classified this as an activity zone? Isn't this a commercial corridor? Doesn't that mean there is supposed to be majority commercial space and less residential? It just seems that the system is being gamed to allow a high-density residential development in a space that is not zoned and will not be zoned to allow for this type of development. It appears as though this project is being granted preferential treatment that others are not given. What gave this plot an activity feeling and a commercial feel, is the fact that there is a strip mall where people could actually go shopping. Now of course there was a lot of undesirable aspects of the current tenants, but there really hasn't been an honest attempt at creating the type of development that the City has envisaged and that is currently allowed by the existing zoning WITHOUT variance. Without this predominantly commercial development, it is inaccurate for the city to call this area of 6th Street/4th Street an activity center, when all it is in fact is residential with a few small retail interspersed - hardly an activity center for the whole community.

And lastly, this is not an appropriate site for a high density residential development. This development risks impeding the flow of Coquina Key residents leaving in the event of an emergency as both exits of Coquina Key must pass by the development. I know that probably sounds far fetched to you, but its based on observations of the storm surges over the past 8 years. It only happened once quickly, after Hurricane Matthew, which passed way offshore, the next afternoon I watched the water levels rise 2 feet in under 10 minutes. The surge was not a big one, but it was quick. I remember distinctly because I was on the phone with my cousin telling her the storm had been very far offshore so we hardly had any wind when I noticed the water surging over my seawall. We had to run to quickly raise our boat higher so it wouldn't slide of the lift.

The area has few alternative evacuation routes and those that we have are prone to flooding between Tampa Bay and Lake Maggiore.

As mentioned in the outset, kindly send me the application. Thank you for reading

Regards,
Renee

Britton N. Wilson

From: Bethy <bethyconnor@gmail.com>
Sent: Thursday, June 30, 2022 4:11 PM
To: Britton N. Wilson
Subject: Rezoning of Coquina Key Shopping Center

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Wilson,

I am opposed to this rezoning. It is not needed. It is removing too much commercial zoning from this site which is desperately needed in this area.

Sincerely,
Beth Connor

Sent from my iPad

Britton N. Wilson

From: kjdauto@aol.com
Sent: Thursday, June 30, 2022 3:08 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wilson:

I am a resident of Banyan Bay near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Best Regards,

Kathryn J. Douglas

132 Banyan Bay Drive

Britton N. Wilson

From: Judy Gallizzi <jgallizzi@gmail.com>
Sent: Thursday, June 30, 2022 12:52 PM
To: Britton N. Wilson
Subject: Coquina Key Redevelopment Zoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton,

As long-time residents of Coquina Key, we are not in favor of allowing the proposed rezoning, especially without the consideration of a grocery store being part of the development. We attended two Coquina Key Park outdoor meetings at which Stoneweg, the developer, heard many local residents state their desire to have a grocery store included in this Coquina Key Plaza redevelopment. It seems this plea has been ignored.

When we built our house on Coquina Key 40 years ago, the Coquina Key shopping center was a thriving entity, with a Publix Grocery Store, an Eckerd Drug Store, a hardware store, a nice Italian restaurant, an SS Kresge, Joseph's Hair Salon and other small stores. Over the years, the shopping center has evolved but we have had a grocery store there for the major part of that time. People living in this area have become accustomed to being able to shop near their homes. Without a grocery store, the area becomes a food desert. To access fresh food, produce and meats requires a four mile trip to the closest Publix, not an easy trip without an automobile, which many people in the surrounding area do not have or which they have stopped driving because of advanced age. Grocery shopping by bus is difficult.

Another issue we have with the project is the proposed height of the building. The current zoning limits a building height to 42 feet. A building at the allowed 75 feet is not in keeping with the suburban character of the neighborhood. We understand that change is inevitable, but we do not believe that the basic character of this part of South St. Petersburg should be so drastically changed.

We are imploring the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and to encourage Stoneweg, the developer, to include a grocery store in this development.

Thank you for your service to our community.

Judy and Edmund Gallizzi

3924 Beach Drive SE

St. Petersburg 33705

Britton N. Wilson

From: Tom Maurer <tmaurer58@gmail.com>
Sent: Wednesday, June 29, 2022 11:57 PM
To: Britton N. Wilson
Subject: Application ZM-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We are writing to formally oppose this development plan. While we are pro- development, this plan lacks in May ways.

It does not consider the Coquina Key residents, traffic impact, state of existing roads that currently need serviced, utility impact (water, power, sanitary etc) emergency response time impact, needs of existing residents with regards to grocery shopping, fuel, retail, etc., pedestrian traffic, height of buildings, landscape/green areas and more.

Developer needs its design team to go back to the drawing board and come up with a better plan that will compliment and improve the existing character and make it better place for those that currently live in the area.

Tom Maurer
(321) 689-1349 cell

Britton N. Wilson

From: Bloodhound <patty@bloodhound.net>
Sent: Thursday, June 30, 2022 2:35 PM
To: Britton N. Wilson
Subject: City file: ZM-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

I am a resident and homeowner of Bayou Shores in S. St. Pete and am very concerned about the proposed rezoning of the old Coquina Mall property from CCS-1 to CCT-1. Why bother even having zoning designations when they can so easily be disregarded? I fear this is once again an example of our local officials bowing to the pressure and power of greedy developers. I will be attending the July 12th Commission hearing and intend to voice my strong opposition.

Thanks,
Patricia Meyers
4029 Miramar Way South
St. Petersburg 33705

Sent from my iPhone

Britton N. Wilson

From: Tiffany E. <tellis930@gmail.com>
Sent: Wednesday, June 29, 2022 9:14 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr Wilson,

I am a resident of Bonita Bayou, the neighborhood in which Coquina Key Plaza sits. I am **very concerned** about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

Not only would this forever change the suburban nature of our area, but would completely violate my family's privacy since a structure this tall would allow those tenants direct view into my front and back yards, and living room windows. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza and prevent future plans for high rise communities to encroach on the privacy of existing homeowners..

Thank you for your service to and support of our community.

Tiffany Ellis

4226 4th St S

St Petersburg, FL 33705

Britton N. Wilson

From: Barb Hartwell <wbhrtw83@tampabay.rr.com>
Sent: Wednesday, June 29, 2022 7:52 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Coordinator Wilson

I am a resident at Westminster Suncoast Retirement Community near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building. The current suburban zoning allows structures up to 4 feet high.

Food Desert

Southeast St. Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments - the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units - would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq. ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St. Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Dr. Barbara M. Hartwell
1095 Pinellas Point Drive South
#484
St. Petersburg, FL 33705

Britton N. Wilson

From: Sara Bergeron <sarabergeron@gmail.com>
Sent: Wednesday, June 29, 2022 7:28 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton Wilson

I am a south side resident near the Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Sara Bergeron
301 55th ave s

Britton N. Wilson

From: Debbie Dean <debbie.dean.ln@gmail.com>
Sent: Friday, July 1, 2022 2:18 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza redevelopment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms Wilson,

I am a resident of Boyou Highlands neighborhood near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Deborah Dean

4900 Highland St S, 33705

Britton N. Wilson

From: Fran Arseneau <frantasticalaska@hotmail.com>
Sent: Friday, July 1, 2022 4:14 PM
To: Britton N. Wilson
Cc: Mayor; Gina L. Driscoll; deborah.figgs@stpete.org; Robert M Gerdes; Richmond J. Floyd; elizabeth.abernathy@stpete.org; rflowers@pinellascounty.org
Subject: Re-zoning Application ZM-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton Wilson,

I am writing to oppose a request to rezone the property at 4350 6th St S and 575 45th Ave S Known as Coquina Key Plaza(ZM-12). The developer, Stoneweg, is requesting the property be rezoned from CCS-1 to CCT-1. This change would enable the developer to increase building heights, reduce retail space, and increase density in a way that would negatively impact our neighborhood. This developer has already broken ground on another project between 9th and 6th streets that when combined with their original proposed plan for the Plaza, would increase the neighborhood population over 44%, without increasing the infrastructure to support it. This area is also in a flood zone and floods quite regularly so that increasing density in the area just places more residents at risk.

Originally, the neighborhood was optimistic that Stoneweg would build a nice apartment complex and shopping that would blend with the character of the neighborhood, which is primarily single family homes in a park like setting. A high-rise apartment would be completely out of character.

Moreover, this developer has not followed through on their original promises by sharing their plans with the neighborhoods and ensuring there is room for a grocery store and pharmacy. This zone change would eliminate that possibility. The developer claims they are unable to attract a grocery store chain now yet they are unwilling to share declination letters or why the chains have declined. Nor have they shared their plans. By example, a proposed plan with a big box apartment complex was posted on the wall at the laundry, as soon as this elicited negative reactions, it was quickly removed. In short, this developer is not acting in good faith and cannot be trusted.

The DRC should strongly deny this application and send a message to this developer and others that all of St Pete is not for wholesale to developers, particularly when developers seek to destroy our lifestyle to pad their pockets.

I have seen the DRC in action and it is apparent there are several commissioners on the DRC that have never seen a developer's proposal they didn't like, particularly a proposal to develop South St. Pete, which they have largely written off as ghetto. Let me assure you, South St. Pete is far from ghetto and those of us who have chosen to live and raise families here, deserve to have our neighborhoods protected from greedy developers and the urban sprawl epidemic in our city.

Thank you for considering this letter of opposition to this proposed zoning change. I also encourage the DRC commissioners and others to come visit this neighborhood and see for yourself why this zoning change is not warranted or appropriate.

Sincerely,
Mary Fran Arseneau
442 39th Ave S

Britton N. Wilson

From: Ken Bershtein <kbershtein@grand-verre.com>
Sent: Friday, July 1, 2022 5:33 PM
To: Britton N. Wilson
Subject: City File ZM-12 - Public Hearing No. 1: Community Planning and Preservation Commission (CPPC)

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VIA EMAIL: Britton.Wilson@StPete.org

RE: City File ZM-12

July 1, 2022

Kenneth H. Bershtein
5255 Coquina Key Drive, SE
Unit A
St. Petersburg, FL 33705

Dear Honorable CPPC Members:

I am **writing in opposition to Stoneweg's request** for a change in zoning from CCS-1 to CCT-1 at the old Coquina Key Shopping Center.

- 1.
2. A change to CCT-1 **will not address the community's need for a supermarket**. In fact, a change to CCT-1 makes it less likely that minimum retail square footage requirements will be met. Major grocery chains require 40,000 sq/ft of retail space. Stoneweg is proposing to build only 20,000 sq/ft. We are a food desert and need our city leaders to help improve the quality of life of residents near Coquina Key. A CCT-1 density complex will not do that.
- 2.
3. A CCT-1 density project, in combination with the already approved Lake Maggiore project, will increase the population density in the area by 44%. The **Coquina Key area does not have the infrastructure or retail services necessary** to support that projected population density.
- 3.
4. A CCT-1 building above 45 ft. **will substantially alter the traffic patterns and change the suburban feel we have now**. Coquina Key residents do not want a 7-story building that significantly alters the character of our neighborhood. We are asking for and deserve to have that perspective considered.
- 4.
5. During a meeting of the **Waterside South HOA** on June 30th, the proposed change in zoning was discussed. While I do not speak for the HOA, I can report that Waterside HOA owners agreed that a high-density residential complex is not in the best interest of the property owners.

In summary, I respectfully request that the Commission reject the request by Stoneweg to change the zoning and **approve development that will better serve the community and still retain the charm and beauty of Coquina Key.**

Thank you for this opportunity to address the Committee.

Respectfully,

Ken Howard Bershtein

KenBershtein@Gmail.com

Britton N. Wilson

From: Christy Nelson <christy_nelson@yahoo.com>
Sent: Friday, July 1, 2022 5:39 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton Wilson, Comprehensive Planning Coordinator,

I am a 26-year resident of St Petersburg and reside in Bahama Shores near Coquina Key Plaza.

One of my favorite stories of this city's history is the forethought of our founders to retain a parks system downtown for everyone to share. That legacy makes this place the gem it is.

With the current popularity of this city and explosive real estate demand, I ask you: what legacy do you want to leave behind? It is my hope that as a city we make decisions emphasizing sustainable living so generations can continue to enjoy residence here.

I am concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza because I don't believe it is sustainable.

My key areas of concern include:

- Suburban nature of the area
- Flood zone
- Lack of access to grocery & pharmacy
- Pedestrian and cycling safety

Suburban Nature of the Area

I understand the builder's plans to restrict the buildings on the site to 75 feet. That's still a 7 story building in an areas surrounded by one and two story buildings, predominantly residential. That will forever change the landscape of this area of town. There is no going back. There must be a way to design no higher than 4 floors, keeping more in line with the current suburban nature of the surrounding area.

Additionally, with the zoning change allowing up to 15 stories, what's to keep a builder from requesting the same zoning change across 6th St. at the church property that's up for sale?

Flood zone

How much more density can this city support in low lying areas? Is there additional capacity being added to the county shelters for the broader south side community?

This property is just barely evacuation zone B - with evacuation zone A directly across the street to the east. I recall the intersection of 45th St. S and 4th St. S underwater during tropical storm Eta in 2020. During Irma in 2017 this area was ordered evacuated. The need for workforce housing is great - but a house in a flood area when the pricing of flood insurance is rising and there is a higher risk for intense hurricanes doesn't seem the best solution.

Lack of access to grocery & pharmacy

I frequented both the CVS and Save-a-Lot prior to their closing. I miss having the convenience of their proximity. And I'm lucky - I have the luxury of a car and ability to afford gas -- but what about others? The closest options around for major groceries are 3 different Publix stores - 2 downtown and 1 in Seville Square. The lack of access to fresh foods and pharmacy makes living in south St. Petersburg a bit of a challenge.

Pedestrian & cycling safety

Coquina Key Plaza is diagonal from Lakewood Elementary School. The school zone extends the entire length of Coquina Key Plaza's 6th street frontage. I question the safety of walkers to the school when additional cars are added to the location. I cannot think of any elementary school in our county that's across from a tall residential building.

If events were switched around and a 7 story building were in existence in this location I doubt Pinellas County schools would select the current elementary school site to build a school.

Cyclists use 6th Street regularly. It's part of the regular route for St. Petersburg Bicycling Club due to the less traffic than MLK. 4th Street behind Coquina Key Plaza is part of the St. Anthony's triathlon bike route. With the other planned construction up the road on 4th St South at Lake Maggiore Apartments in addition to Coquina Key Plaza adds over 1,000 residents to this road. I fear it's only a matter of time before there are issues with bicycle safety.

I ask you to head to Southside Coffee one morning at 7am. Sit outside with your coffee and watch boaters head to Grandview Park. Observe commuters coming off Coquina Key. Listen to the groups of cyclists getting in an early ride. Imagine it's a month with school in session and students are crossing 6th Street to Lakewood Elementary. This is every morning on this street with the current Corridor Commercial Suburban (CCS-1) zoning.

What legacy do you want to leave for this place? Is this sustainable for the city, the current residents in the area, and the future residents who will move to this new development? Is there not a common ground in which workforce housing can be developed in keeping with the lower height of buildings in the area?

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to design residential units in keeping with the current height of the area, along with building a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Christy Nelson

Britton N. Wilson

From: oneshot375@aol.com
Sent: Monday, July 4, 2022 11:13 PM
To: Mayor; Deputy Mayor; Robert M Gerdes; Gina.Driscoll2stpete.org@aol.com; Deborah D. Figgs-Sanders; Elizabeth Abernethy; Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment

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I have been made aware of requested zoning changes at Coquina Key Plaza to increase the number of housing units and to eliminate a much needed grocery store. The anticipated increase in vehicle traffic alone is cause for concern not only for area residents but also for Lakewood Elementary school. We all know traffic jams will be inevitable.

The absence of a major grocery store at this location will have a negative effect on all area residents as well as any anticipated tenants for the complex.

Scott Moody

Britton N. Wilson

From: evandale7@verizon.net
Sent: Monday, July 4, 2022 5:35 PM
To: Britton N. Wilson
Cc: Elizabeth Abernethy; evandale7@verizon.net
Subject: Stoneweg Development of Coquina Key Shopping Center

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For your consideration regarding the upcoming CPPC meeting on July 12th to address a request by Stoneweg for a zoning change for the proposed redevelopment of the Coquina Key Shopping Center, Please consider the following:

Between the Coquina Key development which includes 465 apartments, and the Lake Maggiore project just up the street, with 330 apartments, Stoneweg will be adding more than 1,800 new residents to the area. According to the last census the city of St Pete has a population density of 4,179 people per square mile. By this measure these two projects will be increasing the population density in the area by 44%. This Stoneweg plan will be dramatically increasing the population and, simultaneously, eliminating most of the retail space that would service those residents.

In addition, the proposed development agreement also requires Stoneweg to build a minimum of 20,000 sq. ft. of retail space, with the hope of attracting a fresh food store along with other retailers. The major grocery chains require more than 40,000 sq. ft. plus parking to locate a store. If Stoneweg builds only 20,000 sq. ft. of retail space, we will be ensuring a minimal effort at providing a fresh grocery store option. This is important since the closing of the Save'A'Lot in the Coquina Key Shopping Center makes this area a food desert.

I thank you for your attention to this matter,

Dale Marcks
745 Bayou Blvd South
St. Petersburg, FL 33705

evandale7@verizon.net / (727) 821-6334

Britton N. Wilson

From: bob sabel <bob.sabel@gmail.com>
Sent: Monday, July 4, 2022 4:45 PM
To: Britton N. Wilson
Subject: City File: ZM-12.

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The proposed application for a zoning change by Stoneweg should be soundly denied for several reasons. Coquina Key and environs are a residential area and a 7 story building would be a looming monstrosity. An alternative 4 story building would not detract from the neighborhood and Stoneweg should be held to that limit. There is adequate space available for construction that conforms to the neighborhood. The proposal also reduces the previous retail space by 80%. The plan calls for only 20,000 sq ft of retail space. That is totally inadequate for area needs. One CVS requires 13,000 sq ft. That leaves little room for anything else. According to the Food Industry Association, the average total store size is 48,466 sq ft. Allowing Stoneweg to go forward with their plans would be a severe disservice to the Coquina Key Community and to South St Petersburg.

Thank you for your consideration,
Robert Sabel

Britton N. Wilson

From: samccu@gmail.com
Sent: Monday, July 4, 2022 12:57 PM
To: Elizabeth Abernethy; Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Rezoning, Application ZM-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Elizabeth Abernethy, Director of Planning and Development Services

Britton Wilson, Comprehensive Planning Coordinator

RE: Coquina Key Plaza Redevelopment Rezoning, Application ZM-12

Dear City Community Planning and Preservation Commission:

After reviewing the zoning code for the proposed change from Commercial Corridor Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1), I support the rezoning. This is an opportunity to transform an area from an outdated retail model to a more favorable approach conducive to the way that the city is changing and in alignment with its overall development goals.

The CCT-1 zoning promotes a “main street” approach to developing the property. This could be very successful if the plaza is reframed as a “**village center**.”

Many neighbors are concerned about the loss of retail, especially the exit of a grocery store carrying fresh produce, which has unfortunately resulted in the area becoming a food desert. On top of their concerns are the prospect of 7-story buildings as allowed by the CCT-1 zoning. My understanding of the code is this height is only allowed in “activity centers,” which the plaza area probably does not qualify for and therefore would be restricted to 4-stories.

Assuming a 4-story height restriction, the property could become an asset if the following are incorporated into the design:

1. Retail should front the South (abutting 45th Ave S) and West (abutting Sixth St S) sides of the property. No residential at the ground floor should be allowed on these streets to ensure that the sidewalks remain active with trade. Residential should be planned above the retail.
2. Retail is a major concern and want by the neighborhoods near this property. Any rezoning and subsequent development should be made contingent upon the following:
 - a. Retail is an important component of the development leading to the establishment of “Coquina Key Village.” Right now, we all must drive somewhere such as Seville Square, the 34th St corridor or even farther afield.
 - b. Retail will provide both walkable, bikeable, and car access but with car access limited as in keeping with a Main Street concept.
 - c. It is CRITICAL that a grocery store be one of the key retailers and must be a part of the development from day one. There has been commentary in Nextdoor that a major chain like Publix would not locate here because of the small size and lack of parking under the Main Street approach. Just look at the Publix on 700 Central to see a potential model. Trader Joe’s has also opened up in a similar configuration elsewhere; so, it is possible to have a grocery store even if the typical suburban experience is not available.

- d. Other retailers that would benefit the area include a bank/credit union, pharmacy, and restaurants. If possible, it would be nice to have a public library outpost. With the elementary school just across 45th Ave S, this could be a lively venue.
 - e. The demographics have changed dramatically in the last few years and may not be fully reflected in older statistics. Retailers may shrink away because of them and so need to be introduced to updated metrics.
3. Residential should front the North (abutting 42nd Ave S) and East (abutting Fourth St S) sides of the property. No retail should be allowed on these streets to preserve the neighborhood peace.
 4. The retail should extend to the sidewalk in keeping with the Main Street theme.
 5. Street parking should be allowed along 45th Ave S and Sixth St S with more parking available behind the retail.
 6. A circle should be installed at the junction of 45th Ave S and Sixth St S. As it stands today, this intersection is confusing and ugly. A circle would provide a much more inviting intersection and would continue to slow down traffic.
 7. 45th Ave S and Sixth St S should be planted with shade trees that will help mediate the heat. Because of the property's elevation, it receives a far amount of sun that could make the retail and any residential above uncomfortable.
 8. If a parking structure is required, then it should be located behind the retail and residential perimeter. Retail parking and residential parking should be separate and have controlled access for safety reasons.
 9. As for the residential, if economically feasible, consider having setbacks for the first floor of residential above the retail to provide balconies for the residents. There is precedence for this as seen in a few buildings on Central Ave. But a better model may be the look and feel of 5th Ave south in Naples, FL.
 10. With respect to the retail portion of the development, the retail fronts should vary so as to avoid having a uniform, big project look that can often accompany these kinds of mass developments. For example, a retail location could be targeted as a restaurant and could have a setback from the sidewalk to accommodate outside dining.
 11. At the corner of 45th Ave S and Sixth St S, a small plaza could be added to provide a meeting place. The walls could be covered with murals like what we see in downtown. It would also be great to have a water feature as a focal point.

Thank you for considering my input on this rezoning application. As a local resident, well within walking distance of the property, I have a strong interest in seeing improvements that benefit us all. This is a once-in-a-lifetime chance to make things better!

Yours,

Silas McCullough

715 Lake Maggiore Blvd S

Britton N. Wilson

From: Anthony Pamp <pampanthony@gmail.com>
Sent: Friday, July 1, 2022 7:41 PM
To: Britton N. Wilson
Subject: Our concerns regarding Coquina Key Plaza Rezoning.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Wilson,

I am a resident of Coquina Key, near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area, **increasing traffic and costs for the City regarding the increment of sewer, potable water, trash, educational facilities and etc. in a flooding zone area.** The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7 - story building; the current suburban zoning allows structures up to 45 feet high. Lake Maggiore Apartments is a 4-story building and not a 7-story.

Southeast St. Pete is a food desert. After the purchase, Stoneweg closed Save-a-lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments - the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units - **would add over 1,800 residents to the current population, increasing the population density in the area by 44%.** Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000sq. ft. of strip mall-type retail space and no grocery store.

I would like to remember that Coquina Key Plaza already had a Publix and a Save-a-Lot. Publix left because of public safety issues in the area not because of low density and Save-a-lot left when Stoneweg purchase the building.

It's important also to have in mind that not all units will be dedicated to Workforce housing. So it's not a question of affordable housing as less than half of the development will be dedicated to it.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning, preserving the integrity of the neighborhood.

Thank you for your service to our community.

Anthony Pamp
4061 Pompano Drive SE

Britton N. Wilson

From: Shawn Siede <mister_cd@hotmail.com>
Sent: Friday, July 1, 2022 10:18 PM
To: Elizabeth Abernethy; Britton N. Wilson
Subject: Objection to change of zoning for Coquina Key Plaza

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Sent from my iPhone

I strongly oppose any change to the current zoning. I do not want a 7 to 20 story apartment complex In our neighborhood. I understand the need for housing, but those that bought in this neighborhood and have been supporting this community for years need to be heard. Why don't you try this in Snell Island or old Northeast!! Why is it always South St Pete that has to be the ones that give, give, give! Tropicana Field, now this! Enough is Enough! Let some of the other parts of St Pete Give a little!!!

Britton N. Wilson

From: John Stewart <stewartj4123@yahoo.com>
Sent: Saturday, July 2, 2022 11:53 PM
To: Mayor
Cc: Deputy Mayor; Gina L. Driscoll; Robert M Gerdes; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; Deborah D. Figgs-Sanders
Subject: Coquina Key Plaza rezoning request

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I reside at 4253 Pompano Drive SE, St Petersburg, Florida on Coquina Key. I want to express my objection to allowing CKP to build a fourteen story high rise in my quiet neighborhood. We moved here because we wanted a break from the urban sprawl of downtown St Petersburg. Please let us keep our little piece of paradise!

Sincerely,
John H Stewart
727-688-6893

Sent from my iPhone

Britton N. Wilson

From: David Henderson <henderdw@eckerd.edu>
Sent: Saturday, July 2, 2022 6:21 PM
To: Elizabeth Abernethy
Cc: Britton N. Wilson
Subject: Coquina Key Plaza Zoning Change

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Hello,

As a 46 year resident of South Saint Petersburg who regularly travels 4th/6th St. S. to access downtown, I am opposed to the request from the Stoneweg group to change the zoning of the Coquina Key Plaza complex from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1).

As proposed, this project would remain out of character from the surrounding neighborhood and have potential negative impacts on all of southern eastern Saint Pete. While I understand that Stoneweg has agreed to limit construction height to 75' as opposed to the 150' allowed by CCT-1 zoning, this is still 30' higher than any surrounding structures or, in fact, any structures I can recall east of 31 St. S or south of 22 Ave. South. In any case, it would definitely not fit in with the immediate surrounding neighborhood.

The addition of 465 apartments on top of the 300 already authorized for the nearby Lake Maggorie project could potentially add up to 1800 residents in an already semi- congested and poorly serviced area. While 6th St. S. does become a 4 lane road at the Coquina site, it hardly fits the definition of suburban corridor, much less, commercial. All traffic from Coquina Key and much of that from the southeastern end of the city flows through the area. Public transportation is relatively limited and not conducive to easy movement (especially east/west), significant meaning more car traffic and concurrent impacts on environmental pollution and wear and tear impacts. I also wonder about impacts to the sewage and storm water systems (and potential for flooding).

Even more important, however, is the lack of easily accessible services in the area and the impact a significant increase in neighborhood population might have. I understand that Stoneweg intends to include some commercial space in its development, but if the 20,000 sq. ft. figure I have heard is correct, that is totally inadequate. Most "major" grocery operations alone require twice that, plus parking space. And what about a major drug store or hardware store, cleaners and other services. This area of St. Pete is already something of a food/services desert and the current proposal would only seem to exacerbate that situation. We need much more specificity as to what would be incorporated into Stoneweg's plans before allowing such a zoning change. Indeed, it seems very ironic to request a change from suburban to traditional commercial zoning when you intend to reduce commercial space from 80,000 sq ft to 20,000 sq ft.

I am not against progress and recognize the great need for more affordable housing (as long as it is actually affordable to the real "average" person, not just some developers definition of what that means). But such projects should also fit in with aesthetics and capabilities of their immediate neighborhood (and ideally the broader surrounding area), both in terms of infrastructure and services to people who live there. As proposed, I do not see the current plan meeting either of these goals. Increasing heights so as to cram more people into a smaller space while decreasing services and adding to congestion does not benefit anyone but the developers.

For these reasons and the best interests of those who might live in the development itself as well as the surrounding neighborhood, I reiterate my opposition to the current proposed request. Increasing heights above the CCS-1 zoning limit to increase density seems to serve no one's interest but the developers.

Thank you for your time.

David W. Henderson
675 Pinellas Pt. Dr. S.
Saint Petersburg, FL 33705

Britton N. Wilson

From: kim@kimdietrich.com
Sent: Sunday, July 3, 2022 9:18 AM
To: Britton N. Wilson
Subject: Coquina Key Plaza Redevelopment Zoning Concerns

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Britton Wilson,

I am a resident of Coquina Key near Coquina Key Plaza. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories. This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high. As a resident of this area, I personally wouldn't want to see any buildings over 5 stories.

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store. I find a grocery store at this plaza to be an essential element to my quality of life in this area.

I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

Kim Dietrich
5091 Starfish Dr SE Unit B
St. Petersburg, FL 33705

Kim Dietrich
Natural Resources Consultant
5091 Starfish Dr SE, Unit B
St. Petersburg, FL 33705
206-496-4191
Skype: kimdietrich

Britton N. Wilson

From: Chad Lembke <clembke@gmail.com>
Sent: Sunday, July 3, 2022 12:34 PM
To: Britton N. Wilson; Elizabeth Abernethy
Subject: Coquina Key Plaza comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Britton and Elizabeth,

I am writing in regard to what I have been told is a request for a zoning variance for the Coquina Key Plaza on 6th St. South. I have been informed that there is a hearing about a zoning variance being asked for that will be held July 12th. I am unable to attend. I have also been told that you are people I should provide comments to as a citizen regarding this matter. If any of this is wrong, please accept my apologies. If there is someone else I should be contacting, it would be greatly appreciated if you could forward my comments or just let me know. Thanks.

In commentary, my family hopes that the variance will not be approved. Its recognized that the area will be re-developed, but the change in variance could allow a more significant impact to the local density in the community. The current zoning is significantly more aligned with the existing community environment and should be retained. Many of the current residents chose to invest in this neighborhood because of its current character and increasing the population density on the scale that the variance would allow has the potential to significantly alter the day to day living environment to a level not needed.

The current zoning allows for reasonable land use, even if its beyond what many residents want. However changing the zoning will allow for an unacceptable level of development that will be an anomaly in the community, potentially significantly changing the area in terms of quality of life and home values. Please reject the variance.

Chad Lembke
4191 Pompano Dr. SE

Britton N. Wilson

From: dlgraf23@gmail.com
Sent: Sunday, July 3, 2022 2:09 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

I write in opposition to the re-zoning of the Coquina Key Plaza property. I live in Coquina Key and feel that our area needs more retail spaces, not more housing. There is a need here for a good, clean grocery store, a pharmacy, and good restaurants (yes, restaurants). Please do not bow to the promises made by the developers who have purchased this property; they should not be trusted.

David Graf
Barracuda Dr SE

Britton N. Wilson

From: Robert M Gerdes
Sent: Monday, July 4, 2022 8:32 AM
To: Britton N. Wilson; Elizabeth Abernethy
Subject: FW: Coquina Key Plaza

From: klmichaels2@tampabay.rr.com <klmichaels2@tampabay.rr.com>
Sent: Monday, June 27, 2022 7:59 AM
To: Robert M Gerdes <Robert.Gerdes@stpete.org>
Subject: Coquina Key Plaza

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Rob,

Thank you for your call. I understand from communication with City Planner Britton Wilson, that what the CPPC will vote on July 12 is the change of zoning so I am sure that our speakers will focus on that. However, as it will be a mixed use development, the issue of a grocery store being needed seems pertinent.

I am not sure that the presidents of the neighborhood associations within 300 feet are aware that Stoneweg is asking for a zoning change. I believe that a NA president, not previously involved, was told by phone last week by Planning that none of the neighborhoods within 300 feet had any objections to the Stoneweg plans. Only three of the presidents, Ken Conklin, Nancy Dowling and Mike McGraw met with Mr. Rios. Norm Scott, NA president of Bayou Highlands, a very large neighbor, within 300 feet, which is just south of CKP bordering 45th Ave. S. does have objections. He is working with our committee and I think will go to the CPPC on July 12 to object.

In February when Nancy Dowling, president of Bonita Bayou, met with Mr. Rios, he gave her incorrect information which she then passed on via email to the other NA presidents. Mr. Rios told her that Stoneweg did not have to get a zoning change for the area where they planned to build the 20,000 sq. foot strip mall as it was already zoned commercial. He stated, according to Nancy, that Stoneweg would just go straight to the DRC and probably break ground in May. I asked Ms. Abernethy about this and she said via email that that was not correct, that the whole parcel had to be rezoned.

Ken Conklin, Lakewood Terrace president, wrote a scathing email to the other presidents saying that it was bs that there could no grocery store. After he met with Mr. Rios, he told me that he still wanted a grocery but did not want to do anything to harm Stoneweg. When I spoke with Michael McGraw, Coquina Key president, he said that personally he did not want a grocery store and would be happy with a stop and go where he could pick up some coffee on his way to work. So there are mixed feelings among these presidents. The main issue is that NA presidents did not communicate to their neighborhoods concerning Stoneweg's plans. William Borden did send an email to Bahama Shores, which is not within the 300 feet.

Mark Rios sent me an email in March saying that no national grocery was willing to go in at CKP. He had told Ken and Nancy in Feb. that Save-a-Lot and Winn Dixie were both willing. In May Mark Rios told me by phone that both stores were willing but things could not be worked out with them. He said that Winn Dixie was willing to sign a lease but the timeframe was not what Stoneweg wanted. He said that he could not remember what the timeframe was.. He said that if they build a grocery store it would take too much parking . I heard last week that they may be planning structured parking.

Thank you for your consideration of this matter. We hope that you can pass this on to Mayor Welch. Although it has not been past policy in St. Pete to incentivize companies for building grocery stores, it has been done in other cities, including Jacksonville.

Kathy Michael
727-867-7249

Britton N. Wilson

From: Robert M Gerdes
Sent: Monday, July 4, 2022 9:07 AM
To: Britton N. Wilson; Elizabeth Abernethy
Subject: FW: Coquina Key Plaza Redevelopment

From: JoeNikki Truitt <joenikkitrust@gmail.com>
Sent: Wednesday, June 29, 2022 3:21 PM
To: Robert M Gerdes <Robert.Gerdes@stpete.org>
Subject: Fwd: Coquina Key Plaza Redevelopment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Robert Gerdes, City Administrator

We are residents of Bonita Bayou Neighborhood near Coquina Key Plaza. We are very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza. We are opposed to the changes that are already negatively impacting our neighborhood as well as the suggested changes that would even more negatively impact our neighborhood

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store.

The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store.

We implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

*Joseph & Anita Truitt
4420 Juanita Way S
Saint Petersburg, FL 33705*

Britton N. Wilson

From: Coach Ambush <yoambush@gmail.com>
Sent: Tuesday, July 5, 2022 10:13 AM
To: Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; rflowers@pinellascounty.org
Subject: St. Pete Born and Raised - Lakewood Terrace

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Hard Working City Staff,

I am a resident of Lakewood Terrace and a local school teacher in South St Pete at Melrose Elementary. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza.

Suburban Nature of the Area

The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories.

This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Food Desert

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food.

According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store. I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza.

Thank you for your service to our community.

David Ambush (Born and raised in St. Pete.)
787 36th Ave S

Britton N. Wilson

From: Maya Damrell <naima202@yahoo.com>
Sent: Tuesday, July 5, 2022 10:18 AM
To: Mayor; Deputy Mayor; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; elizabeth.abernathy@stpete.org; Britton N. Wilson
Subject: Coquina key plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mayor Welch,

As a concerned resident of the south side of St Pete I write you with a plea that there be a dedicated space and the appropriate zoning for a grocery store at the Coquina key plaza building project. We used to shop at save a lot when it was still open and with all of the new residents moving to the area and the continuous growth of this community it is imperative that there be equitable access for food options for local residents in this area. Once the apartment complex brings 2500 new residents the need for food options will be much needed.

Thank you for your attention to this important matter.

Maya Johnson
660 Bayou Blvd S
St Pete FL 33705

[Sent from Yahoo Mail for iPhone](#)

Britton N. Wilson

From: Robert M Gerdes
Sent: Tuesday, July 5, 2022 10:25 AM
To: Britton N. Wilson
Subject: FW: Coquina Key Plaza Redevelopment

From: Matt Johnson <mjohnson82@msn.com>
Sent: Tuesday, July 5, 2022 10:22 AM
To: Robert M Gerdes <Robert.Gerdes@stpete.org>
Subject: Coquina Key Plaza Redevelopment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Mr. Gerdes,

Please force or incentivize Stoneweg group to include a full size grocery store when they develop the old Coquina Key Plaza. This area is a food desert and the traffic at the closest grocery stores (2 Downtown and 2 near 275/54th South) are already overflowing with few available parking spots. When they add 2500+ residents to the area without a grocery it will make it difficult for everyone in this area to have equitable access to fresh food.

Thanks,

Matt Johnson
727-580-9355

Owner
660 Bayou Blvd S
St. Petersburg, FL33705

Sent from my iPhone

Britton N. Wilson

From: Mary K Meyer McAleese <mkmeyermcaleese@gmail.com>
Sent: Tuesday, July 5, 2022 1:57 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza Development

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Dear Comprehensive Planning Director Wilson,

I am writing to urge that the CPPC recommend to Mayor Welch and members of the St. Petersburg City Council to provide incentives to help obtain a major grocery as part of the Coquina Key Plaza development. A pharmacy is also desperately needed in our part of town.

As a resident of the Lakewood Estates neighborhood for over 30 years, I have seen the Coquina Key Plaza morph from a lively and handy shopping center to what it's become now: an empty location for a big new residential development for an out-of-town developer. I was very sorry to see my pharmacy, the CVS, close followed by the Save-a-lot at Coquina Key Plaza. Both were within walking distance from my home and I often walked to the plaza for items I needed from those stores.

I am concerned that Stoneweg's planned developments in our neighborhood will add up to an estimated 1800 more people to our part of town. While I agree that new, affordable housing is urgently needed in our city, our part of town is both largely built out and is a fresh food and retail desert. We desperately need a large, decent, clean and healthy grocery store in our southeast corner of the city. Another pharmacy is also needed. The proposed 20,000 square foot retail space in the Stoneweg project proposal is unlikely to attract the kind of grocery store and pharmacy that we need.

Moreover, I am very concerned about the height of the proposed development and the impact it will have on area traffic and population density in our part of town.

In short, I urge that the CPPC hear and support the concerns of neighboring residents like me who are clamoring for responsible development and especially for a clean and healthy fresh food grocery store –and pharmacy.

Sincerely yours,

Mary K. Meyer McAleese
1701 Lakewood Drive South
St. Petersburg, FL 33712
727-434-6279

--

Britton N. Wilson

From: Susan ElJamal <susan.eljamal@gmail.com>
Sent: Wednesday, July 6, 2022 12:31 AM
To: Britton N. Wilson; Deborah D. Figgs-Sanders; Deputy Mayor; elizabeth.abernathy@stpete.org; Gina L. Driscoll; Mayor; Richmond J. Floyd; Robert M Gerdes
Subject: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

Plain and simple, I implore you to keep the zoning of Coquina Key plaza as Corridor Commercial Suburban (CCS-1). Here in the south side of Saint Petersburg we are not “downtown”. We don’t want or need 7 to 15 story buildings down here. My husband and I bought our home in 2003 here on Coquina Key and in particular on Bayou Bonita. In case you’re unaware it is the body of water between the 2 bridges that go on to Coquina Key. We along with our neighbors on this waterway enjoy beautiful sunsets every evening. We don’t want to be staring at an oddly placed 7 story or more building from the back of our homes. It is one of the reasons we demolished our home in 2017 to rebuild the home we live in today. When we built our home we had rules and guidelines to follow. Just as us, Stoneweg too has zoning rules they were aware of when they purchased the plaza and they too need to follow them. If you pass the rezoning of this plaza you will open the door to have other buildings of the sort. Consequently losing the cozy suburban lifestyle we have here on the south side. In addition you are creating an even more densely populated area in which you have not prepared for. ie: traffic,

law enforcement and sewage. As it is the south side gets left out when it comes to things as simple as beatification and such.

Please do the right thing. "NO" TO REZONING COQUINA KEY PLAZA.

Sincerely,
Susan ElJamal
4201 Pompano Dr SE

Britton N. Wilson

From: Robert M Gerdes
Sent: Tuesday, July 5, 2022 5:28 PM
To: Britton N. Wilson
Subject: FW: Coquina Key Plaza Rezoning

From: Regina Dixon <dixonregina@yahoo.com>
Sent: Tuesday, July 5, 2022 4:46 PM
To: Robert M Gerdes <Robert.Gerdes@stpete.org>
Subject: Coquina Key Plaza Rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

City Of Saint Petersburg
Robert Gerdes
City Administrator

Greeting Mr. Gerdes:

I am writing as a concern resident of the Coquina Key Plaza development, actually located in the back on 4th Street and Miramar Way South.

First will address the rezoning request that is before your department:

The rezoning request will have an impact of St. Pete2050 vision plan. The Coquina Key and Lake Maggiore projects together have an estimate of adding more than 1,500 new residents to the area, therefore, increasing the population density for this community.

Second:

Rezoning the project will reduce the ability to secure a major grocery store which is very much needed. A walk to a local grocery store is much better than a 5-to-10-minute drive to one (that 5 to 10 min. would turn into 15 to 25 minutes with increase resident in the community).

The City of Saint Petersburg has been pushing Community this and Community that, **Now**, we the community have an opportunity for a local grocery please don't let the word community mean nothing.

Thank you for your time.

Best regards,
R. B. Dixon
Miramar Way South

Sent from [Mail](#) for Windows

Britton N. Wilson

From: Walter Lineberry <lineberrymarketingllc@gmail.com>
Sent: Tuesday, July 5, 2022 4:44 PM
To: Britton N. Wilson
Subject: Zm-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Subject: Zm-12

My name is Walter and I live at 8 21 38th Avenue South. I think the amount of apartments that are Proposed Is too many. The property is in the middle of a neighborhood and is going to cause a lot of traffic on the side streets. I'm concerned cause it's a neighborhood with a lot of children. There is also a elementary school that's gonna be right next door. 550 apartments could mean as many as 1000 cars. People already speed down MLK passed the park. They are going to cut thru on all the side streets that would be 38th, 37and 36th to get to those apartments My wife and I have lived there here for over 20 years and it's will just destroy our neighborhood. Please remember that you can change this.
Sincerely Walter

Britton N. Wilson

From: Samantha Robinson <sam7686@hotmail.com>
Sent: Friday, July 8, 2022 9:22 AM
To: Elizabeth Abernethy; Britton N. Wilson
Subject: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am writing regarding the proposed rezoning of Coquina Key Plaza. Any proposed development of this property needs to include provisions and incentives to attract a major grocery store to the complex. Coquina Key is a food desert since the closing of Save A Lot. The closest Publix stores are approximately 3.5 miles from my home. The closest Save A Lot is now 4.2 miles away. Trader Joe's and Fresh Market are over 5 miles away. I believe this developer is also handling the new Lake Maggiore Apartments. This need for a grocery store should be addressed before adding to the population density of the neighborhood.

Sincerely,
Samantha Robinson
206 Coquina Bay Drive

Britton N. Wilson

From: Anthony Pamp <pampanthony@gmail.com>
Sent: Friday, July 8, 2022 9:59 AM
To: Britton N. Wilson; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; rflowers@pinellascounty.org; Mayor
Subject: Re: Coquina Key Plaza Rezoning (ZM-12) Meeting Rescheduled

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thanks Britton,

Commission, city council and Mayor,

I was planning to attend the hearing of the Coquina Key Plaza Rezoning (ZM-12) on July 12, 2022 but because of the date change, I unfortunately cannot attend the new date. As a resident of Conquina Key, I and all of the residents on my street, Pampano Dr are totally against the rezoning of south ST Petersburg!!! ,

Please read below and be informed with the area:

- All new construction from 34 th to beach dr, from Pinellas point dr to 10th ave have respected the zoning. New workforce apartment on 34th to Bahamas Shores on Retirement community on the WATER FRONT. So why now change it!!!
- Let's talk about PRIVACY, all residents within miles of the new building will lose their privacy! I will have praying eyes on my backyard Continuously.
- Noone has brought the issue of shade, this new building will put houses and areas under shade most of the day. This could increase mold and mildew putting lives in danger.
- The cost, on the city, to rebuild all the infrastructure in the area such as water, sewer, electricity ETC. Another cost that the city cannot afford.
- If you allow this area to be rezoned, it will allow these large construction companies to come in, buy all the residential area between MLK and 6th, and start building skyscrapers. These would cost a lot less than the **\$7 million that the investor paid for the shopping center**. The new Condo's would have a million dollar view not only of the bay but of BOYD lake preserve. I think if this is where this is truly going, every real estate developer and myself would love this opportunity!!!

City, invest on the roads, The street already cannot handle the tree roots, they are all buckled!!! If you allow cement trucks to ride up and down 4th, 6th and MLK street the roads will be just like 66th st, RAIL where one cannot change lanes without making a drastic maneuver. Roads have been marked for repair, for more than 2 years (specially where they are sinking) and no repairs have been done. Please Drive 4th and 54th street, the repairs markings are fading away and forgotten.!!!

The mayor ran on a campaign of increasing security and making the southside better. a lot of people are making a case for a grocery store in that location, I get that but this will not cure the security ISSUE. We have lived without one for years and there are 4 within 4 miles from the area. Why, we do not have them you asked??? Stores have left the area

because they were tired of losing money!!! (being robbed). Look at the past example, the city gave **Walmart** a building on 18th ave and 22nd, AND THEY LEFT!!!!!! Publix was in the Conquina Key Plaza and they also LEFT!!!!!!

I hear gunshots every weekend, people confuse them with fireworks and the city does a great job not publicizing it. Look at what just happened JULY 1st on 54th at around 5:15pm. a DRIVE BY with a barrage of bullets onto a house right in plain daylight!!! We never see Police patrolling the area, so reinvest this money in security patrolling the area instead of making the area more crowded. POLICE South ST Petersburg.

You, who are making this decision for the city, most likely live up on the north side and do not know. You only **see** police, in South St Petersburg, as a reactive force and not proactive. Conquina key is a race track sometimes where quads and dirtbikes fly over the bridges and use the roads humps as obstacles. Did you know that it is illegal to ride a motorcycle, quad golf carts and cars, on the black top, without a tag!!! (maybe I do not need to renew my tags!!!). The city and police should pay more attention to ticketing the illegal U Turns crossing, double yellow line, reckless driving, running red lights, Not stopping and stop signs and speeding over 40mph in a residential area that are marked 25mph. Parking cars on the street for years with expired tags! We do not have sidewalks and we have to risk our lives walking our dogs on the street hoping no one comes around the curb and takes us out. POLICE our AREA!!!! This would work better than just putting a sign to "LOCK YOUR CAR from the SPPD"!!!! Security starts by policing and stopping illegal activities in the southside, such as gas stations selling more the gas in MLK. Police the south side!!!

I also wanted to express my thoughts on the author of the article on BURG.com calling the residents of the area racist. Please we are a well diverse community, with a rich, poor and middle class population that just want what is better for the area and NOT protect what's ours. Rezoning laws do NOT need to be changed because of a **bad** investment of a corporation. The neighborhood is being invested in and cleanup by the residents with help of the city. Also, the city and county should think about passing laws to have these major construction companies have 60% of their workforce of local residents. You probably don't know but that most of these workers, on these construction projects, are people from out of state so with the recession here, it would be beneficial to the community, county and city to try and keep everyone employed here.

Making the city orderly will help the community, Not just the downtown. If we should rezone, rezoning should be city wide, this way the tall skyscrapers can be put in Snell Isle, historic North ES and Shore Acres.

Sincerely

Anthony Pamp
Pompano Dr SE

On Thu, Jul 7, 2022 at 1:48 PM Britton N. Wilson <Britton.Wilson@stpete.org> wrote:

Hi Tony – You can respond to this email with your comments and I will include them with the official records of the project that will be submitted to the commission and city council.

Let me know if you need anything further, thanks!

Britton N. Wilson

From: Robinson-Flowers, Rene <rflowers@co.pinellas.fl.us>
Sent: Friday, July 8, 2022 10:06 AM
To: Anthony Pamp
Cc: Britton N. Wilson; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Mayor
Subject: Re: Coquina Key Plaza Rezoning (ZM-12) Meeting Rescheduled

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning:

Thank you for sharing this email with me. I have no authority to permit rezoning and permitting within the city of St. Petersburg.

I am aware of the issue and have forwarded the information accordingly. I have also shared my concerns regarding the desire to see some measure of a grocery store within the community and a better working relationship with the community that surrounds the shopping plaza.

As an aside, you may want to forward to the Mayor in that I see Vick Triseman noted in the email.

Best regards,
Commissioner Rene Slowers

- sent from my iPad

On Tue, Jul 12, 2022 at 10:01 AM, Anthony Pamp <pampanthony@gmail.com> wrote:

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Thanks Britton

Commission City Council and Mayor

I was planning to attend the hearing of the Coquina Key Plaza Rezoning (ZM-12) on July 12, 2022 but because of the date change, I unfortunately cannot attend the new date. As a resident of Coquina Key, I and all of the residents on my street, Pampano Dr are totally against the rezoning of south St Petersburg!!!

Please read below and be informed with the area:

Britton N. Wilson

From: Tina <tu0260@gmail.com>
Sent: Monday, July 11, 2022 8:35 PM
To: Mayor; Robert M Gerdes; Gina L. Driscoll; Deborah D. Figgs-Sanders; Richmond J. Floyd; Elizabeth Abernethy; Britton N. Wilson; rflowers@pinellascounty.org
Subject: Coquina Key Plaza Rezone ...NO!

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

All,

I am a resident of Coquina Key. I am very concerned about the rezoning application submitted to the City by Stoneweg, the new owners of Coquina Key Plaza. The zoning change requested by Stoneweg for the Coquina Key Plaza site from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1) would allow a developer to build up to 150 feet high or 15 stories. This would forever change the suburban nature of our area. The proposed Development Agreement states Stoneweg has agreed to restrict the buildings on the site to 75 feet, but that still represents a 7-story building; The current suburban zoning allows structures up to 45 feet high.

Southeast St Pete is a food desert. After the purchase, Stoneweg closed Save-a-Lot. Residents who relied on it now have to travel several additional miles beyond Coquina Key Plaza to the nearest Publix grocery store. Many of our residents walk and especially true now with gas prices. The combined Stoneweg housing developments – the Lake Maggiore Apartments with 330 units and the proposed Coquina Key Plaza redevelopment with 465 units – would add over 1,000 residents to the current population. Without a grocery store in Coquina Key Plaza, many additional residents will be challenged to find convenient access to fresh food. According to a Stoneweg spokesperson, Stoneweg intends to build a minimum of 20,000 sq.ft. of strip mall type retail space and no grocery store. I implore the Community Planning and Preservation Commission (CPPC) to retain the Corridor Commercial Suburban (CCS-1) zoning and the City of St Petersburg to provide incentives to Stoneweg to make it feasible to build a grocery store in the redevelopment of Coquina Key Plaza. We were just about promised that at our local community meeting.

Stoneweg polled several food stores for the plaza so they say and the answer was no but I would like to see some proof of that. Did they try Walmart Neighborhood? Lidl? I can't believe with our neighborhood growing in leaps and bounds and with homes being cleaned up and prices soaring that no store wants to get in on that.

Thank you for your service to our community.
Tina Underwood
597 Dolphin Ave SE

Britton N. Wilson

From: CHERLYN FLOUNARY <mrdimpsy@aol.com>
Sent: Tuesday, July 12, 2022 8:32 PM
To: Britton N. Wilson
Subject: Coquina Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good evening, I'm sending this email because I greatly oppose the rezoning of this plaza. This is a single family area, so please keep the high rise buildings in the downtown area. Also the infrastructure is already going to be stressed with the additional people. A four story building is sufficient. We need stores retail and grocery.

Please do not grant this rezoning.

Mrs Cherlyn Flounary

737 60th ave south

7277094471

Sent from my iPad

Britton N. Wilson

From: klmichaels2@tampabay.rr.com
Sent: Sunday, July 24, 2022 9:00 PM
To: Britton N. Wilson
Subject: Fw: grocery at Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

From: [Sherri Biel](#)
Sent: Thursday, June 9, 2022 6:28 PM
To: klmichaels2@tampabay.rr.com
Subject: Re: grocery at Coquina Key Plaza

What is a community? A community is a place where people share a common interest and gather in a common area.

Since the early ages communities were formed around markets. Today a grocery store helps to serve much the same purpose, creating a sense of community. Just think how many times you've seen a neighbor at the grocery store (especially on a bad hair day) and had a pleasant conversation or maybe had an uplifting moment from a smile from a friendly familiar face. While it may not solve all the world's problems, a neighborhood grocery store is a good start to making a neighborly difference.

William and Sherri Biel
5918 Bahama Shores Dr S,
St. Petersburg, FL 33705

On Thu, Jun 2, 2022 at 6:12 PM <klmichaels2@tampabay.rr.com> wrote:

Hi Sherri,

I think that you are traveling. We are still working on the matter of a grocery at the Plaza. Our effort is to get the City to provide incentives to Stoneweg to build a grocery. If you are for the idea, please send me a paragraph supporting the idea. We are trying to get an appointment to meet with the mayor and have not had luck so far. I am making copies of email of support and will send them via snail mail to the mayor to try to get his attention on this matter.

Kathy Michaels
klmichaels2@tampabay.rr.com

Britton N. Wilson

From: Jeff Tosello <jtosello@asktsg.com>
Sent: Thursday, July 28, 2022 1:28 PM
To: Britton N. Wilson
Subject: RE: St Pete's South Development

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Ms. Wilson,

Thank you for your prompt call and email back and your attention to my email. I appreciate the information you've provided and will certainly communicate to the Waterside residents with whom I speak that you seem to be a positive advocate for our community and concerns and you're doing your best rel. to this development and share the aspirational wishes of the community but are doing so within the context of the market realities that can be achieved. Is that a fair characterization?

Sincerely,

Tosello Solutions Group

Jeffrey A. Tosello
Partner

jtosello@askTsg.com
312-415-0413

From: Britton N. Wilson <Britton.Wilson@stpete.org>
Sent: Thursday, July 28, 2022 11:44 AM
To: Jeff Tosello <jtosello@asktsg.com>
Cc: Gina L. Driscoll <Gina.Driscoll@stpete.org>
Subject: RE: St Pete's South Development

Hi Jeff –

Thank you for the phone call and your interest in the project. Attached is the mail notice that was sent out to neighbors within 300 feet.

Let me know if you have further questions or concerns.

Thank you,

Britton Wilson, AICP
Planner II
Urban Planning and Historic Preservation Division
Planning and Development Services Department
City of St. Petersburg
727.551.3542

From: Jeff Tosello <jtosello@asktsg.com>
Sent: Thursday, July 28, 2022 11:58 AM
To: Jeff Tosello <jtosello@asktsg.com>
Cc: Gina L. Driscoll <Gina.Driscoll@stpete.org>; Britton N. Wilson <Britton.Wilson@stpete.org>; Jeff Tosello <jtosello@asktsg.com>
Subject: St Pete's South Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Coquina Key Plaza at 4350 6th Street South

Dear Ms. Driscoll and Ms. Wilson,

As a new enthusiastic resident in the Waterside South Community in Coquina Key and having had significant property management and development experience in underserved areas when I was actively working, I well understand all sides of the issues that are starting to brew about the re-development of this property. Of course the residents are concerned about their property values. Of course the residents of the community need (some say deserve) grocery options. Of course the developer has to be responsive to the market and shareholder interests so they need to be responsive to the economic and social realities when considering highest and best use and planning their site. Rather than blog on about social responsibility and what the developer owes the area residents, I'd rather have them focus on the opportunity that a greater retail footprint would provide and perhaps, see that opportunity in a broader and long term sense. I have only more recently become aware of the prior retail mix at this Plaza and it's downturn, demise and ultimate sale to Stoneweg but I have seen a great deal of negative press starting to build as well as heard a lot of growing discontent about what might happen as I talk to neighbors.

Between Waterside North and Waterside South, there are approximately about 800 residents in condominium or townhouse buildings very nearby to the development. The average value of the properties in this area is in the neighborhood of \$450K and while I do not have the exact income statistics, my experience with neighbors has been that they have a fair amount of disposable income and regularly dine out, make purchases for their properties and spend a decent amount of money when they are at their properties. Just outside of Waterside, the Coquina Key neighborhood adds another 3700 homes/residents whose property values and average annual income has also steadily increased with the growth in this area and migration for other parts of the country to St. Petersburg.

So the opportunity certainly seems to be there to have the typical face off between the investors and the local residents and within which nobody's interests seem well served, including yours as the likely casualty of war our representative might be seen as if things do not turn out the way residents hope. Or, there can be a constructive discussion and consideration of what "could work" and that this growing constituency would support with their voices, their enthusiasm and their spendable dollars. I believe that part of your role is to promote the latter scenario in which a harmonious balance is achieved. Certainly requiring a grander plan that formally includes the needs of our community can be a key negotiating point when voting to approve Stoneweg's zoning request.

Rather than assume all of this has not already been part of your consideration, can you please tell me what your position is pertaining to this upcoming vote and redevelopment project? In the event that you'd like to contact me, please see my information below. As a side note, I'd love to help get the right information out there to my neighbors at a minimum so please respond.

Britton N. Wilson

From: Marie Fivecoat <am5coat@gmail.com>
Sent: Monday, August 1, 2022 4:41 PM
To: Britton N. Wilson
Subject: Stoneweg Variance request for Coquina Key Shopping Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon Mr. Wilson:

My husband and I are 21 year full time residents and property owners on Coquina Key. In addition to our primary residence, we own another 3/2 home at 3811 Neptune Drive SE which we are currently preparing for my father's occupancy. We also own a 1925 Craftsman Bungalow at 4343 Juanita Way South; just a hundred or so feet from the proposed Stoneweg Development Project; to be used as a family gathering spot for gardening, woodworking and such. All three; walking distance to each other and just a few hundred feet from the Coquina Key Shopping Plaza. So needless to say, we are heavily invested in this area and have put faith, hope, anticipation and trust in the leaders of our community to provide and facilitate much needed goods and services which have remained severely lacking or are completely absent and have been for decades.

While I do understand, appreciate and support needed redevelopment of this area to push the needle forward, I feel like this variance request does not address the needs of the community, while adding significantly more density to the area with no real plan to provide the services this population needs now; much less in the future once an additional 3,000 residents are added.

Further, it is not lost on me that the site of the former Winn Dixie (owned by the City), remains empty and languishing and the plaza on 62nd ave south, the site of the former Albertson's also remains on disrepair, half vacant and a gathering spot for crime and violence. With the vast square footage of vacant retail space surrounding us down here on the south side, it seems to me it should be of the City's highest priority to cure the food and retail desert we are and have been experiencing in this three mile radius for decades.

Twenty thousand square feet of retail cannot support a full service fresh grocery and other goods and services needed. This is clearly why you have not been able to attract an anchor grocery or any other substantive retail with Stoneweg's proposal. Aside from the food desert, there is no where to fill a prescription, conduct daily banking activities or buy any products for home repair and maintenance. To suggest this community is underserved is an understatement of monumental proportions. This, a low income community where many of its' residents rely on public transportation; whose diets are poor and whose general health reflect this.

Now let's discuss the building height as part and parcel to the variance request: seven stories is too high in the middle of a neighborhood of mostly single story homes. In the case of the property at 4343 Juanita way south, I will not be able to sit in my back yard or even make a piece of morning toast in my eat-in kitchen without at least the top four floors of residents peering down on me and all of my neighbors. A mid- rise tower does not fit in this quiet waterfront neighborhood of primarily single story historical homes. Our streets are already in horrible disrepair; drainage issues, sewage issues, etc. I hope to learn what the city's plan is for correction and improvement to this infrastructure in advance of this proposed increased density.

Again, I acknowledge the need for redevelopment and added population counts in order to attract retail. I hope and trust that the city will suggest a proper compromise to attain all of our goals without killing the property values of those neighboring properties that will be so negatively impacted by a Mid-Rise tower.

I could elaborate quite extensively, but I realize you are inundated with similar letters and communications; and the deadline for comments is today so please add my just “under the wire” comments to your list of those to contemplate.

Thank you for your time and I look forward to the hearing on the 9th. Perhaps if there is time I will reach out to you again in advance of the meeting.

Most Respectfully,

Ann Marie Fivecoat
4663 Neptune Drive SE
727-420-3501

Britton N. Wilson

From: klmichaels2@tampabay.rr.com
Sent: Monday, July 25, 2022 10:19 AM
To: Britton N. Wilson
Subject: Fw: Coquina Key Plaza Development

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Tommy refers to the meeting in 2021 organized by Gina Driscoll and held at Coquina Key Park. It was attended by Mark Rios, then director of the Coquina Key Plaza redevelopment for Stoneweg. Residents were asked what they would like to see in the redeveloped Plaza. Number one was grocery store. Number two was a pharmacy. Mark Rios stated to NA presidents and others in 2022 that Save –a-Lot wanted to be part of the new development and that Winn Dixie was willing to sign a lease at a future date. Both were turned down. The revised Stoneweg DA says that they will try to find a fresh food source but there is no guarantee. They have already said that they have had no success so far.

From: [Tommy Todd](#)
Sent: Saturday, April 2, 2022 10:40 AM
To: klmichaels2@tampabay.rr.com
Subject: Coquina Key Plaza Development

Kathy,

Tina and I are in favor of a predominant Retail use of this site especially a quality recognized grocery store. At that meeting there were many other retail options discussed that would benefit our southside neighborhoods. The apartments on 30th

Ave South would have 9th St and 6th St as access to downtown and the Interstate which would help alleviate congestion to all neighborhoods south of 30th. If they build hundreds of apartments on the Coquina Key Plaza site along with the 30th Ave site, we are going to be very congested, and I don't trust the need for so many new residences. Downtown started out with more great restaurants along with a few quality condominium developments. A few nice apartment projects added more affordable residences that young working people and students could afford.

However recently they are blocking the daylight out of downtown with more and more tall apartment buildings that we feel will have a negative impact on our infrastructure for available drinking water and sewage disposal. Adding these apartments to the south side is going to exasperate this even more.

Our side of the bay last year experienced the worst Red Tide since I was born in 1951. The shoreline is still devoid of turtle grass and small baitfish that provide cover and food for the gamefish that has made this Tamps Bay recovery fall flat on it's face. We destroyed this habitat in the dredge and fill days of the 60's and 70's and experienced some bad Red Tides in those days as well. The dominant factor was the release of partially treated and raw sewage being dumped directly into the bay as was the case last year when the tropical storm approached. The Piney Point spill started the Red Tide but when our city released the sewage, partial and untreated, the Red Tide exploded. This was swept ashore on the eastern shores of St. Petersburg killing everything in its path. I know of several Charter Captains that had excellent fishing across the bay in Bishops Harbor right down current from Piney Point.

Are we going to preserve our beautiful Tampa Bay that makes living here so desirable or appease a Developer that only cares about profits by building as many rental units as possible?

My family votes no to any rental residences at the Coquina Key Plaza. We have lost three shopping centers on our south side anchored by quality grocery stores since I was born. Coquina Key had Publix, Skway had A&P then Kash N Karry and the Winn Dixie Plaza on 62nd just west of Bay Point Middle school. They all failed because of the crime and shoplifting that was not controlled by the Plaza Management.

Thankyou for hearing our concerns.

Best regards, Tommy Todd

Britton N. Wilson

From: Robin O'Dell <robinodell@aol.com>
Sent: Monday, July 11, 2022 1:00 PM
To: CPPC; Katherine J. Connell
Subject: City file ZM-12

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sharon Winters, Chair and the CPPC:

I am writing regarding the request for zoning change at the former Coquina Key Shopping Center, or 4350 6th St S and 575 4th Ave S.

I live at 757 34th Ave S, St Petersburg, 33705, so just a few blocks away from the project. Actually, I live right smack in between the 2 projects the developers are undertaking here.

I do not have problem with the change of zoning. However, I do have issue with the amount of square footage for commercial businesses they are planning.

When they purchased this land, there was a working grocery store, drug store, nail salon, liquor store, laundry mat, and Am Vet lodge, and more. There is an apartment building at the end of my street and I often saw people walking home with their bags of groceries from the Save-a-lot. The shopping center may not have been much to look at, but it was functioning.

It seems to me that if the city is going to accommodate the developers and allow them to expand the number of units and therefore greatly expand their profit, then they should be willing to give back to the city and the community where they are building. They should be required to add back at least 75-100,000 square feet of retail. This area is a food desert and needs a grocery store. And a drug store. And a laundromat. Many people in this area do not have cars. It is a need.

If the developers do not want to accommodate the city in this way and be good stewards, then I feel their request for change of zoning should be denied.

I understand why developers want as little retail as possible. They are mostly just interested in the bottom line. We, as a city, need to require more.

Thank you for your attention to this matter.
Sincerely,

Robin O'Dell
757 34th Ave S
St. Petersburg, FL 33705
727-560-1190

Britton N. Wilson

From: susan porter <sdporter66@gmail.com>
Sent: Tuesday, August 2, 2022 12:33 PM
To: Britton N. Wilson
Subject: Coquina Key Plaza project

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Britton - Thank you for returning my call regarding the potential Coquina Key Plaza project.

As we discussed, my husband and I are very happy to see the possibility of some workforce housing spots that are so very much needed in our city.

The current spot on 6th Street South would be such an ideal location for income restricted apartments as well as retail space.

The fact that Stoneweg US is not seeking any public or municipal funding to support the building of this project that includes workforce housing is very commendable and should be seen as a strong, positive point in their desire to do something so beneficial for our community.

My husband, David Phillips (70) has rented various apartments in St. Petersburg for 23 years. I moved here 7 years ago (67) and we currently live in an apartment with a higher rent than we would like and 21 stairs to our unit....getting more difficult by the day.

I was on Social Security Disability due to problems with my spine after 4 back surgeries. At age 67 it switched over to regular Social Security....we both live on our monthly SS checks...no other income.

With limited monthly funds to live on, we are always happy to read news about any potential projects that we might be able to take advantage of.

If a waiting list for apartments does come up at some point, we would greatly appreciate being included on the list.

Thanks again for returning my call. Please contact me with any questions.

- Susan

Susan & David Phillips
107 47th Avenue N
St. Petersburg 33703

Susan Phillips
Sdporter66@gmail.com
732-996-1303

Katherine J. Connell

From: Joe Braun <jb.blues.stringer@gmail.com>
Sent: Wednesday, August 03, 2022 9:31 AM
To: Britton N. Wilson
Subject: Upcoming plans for Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ms. Wilson,

I hope this correspondence finds you well. I am contacting you in regards to an upcoming meeting of the City of St Petersburg City Community Planning and Preservation Commission (CPPC) on August 9th. At that meeting, the committee will be discussing the approval of a zoning change for Coquina Key Plaza, located at 6th St. S. and 45th Ave. S. A development group, Stoneweg US, has purchased the plaza and is seeking a zoning change from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional (CCT-1). As I understand it, this change would allow the development company to build 15-story buildings on this site.

I am a homeowner in south St. Petersburg. The communities in this section of the city are quiet, residential communities. Fifteen-story buildings at Coquina Key Plaza would negatively alter the beauty of this area. St. Petersburg is being transformed into another maze of concrete canyons lined with hi-rise buildings. In my estimation, this construction is ruining the beautiful, small-town ambience of our town center. However, if the plan is to expand St. Petersburg upwards, I think it would be a good idea to concentrate the tall buildings in the downtown area where they are already prevalent. We don't need them in residential neighborhoods.

From what I have heard, Stoneweg US is planning on constructing apartment buildings on this property with some space for commercial businesses. We need commercial businesses that allow residents to stay closer to home. I currently have to drive almost 3 miles to get groceries, and with the recent closing of Ace Hardware on 34th St. S. I need to drive 4 miles to Walmart or 8 miles up to Home Depot and Lowes for hardware supplies. These businesses used to be located in plazas close to my home. The Stoneweg US group has purchased a commercial property. I urge you to make sure that this developer provides much-needed commercial services as they redevelop Coquina Key Plaza.

In summary, please do whatever is in your power to make sure that any zoning change request being submitted for Coquina Key Plaza is a good fit for our community. The current regulations allowing new construction to a height of 45 ft. should be more than sufficient for apartment buildings in this residential neighborhood. And please impress upon this developer the need for commercial tenants that will benefit the surrounding neighborhoods.

Thanks much for your time and consideration of this request.

Sincerely,

Jordan J. Braun III
321 60th Ave. S.

Katherine J. Connell

To: Britton N. Wilson
Subject: RE: Coquina Key Plaza

From: stephanie short <short1965@gmail.com>
Sent: Wednesday, September 14, 2022 5:57 PM
To: Britton N. Wilson <Britton.Wilson@stpete.org>
Subject: Coquina Key Plaza

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Council Member:

To say I am shocked is an understatement.
I thought we had plans and now just like that the builders want more. One word fits Greed.

South St Pete has always been overlooked!

Don't know what to do, put it in the South side.?

If you want diversity this is not the way to go.

The plans do not allow a budget for extra police and First responders.

No plans for the infra stature which will bottleneck 6th street.

Plus the mayor oks a condo for low income citizens. Shine... sure. That's a different subject.

I want to be on record as a registered voter. I am not in favor of making this mess even higher than the original plans.

Think about no reputable grocery store wanting this location, not even Publix???

You planned this mess?

Don't give me word salad, tell the truth. St Pete Planning does not know what they are doing to this neighbor.

You will lose another resident for sure.

We are not downtown money.

Stephanie Short
5101 Coquina Key
St Petersburg Florida 33705

Walter E. Borden
5920 4th Street South
St Petersburg, FL 33705

October 4, 2022

Dear Council Members,

This is to supplement my presentation regarding the Coquina Key Plaza hearing scheduled for September 29th and now being rescheduled due to the hurricane. As it is difficult to present all relevant information in the time allotted I am also submitting this letter.

I appreciate your thoughtful consideration of community concerns presented to the CPPC and to the Council at the first hearing. I recognize we are all trying to assure a resolution which is in the best interests of the city and the neighborhoods concerned. We also appreciate the efforts to date to retain a grocery at the Plaza, but ask that the City and Stoneweg, working together with the neighborhoods, do more to accomplish the vision of the 2050 Plan, the Council Resolution calling for a fresh food source within a walkable distance and at least one mile of every resident, and the recommendations of the City's own Food Policy Council to provide incentives sufficient to obtain a significant grocery.

We are concerned that the requested rezoning will make the chances of getting a significant grocery less likely, especially the dropping of the 60% Retail/40% residential standard. Our reading of the Vision 2050 Plan and the Comprehensive Plan does not support the proposed rezoning. In fact, the Coquina Key Plaza is completely surrounded by Suburban zoned property. Any change to Traditional zoning is inappropriate and clearly meets the definition of "Spot Zoning." See attached summary.

Again, we support redevelopment of the Plaza to include significant residential including workforce housing and appreciate Stoneweg's interest in partnering with the City and the neighborhoods. We are hopeful that we can arrive at a win-win for all.

Sincerely,

Walter Borden, President
Bahama Shores Neighborhood Association
860-655-3821

Vision 2050 and Comprehensive Plan Policies That Do Not Support Rezoning

1. VISION 2050 PLAN CALLS FOR “COMPLETE NEIGHBORHOODS” WITH WALKABLE ACCESS TO GOODS & SERVICES INCLUDING GROCERIES.

The Vision 2050 Plan advocates “Complete Neighborhoods” where “residents have safe and convenient walkable access to goods and services needed in daily life” (p. 56). City staff argue that the development meets the City policy calling for “Complete Neighborhoods” as there will still be some limited retail, however access to a grocery and other retail would be obtained by bus. The Complete Neighborhoods concept call for neighborhoods “where residents have safe and convenient *walkable* access to goods and services *needed in daily life*.” The Vision2050 policy would be met were there a true balance of retail and housing, and the inclusion of core affordable retail on site including a grocery and pharmacy. The proposed development does not comply with the following Vision 2050 themes and policies:

- The theme of Diversity, Equity, and Inclusion notes the importance of taking advantage of economic opportunities that may arise, and goal #4 specifically states that the city should “emphasize Complete Neighborhoods with equal access to essential services, daily needs, and public amenities.” A grocery and pharmacy is an essential daily need. Limiting development to 20,000 square feet of retail, much of which is already committed to other uses, will not permit a grocery and pharmacy within walking distance.
- The theme of Community Character and Growth addresses accommodating growth while preserving desirable aspects of the community’s character, and goal # 4 specifically calls for creating “more walkable areas” consistent with “Complete Neighborhoods.” The Complete Neighborhood Principles call for neighborhoods “where residents have safe and convenient walkable access to the goods and services needed in daily life.” (Vision2050, p. 56) The proposed development does not provide sufficient core retail goods and services within walkable distance.
- The theme of Healthy Communities notes that it is necessary to develop strategies that address access to healthy food and that access to healthy food is a critical component of improving community health, and goal #3 calls for creating more areas “where everyone has safe and convenient access to goods and services consistent with Complete Neighborhoods...” and goal # 4 calls for creating “more areas where everyone has safe and convenient access to goods and services consistent with Complete Neighborhoods and Complete Streets principles.”

2. The REZONING REQUEST DOES NOT COMPLY WITH COMPREHENSIVE PLAN, POLICY LU3.6 WHICH STATES DECISIONS SHOULD “WEIGH HEAVILY” THE ESTABLISHED CHARACTER OF PREDOMINANTLY DEVELOPED AREAS.

Chapter 3 of the Comprehensive Plan states “land use planning decisions should weigh heavily the established character of predominantly developed areas where changes of use or development are contemplated.” As stated in the staff report (p. 4) “The primary criteria associated with this private application are consistency and compatibility of the requested designation with the established surrounding land use **and zoning patterns** and the provision of adequate public services and facilities.”

The developer wishes to change the zoning of Coquina Key Plaza from Suburban to Traditional to increase housing density and reduce commercial. The predominant character of Coquina Key Plaza itself and the surrounding areas is Suburban and not Traditional. All of the immediate surrounding neighborhoods are zoned Suburban. Lakewood Elementary School to the Northwest is modern design. Allowing for development of 218 units (333 units with workforce housing) as provided by the current zoning is in keeping with the Suburban Neighborhood character which calls for less dense development than Traditional Neighborhood zoning. The proposed development does not look anything like the model image of a traditional commercial corridor as depicted in SECTION 16.20.080 of the Land Development Regulations. Staff note the Dollar General to the north is zoned CR Traditional but that is not the case. The Dollar General at 4142 6TH St South is zoned Corridor Commercial Suburban.

3. CHAPTER 2 OF THE CITY COMPREHENSIVE PLAN CALLS FOR HEALTHY NEIGHBORHOODS & SOCIAL EQUITY.

Chapter 2 of the City Comprehensive Plan states (pages 44 and 53) *St. Petersburg will have beautiful, strong, healthy and safe neighborhoods. The neighborhood unit shall be the basic building block for social equity.* A key component of a healthy neighborhood is walkable access to a grocery.

REZONING REQUEST DOES NOT COMPLY WITH COMPREHENSIVE PLAN LU3.17 WHICH CALLS FOR FUTURE EXPANSION OF COMMERCIAL USES.

LU3.17 states Future expansion of commercial uses is encouraged when infilling into existing commercial areas and activity centers, or where a need can be clearly identified, and where otherwise consistent with the Comprehensive Plan. The proposed development reduces overall commercial use on the site from 110,500 GSF to 20,000 GSF. The redevelopment does not include sufficient square feet for a grocery store to replace the previous 15,000 square foot grocery store closed to make way for this development. The rezoning would eliminate the current standard of 60% retail for the Plaza site.

REZONING REQUEST DOES NOT COMPLY WITH COMPREHENSIVE PLAN POLICY LU 11 WHICH STATES THE CITY SHALL ADDRESS THE NEEDS OF AREAS THAT HAVE DETERIORATED AND ARE INCONSISTENT WITH A COMMUNITY'S CHARACTER.

Policy LU11 states the City of St. Petersburg shall identify and address the needs of specific areas of the City that are deteriorated, blighted, underutilized, threatened or generally inconsistent with the community's character. This is a special area that has deteriorated into a food desert. In addition to the recent loss of a grocery and pharmacy at Coquina Key Plaza groceries and pharmacies have also been lost at the Skyway Plaza on 62nd Avenue and Martin Luther King South and Winn Dixie at 62nd Ave. and 22nd Street S. The proposed development does not contain sufficient retail space to accommodate a significant grocery and pharmacy as now presented. For over 50 years a grocery has been present at the Coquina Key Plaza and has been a part of the community's character.

4. REZONING REQUEST DOES NOT COMPLY WITH COMPREHENSIVE PLAN POLICY LU 23.1 WHICH CALLS FOR "REDUCED TRIP LENGTHS."

LU23.1 states The City's development review policies and procedures shall continue to integrate land use and transportation planning so that land development patterns support mobility choices and reduced trip lengths. The current proposal limits and greatly reduces retail, especially grocery and pharmacy. Continuing to locate a significant grocery and pharmacy on site will eliminate the need for any off-site trip for those basic needs and bring these services closer to those in the surrounding neighborhoods.

5. REZONING REQUEST DOES NOT COMPLY WITH COMPREHENSIVE PLAN POLICY LU27 WHICH CALLS FOR ENERGY EFFICIENT LAND USE PATTERNS.

LU27.2 states that “in order for TOD [Transit Oriented Development] to achieve its full potential to create well-designed, livable mixed use urban communities, improve the City’s economic well-being, and contribute to energy conservation by establishing energy efficient land use patterns, the following principles will guide the planning, design, and development of TOD...” One of these principals calls for identifying “possible implementation strategies for Transit Oriented Development, which may include regulatory requirements, **incentives, funding**, public-private partnerships, joint/shared facilities, environmental remediation and property aggregation. It is the clear policy of the City to provide incentives and funding for such basic needs as a grocery and pharmacy in walking distance of neighborhoods. The City has recently offered an incentive of \$50,000 for a grocery which is appreciated but much more is needed.

6. MANY POLICIES CITED BY STAFF SUPPORT MAINTAINING THE CURRENT ZONING.

Maintaining the Suburban Zoning of the site permits development of 333 housing units (including workforce housing bonus), which is a substantial number on a site which now contains no housing at all. A great many of the Comprehensive Plan policies cited by staff as supporting the 465 units allowed under Traditional zoning would equally support development of an additional 333 units under the existing Corridor Commercial Suburban zoning (namely, LU2.5, LU3.4, LU3.5, LU3.8, LU3.11, LU3.15, LU4(1), LU5.3, LU19.3, H3.2, H13.5, H13.6, T1.6, & CM10B).

7. SPOT ZONING

Spot Zoning is defined as a provision in a general plan which benefits a single parcel of land by creating a zone for use just for that parcel and different from the surrounding properties in the area. The rezoning of a parcel of land within the limits of another zone is illegal when not done in accord with a comprehensive zoning plan or when arbitrary or discriminatory. In it’s 1956 ruling [Parking Facilities, Inc. v. City of Miami Beach, 88 So.2d 141](#) the Florida Supreme Court ruled against the practice of Spot Zoning.

The Court ruling states in part; that by the restriction in question the city could have been activated only by economic reasons, rather than from considerations of the public health, safety, morals or welfare. It is settled in this jurisdiction that zoning for economic reasons will not be sustained. [Lippow v. City of Miami Beach, Fla.1953, 68 So.2d 827](#); [Charnofree Corporation v. City of Miami Beach, Fla.1955, 76 So.2d 665](#).

According to the Iowa courts, spot zoning occurs when a rezoning decision results in a single parcel, or small island of property, with restrictions on its use different from those imposed on the surrounding property. Spot zoning can be valid if there is a reasonable basis to treat the spot-zoned property differently from the surrounding property. For example, a parcel or two designated as neighborhood commercial in a residential area is perfectly appropriate if it provides needed retail services to residents. **However, zoning is not appropriate if it is for the financial benefit of an individual property owner but detrimental to the surrounding area.**



**CITY OF ST. PETERSBURG
COMMUNITY PLANNING & PRESERVATION COMMISSION
PUBLIC HEARING**

**Council Chambers, City Hall
175 – 5th Street North
St. Petersburg, Florida 33701**

**August 9, 2022
Tuesday
2:00 P.M.**

MINUTES

Present: Lisa Wannemacher, Vice Chair
Manitia Moultrie
Valarie Nussbaum-Harris
Thomas “Tom” Whiteman
E. Alan Brock, Alternate
Jeffery “Jeff” M. Wolf, Alternate
Will Michaels, Alternate

Commissioners Absent: Sharon Winters, Chair

Staff Present: Derek Kilborn, Manager, Urban Planning & Historic Preservation
Laura Duvekot, Historic Preservationist, II
Kelly Perkins, Historic Preservationist, II
Britton Wilson, Planner II
Ann Vickstrom, Planner II
Heather Judd, Assistant City Attorney
Michael Dema, Managing Assistant Attorney
Katherine Connell, Clerk, Planning & Development Svcs.

The public hearing was called to order at 2:10 p.m., a quorum was present.

- I. OPENING REMARKS OF CHAIR**
- II. ROLL CALL**
- III. PLEDGE OF ALLEGIANCE AND SWEARING IN OF WITNESSES**
- IV. MINUTES (Approval of 7/12 Minutes)**

The minutes from the July 12, 2022, meeting were approved unanimously

V. PUBLIC COMMENTS

VII. QUASI-JUDICIAL HEARING

A. City File ZM-12

Contact People: Britton Wilson 551-3542

Request: Amendment to the Official Zoning Map from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional – 1 (CCT-1) for a 14.5-acre site consisting of two separate parcels located at 4350 6th Street South and 575 45th Ave. S.

Staff Presentation

Britton Wilson, Planner II, gave a presentation based on the Staff Report.

Applicant/Agent Presentation

Agent, Craig Taraszki, Esq., Johnson Pope, gave a presentation in support of the zoning change and the proposed project and was available for questions. 33:16

Commissioner Wannemacher: I have a question, the zoning change, this is also for the Staff, does the zoning change prohibit the development of retail on the residential portion of the property?

Craig Taraszki: No.

Commissioner Wannemacher: Thank you have you completed the design of the residential portion of the property?

Craig Taraszki: We have a site plan application in process.

Commissioner Wannemacher: Okay.

Commissioner Nussbaum-Harris: I do have a couple of questions, for the Applicant. Can you give us an idea of what the commercial development is expected to look like?

Marc Rios: The rendering is pretty accurate to what the commercial portion...

Commissioner Nussbaum-Harris: I mean more like use; do you have an idea of what potential tenants are interested in the space? Or who you would anticipate will be interested?

Denise Kelly: My name is Denise Kelly; I am a Development Manager with Stonewegg here in St. Pete.

Commissioner Wannemacher: Could you please speak into the microphone, state your address

and whether you have been sworn in, please?

Denise Kelly: My name is Denise Kelly, I am a development manager with Stonewegg, I have been sworn in, and my address is 1380 Duncan Loop S., I have been working closely with our retail broker on the retail portion of the project and we have made very, very concerted efforts, trying to get a grocery store. We have reached out to sixty three (63) brokers and brokerage companies, we have reached out to over fifteen (15) major chain grocers and then over 100 other retailers including smaller boutique grocers. We are currently in conversations with some of those smaller grocers, the reason that we have not been able to attract a major chain is that their selection criteria which includes population demographics. Basically, not enough people live in the area to support a grocer that has a larger footprint. We shifted strategies and we are trying to attract a smaller sized grocer who is aligned with the population in the area, as well as supporting local ownership and local businesses. We have six (6) interested parties that we are speaking to and are in contract negotiations with currently and that is where we are today.

Commissioner Wannemacher: Thank you, commissioner, did that answer your question?

Commissioner Nussbaum-Harris: It did, but I have a follow up question. How many square feet of commercial are we looking at?

Denise Kelly: Just over 20,000 sq. ft.

Commissioner Nussbaum-Harris: Thank you.

Denise Kelly: And, we were just talking, the people we are talking to, the smaller grocers, a coffee shop, a small boutique food source and a fitness studio, and I think I mentioned the coffee shop.

Commissioner Wannemacher: Thank you.

Registered Opponent

Walter Borden, gave a presentation in opposition of the proposed project.

Commissioner Nussbaum-Harris: Sir, you made a comment about Winn-Dixie, I am curious as to how and why you know that what information you have on that.

Walter Borden: A little over a year ago I had a conversation with Marc Rios who is sitting right over here, he told me that Winn-Dixie was willing to go on the site, they wanted forty thousand (40,000) some odd feet space, which is more than they were willing to allocate, and they were not able to be there until 2024. Now I know they want to build the retail space before they build the apartments, but 2024 is just around the corner, I am a commercial developer of solar, and let me tell you what, we are specing out in 2024 and 2025 projects out, today. So this is a construction project that is going to take...

Commissioner Nussbaum-Harris: So, you got your information from Marc Rios?

Walter Borden: I got it directly from Marc, yes.

Public Hearing

Tom Lally, 6702 31st Way S., opposed
Liza Daaka, 316 37th Ave. S., opposed
Susan Phillips, 187 47th Ave. N., support
Roy Hastings, 360 4th Ave. S., opposed
Rich Lander, 4635 Neptune Dr. SE, unavailable.
Anne Ferrante Gosh, 301 62nd Ave. S., opposed
Mike McGraw, 3997 Beach Dr. SE, opposed
Kyle Parks, 1011 14th St. N., support
Nancy Frainetti, 3750 Whiting Dr. SE, opposed
Barbara Poore, 236 58th Ave. S., opposed
Winston Miller, 700 Jasmine Way, S., support
Steven Barefield, 5036 Casilla Way S., opposed
Marie Fivecoat, 4343 Juanita Way, 4663 and 3811 Neptune Dr. SE, opposed
Rose Wetherell, 290 37th Ave. SE, opposed
Renee Kongsiri, 4908 Sunrise Dr. S., opposed
Walter Carfora, 123 17th Ave SE, opposed
Shawn Siede, Sr., 4375 Menhaden Dr. SE, opposed
Patricia Meyers, 4029 Miramar Way S., opposed
Bonnie Rivensark, 111 63rd Circle S., did not identify for or against, unavailable.
Mirela Setkic, 4200 25th Ave. N., opposed
Mark Spencer, 3494 Coquina Key Dr. SE, opposed
Pam Muller, 3520 Coquina Key Dr. SE, opposed
Edna Reedy, 4218 4th St. S., opposed
Tommy Todd, 6310 Bahama Shores Dr. S., opposed
Francis Smith, 6 Sea Lane S., opposed
Kathy Michaels, 621 Bahama Shores Dr. S., opposed
Ronald Hiemann, 4675 Neptune Dr. SE, did not identify for or against, unavailable.
J. Pezdeh, 145 59th Ave. S., opposed
Carol Sales, 4156 Coquina Key Dr. SE, opposed
Tom Barry, 4011 Sunrise Dr. S., opposed 2:00

Cross Examination:

City Staff and Owner Waived.

Registered Opponent, Walter Borden: Under CCS-1 in areas greater than 5 acres, the residential component is not to exceed forty percent (40%), of total F.A.R. My question is, is that the real reason that we want to go to traditional zoning for this property, to be able to increase?

Unrecognizable: It is not.

Walter Borden: Okay, then it is not, why?

Commissioner Wannemacher: Legal?

Attorney Dema: Chair, I am not sure who that question is directed to.

Walter Borden: To the developer,

Attorney Dema: The developer, well then, will the representative that presented the testimony for the developer, Mr. Taraszki.

Craig Taraszki: Can you repeat the question please?

Walter Borden: The question is, under CCS-1 zoning, properties that are over five acres residential component should not exceed forty percent (40%) of the total F.A.R., my question is, is that the real reason that we are here to get a zoning variance to traditional rather than suburban?

Craig Taraszki: That is not a cross examination of testimony I have presented today.

Commissioner Wannemacher: No, it is not. I am sorry, no. Do you have any other?

Walter Borden: There is one thing, I had a conversation with Marc Rios about the Winn-Dixie property going into forty thousand (40,000+) or more space in 2024 and I have also been told that the Save-a-Lot wanted to renew, but was either...

Craig Taraszki: Objection, this is not...

Walter Borden: My question is.

Commissioner Wannemacher: Again it is not really, you are not commenting on, none of that was included in their testimony.

Walter Borden: My question about their testimony is, who they talked to, actually what are the conversations they have had with these retailers?

Commissioner Wannemacher: Mr. Taraszki, do you want to answer, who you have spoken to regarding retailers?

Walter Borden: And, I guess, what size, how much space is being offered?

Marc Rios: Marc Rios, Director of Development at Stonewegg, regarding my conversation with Walter, yes, with Winn-Dixie we did have conversations with Winn-Dixie through our retail broker, this is about a year ago. At that point in time, we were speaking to them, but they made no commitments and that commitment fell through, they lost interest. On the Save-a-Lot as well, we were in talks with them, but we could not make it work, there was no commitment from them, so they lost interest as well.

Commissioner Wannemacher: Thank you.

Craig Taraszki: Can I ask to re-direct on that?

Commissioner Wannemacher: As long as it is pertinent to the testimony that they gave.

Walter Borden: They did not respond to the full question, how many square feet were they offering either of those?

Craig Taraszki: That is not a cross examination questions.

Commissioner Wannemacher: Again, they did not include that in their original testimony.

Rebuttal/Closing Remarks

Britton Wilson: I just have a general statement to make, the area is a mix of more suburban than traditional, but it is in a traditional transition zone. The density that the traditional zoning will provide will help generate the support needed for the market to require and support the needed retail and the requested retail.

Walter Borden: I would just like to say, as we said earlier we really need sixty five thousand (65,000), square feet for grocery and pharmacy and that makes perfect sense for what everybody has talked about here. I think that the offer of twenty thousand (20,000) square feet, half of which is already given away to who knows what, is not adequate.

Commissioner Wannemacher: Thank you. Mr. Taraszki?

Craig Taraszki: Craig Taraszki for the applicant, thank you again. We have heard a lot about the need for a grocer, we have heard about traffic and about height, but we are asking you today to do is to rezone the property from CCS-1 to CCT-1. This is not a site plan review, a lot of the concerns about Levels of Service, parking, traffic, those are site plan issues that will be considered during the site plan review process that will go before DRC (Development Review Commission). You should look at this rezoning as progress. The reason why we do not have a restaurant on the site, because as you heard, is it does not meet the site criteria for grocers, pharmacies or other vendors. Redeveloping this site and adding these residential units mixed use development will hopefully move the needle, not just this development, Lake Maggiore and hopefully developers that come in behind and further redevelop South St. Petersburg. If we miss this opportunity to develop the site, it may be a couple of decades before we hit that criteria before a grocer or the other vendors may want to come in and serve this population. The areas to the West and the South are predominately suburban, the suburban form of subdivision it is inherently car centric, large yards, driveways, it doesn't necessarily promote walkability. What we are asking you today is to rezone this to a traditional zoning district, it will bring within that transition area, traditional is consistent with the blocks to the North. Within the proposed development it will be mixed use, there will be some services onsite, it will be walkable, so it enhances that aspiration to be walkable. Again, we are not asking for any future land use change here, you are looking long range planning tool contemplates thirty (30) dwelling units on the site plus an optional workforce housing bonus. We

are asking for twenty four (24) plus workforce that is under what your long range planning is for this site. That type of density was already contemplated. The large tract development standards that would allow one hundred and fifty (150) feet of height, we have heard people objecting to the seventy-seven (77), that we are going to restrict by the Development Agreement (DA). The existing CCS-1 could utilize large tract, could go up to one hundred and fifty (150), feet on this site without coming to you for rezoning. The rezoning does not change that piece of this project. The other great thing about this site is it is on 66th Street South which is designated as Secondary Multi-modal Corridor and the County Land Wide Strategy Map, it is categorized as a major street in the city's Comp Plan (Comprehensive Plan) and is an Investment Corridor in the Advantage Pinellas Plan. We have high frequency public transit, that is PST Route 4, that runs along 6th Street. It is also an 18 minute bike ride from Coquina Key Plaza to the Publix on Central Ave. It is inherently multi-modal for this site. The folks want you to require a grocer on the site, there is nothing in your rezoning criteria or considerations that would allow this body to add that type of use requirement on this site as CCS-1 and CCT-1 are mixed use zoning districts, they both will allow retail, commercial grocers so that does not change whether it is rezoned or not. The city's own Tangerine Plaza property in South St. Pete, they just reopened the RFP on that, and they reduced the number on non-residential component from about forty thousand (40,000) square feet to ten thousand (10,000) square feet. So, the city's own RFP recognizes the market for retail right now. That is all I have for today, I would appreciate your recommendation for approval, thank you.

Executive Session

Commissioner Wannemacher: Fellow commissioners, do you have comments, who would like to start? Commissioner Brock, would you like to start?

Commissioner Brock: Thank you Chair, I have listened to many of the citizens speak here today, I do think many of them addressed more outside of what we are voting on today. What we are voting on today is to change this from the Suburban to the Traditional Commercial Corridor, which does increase the density allowed but it also keeps it in line with the walkable way they are looking for. It is a nice way, I agree with the transition idea that has been brought up today. The Development Agreement which is not part of what we have to vote on, does say that they are prioritizing that they are trying to do their best to bring in a grocery store.

Attorney Dema: I am going to stop you right there commissioner, that Development Agreement is something you are voting on today.

Commissioner Brock: We are, okay, I apologize.

Attorney Dema: There is zoning and the Development Agreement.

Commissioner Bock, my apologizes, but it does say they are prioritizing bringing in a grocery store, or a place that will be selling fresh fruits and vegetables. I thought it was an additional document, my apologizes. This seems to be, from my experience with panning and development in the past, my understanding is that you are going to need more density to get some of the things that they want. This helps bring that density about so that they can get the grocery stores they are

aiming for. Right now, I am inclined to support this initiative.

Commissioner Wannemacher: Thank you, anyone else?

Commissioner Whiteman: I have a question for staff. Hearing all this testimony, does it change your opinion as to whether this meets the comprehensive plan and Vision2050?

Britton Wilson: Yes madame chair, Commissioner Whiteman, I think you might be referring to the opposition statement, or their objection that it does not meet or comply with StPete2050's vision and it does not provide sufficient enough core retail goods and services within walkable distance.

Commissioner Whiteman: Yes

Britton Wilson: It is currently indetermined what retail options will be in the future. This rezoning pretty much allows almost all of the commercial options available to the site. Again, no site plan is being considered or approved today. The site plan they have proposed can be updated, it can be withdrawn, I do feel this proposal is consistent with the StPete2050 vision.

Commissioner Whiteman: Thank you.

Commissioner Wolf: 2:23 Having listened to the concerns today, what I see on the zoning, is that this change in zoning does not address those concerns. There can still be a residential component that is not as large, if we change it, there is more allowable residential, but it is still an allowed component. Commercial is still allowed under both zonings. I had a hard time trying to interpret what the height would be under the current zoning, I think it is a ratio of how big the buffer zone is and how the adjacent houses are across from it. It looked like theoretically up to one hundred and fifty (150) feet in some portion of that. I would like to have staff confirm that. I do not see that there is a major difference in the height allowed between the two zonings. The one thing we have here that we probably would want to consider is what the Development Agreement says because it is stating limited height, of allowable height is being limited under the Development Agreement to something substantially less than what it might be and I do not know if that Development Agreement restrict height more than it would be under the current zoning, but that is something to consider. Other than that I am not sure what our purview allows us to do, what percentage of the site can be commercial services versus residential. I would like to have a clarification on that too because comparing one zoning to the other I do not see there is that big a difference between them, in the factors that are important to what we have heard from your testimony today. Again, the one thing I can see may have some impact on those concerns is what the Development Agreement says, so if we could get some clarification on how the Development Agreement impacts that zoning, I would like to hear that.

Britton Wilson: Yes, commissioner both zoning districts pretty much allow the same form when using the large tract plan development process. It is the Development Agreement that is right now requiring a minimum of twenty thousand (20,000) square feet of commercial to be built prior to or at the same time as residential and it is also the Development Agreement that is requiring at least twenty percent (20%) of the residential to be dedicated to the St. Pete's workforce housing

program. Without the re-zoning, without the Development Agreement we do not have any guarantee that it will not, that the CCS-1, will not be higher than seven (7) stories and that there will be any workforce housing available.

Commissioner Wolf: Thank you.

Commissioner Nussbaum-Harris: Okay, I have a lot of comments and a lot of thoughts and obviously there are a number of people here who are passionate about their community. A couple of things, this is a community board, we are all private citizens, we have certain guidelines here, we work by, we are here to fulfill, I am new to this board, I have been on it, this is just my second month. I did serve on our Board of Adjustment and our Environmental Development Commission for sixteen (16) years, sixteen (16) years ago, I left when I was pregnant with my daughter, and I am back now. I love to serve the City, I grew up in the south side, I very much understand the challenges, I love in the south side now, we are restricted very much by what it is we can do. There are laws, like what was just mentioned, DRC (Development Review Commission) will review the site plan, and we can only do so much. There is a certain, and it has been a long time since I have used these words, there are certain inherent rights an owner has based under current zoning and the intensity, the density of a development that can be done is pretty great, greater than what is being proposed. We have competing needs and wants in our community right now, I am very concerned as well about utilizing this large space, kind of like the re-development of former Gas Plant District or to really get it right, I do know that I am a banker, I am just giving you my background, that it takes a certain amount of density and that has changed, the way shopping is today, from what it used to be. To make businesses, to make their model work. We are not in that business to understand what grocers need to make an investment work for them. I do know the City of St. Pete is changing and I do know intensity and density is happening whether we like it or not. The City has, this comes before City Council and our Mayor, we have gone through a lot of changes, with a strong mayor that, St. Pete is going to continue to expand and grow, so it is my intention to see what we can do working with developers and try to meet the needs of our community. I would say to developers here, this is loud and clear what the local community around Coquina Key is looking for and I am really torn. I would like to see the development meeting greater needs, I am concerned with that land disappearing, what else is available. I am sitting here thinking what other shopping centers, what other re-development areas are there. 2:30:23 There are other opportunities out there, but that is not what we are here to talk about. We are here to look at this particular request. I am right now very torn, that is where I am at.

Commissioner Wannemacher: Yes, Commissioner Wolf?

Commissioner Wolf : Going back to the fact that our decision is not going to have a whole lot of effect, from a zoning aspect, other than it includes a Development Agreement, I would have a question for the developer about, and I am sure you have done your math and know what works and what does not and we are not experts here to make that work, but I have a question for the developer about if they might be willing to increase the portion of commercial that is addressed in the Development Agreement, to try and at least leave room for the possibility of some kind of a grocery or pharmacy, if it is a small footprint application.

Marc Rios: Sir, we would have to look at the underwriting but, the current design meets the current

need. That is how we came to the current design.

Commissioner Wannemacher: Okay, I do have some comments, first, everybody in the audience who came to speak and took time out of your day, thank you very much for coming. Thank you very much for caring about your community, about your neighborhood, about this City we all love it very much and we appreciate that you love it as much as we do as well. Thank you for coming.

Density, the word keeps getting thrown around like it is a bad word. Density is not a bad word; density is solved by good design. We are not here to review the design today, that is not what the issue is. We are here to review a zoning change that will allow the developer to have more flexibility in what they can do and approve a Development Agreement that actually limits what they can do and mandates retail space. If you consider a large forty thousand (40,000) square foot Publix or Winn-Dixie, isn't it made up of several departments inside? You have a florist, you have a pharmacy, maybe a seafood and meat market a bakery, why can't each of these departments be located in individual retail store fronts? They can be and this potentially is what this developer is proposing. One of the speakers mentioned a Trader Joes, you know the Trader Joes up on 4th Street N.? It is only twelve thousand five hundred (12,500) square feet and some Trader Joes are as small as eight thousand (8,000) square feet. The Aldis are about twelve thousand (12,000) square feet, sometimes you just need to rethink your perception of what a grocery store is. The smaller retail spaces are also more sustainable in terms of their rent and overhead expenses. Many times they are owned by local businesses, local owners with stronger ties to the community. With all the new residential units that are being developed on the site the new retail businesses will have a more captive audience nearby. I am going to support this application and I would like to see if there are any more comments from the commission or if somebody would like to make a motion.

Motion: Commissioner Whiteman moved approval of the amendment to the Official Zoning Map from Corridor Commercial Suburban (CCS-1) to Corridor Commercial Traditional – 1 (CCT-1) for a 14.5-acre site consisting of two separate parcels located at 4350 6th Street South and 575 45th Ave. S. consistent with the Comprehensive Plan and associated Development Agreement.

Commissioner Brock, Second.

YES – 7 - Wannemacher, Whiteman, Brock, Wolf

NO – 1 - Nussbaum-Harris

Motion passed.



STONEWEG

COQUINA KEY

PROSPECT LIST FOR GROCER USE

10/14/22

NATIONAL AND REGIONAL GROCERS:

Marketing and outreach efforts targeting national and regional grocers for the Coquina Key redevelopment began in September of 2020. Retail Solutions Advisors (RSA) has maintained continuous outreach and has *re-presented* the Coquina Key development site to grocers in the existing pipeline as late as August 2022 at the ICSC real estate convention. The Coquina Key site is marketed to each prospect monthly or when concepts evolve, new information is received, or they advise RSA to cease with outreach efforts. Outreach and Marketing efforts include direct calling, emails, canvassing, Broker outreach, and trade shows/conventions. In addition, partnering with St. Pete Greenhouse, attending their “1M Cups” event, and on-going research on best practices and innovative ideas for addressing food insecurity.

The following is a list of prospects we have contacted and continue to engage in pursuit of an opportunity for a market sized concept.

National Grocer 1

CONCEPT: 17,000 sf Grocery Store

RESULT: Spoke to [confidential], Broker on 5/20/21. After conducting a consumer demographic study, expressed there was no interest in expanding into South St. Petersburg market. The location at [confidential] St. Petersburg is servicing their customer base.

FOLLOW UP: Numerous follow-up calls to market this location with the last attempt being on 6/30/22. RSA was advised by Broker to cease outreach efforts.

National Grocer 2

CONCEPT: 40,000 sf Grocery

RESULT: Demographics did not support expansion beyond the two existing locations at [confidential] St. Petersburg and [confidential] South St. Petersburg.

FOLLOW UP: None planned at this time.

National Grocer 3

CONCEPT: 30,000 sf Specialty Grocery Store

RESULT: Talked to [confidential], Real Estate Director. This site does not meet traffic count criteria of 40,000 VPD as well as demographic of minimum of \$100,000 average household income.

FOLLOW UP: None planned at this time.

National Grocer 4

CONCEPT: 25,000 sf Specialty Grocery Store

RESULT: Feedback provided is the St. Petersburg area is a one store market. Demographics and site selection criteria include a \$100,000 median household income and a minimum population of 30,000 in the immediate vicinity of the store.
FOLLOW UP: None planned at this time.

National Grocer 5

CONCEPT: 30,000 sf – Grocery Store with 70 locations
RESULT: Franchise driven with a previous store located at [confidential] St. Petersburg. The franchise license was lost and there are no plans for St. Petersburg area. Ownership wants 2nd generation space and would not be a good fit for Coquina Key.
FOLLOW UP: None planned at this time.

Regional Grocer 1

CURRENT CONCEPT: 3,000 to 4,000 sf with four locations in Tampa and another lease pending on [confidential location] in St. Petersburg. RG1 is a unique urban grocery store. They are testing different concepts to include a produce section and in some locations a liquor component which will carry beer, wine, and liquor. They are also rolling out a plan to franchise this concept.
RESULT: RSA has been in contact with the Broker for RG1 since July 1, 2022, and advises there is interest in this location. To fulfill the desires of the community for a full-service grocery, RSA has made efforts to encourage a new prototype with a larger footprint of approximately 7,000 sf +/- giving them the opportunity to include a produce component within the store. Ownership of RG1, through their Broker, has expressed interest in having a liquor component and is exploring the larger produce section.
According to their Broker, the owners are focusing all efforts on a pending lease for a [confidential location], St. Petersburg location.
The city provided an incentive of \$50K that was forwarded to the Broker on August 25, 2022. As of 9/1/22, we were not aware the offer had been extended to ownership for consideration. The additional incentive of \$50K for a butcher component has been forwarded to RG1 Broker, however, there is no plan for a butcher component at this time.
FOLLOW UP: Continue to follow up on a weekly basis with Broker [Confidential].

Regional Grocer 2

CONCEPT: 25,000 sf +/- full-service grocery.
RESULT: Single location closed on June 30th, 2022
FOLLOW UP: None planned – Grocer is no longer expanding in West Florida.

Regional Grocer 3

CONCEPT: 20,000 sf +/- Specialty Grocery Store
RESULT: On 7/25/22 spoke to [confidential], VP of Real Estate who expressed the area demographics were not conducive to their brand and their location at [confidential] St. Petersburg services the market.
FOLLOW UP: None planned at this time.

Regional Grocer 4

CONCEPT: 20,000 sf +/- Grocery Store

RESULT: Expansion plans at Skyway Plaza were being negotiated in 2014 and eventually ended talks due to cost to remodel store vs. sales forecast proforma. The [confidential] located at [confidential location] in St. Petersburg carries groceries and services the needs of the surrounding market.

FOLLOW UP: None planned at this time.

Regional Grocer 5

CONCEPT: 45,000 sf Grocery Store

RESULT: Initially expressed interest in a future location but would not have been able to commit to a lease until 2024-2025 with no reliable timeline. Talked to [confidential], Real Estate Director, on 9/13/22. Construction cost would be prohibitive, and they have no smaller prototype to justify this location.

FOLLOW UP: None planned at this time.

Regional Grocer 6

CONCEPT: 35,000 sf; Headquarters in Jacksonville, FL with 8 stores in Jacksonville.

RESULT: [confidential] stated their interest in exploring the Orlando market but that market did not support expansion efforts at this time. Cited distribution issues as one factor. Expansion plans include opening in Orlando, then Tampa before considering St. Petersburg.

FOLLOW UP: None planned at this time.

Regional Grocer 7

CONCEPT: 10,000- 15,000 sf +/- with 6 locations located in the Orlando market and 1 in Lakeland.

RESULT: RSA contacted store manager at the main location in [confidential] Florida. Management advised they have no expansion plans at this time in St. Petersburg. RSA requested owner's contact information, which was not disclosed. RSA requested a call back from owner [confidential].

FOLLOW UP: Continuing outreach to ownership.

Regional Grocer 8

CONCEPT: 17,000 sf +/- Grocery Store with 4 locations in FL.

RESULT: RSA explored expansion plans throughout the Florida market. After further study they were only located in second generation locations and the Coquina Key location would not be feasible.

FOLLOW UP: None planned at this time.

Local Grocer 1

CONCEPT: 10,000 sf +/- Grocery Store with 2 locations in Pinellas County.

RESULT: Visited Clearwater location at [confidential location] on 6/4/22 and spoke to the Manager. Followed up 6/11/22 and was told by LG1 ownership that there is no interest in

expanding their brand as their newest store at [confidential location] Dunedin is not performing.

FOLLOW UP: None planned at this time.

Local Grocer 2

CONCEPT: 6,000 sf +/- fruit and produce market.

RESULT: Visited location at [confidential location] Petersburg on 6/4/22. RSA met with the owner [confidential] who expressed some interest at that time. RSA revisited 8/17/22 and was advised there was no interest in expanding at this time. RSA will continue to advise them on the status of the development.

FOLLOW UP: Monthly until grocer position is filled.

Local Grocer 3

CONCEPT: 30,000 sf +/- Grocer/Market with 5 locations in Southwest FL.

RESULT: Family-owned company based in Venice Florida. Initial contact made on 9/30/2020 with [confidential], CFO. Advised that they are not financially ready for expansion and expressed concerns about the demographics in this market. Advised that location is too far North for them.

FOLLOW UP: None planned at this time.

Local Grocer 4

CONCEPT: 6,000 – 8,000 sf locally owned grocer with 2 locations in St. Pete and Tampa.

RESULT: Visited on 6/30/22 and met with the store manager [confidential]. He expressed concerns about demographics and existing problems with the labor market. Ownership is focused on existing stores only and not interested in expansion at this time. Second contact on 7/25/22 and was advised that owners are nearing retirement and do not wish to expand.

FOLLOW UP: None planned at this time.

Local Grocer 5

CONCEPT: 3,000-4,000 sf produce market

RESULT: An inquiry was made by [confidential] to convert an existing food truck business into small produce grocer/market with a brick-and-mortar location. Stoneweg and RSA representatives met on site on July 25, 2022. Initial response was interest in the Coquina Key location. Broker then followed up stating that his client's plans are on hold for now.

FOLLOW UP: Will continue to follow up as concepts evolve on the Coquina Key grocer site. Possible partnership with other retailers and possible fit for Food Hall concept.

Local Grocer 6

CONCEPT: Currently, a mobile grocery stand selling primarily produce and local artisanal brands; exploring a brick-and-mortar location to expand presence in south St. Pete.

RESULT: [confidential], owner inquired about Coquina Key location. On-going communications have resulted in pending Letter of Intent to be submitted while RSA qualifies partnership financials.

FOLLOW UP: Continuing negotiations to submit Letter of Intent. As of 10/14/22, partners are gathering financials to submit for review by RSA; anticipated LOI within 2 weeks.

Local Grocer 7

CONCEPT: Locally based start-up opportunity. Zero Waste/environmentally focused packaging and healthy food options including bakery items and produce. Open to considering a Food Hall concept/design to include a butcher and other vendors/food operator. Considering 3K-5K sf, open to larger space for Food Hall.

RESULT: First meeting was held on 10/7 with owner, [confidential] with follow up meeting pending for week of 10/17 to include real estate representative.

FOLLOW UP: Pending 2nd meeting.

Meat & Seafood Retailer 1

CONCEPT: 3,500 to 5,000 sf Specialty market selling frozen meats and seafood.

RESULT: Currently, there are 12 locations with two locations in the Tampa market. Spoke to Broker [Confidential] of CBRE and they are working on a St. Pete Location on [confidential location]. Ownership is not interested in Coquina Key market. These demographics do not fit with their site criteria.

FOLLOW UP: NA; Broker advised the Coquina Key market does not fit their demographic.

FOOD CO-OP'S

The food co-op industry has traditionally revolved around mobile “pop up” locations. As of 9/12/22 none have expressed interest in a brick-and-mortar location. RSA will continue canvassing these types of markets to explore opportunities of converting the “pop up” concept to a permanent retail location within the project.

Co-Op 1

CONCEPT: Farmers market located at [confidential] in Tampa.

RESULT: RSA spoke with ownership. They have Christmas tree farms around the country in addition to operating the farmers market and have no interest in expanding.

FOLLOW UP: None planned at this time.

Co-Op 2

CONCEPT: Produce concept that operates once per week.

RESULT: Spoke to [confidential]; they operate only once per week for pick-up and delivery.

No interest in a store front business.

FOLLOW UP: None planned at this time.

Co-Op 3

CONCEPT: Online store featuring hydroponic greens, local lettuce, baked products, baked goods and wellness products.

RESULT: No contact phone number on website – emailed contact [confidential]

FOLLOW UP: will continue to follow up.

Co-Op 4

CONCEPT: Organic fruits and vegetables

RESULT: Spoke to [confidential]. Family-owned web-based business located in Clearwater. Delivery service for organic fruit, vegetables and eggs to homes and businesses in the Tampa Bay area. They have no interest in brick-and-mortar location.

FOLLOW UP: Will follow-up periodically to inquire about future interest.

Co-Op 5

CONCEPT: St. Pete Co-Op in development.

RESULT: Initial meeting to discuss timeline for Co-Op Organization. [confidential] advised they are still in organizational stage and will be several years before operational.

FOLLOW UP: Will continue to nurture the relationship for future partnership opportunities.

ADDITIONAL RESOURCES/ARTICLES

<https://www.smartcitiesdive.com/ex/sustainablecitiescollective/sizing-down-next-gen-urban-grocery-stores-2011/23691/>

<https://www.strongtowns.org/journal/2019/6/3/so-you-d-like-a-neighborhood-grocery-store>

<https://www.grocerydive.com/news/fareway-launches-small-format-pilot-in-rural-iowa/597387/>

<https://www.eatthis.com/news-grocery-stores-opening-smaller-locations/>

https://www.bisnow.com/national/news/retail/federal-anti-hunger-plans-would-support-store-development-in-food-deserts-115642?utm_source=outbound_pub_23&utm_campaign=outbound_issue_61409&utm_content=outbound_link_10&utm_medium=email

APPENDIX

Retail Solutions Traffic Reports:

2900 34th Street South

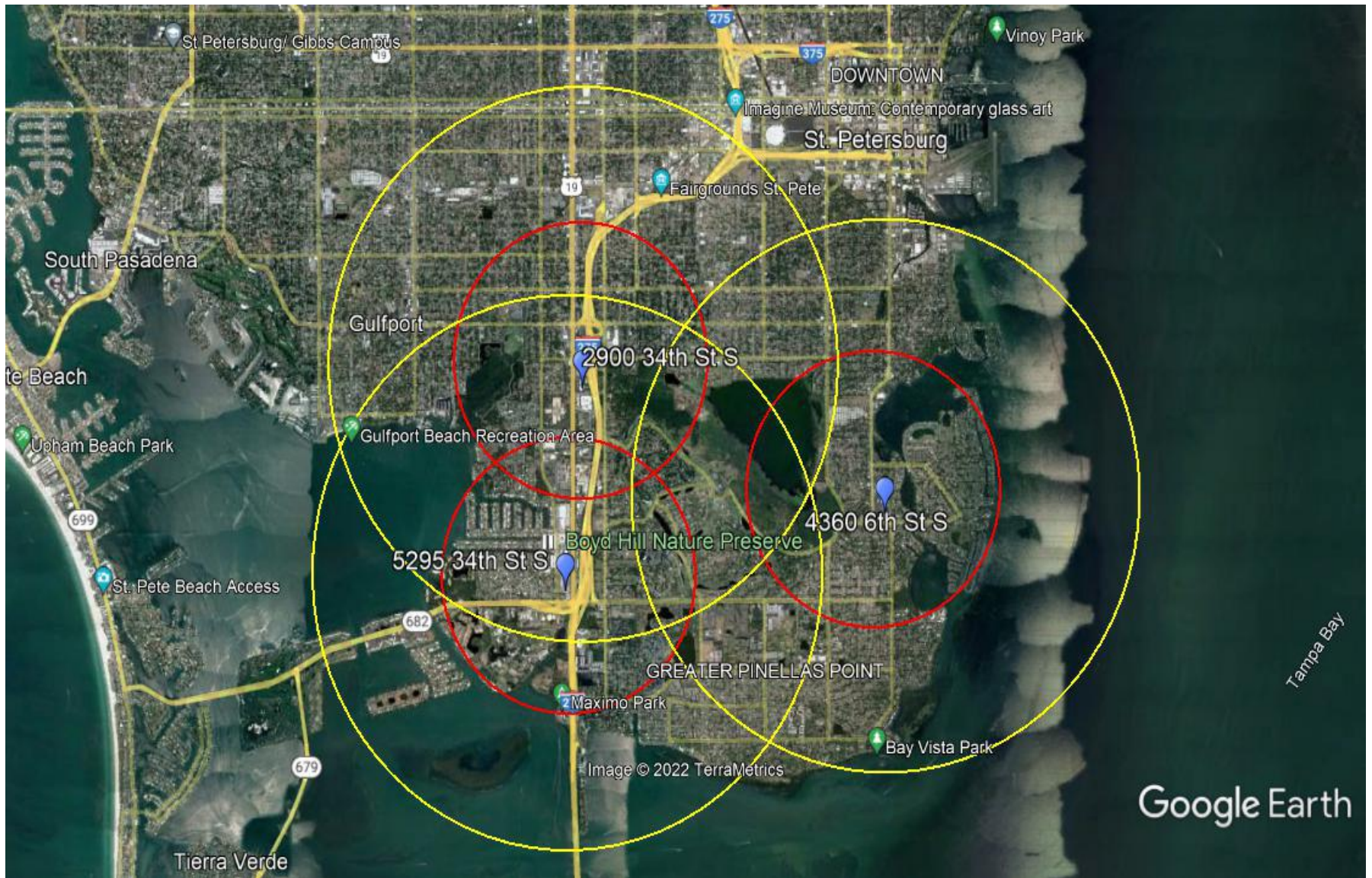
4360 6th Street South

5295 34th Street North

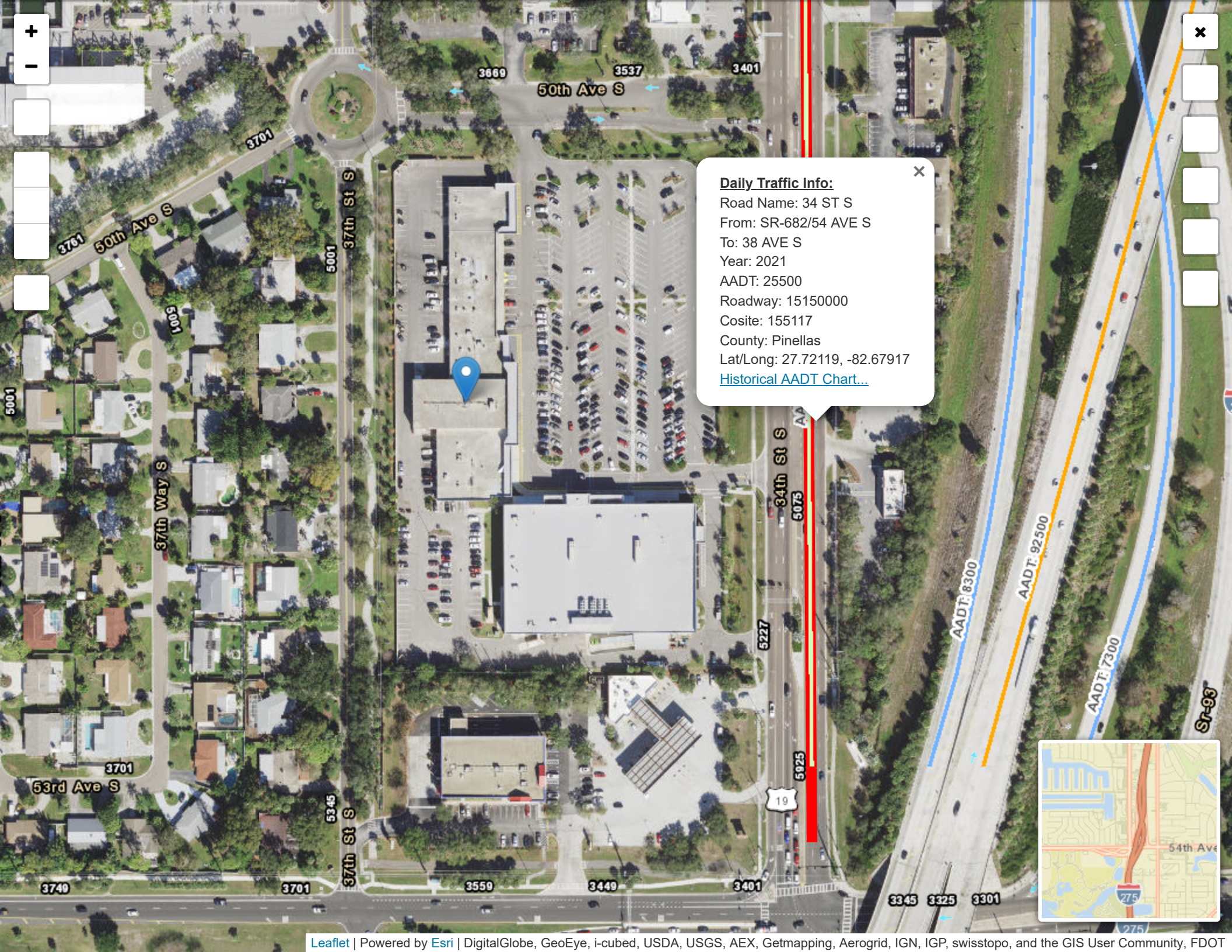
Florida Traffic Online 4360 6th Street South

Florida Traffic Online 5295 34th

Map 1 & 2 Miles Revised

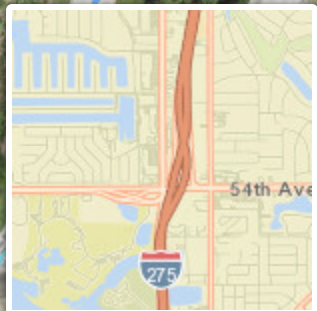


Google Earth



Daily Traffic Info: ✕

Road Name: 34 St S
 From: SR-682/54 AVE S
 To: 38 AVE S
 Year: 2021
 AADT: 25500
 Roadway: 15150000
 Cosite: 155117
 County: Pinellas
 Lat/Long: 27.72119, -82.67917
[Historical AADT Chart...](#)





Daily Traffic Info: ✕

Road Name: 6 ST S
From: 54 AVE S
To: DALI BLVD S/5 AVE S
Year: 2021
AADT: 4900
Roadway: 15090500
Cosite: 159184
County: Pinellas
Lat/Long: 27.729, -82.64065
[Historical AADT Chart...](#)



D7



Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Population | | | | | | |
| Estimated Population (2022) | 15,704 | | 57,414 | | 133,149 | |
| Projected Population (2027) | 16,014 | | 58,406 | | 135,360 | |
| Census Population (2020) | 15,740 | | 57,843 | | 133,423 | |
| Census Population (2010) | 14,821 | | 54,252 | | 126,661 | |
| Projected Annual Growth (2022-2027) | 310 | 0.4% | 992 | 0.3% | 2,211 | 0.3% |
| Historical Annual Growth (2020-2022) | -36 | - | -429 | -0.4% | -274 | -0.1% |
| Historical Annual Growth (2010-2020) | 919 | 0.6% | 3,592 | 0.7% | 6,762 | 0.5% |
| Estimated Population Density (2022) | 5,001 | psm | 4,568 | psm | 4,712 | psm |
| Trade Area Size | 3.1 | sq mi | 12.6 | sq mi | 28.3 | sq mi |
| Households | | | | | | |
| Estimated Households (2022) | 6,996 | | 24,826 | | 59,866 | |
| Projected Households (2027) | 7,074 | | 25,029 | | 60,309 | |
| Census Households (2020) | 7,001 | | 24,943 | | 59,855 | |
| Census Households (2010) | 6,635 | | 23,009 | | 55,278 | |
| Projected Annual Growth (2022-2027) | 78 | 0.2% | 203 | 0.2% | 443 | 0.1% |
| Historical Annual Change (2010-2022) | 361 | 0.5% | 1,817 | 0.7% | 4,588 | 0.7% |
| Average Household Income | | | | | | |
| Estimated Average Household Income (2022) | \$41,269 | | \$61,238 | | \$68,665 | |
| Projected Average Household Income (2027) | \$48,185 | | \$74,755 | | \$85,805 | |
| Census Average Household Income (2020) | \$34,668 | | \$44,676 | | \$47,557 | |
| Census Average Household Income (2010) | \$31,005 | | \$38,344 | | \$41,052 | |
| Projected Annual Change (2022-2027) | \$6,916 | 3.4% | \$13,517 | 4.4% | \$17,140 | 5.0% |
| Historical Annual Change (2010-2022) | \$10,264 | 1.5% | \$22,894 | 2.7% | \$27,613 | 3.1% |
| Median Household Income | | | | | | |
| Estimated Median Household Income (2022) | \$41,173 | | \$56,166 | | \$60,103 | |
| Projected Median Household Income (2027) | \$50,148 | | \$67,875 | | \$72,683 | |
| Census Median Household Income (2020) | \$30,160 | | \$38,394 | | \$39,592 | |
| Census Median Household Income (2010) | \$24,662 | | \$32,824 | | \$33,742 | |
| Projected Annual Change (2022-2027) | \$8,975 | 4.4% | \$11,708 | 4.2% | \$12,581 | 4.2% |
| Historical Annual Change (2010-2022) | \$16,511 | 3.0% | \$23,342 | 3.2% | \$26,361 | 3.6% |
| Per Capita Income | | | | | | |
| Estimated Per Capita Income (2022) | \$18,486 | | \$26,550 | | \$30,974 | |
| Projected Per Capita Income (2027) | \$21,385 | | \$32,104 | | \$38,329 | |
| Census Per Capita Income (2020) | \$15,517 | | \$18,945 | | \$20,754 | |
| Census Per Capita Income (2010) | \$14,432 | | \$16,609 | | \$18,144 | |
| Projected Annual Change (2022-2027) | \$2,899 | 3.1% | \$5,554 | 4.2% | \$7,356 | 4.7% |
| Historical Annual Change (2010-2022) | \$4,054 | 1.3% | \$9,941 | 2.7% | \$12,830 | 3.2% |
| Estimated Average Household Net Worth (2022) | \$184,380 | | \$291,443 | | \$348,252 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---|--|-------------|-------|-------------|-------|-------------|-------|
| Race and Ethnicity | | | | | | | |
| Total Population (2022) | | 15,704 | | 57,414 | | 133,149 | |
| White (2022) | | 9,963 | 63.4% | 38,612 | 67.3% | 94,176 | 70.7% |
| Black or African American (2022) | | 1,988 | 12.7% | 5,192 | 9.0% | 10,909 | 8.2% |
| American Indian or Alaska Native (2022) | | 72 | 0.5% | 217 | 0.4% | 452 | 0.3% |
| Asian (2022) | | 1,300 | 8.3% | 4,821 | 8.4% | 8,913 | 6.7% |
| Hawaiian or Pacific Islander (2022) | | 24 | 0.2% | 51 | - | 118 | - |
| Other Race (2022) | | 725 | 4.6% | 2,670 | 4.7% | 5,652 | 4.2% |
| Two or More Races (2022) | | 1,631 | 10.4% | 5,851 | 10.2% | 12,928 | 9.7% |
| Population < 18 (2022) | | 2,888 | 18.4% | 10,126 | 17.6% | 21,964 | 16.5% |
| White Not Hispanic | | 1,195 | 41.4% | 4,926 | 48.7% | 11,589 | 52.8% |
| Black or African American | | 625 | 21.6% | 1,395 | 13.8% | 2,644 | 12.0% |
| Asian | | 253 | 8.7% | 949 | 9.4% | 1,686 | 7.7% |
| Other Race Not Hispanic | | 326 | 11.3% | 1,046 | 10.3% | 2,240 | 10.2% |
| Hispanic | | 490 | 17.0% | 1,809 | 17.9% | 3,806 | 17.3% |
| Not Hispanic or Latino Population (2022) | | 13,494 | 85.9% | 49,375 | 86.0% | 116,031 | 87.1% |
| Not Hispanic White | | 9,334 | 69.2% | 36,182 | 73.3% | 88,931 | 76.6% |
| Not Hispanic Black or African American | | 1,859 | 13.8% | 4,893 | 9.9% | 10,355 | 8.9% |
| Not Hispanic American Indian or Alaska Native | | 50 | 0.4% | 146 | 0.3% | 313 | 0.3% |
| Not Hispanic Asian | | 1,018 | 7.5% | 4,255 | 8.6% | 7,980 | 6.9% |
| Not Hispanic Hawaiian or Pacific Islander | | 11 | - | 30 | - | 82 | - |
| Not Hispanic Other Race | | 64 | 0.5% | 117 | 0.2% | 497 | 0.4% |
| Not Hispanic Two or More Races | | 1,158 | 8.6% | 3,752 | 7.6% | 7,873 | 6.8% |
| Hispanic or Latino Population (2022) | | 2,210 | 14.1% | 8,039 | 14.0% | 17,118 | 12.9% |
| Hispanic White | | 629 | 28.5% | 2,429 | 30.2% | 5,245 | 30.6% |
| Hispanic Black or African American | | 128 | 5.8% | 299 | 3.7% | 555 | 3.2% |
| Hispanic American Indian or Alaska Native | | 22 | 1.0% | 71 | 0.9% | 138 | 0.8% |
| Hispanic Asian | | 283 | 12.8% | 566 | 7.0% | 934 | 5.5% |
| Hispanic Hawaiian or Pacific Islander | | 13 | 0.6% | 21 | 0.3% | 36 | 0.2% |
| Hispanic Other Race | | 661 | 29.9% | 2,554 | 31.8% | 5,155 | 30.1% |
| Hispanic Two or More Races | | 473 | 21.4% | 2,099 | 26.1% | 5,054 | 29.5% |
| Not Hispanic or Latino Population (2020) | | 13,481 | 85.6% | 49,701 | 85.9% | 116,556 | 87.4% |
| Hispanic or Latino Population (2020) | | 2,259 | 14.4% | 8,143 | 14.1% | 16,867 | 12.6% |
| Not Hispanic or Latino Population (2010) | | 13,326 | 89.9% | 48,717 | 89.8% | 114,756 | 90.6% |
| Hispanic or Latino Population (2010) | | 1,496 | 10.1% | 5,535 | 10.2% | 11,905 | 9.4% |
| Not Hispanic or Latino Population (2027) | | 13,771 | 86.0% | 50,293 | 86.1% | 118,086 | 87.2% |
| Hispanic or Latino Population (2027) | | 2,243 | 14.0% | 8,113 | 13.9% | 17,274 | 12.8% |
| Projected Annual Growth (2022-2027) | | 33 | 0.3% | 74 | 0.2% | 157 | 0.2% |
| Historical Annual Growth (2010-2020) | | 763 | 5.1% | 2,608 | 4.7% | 4,962 | 4.2% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---------------------------------------|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33714 | | | | | | | |
| Total Age Distribution (2022) | | | | | | | |
| Total Population | | 15,704 | | 57,414 | | 133,149 | |
| Age Under 5 Years | | 797 | 5.1% | 2,667 | 4.6% | 5,822 | 4.4% |
| Age 5 to 9 Years | | 786 | 5.0% | 2,768 | 4.8% | 6,005 | 4.5% |
| Age 10 to 14 Years | | 804 | 5.1% | 2,975 | 5.2% | 6,384 | 4.8% |
| Age 15 to 19 Years | | 812 | 5.2% | 2,858 | 5.0% | 6,291 | 4.7% |
| Age 20 to 24 Years | | 845 | 5.4% | 2,976 | 5.2% | 6,835 | 5.1% |
| Age 25 to 29 Years | | 990 | 6.3% | 3,672 | 6.4% | 8,312 | 6.2% |
| Age 30 to 34 Years | | 1,027 | 6.5% | 3,999 | 7.0% | 9,034 | 6.8% |
| Age 35 to 39 Years | | 1,004 | 6.4% | 3,800 | 6.6% | 8,825 | 6.6% |
| Age 40 to 44 Years | | 1,018 | 6.5% | 3,880 | 6.8% | 8,871 | 6.7% |
| Age 45 to 49 Years | | 1,029 | 6.6% | 3,784 | 6.6% | 8,707 | 6.5% |
| Age 50 to 54 Years | | 1,118 | 7.1% | 4,161 | 7.2% | 9,509 | 7.1% |
| Age 55 to 59 Years | | 1,127 | 7.2% | 4,188 | 7.3% | 9,764 | 7.3% |
| Age 60 to 64 Years | | 1,135 | 7.2% | 4,182 | 7.3% | 9,996 | 7.5% |
| Age 65 to 69 Years | | 1,085 | 6.9% | 3,736 | 6.5% | 8,825 | 6.6% |
| Age 70 to 74 Years | | 876 | 5.6% | 3,137 | 5.5% | 7,675 | 5.8% |
| Age 75 to 79 Years | | 566 | 3.6% | 2,069 | 3.6% | 5,246 | 3.9% |
| Age 80 to 84 Years | | 356 | 2.3% | 1,383 | 2.4% | 3,654 | 2.7% |
| Age 85 Years or Over | | 329 | 2.1% | 1,179 | 2.1% | 3,394 | 2.5% |
| Median Age | | 43.1 | | 43.0 | | 44.1 | |
| Age 19 Years or Less | | 3,200 | 20.4% | 11,268 | 19.6% | 24,501 | 18.4% |
| Age 20 to 64 Years | | 9,293 | 59.2% | 34,642 | 60.3% | 79,854 | 60.0% |
| Age 65 Years or Over | | 3,211 | 20.4% | 11,504 | 20.0% | 28,794 | 21.6% |
| Female Age Distribution (2022) | | | | | | | |
| Female Population | | 7,850 | 50.0% | 28,965 | 50.4% | 67,686 | 50.8% |
| Age Under 5 Years | | 391 | 5.0% | 1,282 | 4.4% | 2,798 | 4.1% |
| Age 5 to 9 Years | | 376 | 4.8% | 1,335 | 4.6% | 2,895 | 4.3% |
| Age 10 to 14 Years | | 383 | 4.9% | 1,441 | 5.0% | 3,074 | 4.5% |
| Age 15 to 19 Years | | 411 | 5.2% | 1,422 | 4.9% | 3,065 | 4.5% |
| Age 20 to 24 Years | | 429 | 5.5% | 1,481 | 5.1% | 3,431 | 5.1% |
| Age 25 to 29 Years | | 505 | 6.4% | 1,845 | 6.4% | 4,173 | 6.2% |
| Age 30 to 34 Years | | 534 | 6.8% | 2,056 | 7.1% | 4,589 | 6.8% |
| Age 35 to 39 Years | | 480 | 6.1% | 1,828 | 6.3% | 4,276 | 6.3% |
| Age 40 to 44 Years | | 495 | 6.3% | 1,874 | 6.5% | 4,326 | 6.4% |
| Age 45 to 49 Years | | 499 | 6.4% | 1,846 | 6.4% | 4,263 | 6.3% |
| Age 50 to 54 Years | | 535 | 6.8% | 2,063 | 7.1% | 4,705 | 7.0% |
| Age 55 to 59 Years | | 544 | 6.9% | 2,104 | 7.3% | 4,930 | 7.3% |
| Age 60 to 64 Years | | 554 | 7.1% | 2,111 | 7.3% | 5,102 | 7.5% |
| Age 65 to 69 Years | | 544 | 6.9% | 1,983 | 6.8% | 4,746 | 7.0% |
| Age 70 to 74 Years | | 461 | 5.9% | 1,661 | 5.7% | 4,131 | 6.1% |
| Age 75 to 79 Years | | 294 | 3.7% | 1,119 | 3.9% | 2,924 | 4.3% |
| Age 80 to 84 Years | | 202 | 2.6% | 782 | 2.7% | 2,107 | 3.1% |
| Age 85 Years or Over | | 213 | 2.7% | 732 | 2.5% | 2,150 | 3.2% |
| Female Median Age | | 43.5 | | 43.9 | | 45.3 | |
| Age 19 Years or Less | | 1,561 | 19.9% | 5,480 | 18.9% | 11,831 | 17.5% |
| Age 20 to 64 Years | | 4,576 | 58.3% | 17,208 | 59.4% | 39,795 | 58.8% |
| Age 65 Years or Over | | 1,713 | 21.8% | 6,277 | 21.7% | 16,059 | 23.7% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|--|-------------|-------|-------------|-------|-------------|-------|
| Male Age Distribution (2022) | | | | | | | |
| Male Population | | 7,854 | 50.0% | 28,449 | 49.6% | 65,463 | 49.2% |
| Age Under 5 Years | | 406 | 5.2% | 1,385 | 4.9% | 3,024 | 4.6% |
| Age 5 to 9 Years | | 410 | 5.2% | 1,433 | 5.0% | 3,109 | 4.7% |
| Age 10 to 14 Years | | 421 | 5.4% | 1,533 | 5.4% | 3,311 | 5.1% |
| Age 15 to 19 Years | | 402 | 5.1% | 1,436 | 5.0% | 3,226 | 4.9% |
| Age 20 to 24 Years | | 416 | 5.3% | 1,495 | 5.3% | 3,404 | 5.2% |
| Age 25 to 29 Years | | 485 | 6.2% | 1,827 | 6.4% | 4,139 | 6.3% |
| Age 30 to 34 Years | | 493 | 6.3% | 1,943 | 6.8% | 4,445 | 6.8% |
| Age 35 to 39 Years | | 524 | 6.7% | 1,972 | 6.9% | 4,549 | 6.9% |
| Age 40 to 44 Years | | 523 | 6.7% | 2,006 | 7.1% | 4,545 | 6.9% |
| Age 45 to 49 Years | | 530 | 6.7% | 1,938 | 6.8% | 4,444 | 6.8% |
| Age 50 to 54 Years | | 583 | 7.4% | 2,098 | 7.4% | 4,805 | 7.3% |
| Age 55 to 59 Years | | 583 | 7.4% | 2,084 | 7.3% | 4,834 | 7.4% |
| Age 60 to 64 Years | | 581 | 7.4% | 2,071 | 7.3% | 4,894 | 7.5% |
| Age 65 to 69 Years | | 541 | 6.9% | 1,753 | 6.2% | 4,078 | 6.2% |
| Age 70 to 74 Years | | 415 | 5.3% | 1,476 | 5.2% | 3,543 | 5.4% |
| Age 75 to 79 Years | | 272 | 3.5% | 950 | 3.3% | 2,322 | 3.5% |
| Age 80 to 84 Years | | 153 | 2.0% | 601 | 2.1% | 1,547 | 2.4% |
| Age 85 Years or Over | | 116 | 1.5% | 447 | 1.6% | 1,244 | 1.9% |
| Male Median Age | | 42.7 | | 42.2 | | 43.0 | |
| Age 19 Years or Less | | 1,639 | 20.9% | 5,787 | 20.3% | 12,670 | 19.4% |
| Age 20 to 64 Years | | 4,717 | 60.1% | 17,435 | 61.3% | 40,058 | 61.2% |
| Age 65 Years or Over | | 1,498 | 19.1% | 5,227 | 18.4% | 12,735 | 19.5% |
| Males per 100 Females (2022) | | | | | | | |
| Overall Comparison | | 100 | | 98 | | 97 | |
| Age Under 5 Years | | 104 | 51.0% | 108 | 51.9% | 108 | 51.9% |
| Age 5 to 9 Years | | 109 | 52.2% | 107 | 51.8% | 107 | 51.8% |
| Age 10 to 14 Years | | 110 | 52.3% | 106 | 51.5% | 108 | 51.9% |
| Age 15 to 19 Years | | 98 | 49.4% | 101 | 50.3% | 105 | 51.3% |
| Age 20 to 24 Years | | 97 | 49.2% | 101 | 50.2% | 99 | 49.8% |
| Age 25 to 29 Years | | 96 | 49.0% | 99 | 49.8% | 99 | 49.8% |
| Age 30 to 34 Years | | 92 | 48.0% | 95 | 48.6% | 97 | 49.2% |
| Age 35 to 39 Years | | 109 | 52.2% | 108 | 51.9% | 106 | 51.5% |
| Age 40 to 44 Years | | 106 | 51.4% | 107 | 51.7% | 105 | 51.2% |
| Age 45 to 49 Years | | 106 | 51.5% | 105 | 51.2% | 104 | 51.0% |
| Age 50 to 54 Years | | 109 | 52.1% | 102 | 50.4% | 102 | 50.5% |
| Age 55 to 59 Years | | 107 | 51.7% | 99 | 49.8% | 98 | 49.5% |
| Age 60 to 64 Years | | 105 | 51.2% | 98 | 49.5% | 96 | 49.0% |
| Age 65 to 69 Years | | 99 | 49.8% | 88 | 46.9% | 86 | 46.2% |
| Age 70 to 74 Years | | 90 | 47.4% | 89 | 47.1% | 86 | 46.2% |
| Age 75 to 79 Years | | 93 | 48.1% | 85 | 45.9% | 79 | 44.3% |
| Age 80 to 84 Years | | 76 | 43.1% | 77 | 43.5% | 73 | 42.3% |
| Age 85 Years or Over | | 55 | 35.3% | 61 | 37.9% | 58 | 36.7% |
| Age 19 Years or Less | | 105 | 51.2% | 106 | 51.4% | 107 | 51.7% |
| Age 20 to 39 Years | | 98 | 49.6% | 100 | 50.1% | 100 | 50.1% |
| Age 40 to 64 Years | | 107 | 51.6% | 102 | 50.5% | 101 | 50.2% |
| Age 65 Years or Over | | 87 | 46.6% | 83 | 45.4% | 79 | 44.2% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Household Type (2022) | | | | | | |
| Total Households | 6,996 | | 24,826 | | 59,866 | |
| Households with Children | 1,220 | 17.4% | 5,334 | 21.5% | 13,147 | 22.0% |
| Average Household Size | 2.2 | | 2.3 | | 2.2 | |
| Household Density per Square Mile | 2,228 | | 1,975 | | 2,118 | |
| Population Family | 10,514 | 67.0% | 42,262 | 73.6% | 95,836 | 72.0% |
| Population Non-Family | 4,920 | 31.3% | 14,645 | 25.5% | 35,509 | 26.7% |
| Population Group Quarters | 270 | 1.7% | 507 | 0.9% | 1,803 | 1.4% |
| Family Households | 3,306 | 47.3% | 13,692 | 55.2% | 32,149 | 53.7% |
| Married Couple Households | 1,473 | 44.5% | 7,580 | 55.4% | 19,494 | 60.6% |
| Other Family Households with Children | 1,834 | 55.5% | 6,112 | 44.6% | 12,654 | 39.4% |
| Family Households with Children | 1,214 | 36.7% | 5,315 | 38.8% | 13,101 | 40.8% |
| Married Couple with Children | 517 | 42.6% | 2,830 | 53.3% | 7,112 | 54.3% |
| Other Family Households with Children | 697 | 57.4% | 2,484 | 46.7% | 5,989 | 45.7% |
| Family Households No Children | 2,092 | 63.3% | 8,377 | 61.2% | 19,048 | 59.2% |
| Married Couple No Children | 955 | 45.7% | 4,750 | 56.7% | 12,382 | 65.0% |
| Other Family Households No Children | 1,137 | 54.3% | 3,627 | 43.3% | 6,665 | 35.0% |
| Non-Family Households | 3,689 | 52.7% | 11,134 | 44.8% | 27,717 | 46.3% |
| Non-Family Households with Children | 6 | 0.2% | 20 | 0.2% | 46 | 0.2% |
| Non-Family Households No Children | 3,684 | 99.8% | 11,114 | 99.8% | 27,671 | 99.8% |
| Average Family Household Size | 3.2 | | 3.1 | | 3.0 | |
| Average Family Income | \$57,127 | | \$76,322 | | \$87,881 | |
| Median Family Income | \$52,412 | | \$70,432 | | \$78,671 | |
| Average Non-Family Household Size | 1.3 | | 1.3 | | 1.3 | |
| Marital Status (2022) | | | | | | |
| Population Age 15 Years or Over | 13,317 | | 49,005 | | 114,939 | |
| Never Married | 5,315 | 39.9% | 17,745 | 36.2% | 38,937 | 33.9% |
| Currently Married | 3,683 | 27.7% | 17,050 | 34.8% | 42,319 | 36.8% |
| Previously Married | 4,319 | 32.4% | 14,210 | 29.0% | 33,683 | 29.3% |
| Separated | 587 | 13.6% | 2,304 | 16.2% | 5,369 | 15.9% |
| Widowed | 742 | 17.2% | 2,977 | 20.9% | 7,929 | 23.5% |
| Divorced | 2,990 | 69.2% | 8,929 | 62.8% | 20,385 | 60.5% |
| Educational Attainment (2022) | | | | | | |
| Adult Population Age 25 Years or Over | 11,659 | | 43,170 | | 101,813 | |
| Elementary (Grade Level 0 to 8) | 768 | 6.6% | 2,165 | 5.0% | 4,016 | 3.9% |
| Some High School (Grade Level 9 to 11) | 1,452 | 12.5% | 4,046 | 9.4% | 8,147 | 8.0% |
| High School Graduate | 4,042 | 34.7% | 13,996 | 32.4% | 30,267 | 29.7% |
| Some College | 2,554 | 21.9% | 9,070 | 21.0% | 21,100 | 20.7% |
| Associate Degree Only | 1,237 | 10.6% | 4,328 | 10.0% | 10,426 | 10.2% |
| Bachelor Degree Only | 1,197 | 10.3% | 6,471 | 15.0% | 18,849 | 18.5% |
| Graduate Degree | 409 | 3.5% | 3,095 | 7.2% | 9,008 | 8.8% |
| Any College (Some College or Higher) | 5,397 | 46.3% | 22,964 | 53.2% | 59,382 | 58.3% |
| College Degree + (Bachelor Degree or Higher) | 1,606 | 13.8% | 9,566 | 22.2% | 27,857 | 27.4% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Housing | | | | | | |
| Total Housing Units (2022) | 7,819 | | 27,070 | | 65,055 | |
| Total Housing Units (2020) | 7,816 | | 27,158 | | 65,010 | |
| Historical Annual Growth (2020-2022) | 2 | - | -87 | - | 45 | - |
| Housing Units Occupied (2022) | 6,996 | 89.5% | 24,826 | 91.7% | 59,866 | 92.0% |
| Housing Units Owner-Occupied | 3,884 | 55.5% | 16,902 | 68.1% | 39,683 | 66.3% |
| Housing Units Renter-Occupied | 3,112 | 44.5% | 7,924 | 31.9% | 20,183 | 33.7% |
| Housing Units Vacant (2022) | 823 | 10.5% | 2,244 | 8.3% | 5,190 | 8.0% |
| Household Size (2022) | | | | | | |
| Total Households | 6,996 | | 24,826 | | 59,866 | |
| 1 Person Households | 2,946 | 42.1% | 8,844 | 35.6% | 22,294 | 37.2% |
| 2 Person Households | 2,081 | 29.7% | 8,324 | 33.5% | 20,760 | 34.7% |
| 3 Person Households | 929 | 13.3% | 3,641 | 14.7% | 8,305 | 13.9% |
| 4 Person Households | 574 | 8.2% | 2,356 | 9.5% | 5,196 | 8.7% |
| 5 Person Households | 286 | 4.1% | 1,060 | 4.3% | 2,194 | 3.7% |
| 6 Person Households | 135 | 1.9% | 425 | 1.7% | 776 | 1.3% |
| 7 or More Person Households | 44 | 0.6% | 175 | 0.7% | 340 | 0.6% |
| Household Income Distribution (2022) | | | | | | |
| HH Income \$200,000 or More | 43 | 0.6% | 587 | 2.4% | 2,141 | 3.6% |
| HH Income \$150,000 to \$199,999 | 98 | 1.4% | 833 | 3.4% | 2,554 | 4.3% |
| HH Income \$125,000 to \$149,999 | 236 | 3.4% | 1,338 | 5.4% | 3,654 | 6.1% |
| HH Income \$100,000 to \$124,999 | 326 | 4.7% | 2,124 | 8.6% | 5,296 | 8.8% |
| HH Income \$75,000 to \$99,999 | 632 | 9.0% | 3,367 | 13.6% | 8,376 | 14.0% |
| HH Income \$50,000 to \$74,999 | 1,182 | 16.9% | 4,634 | 18.7% | 11,936 | 19.9% |
| HH Income \$35,000 to \$49,999 | 1,379 | 19.7% | 3,624 | 14.6% | 8,258 | 13.8% |
| HH Income \$25,000 to \$34,999 | 1,153 | 16.5% | 2,667 | 10.7% | 5,998 | 10.0% |
| HH Income \$15,000 to \$24,999 | 1,004 | 14.3% | 2,669 | 10.7% | 5,716 | 9.5% |
| HH Income \$10,000 to \$14,999 | 400 | 5.7% | 1,197 | 4.8% | 2,548 | 4.3% |
| HH Income Under \$10,000 | 543 | 7.8% | 1,785 | 7.2% | 3,387 | 5.7% |
| Household Vehicles (2022) | | | | | | |
| Households 0 Vehicles Available | 734 | 10.5% | 1,999 | 8.1% | 4,625 | 7.7% |
| Households 1 Vehicle Available | 3,245 | 46.4% | 10,684 | 43.0% | 26,123 | 43.6% |
| Households 2 Vehicles Available | 2,197 | 31.4% | 8,771 | 35.3% | 21,760 | 36.3% |
| Households 3 or More Vehicles Available | 821 | 11.7% | 3,373 | 13.6% | 7,358 | 12.3% |
| Total Vehicles Available | 10,273 | | 39,438 | | 93,669 | |
| Average Vehicles per Household | 1.5 | | 1.6 | | 1.6 | |
| Owner-Occupied Household Vehicles | 6,570 | 64.0% | 29,324 | 74.4% | 67,711 | 72.3% |
| Average Vehicles per Owner-Occupied Household | 1.7 | | 1.7 | | 1.7 | |
| Renter-Occupied Household Vehicles | 3,703 | 36.0% | 10,114 | 25.6% | 25,958 | 27.7% |
| Average Vehicles per Renter-Occupied Household | 1.2 | | 1.3 | | 1.3 | |
| Travel Time (2022) | | | | | | |
| Worker Base Age 16 years or Over | 7,483 | | 29,118 | | 69,043 | |
| Travel to Work in 14 Minutes or Less | 2,368 | 31.7% | 7,821 | 26.9% | 17,745 | 25.7% |
| Travel to Work in 15 to 29 Minutes | 3,249 | 43.4% | 12,436 | 42.7% | 29,112 | 42.2% |
| Travel to Work in 30 to 59 Minutes | 1,457 | 19.5% | 5,994 | 20.6% | 15,025 | 21.8% |
| Travel to Work in 60 Minutes or More | 117 | 1.6% | 1,215 | 4.2% | 3,058 | 4.4% |
| Work at Home | 291 | 3.9% | 1,652 | 5.7% | 4,103 | 5.9% |
| Average Minutes Travel to Work | 18.0 | | 19.5 | | 19.7 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Transportation To Work (2022) | | | | | | |
| Worker Base Age 16 years or Over | 7,483 | | 29,118 | | 69,043 | |
| Drive to Work Alone | 6,165 | 82.4% | 23,335 | 80.1% | 55,234 | 80.0% |
| Drive to Work in Carpool | 520 | 7.0% | 2,334 | 8.0% | 5,422 | 7.9% |
| Travel to Work by Public Transportation | 122 | 1.6% | 458 | 1.6% | 1,367 | 2.0% |
| Drive to Work on Motorcycle | 73 | 1.0% | 182 | 0.6% | 492 | 0.7% |
| Bicycle to Work | 43 | 0.6% | 135 | 0.5% | 441 | 0.6% |
| Walk to Work | 110 | 1.5% | 480 | 1.6% | 1,101 | 1.6% |
| Other Means | 159 | 2.1% | 542 | 1.9% | 883 | 1.3% |
| Work at Home | 291 | 3.9% | 1,652 | 5.7% | 4,103 | 5.9% |
| Daytime Demographics (2022) | | | | | | |
| Total Businesses | 977 | | 3,341 | | 7,099 | |
| Total Employees | 6,054 | | 20,931 | | 50,613 | |
| Company Headquarter Businesses | 37 | 3.8% | 112 | 3.3% | 235 | 3.3% |
| Company Headquarter Employees | 755 | 12.5% | 2,081 | 9.9% | 4,708 | 9.3% |
| Employee Population per Business | 6.2 to 1 | | 6.3 to 1 | | 7.1 to 1 | |
| Residential Population per Business | 16.1 to 1 | | 17.2 to 1 | | 18.8 to 1 | |
| Adj. Daytime Demographics Age 16 Years or Over | 11,686 | | 40,121 | | 95,021 | |
| Labor Force | | | | | | |
| Labor Population Age 16 Years or Over (2022) | 13,163 | | 48,427 | | 113,659 | |
| Labor Force Total Males (2022) | 6,539 | 49.7% | 23,809 | 49.2% | 55,359 | 48.7% |
| Male Civilian Employed | 4,092 | 62.6% | 15,445 | 64.9% | 35,755 | 64.6% |
| Male Civilian Unemployed | 243 | 3.7% | 715 | 3.0% | 1,287 | 2.3% |
| Males in Armed Forces | 48 | 0.7% | 89 | 0.4% | 147 | 0.3% |
| Males Not in Labor Force | 2,156 | 33.0% | 7,559 | 31.7% | 18,170 | 32.8% |
| Labor Force Total Females (2022) | 6,624 | 50.3% | 24,617 | 50.8% | 58,300 | 51.3% |
| Female Civilian Employed | 3,391 | 51.2% | 13,673 | 55.5% | 33,288 | 57.1% |
| Female Civilian Unemployed | 143 | 2.2% | 406 | 1.6% | 915 | 1.6% |
| Females in Armed Forces | - | - | 29 | 0.1% | 61 | 0.1% |
| Females Not in Labor Force | 3,090 | 46.7% | 10,510 | 42.7% | 24,036 | 41.2% |
| Unemployment Rate | 386 | 2.9% | 1,121 | 2.3% | 2,203 | 1.9% |
| Occupation (2022) | | | | | | |
| Occupation Population Age 16 Years or Over | 7,483 | | 29,118 | | 69,043 | |
| Occupation Total Males | 4,092 | 54.7% | 15,445 | 53.0% | 35,755 | 51.8% |
| Occupation Total Females | 3,391 | 45.3% | 13,673 | 47.0% | 33,288 | 48.2% |
| Management, Business, Financial Operations | 724 | 9.7% | 3,617 | 12.4% | 9,725 | 14.1% |
| Professional, Related | 1,135 | 15.2% | 5,890 | 20.2% | 15,576 | 22.6% |
| Service | 1,966 | 26.3% | 6,078 | 20.9% | 13,230 | 19.2% |
| Sales, Office | 1,806 | 24.1% | 7,161 | 24.6% | 17,232 | 25.0% |
| Farming, Fishing, Forestry | 8 | 0.1% | 19 | - | 38 | - |
| Construction, Extraction, Maintenance | 775 | 10.4% | 2,815 | 9.7% | 5,669 | 8.2% |
| Production, Transport, Material Moving | 1,068 | 14.3% | 3,538 | 12.1% | 7,574 | 11.0% |
| White Collar Workers | 3,665 | 49.0% | 16,668 | 57.2% | 42,532 | 61.6% |
| Blue Collar Workers | 3,817 | 51.0% | 12,450 | 42.8% | 26,511 | 38.4% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|------------------------------------|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33714 | | | | | | | |
| Units In Structure (2022) | | | | | | | |
| Total Units | | 6,996 | | 24,826 | | 59,866 | |
| 1 Detached Unit | | 3,355 | 48.0% | 15,760 | 63.5% | 37,289 | 62.3% |
| 1 Attached Unit | | 376 | 5.4% | 988 | 4.0% | 2,159 | 3.6% |
| 2 Units | | 239 | 3.4% | 493 | 2.0% | 1,260 | 2.1% |
| 3 to 4 Units | | 548 | 7.8% | 1,016 | 4.1% | 2,608 | 4.4% |
| 5 to 9 Units | | 289 | 4.1% | 845 | 3.4% | 2,054 | 3.4% |
| 10 to 19 Units | | 212 | 3.0% | 1,213 | 4.9% | 3,014 | 5.0% |
| 20 to 49 Units | | 354 | 5.1% | 1,313 | 5.3% | 3,642 | 6.1% |
| 50 or More Units | | 269 | 3.8% | 930 | 3.7% | 3,688 | 6.2% |
| Mobile Home or Trailer | | 1,351 | 19.3% | 2,231 | 9.0% | 4,080 | 6.8% |
| Other Structure | | 2 | - | 38 | 0.2% | 71 | 0.1% |
| Homes Built By Year (2022) | | | | | | | |
| Homes Built 2014 or later | | 170 | 2.2% | 553 | 2.0% | 1,284 | 2.0% |
| Homes Built 2010 to 2013 | | 103 | 1.3% | 363 | 1.3% | 792 | 1.2% |
| Homes Built 2000 to 2009 | | 474 | 6.1% | 1,128 | 4.2% | 2,054 | 3.2% |
| Homes Built 1990 to 1999 | | 394 | 5.0% | 1,337 | 4.9% | 3,255 | 5.0% |
| Homes Built 1980 to 1989 | | 1,012 | 12.9% | 2,502 | 9.2% | 6,555 | 10.1% |
| Homes Built 1970 to 1979 | | 1,198 | 15.3% | 4,443 | 16.4% | 12,919 | 19.9% |
| Homes Built 1960 to 1969 | | 1,314 | 16.8% | 4,508 | 16.7% | 10,277 | 15.8% |
| Homes Built 1950 to 1959 | | 1,678 | 21.5% | 7,812 | 28.9% | 16,347 | 25.1% |
| Homes Built 1940 to 1949 | | 515 | 6.6% | 1,549 | 5.7% | 3,275 | 5.0% |
| Homes Built Before 1939 | | 137 | 1.8% | 631 | 2.3% | 3,108 | 4.8% |
| Median Age of Homes | | 44.3 | yrs | 46.9 | yrs | 47.0 | yrs |
| Home Values (2022) | | | | | | | |
| Owner Specified Housing Units | | 3,884 | | 16,902 | | 39,683 | |
| Home Values \$1,000,000 or More | | 30 | 0.8% | 130 | 0.8% | 252 | 0.6% |
| Home Values \$750,000 to \$999,999 | | 19 | 0.5% | 137 | 0.8% | 417 | 1.1% |
| Home Values \$500,000 to \$749,999 | | 75 | 1.9% | 373 | 2.2% | 1,650 | 4.2% |
| Home Values \$400,000 to \$499,999 | | 85 | 2.2% | 373 | 2.2% | 1,253 | 3.2% |
| Home Values \$300,000 to \$399,999 | | 171 | 4.4% | 1,126 | 6.7% | 3,443 | 8.7% |
| Home Values \$250,000 to \$299,999 | | 159 | 4.1% | 1,400 | 8.3% | 4,202 | 10.6% |
| Home Values \$200,000 to \$249,999 | | 340 | 8.8% | 2,613 | 15.5% | 6,157 | 15.5% |
| Home Values \$175,000 to \$199,999 | | 431 | 11.1% | 1,850 | 10.9% | 4,304 | 10.8% |
| Home Values \$150,000 to \$174,999 | | 428 | 11.0% | 1,998 | 11.8% | 4,385 | 11.1% |
| Home Values \$125,000 to \$149,999 | | 390 | 10.1% | 1,511 | 8.9% | 2,805 | 7.1% |
| Home Values \$100,000 to \$124,999 | | 459 | 11.8% | 1,511 | 8.9% | 3,124 | 7.9% |
| Home Values \$90,000 to \$99,999 | | 51 | 1.3% | 325 | 1.9% | 755 | 1.9% |
| Home Values \$80,000 to \$89,999 | | 111 | 2.9% | 389 | 2.3% | 931 | 2.3% |
| Home Values \$70,000 to \$79,999 | | 70 | 1.8% | 383 | 2.3% | 865 | 2.2% |
| Home Values \$60,000 to \$69,999 | | 158 | 4.1% | 379 | 2.2% | 747 | 1.9% |
| Home Values \$50,000 to \$59,999 | | 101 | 2.6% | 416 | 2.5% | 753 | 1.9% |
| Home Values \$35,000 to \$49,999 | | 63 | 1.6% | 301 | 1.8% | 683 | 1.7% |
| Home Values \$25,000 to \$34,999 | | 78 | 2.0% | 279 | 1.7% | 614 | 1.5% |
| Home Values \$10,000 to \$24,999 | | 188 | 4.8% | 651 | 3.9% | 1,164 | 2.9% |
| Home Values Under \$10,000 | | 476 | 12.3% | 756 | 4.5% | 1,176 | 3.0% |
| Owner-Occupied Median Home Value | | \$125,220 | | \$162,205 | | \$191,362 | |
| Renter-Occupied Median Rent | | \$830 | | \$919 | | \$956 | |

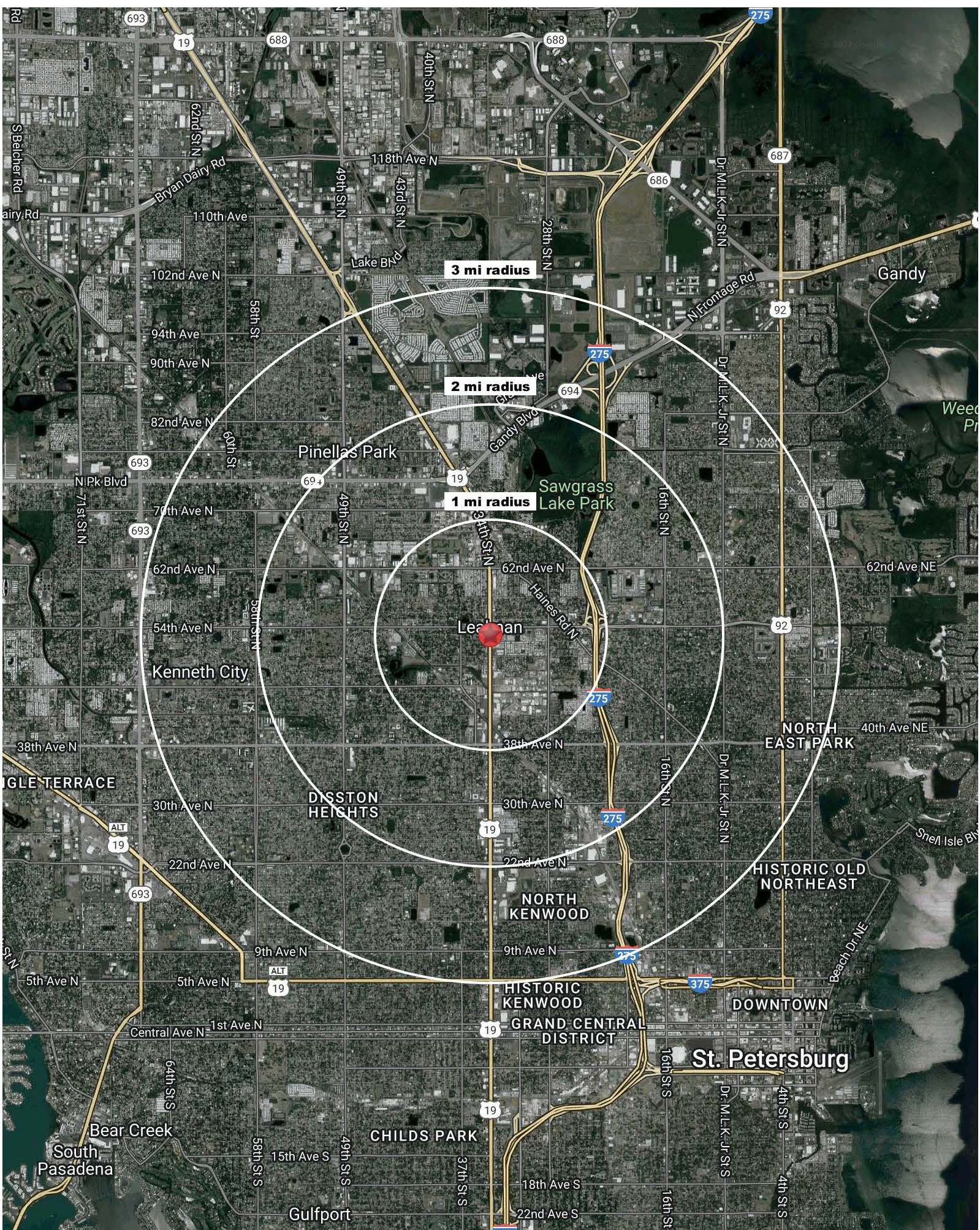
Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.8201/-82.6795

| 5295 34th St N St. Petersburg, FL 33714 | | 1 mi radius | 2 mi radius | 3 mi radius |
|--|--|---------------|---------------|---------------|
| Total Annual Consumer Expenditure (2022) | | | | |
| Total Household Expenditure | | \$269.36 M | \$1.24 B | \$3.23 B |
| Total Non-Retail Expenditure | | \$142.34 M | \$651.2 M | \$1.7 B |
| Total Retail Expenditure | | \$127.02 M | \$585.17 M | \$1.53 B |
| Apparel | | \$9.25 M | \$42.86 M | \$112.12 M |
| Contributions | | \$8.25 M | \$38.95 M | \$103.2 M |
| Education | | \$6.99 M | \$33.98 M | \$90.29 M |
| Entertainment | | \$14.6 M | \$68.72 M | \$180.29 M |
| Food and Beverages | | \$40.34 M | \$183.95 M | \$478.78 M |
| Furnishings and Equipment | | \$9.1 M | \$42.84 M | \$112.4 M |
| Gifts | | \$6.1 M | \$28.84 M | \$76.95 M |
| Health Care | | \$23.75 M | \$107.56 M | \$279.97 M |
| Household Operations | | \$10.38 M | \$48.05 M | \$126.02 M |
| Miscellaneous Expenses | | \$5.08 M | \$23.37 M | \$61.24 M |
| Personal Care | | \$3.61 M | \$16.63 M | \$43.47 M |
| Personal Insurance | | \$1.72 M | \$8.33 M | \$22.01 M |
| Reading | | \$585.25 K | \$2.7 M | \$7.08 M |
| Shelter | | \$57.54 M | \$260.72 M | \$681.09 M |
| Tobacco | | \$1.95 M | \$8.17 M | \$20.87 M |
| Transportation | | \$48.74 M | \$225.81 M | \$589.19 M |
| Utilities | | \$21.38 M | \$94.89 M | \$245.4 M |
| Monthly Household Consumer Expenditure (2022) | | | | |
| Total Household Expenditure | | \$3,209 | \$4,150 | \$4,497 |
| Total Non-Retail Expenditure | | \$1,696 52.8% | \$2,186 52.7% | \$2,371 52.7% |
| Total Retail Expenditures | | \$1,513 47.2% | \$1,964 47.3% | \$2,125 47.3% |
| Apparel | | \$110 3.4% | \$144 3.5% | \$156 3.5% |
| Contributions | | \$98 3.1% | \$131 3.2% | \$144 3.2% |
| Education | | \$83 2.6% | \$114 2.7% | \$126 2.8% |
| Entertainment | | \$174 5.4% | \$231 5.6% | \$251 5.6% |
| Food and Beverages | | \$481 15.0% | \$617 14.9% | \$666 14.8% |
| Furnishings and Equipment | | \$108 3.4% | \$144 3.5% | \$156 3.5% |
| Gifts | | \$73 2.3% | \$97 2.3% | \$107 2.4% |
| Health Care | | \$283 8.8% | \$361 8.7% | \$390 8.7% |
| Household Operations | | \$124 3.9% | \$161 3.9% | \$175 3.9% |
| Miscellaneous Expenses | | \$60 1.9% | \$78 1.9% | \$85 1.9% |
| Personal Care | | \$43 1.3% | \$56 1.3% | \$61 1.3% |
| Personal Insurance | | \$20 0.6% | \$28 0.7% | \$31 0.7% |
| Reading | | \$7 0.2% | \$9 0.2% | \$10 0.2% |
| Shelter | | \$685 21.4% | \$875 21.1% | \$948 21.1% |
| Tobacco | | \$23 0.7% | \$27 0.7% | \$29 0.6% |
| Transportation | | \$581 18.1% | \$758 18.3% | \$820 18.2% |
| Utilities | | \$255 7.9% | \$319 7.7% | \$342 7.6% |



Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|------------------|------|-------------------|-------|-------------------|------|
| Population | | | | | | |
| Estimated Population (2022) | 9,827 | | 33,929 | | 58,511 | |
| Projected Population (2027) | 9,993 | | 34,306 | | 59,401 | |
| Census Population (2020) | 9,731 | | 34,008 | | 58,515 | |
| Census Population (2010) | 9,505 | | 33,360 | | 55,443 | |
| Projected Annual Growth (2022-2027) | 166 | 0.3% | 377 | 0.2% | 890 | 0.3% |
| Historical Annual Growth (2020-2022) | 96 | - | -79 | -0.1% | -4 | - |
| Historical Annual Growth (2010-2020) | 226 | 0.2% | 648 | 0.2% | 3,071 | 0.6% |
| Estimated Population Density (2022) | 3,130 <i>psm</i> | | 2,699 <i>psm</i> | | 2,070 <i>psm</i> | |
| Trade Area Size | 3.1 <i>sq mi</i> | | 12.6 <i>sq mi</i> | | 28.3 <i>sq mi</i> | |
| Households | | | | | | |
| Estimated Households (2022) | 4,263 | | 14,414 | | 25,723 | |
| Projected Households (2027) | 4,294 | | 14,431 | | 25,910 | |
| Census Households (2020) | 4,212 | | 14,421 | | 25,756 | |
| Census Households (2010) | 3,899 | | 13,637 | | 23,136 | |
| Projected Annual Growth (2022-2027) | 31 | 0.1% | 17 | - | 187 | 0.1% |
| Historical Annual Change (2010-2022) | 364 | 0.8% | 777 | 0.5% | 2,587 | 0.9% |
| Average Household Income | | | | | | |
| Estimated Average Household Income (2022) | \$80,394 | | \$71,275 | | \$70,681 | |
| Projected Average Household Income (2027) | \$95,344 | | \$85,620 | | \$83,793 | |
| Census Average Household Income (2020) | \$50,582 | | \$46,660 | | \$46,747 | |
| Census Average Household Income (2010) | \$47,614 | | \$43,948 | | \$39,970 | |
| Projected Annual Change (2022-2027) | \$14,950 | 3.7% | \$14,345 | 4.0% | \$13,112 | 3.7% |
| Historical Annual Change (2010-2022) | \$32,780 | 3.1% | \$27,328 | 2.8% | \$30,711 | 3.5% |
| Median Household Income | | | | | | |
| Estimated Median Household Income (2022) | \$72,125 | | \$63,857 | | \$59,496 | |
| Projected Median Household Income (2027) | \$88,059 | | \$78,034 | | \$72,786 | |
| Census Median Household Income (2020) | \$43,525 | | \$38,260 | | \$36,794 | |
| Census Median Household Income (2010) | \$34,733 | | \$33,051 | | \$30,296 | |
| Projected Annual Change (2022-2027) | \$15,934 | 4.4% | \$14,177 | 4.4% | \$13,290 | 4.5% |
| Historical Annual Change (2010-2022) | \$37,392 | 4.9% | \$30,806 | 4.2% | \$29,200 | 4.4% |
| Per Capita Income | | | | | | |
| Estimated Per Capita Income (2022) | \$34,907 | | \$30,410 | | \$31,303 | |
| Projected Per Capita Income (2027) | \$41,000 | | \$36,145 | | \$36,776 | |
| Census Per Capita Income (2020) | \$20,746 | | \$19,073 | | \$19,507 | |
| Census Per Capita Income (2010) | \$19,595 | | \$17,638 | | \$16,476 | |
| Projected Annual Change (2022-2027) | \$6,093 | 3.5% | \$5,735 | 3.8% | \$5,473 | 3.5% |
| Historical Annual Change (2010-2022) | \$15,312 | 3.6% | \$12,772 | 3.3% | \$14,827 | 4.1% |
| Estimated Average Household Net Worth (2022) | \$450,390 | | \$397,330 | | \$399,147 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---|--|-------------|-------|-------------|-------|-------------|-------|
| Race and Ethnicity | | | | | | | |
| Total Population (2022) | | 9,827 | | 33,929 | | 58,511 | |
| White (2022) | | 4,782 | 48.7% | 13,851 | 40.8% | 24,427 | 41.7% |
| Black or African American (2022) | | 3,864 | 39.3% | 16,323 | 48.1% | 26,915 | 46.0% |
| American Indian or Alaska Native (2022) | | 33 | 0.3% | 80 | 0.2% | 147 | 0.3% |
| Asian (2022) | | 151 | 1.5% | 592 | 1.7% | 1,712 | 2.9% |
| Hawaiian or Pacific Islander (2022) | | 3 | - | 19 | - | 33 | - |
| Other Race (2022) | | 324 | 3.3% | 1,094 | 3.2% | 1,797 | 3.1% |
| Two or More Races (2022) | | 670 | 6.8% | 1,970 | 5.8% | 3,479 | 5.9% |
| Population < 18 (2022) | | 1,848 | 18.8% | 6,868 | 20.2% | 11,101 | 19.0% |
| White Not Hispanic | | 544 | 29.4% | 1,674 | 24.4% | 2,479 | 22.3% |
| Black or African American | | 991 | 53.6% | 4,170 | 60.7% | 7,050 | 63.5% |
| Asian | | 10 | 0.6% | 46 | 0.7% | 91 | 0.8% |
| Other Race Not Hispanic | | 166 | 9.0% | 570 | 8.3% | 819 | 7.4% |
| Hispanic | | 137 | 7.4% | 409 | 5.9% | 663 | 6.0% |
| Not Hispanic or Latino Population (2022) | | 9,129 | 92.9% | 31,697 | 93.4% | 54,360 | 92.9% |
| Not Hispanic White | | 4,635 | 50.8% | 13,362 | 42.2% | 23,464 | 43.2% |
| Not Hispanic Black or African American | | 3,806 | 41.7% | 15,984 | 50.4% | 26,245 | 48.3% |
| Not Hispanic American Indian or Alaska Native | | 23 | 0.2% | 53 | 0.2% | 107 | 0.2% |
| Not Hispanic Asian | | 149 | 1.6% | 581 | 1.8% | 1,683 | 3.1% |
| Not Hispanic Hawaiian or Pacific Islander | | 2 | - | 17 | - | 29 | - |
| Not Hispanic Other Race | | 80 | 0.9% | 354 | 1.1% | 514 | 0.9% |
| Not Hispanic Two or More Races | | 434 | 4.8% | 1,346 | 4.2% | 2,317 | 4.3% |
| Hispanic or Latino Population (2022) | | 698 | 7.1% | 2,232 | 6.6% | 4,151 | 7.1% |
| Hispanic White | | 146 | 20.9% | 489 | 21.9% | 963 | 23.2% |
| Hispanic Black or African American | | 59 | 8.4% | 339 | 15.2% | 670 | 16.1% |
| Hispanic American Indian or Alaska Native | | 10 | 1.5% | 27 | 1.2% | 40 | 1.0% |
| Hispanic Asian | | 2 | 0.3% | 11 | 0.5% | 30 | 0.7% |
| Hispanic Hawaiian or Pacific Islander | | 1 | 0.2% | 2 | - | 4 | - |
| Hispanic Other Race | | 243 | 34.9% | 740 | 33.1% | 1,283 | 30.9% |
| Hispanic Two or More Races | | 236 | 33.9% | 624 | 28.0% | 1,162 | 28.0% |
| Not Hispanic or Latino Population (2020) | | 9,079 | 93.3% | 32,049 | 94.2% | 54,955 | 93.9% |
| Hispanic or Latino Population (2020) | | 653 | 6.7% | 1,959 | 5.8% | 3,559 | 6.1% |
| Not Hispanic or Latino Population (2010) | | 8,999 | 94.7% | 31,926 | 95.7% | 53,156 | 95.9% |
| Hispanic or Latino Population (2010) | | 506 | 5.3% | 1,434 | 4.3% | 2,288 | 4.1% |
| Not Hispanic or Latino Population (2027) | | 9,290 | 93.0% | 32,056 | 93.4% | 55,191 | 92.9% |
| Hispanic or Latino Population (2027) | | 703 | 7.0% | 2,249 | 6.6% | 4,210 | 7.1% |
| Projected Annual Growth (2022-2027) | | 5 | 0.2% | 17 | 0.2% | 59 | 0.3% |
| Historical Annual Growth (2010-2020) | | 147 | 2.9% | 526 | 3.7% | 1,272 | 5.6% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---|--|-------------|-------|-------------|-------|-------------|-------|
| Total Age Distribution (2022) | | | | | | | |
| Total Population | | 9,827 | | 33,929 | | 58,511 | |
| Age Under 5 Years | | 404 | 4.1% | 1,687 | 5.0% | 2,854 | 4.9% |
| Age 5 to 9 Years | | 472 | 4.8% | 1,747 | 5.1% | 2,815 | 4.8% |
| Age 10 to 14 Years | | 605 | 6.2% | 2,086 | 6.1% | 3,288 | 5.6% |
| Age 15 to 19 Years | | 570 | 5.8% | 2,327 | 6.9% | 4,245 | 7.3% |
| Age 20 to 24 Years | | 524 | 5.3% | 1,918 | 5.7% | 3,679 | 6.3% |
| Age 25 to 29 Years | | 573 | 5.8% | 1,848 | 5.4% | 3,273 | 5.6% |
| Age 30 to 34 Years | | 603 | 6.1% | 1,991 | 5.9% | 3,404 | 5.8% |
| Age 35 to 39 Years | | 658 | 6.7% | 2,105 | 6.2% | 3,484 | 6.0% |
| Age 40 to 44 Years | | 615 | 6.3% | 2,063 | 6.1% | 3,475 | 5.9% |
| Age 45 to 49 Years | | 617 | 6.3% | 2,092 | 6.2% | 3,490 | 6.0% |
| Age 50 to 54 Years | | 759 | 7.7% | 2,439 | 7.2% | 4,061 | 6.9% |
| Age 55 to 59 Years | | 752 | 7.6% | 2,431 | 7.2% | 4,103 | 7.0% |
| Age 60 to 64 Years | | 761 | 7.7% | 2,511 | 7.4% | 4,270 | 7.3% |
| Age 65 to 69 Years | | 629 | 6.4% | 2,067 | 6.1% | 3,755 | 6.4% |
| Age 70 to 74 Years | | 546 | 5.6% | 1,807 | 5.3% | 3,291 | 5.6% |
| Age 75 to 79 Years | | 335 | 3.4% | 1,183 | 3.5% | 2,134 | 3.6% |
| Age 80 to 84 Years | | 185 | 1.9% | 758 | 2.2% | 1,408 | 2.4% |
| Age 85 Years or Over | | 219 | 2.2% | 868 | 2.6% | 1,482 | 2.5% |
| Median Age | | 43.2 | | 42.2 | | 42.1 | |
| Age 19 Years or Less | | 2,050 | 20.9% | 7,847 | 23.1% | 13,202 | 22.6% |
| Age 20 to 64 Years | | 5,862 | 59.7% | 19,399 | 57.2% | 33,239 | 56.8% |
| Age 65 Years or Over | | 1,914 | 19.5% | 6,683 | 19.7% | 12,070 | 20.6% |
| Female Age Distribution (2022) | | | | | | | |
| Female Population | | 5,050 | 51.4% | 17,982 | 53.0% | 30,697 | 52.5% |
| Age Under 5 Years | | 195 | 3.9% | 824 | 4.6% | 1,385 | 4.5% |
| Age 5 to 9 Years | | 223 | 4.4% | 861 | 4.8% | 1,378 | 4.5% |
| Age 10 to 14 Years | | 274 | 5.4% | 1,022 | 5.7% | 1,566 | 5.1% |
| Age 15 to 19 Years | | 280 | 5.5% | 1,171 | 6.5% | 2,206 | 7.2% |
| Age 20 to 24 Years | | 266 | 5.3% | 1,029 | 5.7% | 1,994 | 6.5% |
| Age 25 to 29 Years | | 283 | 5.6% | 971 | 5.4% | 1,711 | 5.6% |
| Age 30 to 34 Years | | 327 | 6.5% | 1,067 | 5.9% | 1,783 | 5.8% |
| Age 35 to 39 Years | | 353 | 7.0% | 1,167 | 6.5% | 1,863 | 6.1% |
| Age 40 to 44 Years | | 308 | 6.1% | 1,065 | 5.9% | 1,761 | 5.7% |
| Age 45 to 49 Years | | 335 | 6.6% | 1,124 | 6.3% | 1,836 | 6.0% |
| Age 50 to 54 Years | | 399 | 7.9% | 1,277 | 7.1% | 2,070 | 6.7% |
| Age 55 to 59 Years | | 404 | 8.0% | 1,301 | 7.2% | 2,150 | 7.0% |
| Age 60 to 64 Years | | 389 | 7.7% | 1,304 | 7.3% | 2,171 | 7.1% |
| Age 65 to 69 Years | | 329 | 6.5% | 1,121 | 6.2% | 2,014 | 6.6% |
| Age 70 to 74 Years | | 275 | 5.5% | 991 | 5.5% | 1,816 | 5.9% |
| Age 75 to 79 Years | | 174 | 3.4% | 668 | 3.7% | 1,209 | 3.9% |
| Age 80 to 84 Years | | 104 | 2.1% | 454 | 2.5% | 819 | 2.7% |
| Age 85 Years or Over | | 133 | 2.6% | 568 | 3.2% | 964 | 3.1% |
| Female Median Age | | 44.2 | | 43.4 | | 43.1 | |
| Age 19 Years or Less | | 971 | 19.2% | 3,877 | 21.6% | 6,535 | 21.3% |
| Age 20 to 64 Years | | 3,064 | 60.7% | 10,304 | 57.3% | 17,339 | 56.5% |
| Age 65 Years or Over | | 1,015 | 20.1% | 3,801 | 21.1% | 6,823 | 22.2% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|-------------------------------------|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33705 | | | | | | | |
| Male Age Distribution (2022) | | | | | | | |
| Male Population | | 4,777 | 48.6% | 15,947 | 47.0% | 27,814 | 47.5% |
| Age Under 5 Years | | 209 | 4.4% | 863 | 5.4% | 1,469 | 5.3% |
| Age 5 to 9 Years | | 249 | 5.2% | 886 | 5.6% | 1,437 | 5.2% |
| Age 10 to 14 Years | | 331 | 6.9% | 1,064 | 6.7% | 1,721 | 6.2% |
| Age 15 to 19 Years | | 291 | 6.1% | 1,156 | 7.2% | 2,039 | 7.3% |
| Age 20 to 24 Years | | 258 | 5.4% | 890 | 5.6% | 1,685 | 6.1% |
| Age 25 to 29 Years | | 290 | 6.1% | 877 | 5.5% | 1,562 | 5.6% |
| Age 30 to 34 Years | | 276 | 5.8% | 925 | 5.8% | 1,621 | 5.8% |
| Age 35 to 39 Years | | 305 | 6.4% | 938 | 5.9% | 1,621 | 5.8% |
| Age 40 to 44 Years | | 308 | 6.4% | 998 | 6.3% | 1,714 | 6.2% |
| Age 45 to 49 Years | | 282 | 5.9% | 967 | 6.1% | 1,654 | 5.9% |
| Age 50 to 54 Years | | 360 | 7.5% | 1,163 | 7.3% | 1,991 | 7.2% |
| Age 55 to 59 Years | | 348 | 7.3% | 1,131 | 7.1% | 1,953 | 7.0% |
| Age 60 to 64 Years | | 372 | 7.8% | 1,207 | 7.6% | 2,099 | 7.5% |
| Age 65 to 69 Years | | 299 | 6.3% | 946 | 5.9% | 1,741 | 6.3% |
| Age 70 to 74 Years | | 271 | 5.7% | 817 | 5.1% | 1,474 | 5.3% |
| Age 75 to 79 Years | | 161 | 3.4% | 515 | 3.2% | 925 | 3.3% |
| Age 80 to 84 Years | | 82 | 1.7% | 304 | 1.9% | 588 | 2.1% |
| Age 85 Years or Over | | 86 | 1.8% | 300 | 1.9% | 519 | 1.9% |
| Male Median Age | | 42.1 | | 40.8 | | 40.8 | |
| Age 19 Years or Less | | 1,080 | 22.6% | 3,970 | 24.9% | 6,666 | 24.0% |
| Age 20 to 64 Years | | 2,798 | 58.6% | 9,095 | 57.0% | 15,900 | 57.2% |
| Age 65 Years or Over | | 899 | 18.8% | 2,882 | 18.1% | 5,247 | 18.9% |
| Males per 100 Females (2022) | | | | | | | |
| Overall Comparison | | 95 | | 89 | | 91 | |
| Age Under 5 Years | | 108 | 51.8% | 105 | 51.2% | 106 | 51.5% |
| Age 5 to 9 Years | | 112 | 52.8% | 103 | 50.7% | 104 | 51.1% |
| Age 10 to 14 Years | | 121 | 54.7% | 104 | 51.0% | 110 | 52.4% |
| Age 15 to 19 Years | | 104 | 50.9% | 99 | 49.7% | 92 | 48.0% |
| Age 20 to 24 Years | | 97 | 49.2% | 87 | 46.4% | 84 | 45.8% |
| Age 25 to 29 Years | | 102 | 50.5% | 90 | 47.5% | 91 | 47.7% |
| Age 30 to 34 Years | | 84 | 45.7% | 87 | 46.4% | 91 | 47.6% |
| Age 35 to 39 Years | | 86 | 46.4% | 80 | 44.6% | 87 | 46.5% |
| Age 40 to 44 Years | | 100 | 50.0% | 94 | 48.4% | 97 | 49.3% |
| Age 45 to 49 Years | | 84 | 45.7% | 86 | 46.2% | 90 | 47.4% |
| Age 50 to 54 Years | | 90 | 47.5% | 91 | 47.7% | 96 | 49.0% |
| Age 55 to 59 Years | | 86 | 46.3% | 87 | 46.5% | 91 | 47.6% |
| Age 60 to 64 Years | | 96 | 48.9% | 93 | 48.1% | 97 | 49.1% |
| Age 65 to 69 Years | | 91 | 47.6% | 84 | 45.8% | 86 | 46.4% |
| Age 70 to 74 Years | | 98 | 49.6% | 82 | 45.2% | 81 | 44.8% |
| Age 75 to 79 Years | | 92 | 48.0% | 77 | 43.5% | 77 | 43.3% |
| Age 80 to 84 Years | | 79 | 44.1% | 67 | 40.1% | 72 | 41.8% |
| Age 85 Years or Over | | 65 | 39.3% | 53 | 34.6% | 54 | 35.0% |
| Age 19 Years or Less | | 111 | 52.7% | 102 | 50.6% | 102 | 50.5% |
| Age 20 to 39 Years | | 92 | 47.8% | 86 | 46.2% | 88 | 46.9% |
| Age 40 to 64 Years | | 91 | 47.7% | 90 | 47.4% | 94 | 48.5% |
| Age 65 Years or Over | | 89 | 47.0% | 76 | 43.1% | 77 | 43.5% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33705 | | | | | | | |
| Household Type (2022) | | | | | | | |
| Total Households | | 4,263 | | 14,414 | | 25,723 | |
| Households with Children | | 1,068 | 25.1% | 3,970 | 27.5% | 6,361 | 24.7% |
| Average Household Size | | 2.3 | | 2.3 | | 2.2 | |
| Household Density per Square Mile | | 1,358 | | 1,147 | | 910 | |
| Population Family | | 7,486 | 76.2% | 25,509 | 75.2% | 41,830 | 71.5% |
| Population Non-Family | | 2,284 | 23.2% | 7,700 | 22.7% | 14,602 | 25.0% |
| Population Group Quarters | | 57 | 0.6% | 720 | 2.1% | 2,078 | 3.6% |
| Family Households | | 2,451 | 57.5% | 8,292 | 57.5% | 13,746 | 53.4% |
| Married Couple Households | | 1,509 | 61.6% | 4,352 | 52.5% | 7,010 | 51.0% |
| Other Family Households with Children | | 942 | 38.4% | 3,940 | 47.5% | 6,736 | 49.0% |
| Family Households with Children | | 1,067 | 43.5% | 3,963 | 47.8% | 6,350 | 46.2% |
| Married Couple with Children | | 490 | 45.9% | 1,547 | 39.0% | 2,331 | 36.7% |
| Other Family Households with Children | | 577 | 54.1% | 2,417 | 61.0% | 4,020 | 63.3% |
| Family Households No Children | | 1,384 | 56.5% | 4,328 | 52.2% | 7,396 | 53.8% |
| Married Couple No Children | | 1,019 | 73.6% | 2,805 | 64.8% | 4,679 | 63.3% |
| Other Family Households No Children | | 365 | 26.4% | 1,523 | 35.2% | 2,717 | 36.7% |
| Non-Family Households | | 1,812 | 42.5% | 6,122 | 42.5% | 11,976 | 46.6% |
| Non-Family Households with Children | | 1 | - | 7 | 0.1% | 11 | - |
| Non-Family Households No Children | | 1,810 | 99.9% | 6,115 | 99.9% | 11,966 | 99.9% |
| Average Family Household Size | | 3.1 | | 3.1 | | 3.0 | |
| Average Family Income | | \$98,750 | | \$86,925 | | \$86,794 | |
| Median Family Income | | \$91,047 | | \$83,108 | | \$78,799 | |
| Average Non-Family Household Size | | 1.3 | | 1.3 | | 1.2 | |
| Marital Status (2022) | | | | | | | |
| Population Age 15 Years or Over | | 8,347 | | 28,409 | | 49,554 | |
| Never Married | | 2,913 | 34.9% | 11,553 | 40.7% | 20,416 | 41.2% |
| Currently Married | | 3,274 | 39.2% | 8,986 | 31.6% | 14,521 | 29.3% |
| Previously Married | | 2,160 | 25.9% | 7,871 | 27.7% | 14,617 | 29.5% |
| Separated | | 453 | 21.0% | 1,489 | 18.9% | 2,749 | 18.8% |
| Widowed | | 400 | 18.5% | 1,768 | 22.5% | 3,501 | 23.9% |
| Divorced | | 1,307 | 60.5% | 4,613 | 58.6% | 8,368 | 57.2% |
| Educational Attainment (2022) | | | | | | | |
| Adult Population Age 25 Years or Over | | 7,252 | | 24,163 | | 41,630 | |
| Elementary (Grade Level 0 to 8) | | 214 | 3.0% | 744 | 3.1% | 1,217 | 2.9% |
| Some High School (Grade Level 9 to 11) | | 314 | 4.3% | 1,288 | 5.3% | 2,462 | 5.9% |
| High School Graduate | | 1,963 | 27.1% | 6,586 | 27.3% | 10,810 | 26.0% |
| Some College | | 1,501 | 20.7% | 5,279 | 21.8% | 9,257 | 22.2% |
| Associate Degree Only | | 922 | 12.7% | 2,674 | 11.1% | 4,155 | 10.0% |
| Bachelor Degree Only | | 1,538 | 21.2% | 4,929 | 20.4% | 8,827 | 21.2% |
| Graduate Degree | | 799 | 11.0% | 2,663 | 11.0% | 4,902 | 11.8% |
| Any College (Some College or Higher) | | 4,761 | 65.6% | 15,545 | 64.3% | 27,142 | 65.2% |
| College Degree + (Bachelor Degree or Higher) | | 2,338 | 32.2% | 7,592 | 31.4% | 13,730 | 33.0% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Housing | | | | | | |
| Total Housing Units (2022) | 5,115 | | 16,221 | | 30,665 | |
| Total Housing Units (2020) | 5,061 | | 16,259 | | 30,687 | |
| Historical Annual Growth (2020-2022) | 54 | - | -38 | - | -23 | - |
| Housing Units Occupied (2022) | 4,263 | 83.3% | 14,414 | 88.9% | 25,723 | 83.9% |
| Housing Units Owner-Occupied | 2,954 | 69.3% | 8,163 | 56.6% | 13,783 | 53.6% |
| Housing Units Renter-Occupied | 1,309 | 30.7% | 6,250 | 43.4% | 11,939 | 46.4% |
| Housing Units Vacant (2022) | 853 | 16.7% | 1,807 | 11.1% | 4,942 | 16.1% |
| Household Size (2022) | | | | | | |
| Total Households | 4,263 | | 14,414 | | 25,723 | |
| 1 Person Households | 1,455 | 34.1% | 5,045 | 35.0% | 10,149 | 39.5% |
| 2 Person Households | 1,544 | 36.2% | 4,956 | 34.4% | 8,527 | 33.1% |
| 3 Person Households | 541 | 12.7% | 2,030 | 14.1% | 3,271 | 12.7% |
| 4 Person Households | 404 | 9.5% | 1,342 | 9.3% | 2,106 | 8.2% |
| 5 Person Households | 217 | 5.1% | 672 | 4.7% | 1,054 | 4.1% |
| 6 Person Households | 78 | 1.8% | 259 | 1.8% | 431 | 1.7% |
| 7 or More Person Households | 24 | 0.6% | 110 | 0.8% | 185 | 0.7% |
| Household Income Distribution (2022) | | | | | | |
| HH Income \$200,000 or More | 247 | 5.8% | 683 | 4.7% | 1,305 | 5.1% |
| HH Income \$150,000 to \$199,999 | 217 | 5.1% | 694 | 4.8% | 1,164 | 4.5% |
| HH Income \$125,000 to \$149,999 | 275 | 6.4% | 856 | 5.9% | 1,380 | 5.4% |
| HH Income \$100,000 to \$124,999 | 548 | 12.9% | 1,414 | 9.8% | 2,097 | 8.2% |
| HH Income \$75,000 to \$99,999 | 759 | 17.8% | 2,076 | 14.4% | 3,630 | 14.1% |
| HH Income \$50,000 to \$74,999 | 760 | 17.8% | 3,025 | 21.0% | 5,049 | 19.6% |
| HH Income \$35,000 to \$49,999 | 376 | 8.8% | 1,712 | 11.9% | 2,822 | 11.0% |
| HH Income \$25,000 to \$34,999 | 255 | 6.0% | 1,182 | 8.2% | 2,448 | 9.5% |
| HH Income \$15,000 to \$24,999 | 247 | 5.8% | 1,116 | 7.7% | 2,332 | 9.1% |
| HH Income \$10,000 to \$14,999 | 176 | 4.1% | 592 | 4.1% | 1,288 | 5.0% |
| HH Income Under \$10,000 | 403 | 9.4% | 1,063 | 7.4% | 2,207 | 8.6% |
| Household Vehicles (2022) | | | | | | |
| Households 0 Vehicles Available | 249 | 5.8% | 1,145 | 7.9% | 2,698 | 10.5% |
| Households 1 Vehicle Available | 1,741 | 40.8% | 6,027 | 41.8% | 11,286 | 43.9% |
| Households 2 Vehicles Available | 1,634 | 38.3% | 4,924 | 34.2% | 8,098 | 31.5% |
| Households 3 or More Vehicles Available | 639 | 15.0% | 2,318 | 16.1% | 3,640 | 14.2% |
| Total Vehicles Available | 7,059 | | 23,471 | | 39,349 | |
| Average Vehicles per Household | 1.7 | | 1.6 | | 1.5 | |
| Owner-Occupied Household Vehicles | 5,497 | 77.9% | 15,908 | 67.8% | 25,746 | 65.4% |
| Average Vehicles per Owner-Occupied Household | 1.9 | | 1.9 | | 1.9 | |
| Renter-Occupied Household Vehicles | 1,562 | 22.1% | 7,563 | 32.2% | 13,603 | 34.6% |
| Average Vehicles per Renter-Occupied Household | 1.2 | | 1.2 | | 1.1 | |
| Travel Time (2022) | | | | | | |
| Worker Base Age 16 years or Over | 5,098 | | 16,943 | | 28,309 | |
| Travel to Work in 14 Minutes or Less | 1,261 | 24.7% | 4,180 | 24.7% | 6,849 | 24.2% |
| Travel to Work in 15 to 29 Minutes | 1,750 | 34.3% | 6,124 | 36.1% | 9,644 | 34.1% |
| Travel to Work in 30 to 59 Minutes | 1,417 | 27.8% | 4,444 | 26.2% | 7,647 | 27.0% |
| Travel to Work in 60 Minutes or More | 355 | 7.0% | 1,029 | 6.1% | 1,756 | 6.2% |
| Work at Home | 315 | 6.2% | 1,166 | 6.9% | 2,412 | 8.5% |
| Average Minutes Travel to Work | 22.4 | | 21.7 | | 21.7 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Transportation To Work (2022) | | | | | | |
| Worker Base Age 16 years or Over | 5,098 | | 16,943 | | 28,309 | |
| Drive to Work Alone | 3,875 | 76.0% | 13,440 | 79.3% | 21,532 | 76.1% |
| Drive to Work in Carpool | 531 | 10.4% | 1,298 | 7.7% | 1,741 | 6.2% |
| Travel to Work by Public Transportation | 68 | 1.3% | 410 | 2.4% | 999 | 3.5% |
| Drive to Work on Motorcycle | 127 | 2.5% | 141 | 0.8% | 190 | 0.7% |
| Bicycle to Work | 106 | 2.1% | 193 | 1.1% | 240 | 0.8% |
| Walk to Work | 29 | 0.6% | 97 | 0.6% | 603 | 2.1% |
| Other Means | 46 | 0.9% | 199 | 1.2% | 592 | 2.1% |
| Work at Home | 315 | 6.2% | 1,166 | 6.9% | 2,412 | 8.5% |
| Daytime Demographics (2022) | | | | | | |
| Total Businesses | 351 | | 1,146 | | 4,051 | |
| Total Employees | 2,248 | | 7,440 | | 54,396 | |
| Company Headquarter Businesses | 10 | 2.8% | 24 | 2.1% | 113 | 2.8% |
| Company Headquarter Employees | 45 | 2.0% | 124 | 1.7% | 8,119 | 14.9% |
| Employee Population per Business | 6.4 to 1 | | 6.5 to 1 | | 13.4 to 1 | |
| Residential Population per Business | 28.0 to 1 | | 29.6 to 1 | | 14.4 to 1 | |
| Adj. Daytime Demographics Age 16 Years or Over | 5,305 | | 18,347 | | 74,684 | |
| Labor Force | | | | | | |
| Labor Population Age 16 Years or Over (2022) | 8,212 | | 27,956 | | 48,857 | |
| Labor Force Total Males (2022) | 3,916 | 47.7% | 12,901 | 46.1% | 22,829 | 46.7% |
| Male Civilian Employed | 2,505 | 64.0% | 8,041 | 62.3% | 13,499 | 59.1% |
| Male Civilian Unemployed | 85 | 2.2% | 310 | 2.4% | 540 | 2.4% |
| Males in Armed Forces | 51 | 1.3% | 83 | 0.6% | 205 | 0.9% |
| Males Not in Labor Force | 1,275 | 32.6% | 4,466 | 34.6% | 8,585 | 37.6% |
| Labor Force Total Females (2022) | 4,296 | 52.3% | 15,055 | 53.9% | 26,028 | 53.3% |
| Female Civilian Employed | 2,593 | 60.4% | 8,902 | 59.1% | 14,810 | 56.9% |
| Female Civilian Unemployed | 99 | 2.3% | 275 | 1.8% | 488 | 1.9% |
| Females in Armed Forces | 6 | 0.1% | 23 | 0.2% | 56 | 0.2% |
| Females Not in Labor Force | 1,598 | 37.2% | 5,855 | 38.9% | 10,675 | 41.0% |
| Unemployment Rate | 184 | 2.2% | 586 | 2.1% | 1,029 | 2.1% |
| Occupation (2022) | | | | | | |
| Occupation Population Age 16 Years or Over | 5,098 | | 16,943 | | 28,309 | |
| Occupation Total Males | 2,505 | 49.1% | 8,041 | 47.5% | 13,499 | 47.7% |
| Occupation Total Females | 2,593 | 50.9% | 8,902 | 52.5% | 14,810 | 52.3% |
| Management, Business, Financial Operations | 879 | 17.3% | 2,571 | 15.2% | 4,334 | 15.3% |
| Professional, Related | 1,309 | 25.7% | 4,568 | 27.0% | 7,626 | 26.9% |
| Service | 1,095 | 21.5% | 3,640 | 21.5% | 6,184 | 21.8% |
| Sales, Office | 1,028 | 20.2% | 3,672 | 21.7% | 6,056 | 21.4% |
| Farming, Fishing, Forestry | 3 | - | 13 | - | 15 | - |
| Construction, Extraction, Maintenance | 263 | 5.2% | 847 | 5.0% | 1,267 | 4.5% |
| Production, Transport, Material Moving | 520 | 10.2% | 1,632 | 9.6% | 2,826 | 10.0% |
| White Collar Workers | 3,217 | 63.1% | 10,811 | 63.8% | 18,016 | 63.6% |
| Blue Collar Workers | 1,881 | 36.9% | 6,132 | 36.2% | 10,292 | 36.4% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---|-------------|-------|-------------|-------|-------------|-------|
| Units In Structure (2022) | | | | | | |
| Total Units | 4,263 | | 14,414 | | 25,723 | |
| 1 Detached Unit | 2,831 | 66.4% | 8,697 | 60.3% | 13,709 | 53.3% |
| 1 Attached Unit | 207 | 4.9% | 651 | 4.5% | 1,102 | 4.3% |
| 2 Units | 61 | 1.4% | 365 | 2.5% | 597 | 2.3% |
| 3 to 4 Units | 245 | 5.7% | 1,349 | 9.4% | 1,931 | 7.5% |
| 5 to 9 Units | 195 | 4.6% | 677 | 4.7% | 1,183 | 4.6% |
| 10 to 19 Units | 203 | 4.8% | 801 | 5.6% | 1,516 | 5.9% |
| 20 to 49 Units | 127 | 3.0% | 670 | 4.7% | 1,609 | 6.3% |
| 50 or More Units | 227 | 5.3% | 874 | 6.1% | 3,465 | 13.5% |
| Mobile Home or Trailer | 158 | 3.7% | 299 | 2.1% | 523 | 2.0% |
| Other Structure | 8 | 0.2% | 31 | 0.2% | 87 | 0.3% |
| Homes Built By Year (2022) | | | | | | |
| Homes Built 2014 or later | 39 | 0.8% | 102 | 0.6% | 887 | 2.9% |
| Homes Built 2010 to 2013 | 24 | 0.5% | 109 | 0.7% | 317 | 1.0% |
| Homes Built 2000 to 2009 | 213 | 4.2% | 515 | 3.2% | 1,784 | 5.8% |
| Homes Built 1990 to 1999 | 243 | 4.8% | 744 | 4.6% | 1,675 | 5.5% |
| Homes Built 1980 to 1989 | 443 | 8.7% | 1,719 | 10.6% | 2,850 | 9.3% |
| Homes Built 1970 to 1979 | 1,113 | 21.8% | 3,863 | 23.8% | 6,245 | 20.4% |
| Homes Built 1960 to 1969 | 415 | 8.1% | 1,886 | 11.6% | 3,416 | 11.1% |
| Homes Built 1950 to 1959 | 1,160 | 22.7% | 3,527 | 21.7% | 5,015 | 16.4% |
| Homes Built 1940 to 1949 | 366 | 7.2% | 888 | 5.5% | 1,522 | 5.0% |
| Homes Built Before 1939 | 246 | 4.8% | 1,062 | 6.5% | 2,012 | 6.6% |
| Median Age of Homes | 47.3 | yrs | 47.5 | yrs | 44.5 | yrs |
| Home Values (2022) | | | | | | |
| Owner Specified Housing Units | 2,954 | | 8,163 | | 13,783 | |
| Home Values \$1,000,000 or More | 27 | 0.9% | 139 | 1.7% | 357 | 2.6% |
| Home Values \$750,000 to \$999,999 | 44 | 1.5% | 179 | 2.2% | 366 | 2.7% |
| Home Values \$500,000 to \$749,999 | 184 | 6.2% | 387 | 4.7% | 709 | 5.1% |
| Home Values \$400,000 to \$499,999 | 140 | 4.8% | 338 | 4.1% | 850 | 6.2% |
| Home Values \$300,000 to \$399,999 | 412 | 14.0% | 1,186 | 14.5% | 2,110 | 15.3% |
| Home Values \$250,000 to \$299,999 | 198 | 6.7% | 837 | 10.3% | 1,482 | 10.8% |
| Home Values \$200,000 to \$249,999 | 442 | 15.0% | 1,362 | 16.7% | 1,849 | 13.4% |
| Home Values \$175,000 to \$199,999 | 425 | 14.4% | 867 | 10.6% | 1,144 | 8.3% |
| Home Values \$150,000 to \$174,999 | 287 | 9.7% | 861 | 10.5% | 1,430 | 10.4% |
| Home Values \$125,000 to \$149,999 | 322 | 10.9% | 553 | 6.8% | 795 | 5.8% |
| Home Values \$100,000 to \$124,999 | 165 | 5.6% | 435 | 5.3% | 672 | 4.9% |
| Home Values \$90,000 to \$99,999 | 46 | 1.5% | 170 | 2.1% | 214 | 1.5% |
| Home Values \$80,000 to \$89,999 | 61 | 2.1% | 187 | 2.3% | 358 | 2.6% |
| Home Values \$70,000 to \$79,999 | 27 | 0.9% | 110 | 1.3% | 242 | 1.8% |
| Home Values \$60,000 to \$69,999 | 12 | 0.4% | 76 | 0.9% | 187 | 1.4% |
| Home Values \$50,000 to \$59,999 | 6 | 0.2% | 94 | 1.2% | 208 | 1.5% |
| Home Values \$35,000 to \$49,999 | 11 | 0.4% | 98 | 1.2% | 251 | 1.8% |
| Home Values \$25,000 to \$34,999 | 50 | 1.7% | 109 | 1.3% | 172 | 1.2% |
| Home Values \$10,000 to \$24,999 | 70 | 2.4% | 107 | 1.3% | 247 | 1.8% |
| Home Values Under \$10,000 | 23 | 0.8% | 67 | 0.8% | 139 | 1.0% |
| Owner-Occupied Median Home Value | \$210,294 | | \$218,289 | | \$243,168 | |
| Renter-Occupied Median Rent | \$1,059 | | \$988 | | \$987 | |

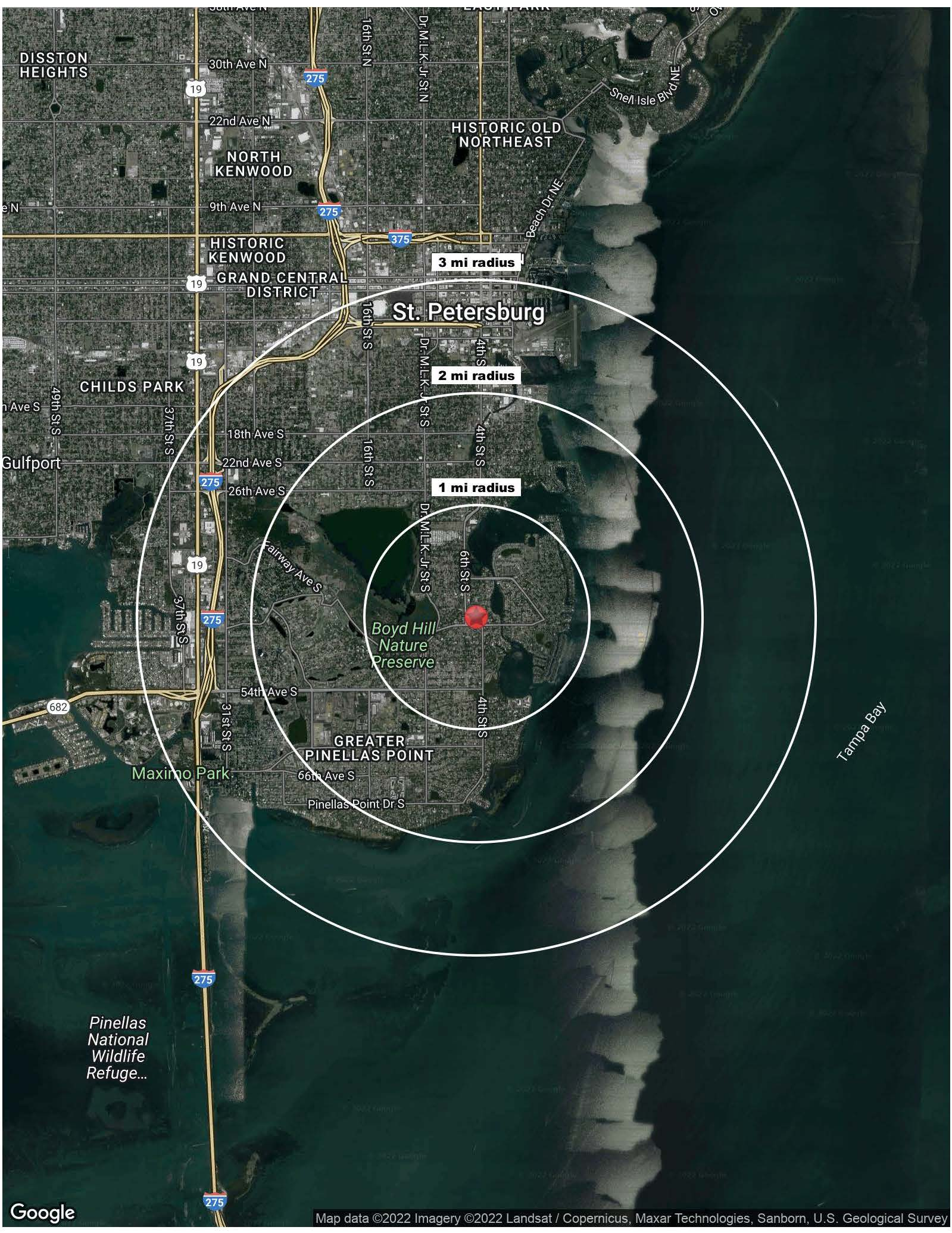
Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7286/-82.6391

| 4360 6th St S St. Petersburg, FL 33705 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Total Annual Consumer Expenditure (2022) | | | | | | |
| Total Household Expenditure | \$256.91 M | | \$796.17 M | | \$1.41 B | |
| Total Non-Retail Expenditure | \$135.27 M | | \$420.06 M | | \$743.52 M | |
| Total Retail Expenditure | \$121.65 M | | \$376.11 M | | \$661.72 M | |
| Apparel | \$9 M | | \$27.81 M | | \$49.04 M | |
| Contributions | \$8.32 M | | \$25.51 M | | \$45.37 M | |
| Education | \$7.46 M | | \$22.86 M | | \$40.85 M | |
| Entertainment | \$14.53 M | | \$44.59 M | | \$78.51 M | |
| Food and Beverages | \$38 M | | \$117.91 M | | \$207.83 M | |
| Furnishings and Equipment | \$9.04 M | | \$27.77 M | | \$48.87 M | |
| Gifts | \$6.19 M | | \$19.16 M | | \$34.18 M | |
| Health Care | \$21.98 M | | \$68.2 M | | \$120.31 M | |
| Household Operations | \$10.05 M | | \$31.03 M | | \$54.9 M | |
| Miscellaneous Expenses | \$4.86 M | | \$15.05 M | | \$26.6 M | |
| Personal Care | \$3.46 M | | \$10.7 M | | \$18.89 M | |
| Personal Insurance | \$1.79 M | | \$5.45 M | | \$9.6 M | |
| Reading | \$562.04 K | | \$1.74 M | | \$3.08 M | |
| Shelter | \$53.94 M | | \$168.26 M | | \$298.21 M | |
| Tobacco | \$1.58 M | | \$5.05 M | | \$8.97 M | |
| Transportation | \$47.04 M | | \$145.27 M | | \$254.46 M | |
| Utilities | \$19.13 M | | \$59.8 M | | \$105.57 M | |
| Monthly Household Consumer Expenditure (2022) | | | | | | |
| Total Household Expenditure | \$5,023 | | \$4,603 | | \$4,553 | |
| Total Non-Retail Expenditure | \$2,644 | 52.7% | \$2,429 | 52.8% | \$2,409 | 52.9% |
| Total Retail Expenditures | \$2,378 | 47.3% | \$2,174 | 47.2% | \$2,144 | 47.1% |
| Apparel | \$176 | 3.5% | \$161 | 3.5% | \$159 | 3.5% |
| Contributions | \$163 | 3.2% | \$147 | 3.2% | \$147 | 3.2% |
| Education | \$146 | 2.9% | \$132 | 2.9% | \$132 | 2.9% |
| Entertainment | \$284 | 5.7% | \$258 | 5.6% | \$254 | 5.6% |
| Food and Beverages | \$743 | 14.8% | \$682 | 14.8% | \$673 | 14.8% |
| Furnishings and Equipment | \$177 | 3.5% | \$161 | 3.5% | \$158 | 3.5% |
| Gifts | \$121 | 2.4% | \$111 | 2.4% | \$111 | 2.4% |
| Health Care | \$430 | 8.6% | \$394 | 8.6% | \$390 | 8.6% |
| Household Operations | \$196 | 3.9% | \$179 | 3.9% | \$178 | 3.9% |
| Miscellaneous Expenses | \$95 | 1.9% | \$87 | 1.9% | \$86 | 1.9% |
| Personal Care | \$68 | 1.3% | \$62 | 1.3% | \$61 | 1.3% |
| Personal Insurance | \$35 | 0.7% | \$32 | 0.7% | \$31 | 0.7% |
| Reading | \$11 | 0.2% | \$10 | 0.2% | \$10 | 0.2% |
| Shelter | \$1,054 | 21.0% | \$973 | 21.1% | \$966 | 21.2% |
| Tobacco | \$31 | 0.6% | \$29 | 0.6% | \$29 | 0.6% |
| Transportation | \$920 | 18.3% | \$840 | 18.2% | \$824 | 18.1% |
| Utilities | \$374 | 7.4% | \$346 | 7.5% | \$342 | 7.5% |



DISSTON HEIGHTS

NORTH KENWOOD

HISTORIC OLD NORTHEAST

HISTORIC KENWOOD
GRAND CENTRAL DISTRICT

3 mi radius

St. Petersburg

2 mi radius

CHILDS PARK

1 mi radius

Boyd Hill Nature Preserve

GREATER PINELLAS POINT

Maximo Park

Tampa Bay

Pinellas National Wildlife Refuge...

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Population | | | | | | |
| Estimated Population (2022) | 9,558 | | 43,012 | | 101,354 | |
| Projected Population (2027) | 9,716 | | 43,346 | | 102,758 | |
| Census Population (2020) | 9,517 | | 43,142 | | 100,348 | |
| Census Population (2010) | 9,008 | | 41,614 | | 95,346 | |
| Projected Annual Growth (2022-2027) | 158 | 0.3% | 334 | 0.2% | 1,404 | 0.3% |
| Historical Annual Growth (2020-2022) | 41 | - | -130 | -0.2% | 1,006 | 0.5% |
| Historical Annual Growth (2010-2020) | 509 | 0.6% | 1,528 | 0.4% | 5,002 | 0.5% |
| Estimated Population Density (2022) | 3,044 | psm | 3,425 | psm | 3,586 | psm |
| Trade Area Size | 3.1 | sq mi | 12.6 | sq mi | 28.3 | sq mi |
| Households | | | | | | |
| Estimated Households (2022) | 3,940 | | 17,747 | | 44,762 | |
| Projected Households (2027) | 3,966 | | 17,737 | | 45,063 | |
| Census Households (2020) | 3,931 | | 17,773 | | 44,221 | |
| Census Households (2010) | 3,573 | | 16,581 | | 40,128 | |
| Projected Annual Growth (2022-2027) | 26 | 0.1% | -11 | - | 301 | 0.1% |
| Historical Annual Change (2010-2022) | 367 | 0.9% | 1,166 | 0.6% | 4,634 | 1.0% |
| Average Household Income | | | | | | |
| Estimated Average Household Income (2022) | \$47,129 | | \$56,727 | | \$67,148 | |
| Projected Average Household Income (2027) | \$53,928 | | \$66,818 | | \$80,775 | |
| Census Average Household Income (2020) | \$44,844 | | \$46,889 | | \$48,958 | |
| Census Average Household Income (2010) | \$35,275 | | \$36,632 | | \$40,768 | |
| Projected Annual Change (2022-2027) | \$6,799 | 2.9% | \$10,091 | 3.6% | \$13,627 | 4.1% |
| Historical Annual Change (2010-2022) | \$11,853 | 1.5% | \$20,095 | 2.5% | \$26,380 | 2.9% |
| Median Household Income | | | | | | |
| Estimated Median Household Income (2022) | \$55,479 | | \$56,455 | | \$60,828 | |
| Projected Median Household Income (2027) | \$64,922 | | \$68,015 | | \$73,265 | |
| Census Median Household Income (2020) | \$34,398 | | \$35,928 | | \$37,644 | |
| Census Median Household Income (2010) | \$29,951 | | \$29,725 | | \$30,952 | |
| Projected Annual Change (2022-2027) | \$9,443 | 3.4% | \$11,560 | 4.1% | \$12,437 | 4.1% |
| Historical Annual Change (2010-2022) | \$25,528 | 3.9% | \$26,730 | 4.1% | \$29,876 | 4.4% |
| Per Capita Income | | | | | | |
| Estimated Per Capita Income (2022) | \$19,544 | | \$23,588 | | \$29,892 | |
| Projected Per Capita Income (2027) | \$22,125 | | \$27,522 | | \$35,655 | |
| Census Per Capita Income (2020) | \$17,789 | | \$18,682 | | \$20,604 | |
| Census Per Capita Income (2010) | \$13,463 | | \$14,406 | | \$17,090 | |
| Projected Annual Change (2022-2027) | \$2,581 | 2.6% | \$3,934 | 3.3% | \$5,764 | 3.9% |
| Historical Annual Change (2010-2022) | \$6,081 | 2.1% | \$9,182 | 2.9% | \$12,802 | 3.4% |
| Estimated Average Household Net Worth (2022) | \$269,024 | | \$324,079 | | \$398,663 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|---|-------------|-------|--------------|-------|--------------|-------|
| Race and Ethnicity | | | | | | |
| Total Population (2022) | 9,558 | | 43,012 | | 101,354 | |
| White (2022) | 3,043 | 31.8% | 15,768 | 36.7% | 49,467 | 48.8% |
| Black or African American (2022) | 5,594 | 58.5% | 22,650 | 52.7% | 38,320 | 37.8% |
| American Indian or Alaska Native (2022) | 19 | 0.2% | 122 | 0.3% | 308 | 0.3% |
| Asian (2022) | 94 | 1.0% | 912 | 2.1% | 3,602 | 3.6% |
| Hawaiian or Pacific Islander (2022) | - | - | 23 | - | 57 | - |
| Other Race (2022) | 293 | 3.1% | 1,028 | 2.4% | 3,029 | 3.0% |
| Two or More Races (2022) | 515 | 5.4% | 2,508 | 5.8% | 6,570 | 6.5% |
| Population < 18 (2022) | 2,189 22.9% | | 9,305 21.6% | | 18,116 17.9% | |
| White Not Hispanic | 339 | 15.5% | 1,672 | 18.0% | 4,855 | 26.8% |
| Black or African American | 1,569 | 71.6% | 6,442 | 69.2% | 10,345 | 57.1% |
| Asian | 7 | 0.3% | 72 | 0.8% | 187 | 1.0% |
| Other Race Not Hispanic | 124 | 5.7% | 584 | 6.3% | 1,383 | 7.6% |
| Hispanic | 150 | 6.9% | 536 | 5.8% | 1,347 | 7.4% |
| Not Hispanic or Latino Population (2022) | 8,866 92.8% | | 40,211 93.5% | | 93,640 92.4% | |
| Not Hispanic White | 2,869 | 32.4% | 15,187 | 37.8% | 47,540 | 50.8% |
| Not Hispanic Black or African American | 5,456 | 61.5% | 22,047 | 54.8% | 37,372 | 39.9% |
| Not Hispanic American Indian or Alaska Native | 11 | 0.1% | 89 | 0.2% | 208 | 0.2% |
| Not Hispanic Asian | 94 | 1.1% | 900 | 2.2% | 3,532 | 3.8% |
| Not Hispanic Hawaiian or Pacific Islander | - | - | 19 | - | 44 | - |
| Not Hispanic Other Race | 97 | 1.1% | 317 | 0.8% | 798 | 0.9% |
| Not Hispanic Two or More Races | 340 | 3.8% | 1,652 | 4.1% | 4,147 | 4.4% |
| Hispanic or Latino Population (2022) | 692 7.2% | | 2,801 6.5% | | 7,714 7.6% | |
| Hispanic White | 174 | 25.2% | 581 | 20.7% | 1,927 | 25.0% |
| Hispanic Black or African American | 138 | 20.0% | 603 | 21.5% | 948 | 12.3% |
| Hispanic American Indian or Alaska Native | 9 | 1.3% | 33 | 1.2% | 101 | 1.3% |
| Hispanic Asian | - | - | 13 | 0.5% | 70 | 0.9% |
| Hispanic Hawaiian or Pacific Islander | - | - | 4 | 0.1% | 14 | 0.2% |
| Hispanic Other Race | 195 | 28.2% | 711 | 25.4% | 2,230 | 28.9% |
| Hispanic Two or More Races | 175 | 25.3% | 856 | 30.6% | 2,424 | 31.4% |
| Not Hispanic or Latino Population (2020) | 8,928 93.8% | | 40,744 94.4% | | 93,648 93.3% | |
| Hispanic or Latino Population (2020) | 588 6.2% | | 2,398 5.6% | | 6,699 6.7% | |
| Not Hispanic or Latino Population (2010) | 8,684 96.4% | | 40,024 96.2% | | 90,820 95.3% | |
| Hispanic or Latino Population (2010) | 324 3.6% | | 1,590 3.8% | | 4,526 4.7% | |
| Not Hispanic or Latino Population (2027) | 9,010 92.7% | | 40,510 93.5% | | 94,944 92.4% | |
| Hispanic or Latino Population (2027) | 707 7.3% | | 2,835 6.5% | | 7,814 7.6% | |
| Projected Annual Growth (2022-2027) | 15 0.4% | | 35 0.2% | | 100 0.3% | |
| Historical Annual Growth (2010-2020) | 265 8.2% | | 808 5.1% | | 2,173 4.8% | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|--|-------------|-------|-------------|-------|-------------|-------|
| Total Age Distribution (2022) | | | | | | | |
| Total Population | | 9,558 | | 43,012 | | 101,354 | |
| Age Under 5 Years | | 542 | 5.7% | 2,338 | 5.4% | 4,681 | 4.6% |
| Age 5 to 9 Years | | 602 | 6.3% | 2,424 | 5.6% | 4,671 | 4.6% |
| Age 10 to 14 Years | | 634 | 6.6% | 2,712 | 6.3% | 5,239 | 5.2% |
| Age 15 to 19 Years | | 721 | 7.5% | 3,351 | 7.8% | 6,951 | 6.9% |
| Age 20 to 24 Years | | 510 | 5.3% | 2,572 | 6.0% | 6,382 | 6.3% |
| Age 25 to 29 Years | | 473 | 5.0% | 2,232 | 5.2% | 5,655 | 5.6% |
| Age 30 to 34 Years | | 493 | 5.2% | 2,337 | 5.4% | 5,824 | 5.7% |
| Age 35 to 39 Years | | 556 | 5.8% | 2,519 | 5.9% | 6,031 | 6.0% |
| Age 40 to 44 Years | | 569 | 6.0% | 2,582 | 6.0% | 6,076 | 6.0% |
| Age 45 to 49 Years | | 493 | 5.2% | 2,447 | 5.7% | 6,057 | 6.0% |
| Age 50 to 54 Years | | 630 | 6.6% | 2,905 | 6.8% | 7,009 | 6.9% |
| Age 55 to 59 Years | | 602 | 6.3% | 2,920 | 6.8% | 7,134 | 7.0% |
| Age 60 to 64 Years | | 690 | 7.2% | 3,046 | 7.1% | 7,621 | 7.5% |
| Age 65 to 69 Years | | 644 | 6.7% | 2,762 | 6.4% | 6,779 | 6.7% |
| Age 70 to 74 Years | | 609 | 6.4% | 2,481 | 5.8% | 6,023 | 5.9% |
| Age 75 to 79 Years | | 348 | 3.6% | 1,498 | 3.5% | 3,916 | 3.9% |
| Age 80 to 84 Years | | 210 | 2.2% | 957 | 2.2% | 2,666 | 2.6% |
| Age 85 Years or Over | | 233 | 2.4% | 929 | 2.2% | 2,638 | 2.6% |
| Median Age | | 40.9 | | 40.6 | | 42.9 | |
| Age 19 Years or Less | | 2,498 | 26.1% | 10,824 | 25.2% | 21,543 | 21.3% |
| Age 20 to 64 Years | | 5,016 | 52.5% | 23,559 | 54.8% | 57,789 | 57.0% |
| Age 65 Years or Over | | 2,043 | 21.4% | 8,628 | 20.1% | 22,022 | 21.7% |
| Female Age Distribution (2022) | | | | | | | |
| Female Population | | 5,152 | 53.9% | 22,840 | 53.1% | 52,843 | 52.1% |
| Age Under 5 Years | | 248 | 4.8% | 1,127 | 4.9% | 2,289 | 4.3% |
| Age 5 to 9 Years | | 290 | 5.6% | 1,185 | 5.2% | 2,279 | 4.3% |
| Age 10 to 14 Years | | 320 | 6.2% | 1,301 | 5.7% | 2,535 | 4.8% |
| Age 15 to 19 Years | | 356 | 6.9% | 1,725 | 7.6% | 3,614 | 6.8% |
| Age 20 to 24 Years | | 278 | 5.4% | 1,399 | 6.1% | 3,398 | 6.4% |
| Age 25 to 29 Years | | 262 | 5.1% | 1,182 | 5.2% | 2,920 | 5.5% |
| Age 30 to 34 Years | | 270 | 5.2% | 1,217 | 5.3% | 2,959 | 5.6% |
| Age 35 to 39 Years | | 310 | 6.0% | 1,405 | 6.2% | 3,172 | 6.0% |
| Age 40 to 44 Years | | 298 | 5.8% | 1,340 | 5.9% | 3,039 | 5.8% |
| Age 45 to 49 Years | | 279 | 5.4% | 1,298 | 5.7% | 3,105 | 5.9% |
| Age 50 to 54 Years | | 337 | 6.5% | 1,546 | 6.8% | 3,605 | 6.8% |
| Age 55 to 59 Years | | 323 | 6.3% | 1,544 | 6.8% | 3,684 | 7.0% |
| Age 60 to 64 Years | | 375 | 7.3% | 1,657 | 7.3% | 3,941 | 7.5% |
| Age 65 to 69 Years | | 365 | 7.1% | 1,531 | 6.7% | 3,649 | 6.9% |
| Age 70 to 74 Years | | 363 | 7.1% | 1,398 | 6.1% | 3,285 | 6.2% |
| Age 75 to 79 Years | | 201 | 3.9% | 845 | 3.7% | 2,167 | 4.1% |
| Age 80 to 84 Years | | 123 | 2.4% | 554 | 2.4% | 1,531 | 2.9% |
| Age 85 Years or Over | | 152 | 3.0% | 585 | 2.6% | 1,674 | 3.2% |
| Female Median Age | | 42.7 | | 41.9 | | 43.8 | |
| Age 19 Years or Less | | 1,215 | 23.6% | 5,338 | 23.4% | 10,717 | 20.3% |
| Age 20 to 64 Years | | 2,733 | 53.0% | 12,587 | 55.1% | 29,821 | 56.4% |
| Age 65 Years or Over | | 1,204 | 23.4% | 4,914 | 21.5% | 12,305 | 23.3% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|--|-------------|-------|-------------|-------|-------------|-------|
| Male Age Distribution (2022) | | | | | | | |
| Male Population | | 4,406 | 46.1% | 20,172 | 46.9% | 48,511 | 47.9% |
| Age Under 5 Years | | 294 | 6.7% | 1,211 | 6.0% | 2,392 | 4.9% |
| Age 5 to 9 Years | | 312 | 7.1% | 1,239 | 6.1% | 2,393 | 4.9% |
| Age 10 to 14 Years | | 314 | 7.1% | 1,410 | 7.0% | 2,704 | 5.6% |
| Age 15 to 19 Years | | 364 | 8.3% | 1,626 | 8.1% | 3,337 | 6.9% |
| Age 20 to 24 Years | | 232 | 5.3% | 1,173 | 5.8% | 2,984 | 6.2% |
| Age 25 to 29 Years | | 211 | 4.8% | 1,050 | 5.2% | 2,735 | 5.6% |
| Age 30 to 34 Years | | 223 | 5.1% | 1,120 | 5.6% | 2,865 | 5.9% |
| Age 35 to 39 Years | | 246 | 5.6% | 1,114 | 5.5% | 2,859 | 5.9% |
| Age 40 to 44 Years | | 272 | 6.2% | 1,243 | 6.2% | 3,038 | 6.3% |
| Age 45 to 49 Years | | 214 | 4.9% | 1,149 | 5.7% | 2,952 | 6.1% |
| Age 50 to 54 Years | | 292 | 6.6% | 1,359 | 6.7% | 3,404 | 7.0% |
| Age 55 to 59 Years | | 279 | 6.3% | 1,376 | 6.8% | 3,450 | 7.1% |
| Age 60 to 64 Years | | 315 | 7.2% | 1,389 | 6.9% | 3,680 | 7.6% |
| Age 65 to 69 Years | | 279 | 6.3% | 1,231 | 6.1% | 3,131 | 6.5% |
| Age 70 to 74 Years | | 245 | 5.6% | 1,083 | 5.4% | 2,738 | 5.6% |
| Age 75 to 79 Years | | 147 | 3.3% | 653 | 3.2% | 1,749 | 3.6% |
| Age 80 to 84 Years | | 87 | 2.0% | 403 | 2.0% | 1,135 | 2.3% |
| Age 85 Years or Over | | 81 | 1.8% | 344 | 1.7% | 965 | 2.0% |
| Male Median Age | | 38.7 | | 39.0 | | 41.8 | |
| Age 19 Years or Less | | 1,284 | 29.1% | 5,486 | 27.2% | 10,826 | 22.3% |
| Age 20 to 64 Years | | 2,284 | 51.8% | 10,972 | 54.4% | 27,968 | 57.7% |
| Age 65 Years or Over | | 839 | 19.0% | 3,714 | 18.4% | 9,717 | 20.0% |
| Males per 100 Females (2022) | | | | | | | |
| Overall Comparison | | 86 | | 88 | | 92 | |
| Age Under 5 Years | | 118 | 54.2% | 107 | 51.8% | 104 | 51.1% |
| Age 5 to 9 Years | | 108 | 51.8% | 105 | 51.1% | 105 | 51.2% |
| Age 10 to 14 Years | | 98 | 49.5% | 108 | 52.0% | 107 | 51.6% |
| Age 15 to 19 Years | | 102 | 50.5% | 94 | 48.5% | 92 | 48.0% |
| Age 20 to 24 Years | | 83 | 45.5% | 84 | 45.6% | 88 | 46.8% |
| Age 25 to 29 Years | | 80 | 44.6% | 89 | 47.0% | 94 | 48.4% |
| Age 30 to 34 Years | | 83 | 45.2% | 92 | 47.9% | 97 | 49.2% |
| Age 35 to 39 Years | | 79 | 44.2% | 79 | 44.2% | 90 | 47.4% |
| Age 40 to 44 Years | | 91 | 47.7% | 93 | 48.1% | 100 | 50.0% |
| Age 45 to 49 Years | | 77 | 43.4% | 89 | 47.0% | 95 | 48.7% |
| Age 50 to 54 Years | | 87 | 46.5% | 88 | 46.8% | 94 | 48.6% |
| Age 55 to 59 Years | | 86 | 46.3% | 89 | 47.1% | 94 | 48.4% |
| Age 60 to 64 Years | | 84 | 45.7% | 84 | 45.6% | 93 | 48.3% |
| Age 65 to 69 Years | | 76 | 43.3% | 80 | 44.6% | 86 | 46.2% |
| Age 70 to 74 Years | | 68 | 40.3% | 77 | 43.6% | 83 | 45.5% |
| Age 75 to 79 Years | | 73 | 42.3% | 77 | 43.6% | 81 | 44.7% |
| Age 80 to 84 Years | | 71 | 41.6% | 73 | 42.1% | 74 | 42.6% |
| Age 85 Years or Over | | 53 | 34.6% | 59 | 37.0% | 58 | 36.6% |
| Age 19 Years or Less | | 106 | 51.4% | 103 | 50.7% | 101 | 50.3% |
| Age 20 to 39 Years | | 81 | 44.9% | 86 | 46.1% | 92 | 47.9% |
| Age 40 to 64 Years | | 85 | 46.0% | 88 | 46.9% | 95 | 48.7% |
| Age 65 Years or Over | | 70 | 41.1% | 76 | 43.0% | 79 | 44.1% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Household Type (2022) | | | | | | |
| Total Households | 3,940 | | 17,747 | | 44,762 | |
| Households with Children | 1,203 | 30.5% | 5,117 | 28.8% | 10,228 | 22.9% |
| Average Household Size | 2.4 | | 2.4 | | 2.2 | |
| Household Density per Square Mile | 1,255 | | 1,413 | | 1,584 | |
| Population Family | 7,630 | 79.8% | 32,457 | 75.5% | 70,340 | 69.4% |
| Population Non-Family | 1,810 | 18.9% | 9,452 | 22.0% | 27,001 | 26.6% |
| Population Group Quarters | 118 | 1.2% | 1,103 | 2.6% | 4,013 | 4.0% |
| Family Households | 2,441 | 62.0% | 10,325 | 58.2% | 23,183 | 51.8% |
| Married Couple Households | 1,088 | 44.6% | 4,582 | 44.4% | 11,688 | 50.4% |
| Other Family Households with Children | 1,353 | 55.4% | 5,743 | 55.6% | 11,495 | 49.6% |
| Family Households with Children | 1,202 | 49.2% | 5,107 | 49.5% | 10,203 | 44.0% |
| Married Couple with Children | 376 | 31.3% | 1,586 | 31.1% | 3,728 | 36.5% |
| Other Family Households with Children | 826 | 68.7% | 3,521 | 68.9% | 6,475 | 63.5% |
| Family Households No Children | 1,239 | 50.8% | 5,219 | 50.5% | 12,980 | 56.0% |
| Married Couple No Children | 712 | 57.5% | 2,997 | 57.4% | 7,960 | 61.3% |
| Other Family Households No Children | 527 | 42.5% | 2,222 | 42.6% | 5,020 | 38.7% |
| Non-Family Households | 1,499 | 38.0% | 7,422 | 41.8% | 21,579 | 48.2% |
| Non-Family Households with Children | 1 | - | 10 | 0.1% | 25 | 0.1% |
| Non-Family Households No Children | 1,497 | 99.9% | 7,412 | 99.9% | 21,554 | 99.9% |
| Average Family Household Size | 3.1 | | 3.1 | | 3.0 | |
| Average Family Income | \$56,338 | | \$69,171 | | \$85,276 | |
| Median Family Income | \$66,269 | | \$67,901 | | \$78,715 | |
| Average Non-Family Household Size | 1.2 | | 1.3 | | 1.3 | |
| Marital Status (2022) | | | | | | |
| Population Age 15 Years or Over | 7,780 | | 35,538 | | 86,762 | |
| Never Married | 3,044 | 39.1% | 15,175 | 42.7% | 35,649 | 41.1% |
| Currently Married | 2,604 | 33.5% | 10,316 | 29.0% | 26,166 | 30.2% |
| Previously Married | 2,132 | 27.4% | 10,047 | 28.3% | 24,947 | 28.8% |
| Separated | 497 | 23.3% | 1,910 | 19.0% | 4,344 | 17.4% |
| Widowed | 726 | 34.0% | 2,608 | 26.0% | 6,051 | 24.3% |
| Divorced | 909 | 42.6% | 5,529 | 55.0% | 14,552 | 58.3% |
| Educational Attainment (2022) | | | | | | |
| Adult Population Age 25 Years or Over | 6,550 | | 29,616 | | 73,429 | |
| Elementary (Grade Level 0 to 8) | 166 | 2.5% | 821 | 2.8% | 1,931 | 2.6% |
| Some High School (Grade Level 9 to 11) | 471 | 7.2% | 2,187 | 7.4% | 4,682 | 6.4% |
| High School Graduate | 1,948 | 29.7% | 8,925 | 30.1% | 19,658 | 26.8% |
| Some College | 1,602 | 24.5% | 7,015 | 23.7% | 16,361 | 22.3% |
| Associate Degree Only | 532 | 8.1% | 2,689 | 9.1% | 7,255 | 9.9% |
| Bachelor Degree Only | 1,342 | 20.5% | 5,259 | 17.8% | 15,596 | 21.2% |
| Graduate Degree | 488 | 7.5% | 2,720 | 9.2% | 7,945 | 10.8% |
| Any College (Some College or Higher) | 3,964 | 60.5% | 17,683 | 59.7% | 47,158 | 64.2% |
| College Degree + (Bachelor Degree or Higher) | 1,830 | 27.9% | 7,979 | 26.9% | 23,542 | 32.1% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S | | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33711 | | | | | | | |
| Housing | | | | | | | |
| Total Housing Units (2022) | | 4,449 | | 20,329 | | 52,701 | |
| Total Housing Units (2020) | | 4,440 | | 20,359 | | 51,919 | |
| Historical Annual Growth (2020-2022) | | 9 | - | -30 | - | 782 | - |
| Housing Units Occupied (2022) | | 3,940 | 88.6% | 17,747 | 87.3% | 44,762 | 84.9% |
| Housing Units Owner-Occupied | | 2,284 | 58.0% | 9,557 | 53.9% | 24,971 | 55.8% |
| Housing Units Renter-Occupied | | 1,656 | 42.0% | 8,190 | 46.1% | 19,791 | 44.2% |
| Housing Units Vacant (2022) | | 508 | 11.4% | 2,582 | 12.7% | 7,939 | 15.1% |
| Household Size (2022) | | | | | | | |
| Total Households | | 3,940 | | 17,747 | | 44,762 | |
| 1 Person Households | | 1,300 | 33.0% | 6,182 | 34.8% | 17,996 | 40.2% |
| 2 Person Households | | 1,261 | 32.0% | 5,999 | 33.8% | 15,137 | 33.8% |
| 3 Person Households | | 652 | 16.5% | 2,614 | 14.7% | 5,605 | 12.5% |
| 4 Person Households | | 421 | 10.7% | 1,614 | 9.1% | 3,417 | 7.6% |
| 5 Person Households | | 192 | 4.9% | 817 | 4.6% | 1,604 | 3.6% |
| 6 Person Households | | 82 | 2.1% | 341 | 1.9% | 679 | 1.5% |
| 7 or More Person Households | | 32 | 0.8% | 181 | 1.0% | 323 | 0.7% |
| Household Income Distribution (2022) | | | | | | | |
| HH Income \$200,000 or More | | 64 | 1.6% | 578 | 3.3% | 2,299 | 5.1% |
| HH Income \$150,000 to \$199,999 | | 133 | 3.4% | 679 | 3.8% | 1,934 | 4.3% |
| HH Income \$125,000 to \$149,999 | | 248 | 6.3% | 822 | 4.6% | 2,260 | 5.0% |
| HH Income \$100,000 to \$124,999 | | 237 | 6.0% | 1,238 | 7.0% | 3,718 | 8.3% |
| HH Income \$75,000 to \$99,999 | | 612 | 15.5% | 2,611 | 14.7% | 6,324 | 14.1% |
| HH Income \$50,000 to \$74,999 | | 893 | 22.7% | 3,716 | 20.9% | 9,089 | 20.3% |
| HH Income \$35,000 to \$49,999 | | 325 | 8.2% | 2,032 | 11.5% | 5,084 | 11.4% |
| HH Income \$25,000 to \$34,999 | | 408 | 10.4% | 1,874 | 10.6% | 4,161 | 9.3% |
| HH Income \$15,000 to \$24,999 | | 440 | 11.2% | 1,792 | 10.1% | 4,218 | 9.4% |
| HH Income \$10,000 to \$14,999 | | 224 | 5.7% | 810 | 4.6% | 2,119 | 4.7% |
| HH Income Under \$10,000 | | 356 | 9.0% | 1,596 | 9.0% | 3,556 | 7.9% |
| Household Vehicles (2022) | | | | | | | |
| Households 0 Vehicles Available | | 725 | 18.4% | 2,030 | 11.4% | 4,954 | 11.1% |
| Households 1 Vehicle Available | | 1,465 | 37.2% | 7,767 | 43.8% | 19,875 | 44.4% |
| Households 2 Vehicles Available | | 1,101 | 27.9% | 5,450 | 30.7% | 14,472 | 32.3% |
| Households 3 or More Vehicles Available | | 649 | 16.5% | 2,500 | 14.1% | 5,461 | 12.2% |
| Total Vehicles Available | | 5,828 | | 26,894 | | 66,625 | |
| Average Vehicles per Household | | 1.5 | | 1.5 | | 1.5 | |
| Owner-Occupied Household Vehicles | | 4,168 | 71.5% | 16,983 | 63.1% | 43,841 | 65.8% |
| Average Vehicles per Owner-Occupied Household | | 1.8 | | 1.8 | | 1.8 | |
| Renter-Occupied Household Vehicles | | 1,660 | 28.5% | 9,911 | 36.9% | 22,785 | 34.2% |
| Average Vehicles per Renter-Occupied Household | | 1.0 | | 1.2 | | 1.2 | |
| Travel Time (2022) | | | | | | | |
| Worker Base Age 16 years or Over | | 3,688 | | 18,723 | | 48,165 | |
| Travel to Work in 14 Minutes or Less | | 738 | 20.0% | 4,603 | 24.6% | 11,959 | 24.8% |
| Travel to Work in 15 to 29 Minutes | | 1,078 | 29.2% | 6,092 | 32.5% | 16,573 | 34.4% |
| Travel to Work in 30 to 59 Minutes | | 1,186 | 32.2% | 5,341 | 28.5% | 13,002 | 27.0% |
| Travel to Work in 60 Minutes or More | | 366 | 9.9% | 1,210 | 6.5% | 2,786 | 5.8% |
| Work at Home | | 320 | 8.7% | 1,477 | 7.9% | 3,845 | 8.0% |
| Average Minutes Travel to Work | | 24.6 | | 21.6 | | 21.1 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S | | | | | | |
|--|-------------|-------|-------------|-------|-------------|-------|
| St. Petersburg, FL 33711 | | | | | | |
| | 1 mi radius | | 2 mi radius | | 3 mi radius | |
| Transportation To Work (2022) | | | | | | |
| Worker Base Age 16 years or Over | 3,688 | | 18,723 | | 48,165 | |
| Drive to Work Alone | 2,789 | 75.6% | 13,426 | 71.7% | 35,194 | 73.1% |
| Drive to Work in Carpool | 180 | 4.9% | 1,343 | 7.2% | 3,510 | 7.3% |
| Travel to Work by Public Transportation | 273 | 7.4% | 968 | 5.2% | 2,079 | 4.3% |
| Drive to Work on Motorcycle | 2 | - | 23 | 0.1% | 290 | 0.6% |
| Bicycle to Work | 25 | 0.7% | 189 | 1.0% | 375 | 0.8% |
| Walk to Work | 75 | 2.0% | 564 | 3.0% | 1,437 | 3.0% |
| Other Means | 24 | 0.6% | 734 | 3.9% | 1,435 | 3.0% |
| Work at Home | 320 | 8.7% | 1,477 | 7.9% | 3,845 | 8.0% |
| Daytime Demographics (2022) | | | | | | |
| Total Businesses | 386 | | 2,313 | | 6,360 | |
| Total Employees | 2,638 | | 17,686 | | 66,446 | |
| Company Headquarter Businesses | 8 | 2.0% | 64 | 2.8% | 181 | 2.8% |
| Company Headquarter Employees | 108 | 4.1% | 2,085 | 11.8% | 9,957 | 15.0% |
| Employee Population per Business | 6.8 to 1 | | 7.6 to 1 | | 10.4 to 1 | |
| Residential Population per Business | 24.8 to 1 | | 18.6 to 1 | | 15.9 to 1 | |
| Adj. Daytime Demographics Age 16 Years or Over | 6,593 | | 33,892 | | 103,571 | |
| Labor Force | | | | | | |
| Labor Population Age 16 Years or Over (2022) | 7,643 | | 34,951 | | 85,588 | |
| Labor Force Total Males (2022) | 3,417 | 44.7% | 16,019 | 45.8% | 40,429 | 47.2% |
| Male Civilian Employed | 1,579 | 46.2% | 8,790 | 54.9% | 23,222 | 57.4% |
| Male Civilian Unemployed | 34 | 1.0% | 410 | 2.6% | 878 | 2.2% |
| Males in Armed Forces | - | - | 22 | 0.1% | 236 | 0.6% |
| Males Not in Labor Force | 1,804 | 52.8% | 6,797 | 42.4% | 16,094 | 39.8% |
| Labor Force Total Females (2022) | 4,226 | 55.3% | 18,932 | 54.2% | 45,159 | 52.8% |
| Female Civilian Employed | 2,109 | 49.9% | 9,933 | 52.5% | 24,943 | 55.2% |
| Female Civilian Unemployed | 60 | 1.4% | 509 | 2.7% | 947 | 2.1% |
| Females in Armed Forces | - | - | - | - | 62 | 0.1% |
| Females Not in Labor Force | 2,057 | 48.7% | 8,490 | 44.8% | 19,207 | 42.5% |
| Unemployment Rate | 94 | 1.2% | 919 | 2.6% | 1,825 | 2.1% |
| Occupation (2022) | | | | | | |
| Occupation Population Age 16 Years or Over | 3,688 | | 18,723 | | 48,165 | |
| Occupation Total Males | 1,579 | 42.8% | 8,790 | 46.9% | 23,222 | 48.2% |
| Occupation Total Females | 2,109 | 57.2% | 9,933 | 53.1% | 24,943 | 51.8% |
| Management, Business, Financial Operations | 542 | - | 2,188 | 11.7% | 7,040 | 14.6% |
| Professional, Related | 832 | 22.6% | 4,475 | 23.9% | 12,347 | 25.6% |
| Service | 837 | 22.7% | 4,706 | 25.1% | 10,266 | 21.3% |
| Sales, Office | 810 | 22.0% | 4,166 | 22.3% | 10,757 | 22.3% |
| Farming, Fishing, Forestry | - | - | 20 | 0.1% | 49 | 0.1% |
| Construction, Extraction, Maintenance | 127 | 3.4% | 1,099 | 5.9% | 2,878 | 6.0% |
| Production, Transport, Material Moving | 540 | 14.6% | 2,069 | 11.0% | 4,829 | 10.0% |
| White Collar Workers | 2,184 | 59.2% | 10,830 | 57.8% | 30,143 | 62.6% |
| Blue Collar Workers | 1,504 | 40.8% | 7,894 | 42.2% | 18,022 | 37.4% |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | 1 mi radius | | 2 mi radius | | 3 mi radius | |
|--|-------------|-------|-------------|-------|-------------|-------|
| Units In Structure (2022) | | | | | | |
| Total Units | 3,940 | | 17,747 | | 44,762 | |
| 1 Detached Unit | 2,412 | 61.2% | 11,149 | 62.8% | 25,322 | 56.6% |
| 1 Attached Unit | 142 | 3.6% | 729 | 4.1% | 1,703 | 3.8% |
| 2 Units | 59 | 1.5% | 529 | 3.0% | 1,112 | 2.5% |
| 3 to 4 Units | 172 | 4.4% | 1,280 | 7.2% | 2,723 | 6.1% |
| 5 to 9 Units | 213 | 5.4% | 728 | 4.1% | 1,894 | 4.2% |
| 10 to 19 Units | 492 | 12.5% | 1,075 | 6.1% | 2,599 | 5.8% |
| 20 to 49 Units | 166 | 4.2% | 904 | 5.1% | 2,802 | 6.3% |
| 50 or More Units | 176 | 4.5% | 939 | 5.3% | 5,680 | 12.7% |
| Mobile Home or Trailer | 108 | 2.7% | 409 | 2.3% | 910 | 2.0% |
| Other Structure | - | - | 5 | - | 17 | - |
| Homes Built By Year (2022) | | | | | | |
| Homes Built 2014 or later | 101 | 2.3% | 260 | 1.3% | 834 | 1.6% |
| Homes Built 2010 to 2013 | 147 | 3.3% | 255 | 1.3% | 604 | 1.1% |
| Homes Built 2000 to 2009 | 183 | 4.1% | 829 | 4.1% | 2,377 | 4.5% |
| Homes Built 1990 to 1999 | 284 | 6.4% | 1,403 | 6.9% | 3,123 | 5.9% |
| Homes Built 1980 to 1989 | 438 | 9.8% | 1,894 | 9.3% | 4,718 | 9.0% |
| Homes Built 1970 to 1979 | 1,088 | 24.5% | 3,952 | 19.4% | 10,287 | 19.5% |
| Homes Built 1960 to 1969 | 393 | 8.8% | 2,228 | 11.0% | 5,643 | 10.7% |
| Homes Built 1950 to 1959 | 790 | 17.8% | 4,162 | 20.5% | 9,780 | 18.6% |
| Homes Built 1940 to 1949 | 358 | 8.0% | 1,397 | 6.9% | 3,160 | 6.0% |
| Homes Built Before 1939 | 157 | 3.5% | 1,367 | 6.7% | 4,236 | 8.0% |
| Median Age of Homes | 44.7 | yrs | 46.9 | yrs | 46.9 | yrs |
| Home Values (2022) | | | | | | |
| Owner Specified Housing Units | 2,284 | | 9,557 | | 24,971 | |
| Home Values \$1,000,000 or More | 19 | 0.8% | 106 | 1.1% | 502 | 2.0% |
| Home Values \$750,000 to \$999,999 | 89 | 3.9% | 204 | 2.1% | 554 | 2.2% |
| Home Values \$500,000 to \$749,999 | 154 | 6.8% | 602 | 6.3% | 1,254 | 5.0% |
| Home Values \$400,000 to \$499,999 | 91 | 4.0% | 547 | 5.7% | 1,406 | 5.6% |
| Home Values \$300,000 to \$399,999 | 297 | 13.0% | 1,381 | 14.5% | 3,789 | 15.2% |
| Home Values \$250,000 to \$299,999 | 273 | 11.9% | 993 | 10.4% | 3,014 | 12.1% |
| Home Values \$200,000 to \$249,999 | 209 | 9.1% | 1,016 | 10.6% | 3,402 | 13.6% |
| Home Values \$175,000 to \$199,999 | 167 | 7.3% | 645 | 6.8% | 2,190 | 8.8% |
| Home Values \$150,000 to \$174,999 | 226 | 9.9% | 834 | 8.7% | 2,187 | 8.8% |
| Home Values \$125,000 to \$149,999 | 185 | 8.1% | 563 | 5.9% | 1,500 | 6.0% |
| Home Values \$100,000 to \$124,999 | 227 | 10.0% | 779 | 8.1% | 1,428 | 5.7% |
| Home Values \$90,000 to \$99,999 | 18 | 0.8% | 147 | 1.5% | 417 | 1.7% |
| Home Values \$80,000 to \$89,999 | 47 | 2.0% | 342 | 3.6% | 689 | 2.8% |
| Home Values \$70,000 to \$79,999 | 91 | 4.0% | 306 | 3.2% | 612 | 2.5% |
| Home Values \$60,000 to \$69,999 | 59 | 2.6% | 237 | 2.5% | 373 | 1.5% |
| Home Values \$50,000 to \$59,999 | 23 | 1.0% | 197 | 2.1% | 391 | 1.6% |
| Home Values \$35,000 to \$49,999 | 79 | 3.4% | 226 | 2.4% | 407 | 1.6% |
| Home Values \$25,000 to \$34,999 | 9 | 0.4% | 150 | 1.6% | 256 | 1.0% |
| Home Values \$10,000 to \$24,999 | 16 | 0.7% | 207 | 2.2% | 416 | 1.7% |
| Home Values Under \$10,000 | 5 | 0.2% | 75 | 0.8% | 183 | 0.7% |
| Owner-Occupied Median Home Value | \$231,253 | | \$224,075 | | \$236,032 | |
| Renter-Occupied Median Rent | \$947 | | \$952 | | \$940 | |

Complete Profile

2010-2020 Census, 2022 Estimates with 2027 Projections
 Calculated using Weighted Block Centroid from Block Groups



Lat/Lon: 27.7419/-82.6781

| 2900 34th St S St. Petersburg, FL 33711 | 1 mi radius | 2 mi radius | 3 mi radius |
|--|---------------|---------------|---------------|
| Total Annual Consumer Expenditure (2022) | | | |
| Total Household Expenditure | \$165.03 M | \$838.59 M | \$2.37 B |
| Total Non-Retail Expenditure | \$87.11 M | \$443.02 M | \$1.25 B |
| Total Retail Expenditure | \$77.93 M | \$395.58 M | \$1.11 B |
| Apparel | \$5.72 M | \$29.16 M | \$82.38 M |
| Contributions | \$5.14 M | \$26.51 M | \$76.53 M |
| Education | \$4.56 M | \$23.59 M | \$68.42 M |
| Entertainment | \$9.13 M | \$46.52 M | \$132.16 M |
| Food and Beverages | \$24.62 M | \$124.64 M | \$349.61 M |
| Furnishings and Equipment | \$5.7 M | \$28.99 M | \$82.26 M |
| Gifts | \$3.86 M | \$19.88 M | \$57.51 M |
| Health Care | \$14.38 M | \$72.44 M | \$203.24 M |
| Household Operations | \$6.38 M | \$32.58 M | \$92.52 M |
| Miscellaneous Expenses | \$3.11 M | \$15.82 M | \$44.83 M |
| Personal Care | \$2.22 M | \$11.26 M | \$31.78 M |
| Personal Insurance | \$1.1 M | \$5.63 M | \$16.17 M |
| Reading | \$358.78 K | \$1.83 M | \$5.2 M |
| Shelter | \$35 M | \$177.96 M | \$501.17 M |
| Tobacco | \$1.11 M | \$5.54 M | \$15.1 M |
| Transportation | \$29.95 M | \$152.27 M | \$428.15 M |
| Utilities | \$12.7 M | \$63.99 M | \$178 M |
| Monthly Household Consumer Expenditure (2022) | | | |
| Total Household Expenditure | \$3,490 | \$3,938 | \$4,403 |
| Total Non-Retail Expenditure | \$1,842 52.8% | \$2,080 52.8% | \$2,330 52.9% |
| Total Retail Expenditures | \$1,648 47.2% | \$1,857 47.2% | \$2,073 47.1% |
| Apparel | \$121 3.5% | \$137 3.5% | \$153 3.5% |
| Contributions | \$109 3.1% | \$124 3.2% | \$142 3.2% |
| Education | \$96 2.8% | \$111 2.8% | \$127 2.9% |
| Entertainment | \$193 5.5% | \$218 5.5% | \$246 5.6% |
| Food and Beverages | \$521 14.9% | \$585 14.9% | \$651 14.8% |
| Furnishings and Equipment | \$120 3.5% | \$136 3.5% | \$153 3.5% |
| Gifts | \$82 2.3% | \$93 2.4% | \$107 2.4% |
| Health Care | \$304 8.7% | \$340 8.6% | \$378 8.6% |
| Household Operations | \$135 3.9% | \$153 3.9% | \$172 3.9% |
| Miscellaneous Expenses | \$66 1.9% | \$74 1.9% | \$83 1.9% |
| Personal Care | \$47 1.3% | \$53 1.3% | \$59 1.3% |
| Personal Insurance | \$23 0.7% | \$26 0.7% | \$30 0.7% |
| Reading | \$8 0.2% | \$9 0.2% | \$10 0.2% |
| Shelter | \$740 21.2% | \$836 21.2% | \$933 21.2% |
| Tobacco | \$23 0.7% | \$26 0.7% | \$28 0.6% |
| Transportation | \$634 18.2% | \$715 18.2% | \$797 18.1% |
| Utilities | \$269 7.7% | \$300 7.6% | \$331 7.5% |

