

October 21, 2013

Ms. Alaina Ray, AICP
Town of Longboat Key
501 Bay Isles Road
Longboat Key, Florida, 34228

VIA HAND DELIVERY

Re: Revised Longboat Key Hotel Site Plan Application

Dear Alaina:

Per our discussion, please find three complete sets of revised site plan applications and a CD which are enclosed for your review. The application revisions respond to the review comments provided by Town staff on October 9, 2013. In addition, the following minor changes were made:

- 1) pool and pool deck were slightly reconfigured along with hardscape modifications;
- 2) landscaping schedule and details were revised in conjunction with the hardscape modifications; and
- 3) two parking spaces were eliminated to accommodate additional pool equipment.

The architectural, landscaping and engineering plans were revised to reflect these changes.

To facilitate your completeness determination, please note that only the following elements of the application binder were revised:

- 1) Application Binder:
 - a. Tab 1.1 (Public Interest) – correct typographical error and clarify description of property to the east;
 - b. Tab A (Character of Use) – correct typographical error and clarify reference to boardwalk;
 - c. Tab E (Density/Intensity) – clarify that units are transient;

- d. Tab N (Traffic Impact/Parking) – eliminated waiver request, summarize basis for meeting room parking calculation per our discussion and reference parking landscape calculations. Please note that the data summary sheets in the architectural plans (Sheet A-0.1) and engineering plans (Sheet C-4) were revised to reflect the revised parking calculations as well.
- e. Tab 2 (Compliance Matrix) – deleted extraneous working notes.

Please note that the few remaining public works comments will be addressed in the final construction plans submittal as suggested by Mr. Florensa.

We look forward to receiving your completeness determination and proceeding with the Planning and Zoning Board public hearing on November 19, 2013. Thank you for your continued assistance. If you have any questions, please do not hesitate to call.

Sincerely,



Kenneth Metcalf, AICP
Director of Planning

Enclosures

TAL 451795627v1

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Planning, Zoning & Building Department (941) 316-1966
501 Bay Isles Road
Longboat Key, Florida 34228
Fax Number: (941) 373-7938
Web: <http://www.longboatkey.org>

APPLICATION FOR SITE PLAN REVIEW

Date: 09/04/13 New Revised _____

Name of Development: Longboat Key Hotel

	Applicant	Engineer/Surveyor	Architect
Name	OpRock Longboat Fee, LLC	Mark Adler/Geo. F. Young, Inc.	Nichols Brasch Wurst Wolfe
Address	1000 East Atlantis Ave. #202	10540 Portal Crossing, #105	161 Almeria Ave.
City, State Zip	Coral Gables, Fl 33134	Lakewood Ranch, Fl. 34211	Coral Gables, Fl 33134
Phone	(561) 279-9900	(941) 747-2981	(305) 443-5206
Fax	(561) 274-2400	(941) 747-7234	(305) 443-3168
Mobile			

Owner: OpRock Longboat Fee, LLC Agent: John Patterson, Esq.

Site Address: 4711 Gulf of Mexico Drive, Longboat Key, Fl. 34228

Zoning District: TRC-6 Sq. Ft. of Site: 207,501 % Lot Coverage: 25%

Total Units: 187 hotel rooms (keys) Proposed Density: See Tab E

% Non-Open Space: 50% Max. Density Allowed: See Tab E

Proposed Development for Existing and New Buildings						
(Circle One)	Building	Building Use	Sq. Ft.	Height	# Floors	1 st Floor Elev.
Existing/New	Building A	See Tab G for this section				
Existing/New	Building B					
Existing/New	Building C					
Existing/New	Building D					
Existing/New	Building E					

Parking Spaces Required: 205 Parking Spaces Indicated: 220

Please check all that apply:

- Attached hereto are the necessary approvals of the federal, state, county and regional agencies.
- Public Hearing Required. If hearing required, comment: P&Z and Town Commission
- Proposed site plan complies with the Comprehensive Plan and Zoning Code.
- Proposed site plan complies with the Subdivision Ordinance and Town Code.

Amount of Performance Bond Required: _____

Amount of Maintenance Bond Required: _____

Date of Pre-application Meeting: _____

I hereby certify that I have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing the subject type of development will be complied with whether specified herein or not, the granting of a permit does not presume to give authority to violate or cancel the provisions of any other federal, state or local law regulating construction or the performance of construction.

Applicant's Signature: Kenneth W. Morley
(If applicant is not the property owner, a property owner affidavit will be required)

Date: 9/19/13

At the conclusion of your plan review by the Town, you will be billed for additional staff time, Town Attorney cost, cost of advertising, and any other miscellaneous costs incurred with the processing of your application(s).

FOR STAFF USE ONLY	
Application Fee: \$ 3000.00 deposit* (Application fee will be deducted from deposit)	Receipt # _____
Application and Plans Accepted By: _____	Date: _____
File Code/Number: _____	

**Deposit required at time of formal submission*

At the conclusion of your plan review by the Town, you will be billed for additional staff time, Town Attorney cost, cost of advertising, and any other miscellaneous costs incurred with the processing of your application(s). Costs will be deducted from initial deposit. If costs exceed the initial deposit, you will be billed for the remaining costs incurred; or you will be refunded the unused portion of the deposit.

EXHIBIT "A"
Legal Description of Property

Commence at a concrete monument marking the point of intersection of the North line of Section 36, Township 35 South, Range 16 East, Manatee County, Florida, and the Westerly right-of-way line of the Gulf of Mexico Drive; thence South 31° 39'50" East, along said Westerly right-of-way line 1941.22 feet to a concrete monument for a Point of Beginning; run thence South 58°15'40" West 582.4 feet more or less to intersect the waters of the Gulf of Mexico, which point of intersection is hereby designated Point "X;" commencing, again at the Point of Beginning, run thence South 31°39'50" East, along the said Westerly right-of-way line of the Gulf of Mexico Drive, 392.42 feet to a concrete monument; run thence South 58°15'40" West, 553.69 feet more or less to intersect the waters of the Gulf of Mexico; meander thence Northwesterly along the waters of the Gulf of Mexico, a distance of 392.4 feet more or less to above designated Point "X."

LESS AND EXCEPT: a 10-foot wide strip of land along the Southeasterly boundary of the above described property being all that portion of said property lying between the Southeasterly boundary line of said property and a line parallel thereto and lying 10 feet Northwesterly of the Southeasterly boundary.

(1.1)
PUBLIC INTEREST

Section 158.180(C)

Alternate review processes. Distribution of additional tourism units to T-6 zoned properties may be approved through the site plan approval process provided the proposal meets the requirements of subsection (D) below.

Section 158.180(D)

Standards for T-6 properties. T-6-zoned properties may seek final site plan approval that includes additional tourism units without filing an ODP application provided the site plan meets the requirements of this Code, as adjusted by the following standards:

(8) In order to grant final site plan approval or approval with conditions, the town commission must find by competent substantial evidence that the project incorporating the additional tourism units:

- (a) Meets these and other applicable standards;
- (b) Is in the best interest of the town and its citizens; and
- (c) Does not adversely impact or affect the public interest.

Applicant Response:

Compliance with standards in Sections 158-180(1)-(7) are addressed on the site plans, Tabs B and G, and in the summary Compliance Matrix set forth in Tab 2.

The Site Plan Application meets all applicable standards set forth in the Town of Longboat Key Comprehensive Plan and the Town of Longboat Key Land Development Code. The project is in the best interest of the town and its citizens and will not adversely impact or affect the public interest for the following reasons:

- 1) The Town approved the allocation of 250 additional tourism units in 2008 as an incentive to encourage development and redevelopment of additional tourism uses to:
 - a. achieve a more balanced allocation between residential and tourism uses;
 - b. encourage redevelopment of aging tourist facilities to attract higher income visitors;
 - c. grow and diversify the Town's economic base;
 - d. support existing businesses in Longboat Key; and
 - e. provide new and interesting destinations for visitors and residents alike.

However, none of the 250 units have been assigned during the past five year period. This first-class resort project will utilize 85 of the 250 tourism units to enable a beautifully re-designed hotel consisting of 187 rooms with 87 of the rooms included in a new 5-story building and 102 remodeled units within the existing refurbished 5 story building, along with a new, upscale 150-seat restaurant offering beautiful, second-story vistas of the beach and redesigned pool area with lush tropical landscaping. The lobby and amenities buildings will also be redesigned and upgraded to provide high quality conference space and supporting amenities to grow conference business and attract higher income guests that will further bolster the Town's economic base and support local businesses. For more details on the design, please refer to Tab A, Character of Use and Tab G, Architectural Plans. This \$24 million redevelopment project will be the showcase for the Town's vision and should support similar redevelopment efforts and investment in other properties.

2) Ordinances 2013-07 and 2013-19 were adopted in order to encourage the use of the additional density within the TRC-6 district. Ordinance 2013-07 provided additional flexibility for properties in the TRC-6 zoning district. As noted by the Town's consultant during the public hearing, existing TRC-6 properties require some additional flexibility in terms of setbacks, parking, and other development standards so that such properties could be redeveloped using the additional density granted by the Town. Similarly, as noted in the February 8, 2013 staff report for Ordinance 2013-07:

The proposed strategy to prioritize redevelopment of the TRC-6 land use category/zoning district recognizes that it is inherently the most suitable district for such redevelopment...

Ordinance 2013-19 includes the following finding:

The purpose for allowing the potential for an additional story of height in TRC-6 designated properties is an acknowledgement that TRC-6 property is the most intensive designation available in the Town of Longboat Key as well as the location of the majority of the existing tourism amenities. Because of these factors the Town anticipates that TRC-6 properties are the best suited to absorb the additional density.

Section 158.180(A) recognizes that the location of the additional units is intended to benefit the public interest. The subject property is an ideal location for the requested allocation of 85 units given that:

- the adjacent properties to the north and south of the site are also designated TRC-6, forming the most significant TRC-6 node within Longboat Key; and
- the property to the east across Gulf of Mexico Drive is undeveloped and is designated as RM-4, allowing for multi-story residential.

Based on well-accepted land use and zoning principles, properties developed within common zoning districts, particularly where the development standards are as-of-right, are deemed inherently compatible with one another. Historically, this has been the case at this particular site.

The existing hotel has remained compatible with the adjacent tourism uses. As defined by s. 163.3164(9), F.S., compatibility means that the uses “co-exist in a stable fashion over time without one use unduly negatively affecting the other use.” The existing hotel has co-existed in harmony with the tourism uses to the north and south and positively benefitted those properties by allowing their guests access to the restaurant. Based on the direction set forth in the ordinances, the public interest tests are primarily intended to address situations where a TRC-6 property may be redeveloped at a higher density directly adjacent to adjoining residential properties. This situation does not occur at this location. Rather, the property across Gulf of Mexico Drive is vacant. If the property were ever developed in the future, it would presumably be developed with multiple stories and would be expected to setback a significant distance from Gulf of Mexico Drive as has occurred with other residential developments to the north and south on the east side of Gulf of Mexico Drive in this general area. The project is compatible with the adjacent TRC-6 properties and the vacant RM-4 property to the east.

Section 158.180(A) also states that it is the intent that the quality of such units shall benefit the public interest of Longboat Key, while being compatible with and not detrimental to the character of the area. The first class quality of the proposed resort will not only greatly benefit the public interest for all of the reasons as previously summarized in the first finding, but will also greatly benefit the character of the area. Adjacent property values should positively benefit over time from the significant financial investment in this project and its resulting market demand and visual appeal. The aesthetics of the new building and building facades combined with the enhanced landscaping will be a significant improvement over the existing resort and will positively contribute to the character of the area. In addition, guests at the adjacent properties will have convenient access to the new restaurant within easy walking distance.

In regard to height, it should also be recognized that Ordinance 2013-19 allows TRC-6 properties to develop with five stories to a maximum height of 65’. The new guest building will be developed with five stories, but only to a maximum height of 49’- 4”, which is well below the maximum allowable height and is clearly compatible with the property to the south. From a compatibility perspective, it must be emphasized that the property to the south could also redevelop with up to 50’ as-of-right without the use of additional density and potentially up to 65’ with the use of additional density. The proposed building height is compatible, particularly when evaluated from a land use and zoning perspective. As a practical matter, it should also be recognized that existing trees are located along the south property line as are Australian Pines to the interior of the property to the south. These trees already cast shadows on the cottages to the south of the proposed building. At the request of staff, shadow diagrams (See Tab G, Architectural Plans, Sheets A-10 and A-11) were prepared to confirm that the new proposed building will not significantly increase the shadow impacts on the adjacent property.

The proposed project is in the best interest of the Town and citizens and will not adversely impact or affect the public interest.

(A)
CHARACTER OF USE

Section 158.097(A)

The character of use and the location and size of the site, including a current land survey with a complete legal description prepared and certified by a registered surveyor.

Applicant Response: The Longboat Key Hotel was completed in 1972, designed by architect John Nichols, who has since become an internationally noted hotel resort architect. For many years, the hotel was a state of the art facility, attracting affluent tourists who patronized local stores and restaurants and bolstered the local economy. However, as recognized by the Town's Vision Plan, the tourism industry has evolved over the past forty years in terms of scale, amenities and preferred design. In today's market place, the existing hotel is not able to compete effectively with higher end, destination beach resorts in southwest Florida. Although well maintained, the hotel is dated and no longer has the same appeal to potential guests as in previous years. At 102 rooms, the hotel is undersized, particularly for a beach resort, and is unable to offer the level of amenities expected for this idyllic setting. The existing restaurant is quite small and the indoor seating is underutilized due to the limited views at ground level. While the outdoor area remains popular with guests and residents, the restaurant experience is not on par with other resorts. In addition, the limited scale of the hotel supports only small-scale business retreats and conferences, which are not sufficient to maintain occupancy levels, particularly during the off-season.

The Longboat Key Hotel must be completely redeveloped and modernized to attract the affluent, upscale visitors that historically supported the local economy of Longboat Key. To achieve this goal, the owners engaged Mr. Nichols' firm to redesign and transform the aging hotel into a first class, destination beach resort for Longboat Key. All of the existing buildings and facilities will be demolished with the exception of the five-story tower on the north side which shall be refurbished with completely renovated guestrooms and rebuilt infrastructure. The resort will include a new 5-story south tower to complement the existing north tower, providing a total of 187 guest rooms supported by an expansive, 150-seat restaurant offering gorgeous, second story views of the beach and a beautifully redesigned pool area with lush tropical landscaping and articulated pavers. This exciting new design seamlessly connects the beach and pool area, providing guests convenient access between the resort's watersports, beach cabanas, pool and tiki-bar. Guests of all ages will enjoy the varied leisure and recreational opportunities offered by this destination beach resort. In addition, 3,000 square feet of meeting space is integrated within the same building as the restaurant and other staff services to provide outstanding support for expanded business retreats and conferences.

George F. Young, Inc., the project engineers, collaborated with Mr. Nichols to maximize efficiency in the design of the buildings and infrastructure. The resulting design includes energy efficient building envelopes and mechanical systems, underground stormwater chambers, and parking below the elevated south tower, thus maximizing open space and landscaping opportunities. Stewart-Washmuth & Company, Inc. served as the landscape architects for the project and took full advantage of these open space opportunities. The landscaping design

includes a new pond feature located adjacent to the lobby building to welcome guests and visitors into the recreational area of the resort, and incorporates a mix of drought tolerant, native vegetation as well as beautiful palms and extensive ground cover throughout the property. Boardwalks continue to protect the dune system and sea oats, further contributing to the Florida resort experience. Although the abutting properties are also tourist developments and buffers are not required by code for the properties, substantial landscaping has been provided along the perimeters of the property, making the resort a good neighbor for the adjacent developments. The project also includes a new sidewalk connecting to the transit stop in front of the resort, which has been further enhanced by heavy landscaping along Gulf of Mexico Drive. Exciting exterior facades coupled with a newly designed entrance complete the new look for the Longboat Key Hotel.

The proposed redevelopment will utilize 85 of the 250 tourism units allocated by Section 158.180 of the Town Code in accordance with the public referendum in 2008. It must be emphasized that this \$24 million reconstruction effort is made possible only through the vision and partnership of the Town. The 85 additional units and the ability to cluster the units efficiently in a five-story design are not only critical in terms of making the project cost-feasible and maximizing open space to achieve the beautiful design, but also essential for attracting larger and more diverse business retreats and conferences that will extend the shoulder season for the resort and greatly increase off-season occupancy.

The Town has recognized the critical need to support revitalization and expansion of existing hotels in order to achieve an appropriate balance between residential and tourist uses as necessary to support its economic base. These objectives were formally enunciated and implemented by the Town Commission and its citizenry through a series of public actions. The Town adopted the "Keeping Longboat" Vision Plan in 2007 which states:

The number of units devoted exclusively to tourism has decreased as resort operators have found the economics of operating a highly seasonable environment difficult to sustain, particularly with conversion to residential development options so attractive... Tourism patterns are always changing requiring the tourism industry to continuously adapt to changing patterns. High-end tourist facilities are also highly competitive on quality and amenity basis, regularly undergoing extensive renovation to remain attractive and competitive in the market place. This is particularly true for the market segment that Longboat would want to attract.

The Town and its citizens implemented this vision through the approval of a public referendum on March 18, 2008, that established a pool of 250 tourism units available for development within designated areas, including the TRC-6 land use and zoning district. Despite these positive actions, no tourist facilities have filed applications to utilize any of the 250 additional tourist units or otherwise undertaken major renovations. The Town Commission recently discussed this concern and considered additional amendments to the comprehensive plan and code that would induce redevelopment of tourist facilities, particularly in the TRC-6 land use category and zoning district, which is deemed the most appropriate location for expanded tourist facilities. The Town adopted Ordinance 2013-07 on March 4, 2013, to allow TRC-6 properties which

utilize additional tourism units pursuant to s. 158-180 of the Town Code, to obtain development approval through the site plan review process rather than requiring review as an Outline Development Plan. Ordinance 2013-07 also appropriately provides more flexible development standards as related to setbacks, building separation and similar regulatory standards to encourage redevelopment of TRC-6 properties and minimize the need for “departures” from the code. The Town also adopted Ordinance 2013-19 on June 17, 2013, to amend the comprehensive plan to allow approval of five story tourist facilities in the TRC-6 by site plan approval to encourage use of the additional tourism units authorized pursuant to s. 158-180 of the Town Code.

The Longboat Key Hotel does not require any departures. John Patterson, Esq., and Ken Metcalf, Director of Planning with Greenberg Traurig, have worked closely with the other members of the consultant team to ensure that the site plan comports with the requirements of the Town Comprehensive Plan and Town Code. The Compliance Matrix in Tab “2” review compliance with the site plan performance standards set forth in Section 158-102 and related provisions of the code. The site plan and proposed development are consistent with the Town Comprehensive Plan and Town Code. The new hotel building will be constructed with five stories, but has been maintained at a height of 49’4” to minimize impacts on adjacent properties, even though site plan approval for up to 65’ is allowed as of right.

The Longboat Key Hotel revitalization will reposition the property as one of the most outstanding, destination beach resorts in southwest Florida, and once again attract affluent guests that will return year after year to support the Town’s businesses and economic base. This cooperative effort between the Town and the tourism industry in working together to identify incentives for redevelopment and to establish a more efficient site plan review process has successfully achieved the Town’s vision, as further expressed by Core Value No. 6, as adopted by the Town Commission on November 7, 2011, which states:

The Town Commission will maintain Longboat Key as a premier vacation destination and enhance year round tourism through continued revitalization, development, and maintenance of tourism oriented businesses and amenities such as lodging, cultural attractions, restaurants, golf courses, tennis facilities and beaches.

The owners of the Longboat Key Hotel and its team of consultants look forward to presenting this exciting project to the citizens of Longboat Key, the Planning Board and the Town Commission.

Please see Tab “B” for the survey and legal description.

(B)
SITE PLAN

See attached plan sets.

(C)
OWNERSHIP

Section 158.097(C)

Verified statement, including a certificate of ownership, showing each and every individual person having a legal ownership, interest in the subject property except publicly held corporations whose stock is traded on a nationally recognized stock exchange, in which case the name and address of the corporation and principal executive officers will be sufficient.

Applicant Response: See attached.

(C)

**APPLICATION TO THE TOWN OF LONGBOAT KEY, FL
FOR SITE PLAN APPROVAL FOR
OPROCK LONGBOAT FEE, LLC - LONGBOAT KEY HOTEL
VERIFIED STATEMENT AND CERTIFICATE OF OWNERSHIP**

Pursuant to Section 158.095 and 158.097(C), Town of Longboat Key Town Code, I am submitting the following Verified Statement and Certificate of Ownership. This Verified Statement and Certificate of Ownership reflects each and every individual person having a legal ownership interest in the subject property, except publicly held corporations whose stock is traded on a nationally recognized stock exchange, in which case the name and address of the corporation and principal executive officers will be sufficient.

I hereby verify and certify that as of September 9, 2013, OpRock Longboat Fee, LLC, a Delaware limited liability company is the sole owner of the real property described in Exhibit "A" attached hereto, located at 4711 Gulf of Mexico Drive, Longboat Key, Florida, 34228.

Persons and/or entities having an interest in OpRock Longboat Fee, LLC are identified in Exhibit "B" attached hereto.

The undersigned does hereby state under oath that the foregoing information is true and correct.

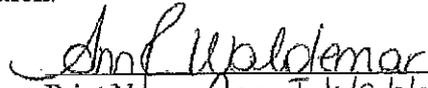
**OpRock Longboat Fee, LLC, a Delaware
limited liability company**

By: Walter P. Schmidt

Walter P. Schmidt
Its President

**STATE OF NEW YORK
COUNTY OF NEW YORK**

The foregoing Verified Statement and Certificate of Ownership Is acknowledged before me this 9 day of September, 2013, by **WALTER P. SCHMIDT**, the President of Delaware limited liability company, on behalf of the company. His is either personally known to me or has produced personally known ^{to me} as identification.


Print Name: Ann J. Waldemar
Notary Public, State of New York

My Commission Expires:
November 30, 2013

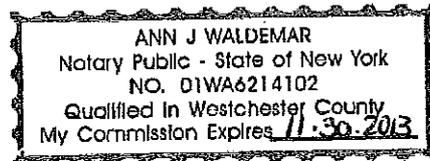


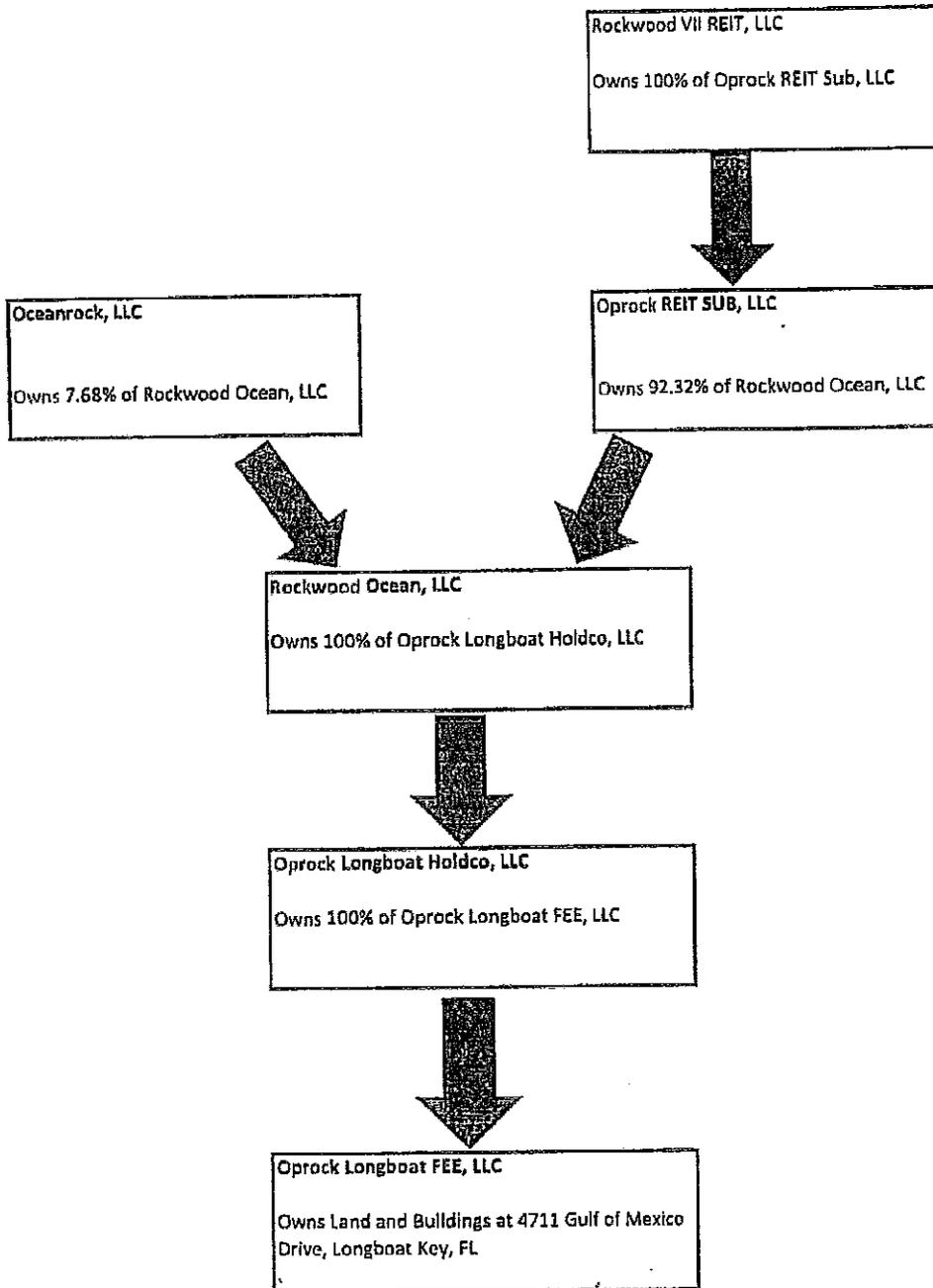
EXHIBIT "A"
Legal Description of Property

Commence at a concrete monument marking the point of intersection of the North line of Section 36, Township 35 South, Range 16 East, Manatee County, Florida, and the Westerly right-of-way line of the Gulf of Mexico Drive; thence South $31^{\circ}39'50''$ East, along said Westerly right-of-way line 1941.22 feet to a concrete monument for a Point of Beginning; run thence South $58^{\circ}15'40''$ West 582.4 feet more or less to intersect the waters of the Gulf of Mexico, which point of intersection is hereby designated Point "X;" commencing, again at the Point of Beginning, run thence South $31^{\circ}39'50''$ East, along the said Westerly right-of-way line of the Gulf of Mexico Drive, 392.42 feet to a concrete monument; run thence South $58^{\circ}15'40''$ West, 553.69 feet more or less to intersect the waters of the Gulf of Mexico; meander thence Northwesterly along the waters of the Gulf of Mexico, a distance of 392.4 feet more or less to above designated Point "X."

LESS AND EXCEPT: a 10-foot wide strip of land along the Southeasterly boundary of the above described property being all that portion of said property lying between the Southeasterly boundary line of said property and a line parallel thereto and lying 10 feet Northwesterly of the Southeasterly boundary.

EXHIBIT "B"
Ownership Interest Information

EXHIBIT "B"
Ownership Interest Information



Please print and fax or mail completed form

TOWN OF LONGBOAT KEY
PLANNING ZONING BUILDING

561 Bay Isles Road
Longboat Key, FL 34228

Phone: 941/316-1966 FAX: 941/316-1970

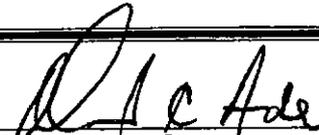
Property Owner Affidavit

Planning Department
Authorized Agent

(I)(We) Oprock Longboat Fee, LLC, as owner(s) of the property whose address and legal description is 4711 Gulf of Mexico Drive, Longboat Key, FL 34228 (see attached legal description), hereby appoint John Patterson and Ken Metcalf our _____ agent(s) to act on (my)(our) behalf for the request set forth below. (I)(we) understand that the agent may incur costs and expenses on our behalf in connection with (my)(our) request and agree to pay those fees and expenses in accordance with the Code of Ordinances of the Town of Longboat Key.

The nature of (my)(our) request is Site Plan Application (Variance, Zoning Determination, Special Exception, etc.)

Oprock Longboat Fee, LLC
Print or Type Property Owner's Name


Signature of Property Owner

Richard C. Ade, Manager
Print or Type Property Owner's Name

Signature of Property Owner

Mailing Address of Property Owner(s): 1001 East Atlantic Avenue, Suite 202, Delray Beach, FL 33483

(561) 279-9900
Telephone Number of Property Owner(s)

(561) 274-2400
Fax Number of Property Owner(s)

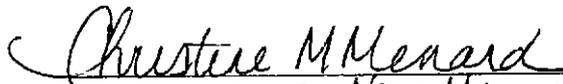
Mailing Address of Agent(s): John Patterson - 46 N. Washington Blvd., Suite 1, Sarasota, FL 34236
Ken Metcalf - 101 E. College Avenue, Tallahassee, FL 32301, (850) 222-6891

Patterson - (941) 365-0550
Telephone Number of Agent(s)

(941) 373-1090, (850) 681-0207
Fax Number of Agent(s)

STATE OF New Hampshire
COUNTY OF Rockingham

The foregoing instrument was acknowledged before me this 16th day of September, 2013, by Richard C. Ade, Owner(s) for and on behalf of whom this instrument was executed.


Notary Public State of New Hampshire
Typed Name: CHRISTINE M. MENARD, Notary Public
Commission Expires: My Commission Expires April 18, 2017
Commission No.: _____

Personally Known
OR Produced Identification
Type of Identification Produced _____

(D)
DEVELOPMENT FEATURES

Section 158.097(D)

The relationship of the site to existing development in the area including streets, utilities, residential and commercial development, and important physical features in and adjoining the project, including ecological features.

Applicant Response: See Sheet S-1 (survey) in Tab "B" for location of streets, utilities and similar data. The property does not include any significant physical or ecological features, except for the sea oats/beach vegetation, which has been preserved. The hotel abuts existing tourist facilities to the south and north which share the same Future Land Use and Zoning District designations as the subject property – TRC-6, High-Density Tourist Resort/Commercial. Existing multifamily development is located to the east, across Gulf of Mexico Drive, and is designated as RM-4, Medium Density SF/Mixed Residential on the Future Land Use Map and Zoning District Map.

(E)
DENSITY/INTENSITY

Section 158.097(E)

The density or intensity of land use(s) to be allocated to all parts of the site to be developed together with tabulations by acreage and percentage thereof itemized by use and density.

Applicant Response:

Total project acreage: 4.76 acres

Existing tourism units: 102

Proposed additional tourism units: 85

Existing tourism units per acre: 21.42

Proposed tourism units per acre: 39.29. The proposed density is allowed pursuant to Policies 1.1.10 and 1.1.11 of the Longboat Key Comprehensive Plan and Section 158.180 of the Town Code.

Floor area ratios for all land uses: Set forth in attached Drawings A-0.1 – A-0.8 in Tab “G”.

Approximate square footage of gross area for all non-residential buildings by general type: Set forth in attached Drawings A-0.1 – A-0.8 in Tab “G”.

(F)
UPLANDS/WETLANDS

Section 158.097(F)

Tabulations by acreage and percentage as to the amount of the site that is uplands and wetlands, indicating those wetlands landward and seaward of the mean high-water line (MHWL). Additional related information should include the extent and type of wetlands in accordance with the town's comprehensive plan.

Applicant Response: The entire site consists of uplands. See Sheet S-1 in Tab "B" for survey of acreage.

(G)
ARCHITECTURE

Section 158.097(G)

Architectural definitions for buildings in the development, include use, height, daylight plane, exterior construction material, exact number of dwelling units, sizes and types of building and dwelling units, together with typical floor plans of each type. The floor plans should indicate uses and square footage of each proposed use within each building or structure and all exterior dimensions of each type of building or structure.

Applicant Response: See attached.

(H)
TREE PROTECTION

Section 158.097(H)

The type and location of all existing trees protected by town regulations, including a plan how the removal of such vegetation would be avoided and/or replanted or replaced.

Applicant Response: See Sheet C-16 in Tab "B" and Sheet TP 1 in Tab "J".

(I)
UTILITIES

Section 158.097(I)

Location, design and character of all utilities.

Applicant Response: See Sheets C-6 - C-9 in Tab "B".

(J)
LANDSCAPING

Section 158.097(J)

Location, height and general character of perimeter and ornamental walls, fences, landscaping, including berms and other required screening devices and any other plans for protecting adjacent property owners.

Applicant Response: The proposed development does not include walls, fences or berms. See attached landscape plan.

(K)
PEDESTRIAN CIRCULATION

Section 158.097(K)

Location of all pedestrian walks, malls and bike paths.

Applicant Response: See Tab "G", Sheet A-0.2 and Tab "B", Sheet C-17 for pedestrian circulation within the property. The project is designed to provide convenient guest access to all facilities at the hotel. In addition, the applicant has proposed a sidewalk to extend from the lobby to the transit stop on the Gulf of Mexico Drive right of way.

(L)
RECREATION/OPEN SPACE

Section 158.097(L)

Location and character of recreation areas and facilities and the disposition of all open space indicated on drawings. This information should include calculations, verified by a licensed design professional, indicating how the town's open space requirements are being met. If common facilities (such as recreation areas or structures, private streets, common open space, etc.) are to be provided for the development, statements as to how such common facilities are to be provided and permanently maintained. Such statements may take the form of proposed deed restrictions, deeds of trust, homeowners associations, surety arrangements, or other legal instruments providing adequate guarantees to the town that such common facilities will not become a future liability of the town.

Applicant Response: See Sheets A-0.1, A-0.4, A-0.6 and A-0.7 in Tab "G" for calculations of open space, open space ratio and recreation space ratio.

(M)
OUTSIDE WASTE/STORAGE

Section 158.097(M)

Location and character of all outside facilities for waste disposal, storage areas or display.

Applicant Response: There are no outdoor storage or display areas. The waste disposal area is screened from public view. See Sheets A-1.0 and A-1.1 in Tab "G".

(N)
TRAFFIC IMPACT/PARKING

Section 158.097(N)

A traffic impact analysis shall be provided, except for involuntary reconstruction and voluntary reconstruction without additional units, to ensure that the adopted level of service standards are not exceeded before capacity-related improvements are implemented. The locations and dimensions of all curb cuts, driveways, including the number of parking spaces with their location and dimension, details of off-street parking, including interior parking areas and loading areas, all off-street vehicular surfaces available for maneuvering, surface materials, number of employees and number and type of vehicles owned by the establishment shall be provided.

Applicant Response: See attached traffic concurrency analysis which demonstrates that adopted level of service standards shall be maintained. See Sheets A-0.1, A-0.2 and A-1.0 – A-1.3 in Tab “G” for parking/loading calculations and details. See Sheet A-12 in Tab “G” for the circulation plan. It is estimated that the hotel will employ about 30 workers during the day shift in peak season. It is anticipated that the hotel will operate one courtesy shuttle to the airport.

Section 158-128(D) does not list a specific parking standard for “meeting rooms.” Pursuant to Section 158-128(D)(2), if the parking schedule does not list a parking standard for particular non-residential land use, the Town Planning and Zoning Director must determine the “most similar use” listed in the parking schedule. Pursuant to our discussions with Ms. Ray, the site plan utilizes the parking standard for “continuing education centers.” The meeting rooms will be utilized primarily for business meetings, retreats, conferences, seminars and similar functions that involve education or training activities. Based on this function, the meeting rooms require one space per 300 square feet of floor area.

Please refer to Sheet “PL 1” in Tab “J” for calculation of parking landscaping.

LONGBOAT KEY HILTON

**TRANSPORTATION CONCURRENCY
ANALYSIS**

September 19, 2012

**PREPARED FOR:
OPROCK LONGBOAT FEE, LLC**

GCI PROJECT NUMBER: 10307.001



**grimail
crawford
inc.**

4600 W. Cypress Street, Suite 550
Tampa, Florida 33607

Phone: 813.387.0084 Fax: 813.387.0085

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a Professional Engineer, properly registered in the State of Florida for practicing with Grimail Crawford, Inc., a corporation authorized to operate as an engineering business, Certificate of Authority No. 0008370, by the State of Florida Department of Professional Regulation, Board of Professional Engineers. I am qualified to accomplish work in the areas of Traffic, Transportation and Civil Engineering. I have prepared or been in responsible charge of the evaluations, findings, opinions, conclusions or technical advice attached hereto for:

PROJECT: Longboat Key Hilton

LOCATION: Town of Longboat Key (Manatee County)

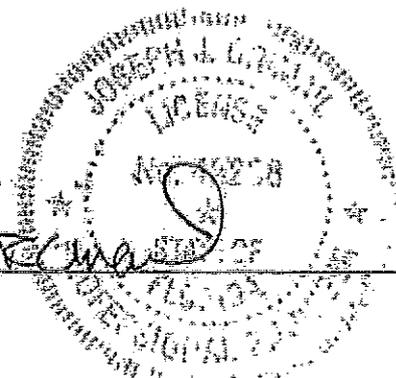
CLIENT: Oprock Longboat Fee, LLC

I hereby acknowledge that the procedures and references used to develop the results contained in these analyses, computations and design are standard to the professional practices of Traffic, Transportation and Civil Engineering as applied through professional judgment and experience.

Name: Joseph J. Grimail
P.E. No.: 43298

SIGNATURE: _____

DATE: August 17, 2012



Hilton Longboat Key
Transportation Impact Study

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I. INTRODUCTION

Grimail Crawford has been retained to conduct a transportation impact study for the Hilton Longboat Key Beachfront Resort (Project). The Project site is located in Longboat Key, west of SR 789/Gulf of Mexico Drive. This location is illustrated in **Figure 1**. The Project will be a redevelopment of the existing Hilton complex with 102 hotel rooms, and it will increase the current number of rooms by 85 to a new total of 187. Similar to the current complex, the Project will have a single access on Gulf of Mexico Drive. The transportation analysis outlined below provides an evaluation of the existing conditions and the projected traffic conditions relative to the proposed 85 additional rooms. Future conditions are analyzed for the year 2015, assuming a three year build-out for the Project. A conceptual site plan is provided in **Appendix A**.

Gulf of Mexico Drive in the area of the Project is a two-lane, uninterrupted State roadway with NB left-turn storage. The posted speed limit is 45 MPH. This area is served by SCAT Route 18 (Longboat Key Trolley) with 1-hour headways, and service seven days a week. A bus stop is located along the Project frontage with Gulf of Mexico Drive.

This section of Gulf of Mexico Drive also has a marked bicycle lane on the east side of the roadway, and an unmarked paved shoulder on the west side of the roadway. An 8-foot multi-use trail is located in the right-of-way on the east side of the roadway.

II. METHODOLOGY

Prior to initiating the analysis, a transportation methodology was discussed and agreed upon at a meeting with Town of Longboat Key staff.

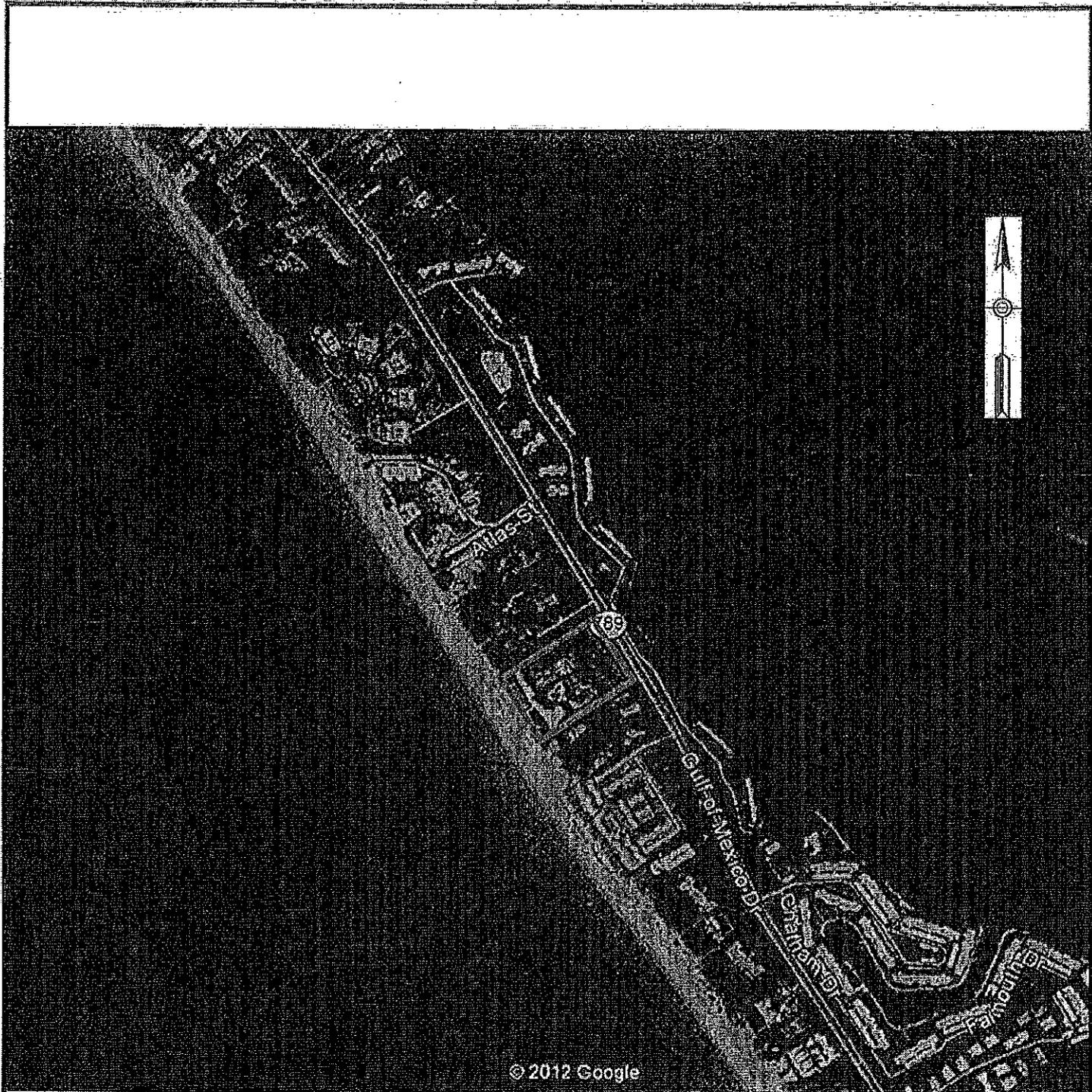


FIGURE 1
Project Site Location

Hilton Longboat Key
 Longboat Key, Florida

Key:

 = Project Site



August 2012

III. PROJECT TRAFFIC GENERATION ESTIMATES

Trip generation for the additional rooms was determined using ITE's Trip Generation Manual, 8th Edition. Per the approved methodology, land use code 330, Resort Hotel, was applied to the 85 additional rooms. The ITE resort hotel trip rate includes all activities associated with a hotel, including restaurants, bars, banquets/meetings, etc. The resulting trip generation estimate is reported below. These additional trips will be added to the existing Project trips to assess build out traffic conditions.

Table 1: Trip Generation (Additional Rooms)

Land Use	LUC	Size	Units	Daily Trips	Gross AM Peak Hour Trips		Gross PM Peak Hour Trips	
					In	Out	In	Out
Resort Hotel	330	85	d.u.	Not Given	27	10	14	19
Gross Trips				N/A	27	10	14	19

IV. PROJECT DISTRIBUTION AND ASSIGNMENT

Project traffic assignments to the roadway network were estimated using turning movement counts at the existing Project Site Driveway. These counts suggest that approximately 71% of Project trips will travel to/from the north on Gulf of Mexico Drive, with the remaining 29% travelling to/from the south, based on mainline (Gulf of Mexico Drive) directional distribution. The estimated Project traffic volumes (corresponding to the additional 85 rooms) at the driveway on Gulf of Mexico Drive are illustrated in **Figure 2**.

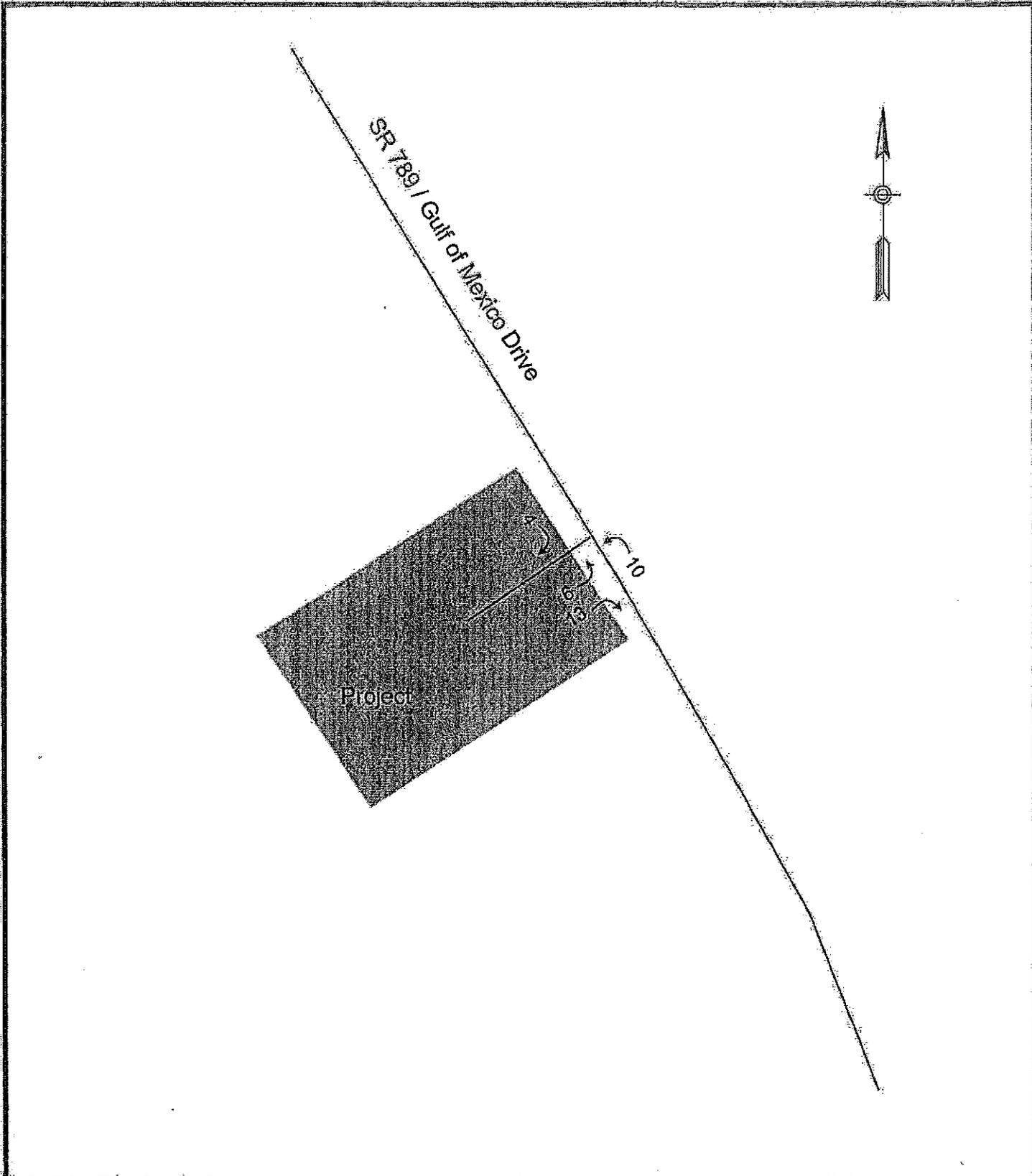


FIGURE 2
Project Traffic

Hilton Longboat Key Beachfront Resort
Longboat Key, Florida

Key:

↪ XXX = PM Peak
Hour Traffic



August 2012

V. IMPACT STUDY AREA

Per Town of Longboat Key guidelines, for a Project that generates less than 250 peak hour trips the impact study area for the Project includes all arterial and collector streets within one-half mile of the Project entrance. Therefore, the impact study area consists of the adjacent segment of Gulf of Mexico Drive (from the Manatee County boundary to Binnacle Point Drive) and the Project driveway intersection on Gulf of Mexico Drive.

VI. EXISTING CONDITIONS

Existing traffic conditions for the driveway intersection were established by collecting a PM peak hour turning movement count (from 4:00 PM to 6:00 PM) at the Project driveway intersection. These counts were seasonally adjusted using the peak-season correction factor from the *2011 Florida Traffic Information CD*. For the roadway of Gulf of Mexico Drive, the most recent FDOT count from the 2012 Florida Traffic Information CD was used. For Gulf of Mexico Drive, the standard FDOT roadway K of 0.90 and D of 0.5230 was used to establish peak hour directional volumes. Copies of the traffic counts are provided in **Appendix B**, and the existing intersection volumes are illustrated in **Figure 3**.

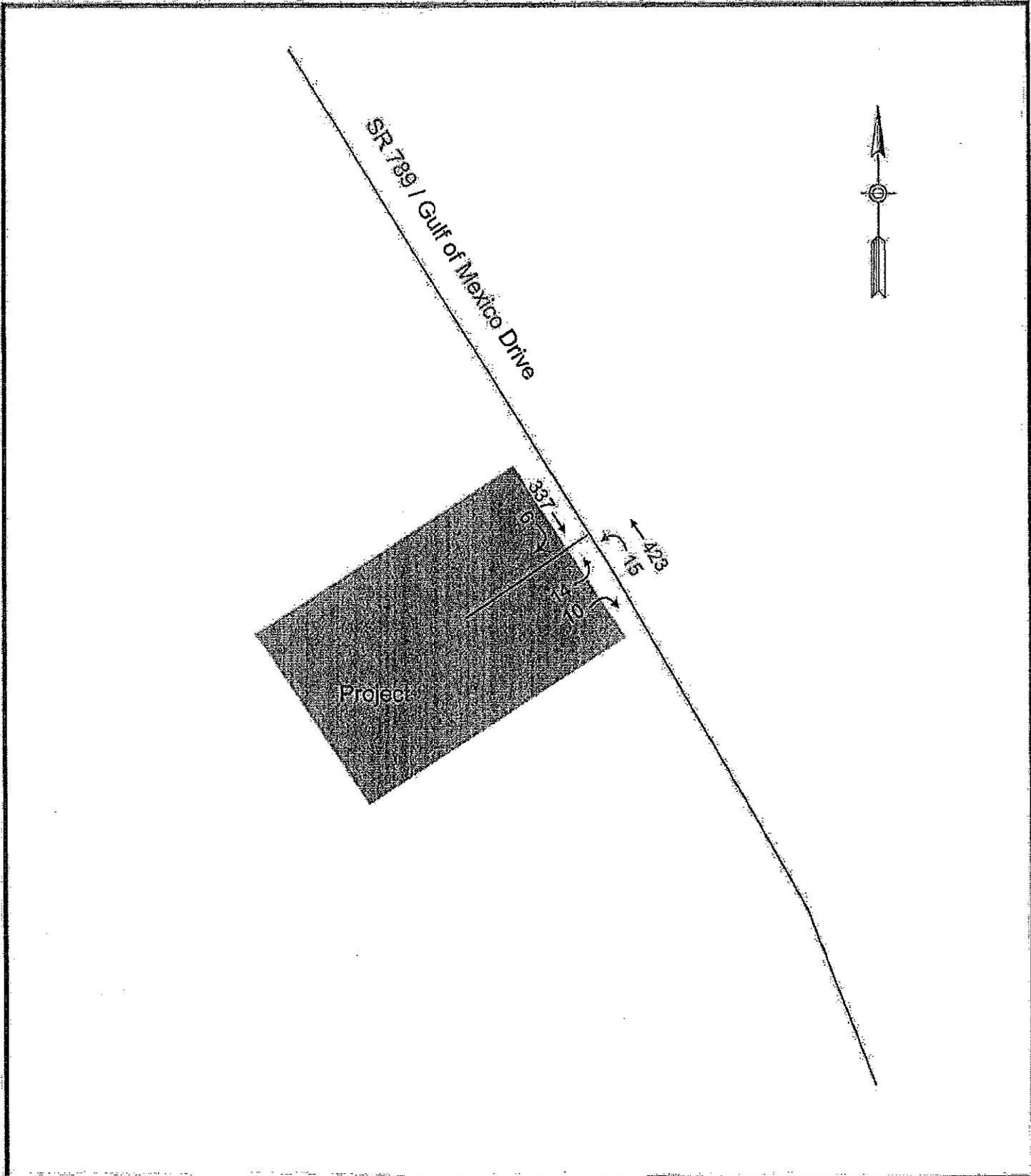


FIGURE 3
Existing Traffic (2012)

Hilton Longboat Key Beachfront Resort
 Longboat Key, Florida

Key:

↪ XXX = PM Peak
 Hour Traffic



August 2012

Roadway capacity analysis for existing conditions was performed using the service volumes from FDOT's Generalized Tables (10/4/10 version). **Table 2** reports the existing roadway volume and service volume comparisons and indicates that the study segment currently meets LOS standards.

Table 2: Roadway Capacity Analysis – Existing Conditions

Roadway	From	To	No. Lanes	Existing PM Peak Hr. Volumes		Adopted LOS Standard	Adopted Service Volume		Existing PM Peak Hr. LOS	
				NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB
Gulf of Mexico Dr	Manatee County Boundary	Binnacle Point Dr	2	369	405	E	1440	1440	B	C

*Obtained from FDOT Generalized Tables (Table 7, uninterrupted flow highway)

At the Gulf of Mexico Drive/Hilton Driveway Intersection, HCS Stop-Control analysis returns an LOS of B for eastbound (outbound) left- and right-turn traffic, and A for NB left-turn (inbound) traffic, all well within the Town's adopted level of service standard of service standard of E for Gulf of Mexico Drive, and indicates acceptable operation for outbound traffic on the un-regulated Hilton Driveway. HCS worksheets for the existing year analysis are provided in **Appendix B**.

VII. BACKGROUND VOLUMES

Background (future, non-Project) traffic was projected to the year 2015 using an annual growth rate of 1%, which was agreed upon at the methodology meeting with the Town. Historical AADT data on Gulf of Mexico Drive (provided in **Appendix C**) indicate negative growth over the past 5 years, and the 1% growth rate was therefore chosen as a conservative minimum value.

VIII. FUTURE TOTAL CONDITIONS

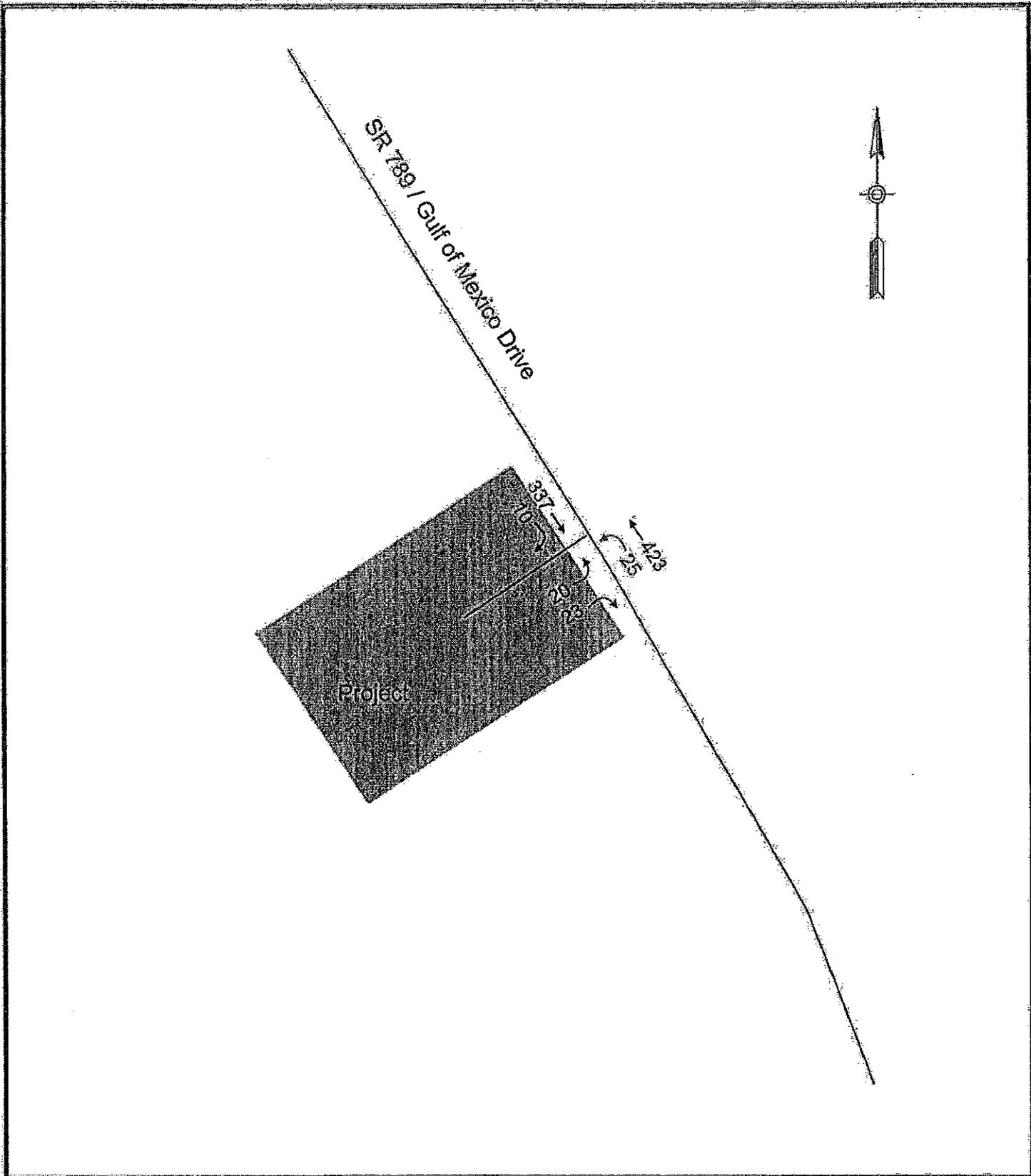
To develop total traffic volumes for the year 2015, Project trips were added to background traffic volumes. This process is documented in **Appendix D**, and **Figure 4** illustrates the future total volumes at the driveway intersection.

Roadway capacity analysis for total conditions was again performed using the generalized service volumes. **Table 3** below reports the capacity analysis and indicates that the study segment will continue to operate within the adopted level of service standard through the build-out year.

Table 3: Roadway Capacity Analysis – Total Traffic Conditions

Roadway	From	To	Existing PM Peak Hour Volumes (2012)		Annual Growth Rate	Background Volumes (2015)		Project Traffic Volumes		Total Traffic Volumes (2015)		Adopted Service Volumes		Future PM Peak Level of Service (2015)	
			NB/EB	SB/WB		NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
Gulf of Mexico Dr	Manatee County Boundary	Binnacle Point Dr	369	405	1.00%	380	417	10	13	390	430	1440	1440	B	C

At the Gulf of Mexico Drive/Hilton Driveway intersection, HCS Stop-Control analysis returns an LOS of B for eastbound (outbound) left- and right-turn traffic, and A for NB left-turn (inbound) traffic, all well within the Town's adopted Level of Service of E for Gulf of Mexico Drive, and indicates acceptable operation for outbound traffic on the un-regulated Hilton Driveway. HCS worksheets for the future year analysis are provided in **Appendix E**.



**FIGURE 4
Total Traffic (2015)**

Hilton Longboat Key Beachfront Resort
Longboat Key, Florida

Key:

↪ XXX = PM Peak
Hour Traffic



August 2012

IX. VALET QUEUING ANALYSIS

The expanded hotel facility will provide guests with a valet service. Vehicles using this service will be able to pull into one of two lanes in front of the lobby and have an attendant park their car for them. In order to assess site circulation for the finished Project, a queuing analysis was performed.

Given a driveway throat depth of approximately 120-ft and a length of approximately 75-ft for each valet lane, an analysis using a Poisson distribution methodology was performed to test peak-hour queuing of inbound vehicles. As a worst case test, all 35 inbound vehicles (21 existing inbound and 14 new inbound vehicles for the additional 85 rooms) were assumed to use the valet parking. With two lanes to serve the inbound vehicles, and a service time of 2 minutes (generally ample time for passengers to disembark and luggage to be unloaded), the average queue during peak hour is estimated to be 0.602 vehicles, and the estimated 95th percentile queue is estimated to be 3 vehicles, both of which are accommodated by the storage available on site. During any special events or meetings, when a number of vehicles may arrive at once, a special set up which will direct the queue through the north parking lot will provide more than adequate storage. In any event, hotel personnel will monitor this process and address any situation before site circulation and site-bound vehicles could impede traffic operations on Gulf of Mexico Drive.

The queue calculation worksheet is provided in **Appendix F**.

X. COMPLIANCE WITH COMPREHENSIVE PLAN

In order to ensure that the Project complies with the Town of Longboat Key's Comprehensive Plan, the relevant Objectives and Policies from the Transportation Element have been reproduced and addressed below in the bolded notes:

OBJECTIVE 1.1

The Town will develop a multi-modal transportation system that provides for safe and efficient movement by walking, cycling, and transit service while also taking advantage of opportunities to improve traffic flow circulation on public roads.

Note: The transportation analysis demonstrates that the proposed development will not cause any degradation in levels of service, and that the driveway intersection will continue to operate acceptably with the Project. Further, the analysis has shown that the interior site circulation will be such that traffic operations will not be affected by the completion of the Project.

Alternative modes of transportation are also accommodated at the location of the Project. A bus stop for SCAT Route 18 is located along the Project frontage on Gulf of Mexico Drive, which provides hourly transit service. A bike lane on Gulf of Mexico Drive, and a multi-purpose trail across the street from the Project, running parallel to Gulf of Mexico Drive, will accommodate bicycle and pedestrian transportation to and from the site.

Policy 1.1.1

The Town adopts the following peak-season, peak-hour LOS standards for each listed facility:

- 1) Local and collector roads –LOS C
- 2) Urban collectors – LOS E

The peak-season adjustment factor will be determined annually through coordination with the Florida Department of Transportation (FDOT), District 1 Office. The Town's Future Transportation network is identified on Figure 2.

Note: Analysis indicates that the LOS in each direction on Gulf of Mexico Drive will meet the LOS standard of E under total traffic conditions in 2015.

Policy 1.1.2

All intersections on Gulf of Mexico Drive (GMD, SR 789), within the Town, will operate at LOS E or better in the peak season peak hour. All other intersections, within the Town, will operate at LOS D or better.

Note: HCS analysis indicates that the intersection of the Project driveway and Gulf of Mexico Drive will operate at an acceptable LOS under total traffic conditions in 2015.

Policy 1.1.3

The Town will monitor traffic growth to ensure that the adopted LOS standards are not exceeded before the approval of future additional development.

Note: The transportation analysis demonstrates that the Project will not cause the LOS to drop below standard on either the adjacent segment of Gulf of Mexico Drive or the Project driveway intersection.

Policy 1.1.4

The Town will ensure that comprehensive plan amendments and development activities provide adequate, safe, convenient and context-appropriate on-site and off-site transportation infrastructure, including alternative modes of transportation, in order to preserve the health, safety and welfare of the citizens of and visitors to the Town of Longboat Key.

Note: The transportation analysis demonstrates that the proposed development will not cause any degradation in levels of service, and that the driveway intersection will continue to operate acceptably with the Project. Further, the analysis has shown that the interior site circulation will be such that traffic operations will not be affected by the completion of the Project.

Alternative modes of transportation are also accommodated at the location of the Project. A bus stop for SCAT Route 18 is located along the Project frontage on Gulf of Mexico Drive, which provides hourly transit service. A bike lane on Gulf of Mexico Drive, and a multi-purpose trail across the street from the Project running parallel to Gulf of Mexico Drive, will accommodate bicycle and pedestrian transportation to and from the site.

Policy 1.1.5

Pursuant to the provisions of Chapter 2011-1398, Laws of Florida, the Town considers GMD (SR 789) an important state transportation facility and shall monitor its function and operation as well as safety within and along its corridor.

Action 2: The Town will annually monitor the mobility plan and collection of fees. If the Town adopts mobility fees and if the fees or contributions are sufficient to fund a portion or all of a needed improvement from the mobility plan, Town staff will prepare a Proposed Action memo for Town Commission approval to fund the identified project.

Note: Traffic counts collected at the Project driveway indicate that Gulf of Mexico Drive/SR 789 is currently operating within the adopted level of service standard in both directions during the PM peak hour. With background growth to the year 2015 and the addition of Project trips, the roadway is expected to continue operating at within the adopted level of service standard. Therefore, an acceptable PM peak hour level of service on SR 789 is anticipated at least through the year 2015.

Policy 1.1.9

In addition to the requirements of Policies 1.1.6 and 1.1.7, all comprehensive plan amendments and development orders, regardless of their trip generation volumes, shall provide safe, convenient, and operationally sound access to and movement within a development site for all users, particularly pedestrians, including:

- 1) Site access, including access from and to GMD (SR 789) and collector roads;
- 2) Internal circulation;
- 3) Connectivity to the public right-of-way and adjacent sites; and
- 4) Pedestrian-orientated amenities as appropriate (i.e. bus shelters/stops, awnings and shade trees, etc.).

Note: As previously noted, the transportation analysis demonstrates that the proposed development will not cause any degradations in levels of service, and that the driveway intersection will continue to operate acceptably with the Project. Further, the analysis has shown that the interior site circulation will be such that traffic operations will not be affected by the completion of the Project.

Finally, a multi-purpose trail and a bus-stop at the site provide for alternative modes of transportation.

XI. CONCLUSION

This traffic study was prepared to evaluate the potential impacts that the Hilton Longboat Key Beachfront Resort will have on the surrounding roadway network in 2015. The findings of this analysis indicate that the roadways and intersections within the study area will meet the adopted level of service standards under total traffic conditions (including the Project) in 2015.

Furthermore, the analysis indicates that the driveway Intersection will operate acceptably under build out conditions, and that site circulation will be adequate to ensure no adverse impacts to Gulf of Mexico Drive.

Finally, a review of the analysis and findings of the study show that the proposed development will be consistent with the Goals, Objectives, and Policies of the Town of Longboat Key Comprehensive Plan.

APPENDIX A
CONCEPTUAL SITE PLAN

C:\Users\pca\Documents\1035-Hilton_at_Key_Boa_Key_Plan.dwg
5/20/2012 3:35:14 PM

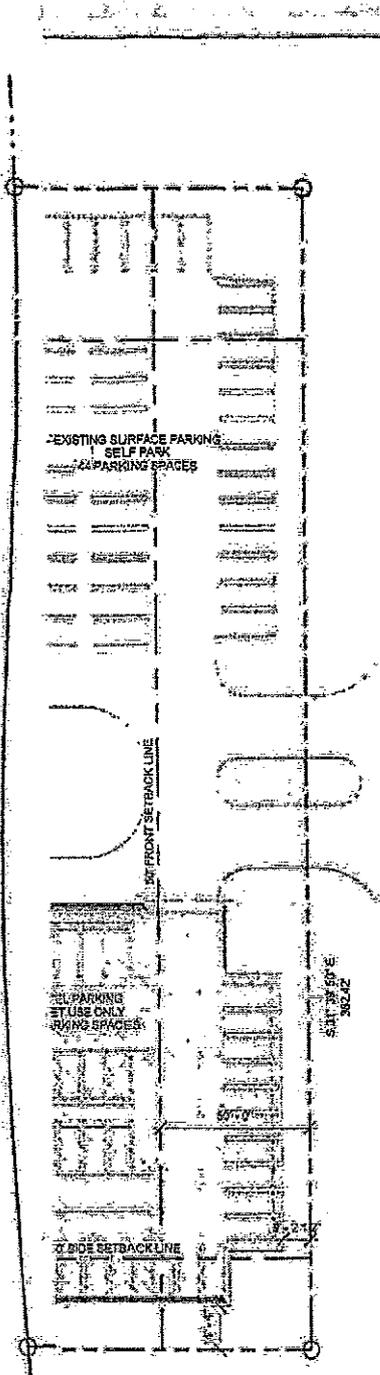
2

3

4

01

MEAN HIGH WATER LINE (7/6/97)
ELEVATION ± 1.17



GULF OF MEXICO DRIVE

① Site Plan
1" = 30'-0"

AT KEY



**NICHOLS
BROSCH
WURST
WOLFE**
& ASSOCIATES, INC.
Architecture & Planning

08-25-12

A-0.

APPENDIX B

EXISTING TRAFFIC CONDITIONS

Change These in The Preferences Window
 Select File/Preference in the Main Screenshot
 Then Click the Titles Tab

SR 789 at Hilton Dwy

File Name : sr789_hiltondwy_pm_12
 Site Code : 00000000
 Start Date : 8/8/2012
 Page No : 1

Weather: Clear

City: Longboat Key

Groups Printed - Vehicles - Heavy Vehicles

Start Time	SR 789 From South			SR 789 From North			HILTON DWY From West			HILTON DWY From East			Int. Total		
	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru		U-Turn	Left
Factor	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29	1.29
04:00 PM	0	121	0	5	126	1	98	0	0	99	2	0	0	3	5
04:15 PM	0	88	0	4	92	4	76	0	0	80	1	0	0	0	1
04:30 PM	0	104	0	4	108	3	75	0	0	78	1	0	0	5	6
04:45 PM	0	81	0	5	86	0	73	0	0	73	4	0	0	0	4
Total	0	394	0	18	412	8	322	0	0	330	8	0	0	8	16
05:00 PM	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
05:15 PM	0	95	0	5	100	3	99	0	0	102	0	0	0	1	1
05:30 PM	0	88	0	4	92	1	64	0	0	65	1	0	0	5	6
05:45 PM	0	89	0	1	90	6	62	0	0	68	8	0	0	4	12
Total	0	403	0	11	414	10	305	0	0	315	14	0	0	18	32
Grand Total	0	797	0	29	826	18	627	0	0	645	22	0	0	26	48
Approach %	0.0	96.5	0.0	3.5	96.5	2.8	97.2	0.0	0.0	45.8	0.0	0.0	0.0	54.2	0.0
Total %	0.0	52.5	0.0	1.9	54.4	1.2	41.3	0.0	0.0	42.5	1.4	0.0	0.0	1.7	3.2

Start Time	SR 789 From South			SR 789 From North			HILTON DWY From West			HILTON DWY From East			Int. Total		
	Right	Thru	U-Turn	Left	App. Total	Right	Thru	U-Turn	Left	App. Total	Right	Thru		U-Turn	Left
Intersection	0	411	0	15	426	6	327	0	0	333	10	0	0	14	24
Volume	0	96.5	0.0	3.5	96.5	1.8	98.2	0.0	0.0	41.7	0.0	0.0	0.0	58.3	0.0
Percent	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
05:00 Volume	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
Peak Factor	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
High Int. Volume	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
Peak Factor	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13
Peak Factor	0	131	0	1	132	0	80	0	0	80	5	0	0	8	13

Peak Hour From: 04:00 PM to 05:45 PM - Peak of 1

Intersection: 04:30 PM

Volume: 0

Percent: 0.0

05:00 Volume: 0

Peak Factor: 0

High Int. Volume: 0

Peak Factor: 0

3:45:00 PM

05:00 PM

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RAS	Intersection	GMD/Hilton
Agency/Co.		Jurisdiction	Longboat Key
Date Performed	8/13/2012	Analysis Year	Existing
Analysis Time Period	PM Peak Hour		

Project Description: <i>LBK Hilton</i>	
East/West Street: <i>Hilton Driveway</i>	North/South Street: <i>Gulf of Mexico Drive</i>
Intersection Orientation: <i>North-South</i>	Study Period (hrs): <i>0.25</i>

Vehicle Volumes and Adjustments

Major Street Movement	Northbound			Southbound		
	1 L	2 T	3 R	4 L	5 T	6 R
Volume (veh/h)	15	411			327	6
Peak-Hour Factor, PHF	0.87	0.87	1.00	1.00	0.87	0.87
Hourly Flow Rate, HFR (veh/h)	17	472	0	0	375	6
Percent Heavy Vehicles	2	--	--	0	--	--
Median Type	<i>Two Way Left Turn Lane</i>					
RT Channelized			0			0
Lanes	1	1	0	0	1	0
Configuration	L	T				TR
Upstream Signal		0			0	

Minor Street Movement	Eastbound			Westbound		
	7 L	8 T	9 R	10 L	11 T	12 R
Volume (veh/h)	14		10			
Peak-Hour Factor, PHF	0.87	1.00	0.87	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	16	0	11	0	0	0
Percent Heavy Vehicles	4	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	1	0	1	0	0	0
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach Movement	Northbound	Southbound	Westbound			Eastbound		
	1	4	7	8	9	10	11	12
Lane Configuration	L					L		R
v (veh/h)	17					16		11
C (m) (veh/h)	1177					429		673
v/c	0.01					0.04		0.02
95% queue length	0.04					0.12		0.05
Control Delay (s/veh)	8.1					13.7		10.4
LOS	A					B		B
Approach Delay (s/veh)	--	--				12.4		
Approach LOS	--	--				B		

APPENDIX C
HISTORICAL AADT DATA

Florida Department of Transportation
 Transportation Statistics Office
 2011 Historical AADT Report

County: 13 - MANATEE

Site: 5061 - SR789/LONGBOAT KEY, NORTHWEST OF BINNACLE POINT DR

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2011	7500 F	N 3800	S 3700	9.00	54.50	6.80
2010	7500 C	N 3800	S 3700	10.78	55.28	6.80
2009	9200 C	N 4600	S 4600	11.40	53.60	4.00
2008	8000 C	N 4000	S 4000	12.25	52.91	7.30
2007	8500 C	N 4300	S 4200	12.15	51.63	5.80
2006	8500 C	N 4300	S 4200	10.05	54.98	4.10
2005	9800 C	N 4900	S 4900	10.40	54.10	5.80
2004	8800 C	N 4400	S 4400	10.40	53.60	5.80
2003	9200 C	N 4700	S 4500	10.10	53.80	4.10
2002	11500 C	N 5800	S 5700	10.00	52.00	3.70
2001	12700 C	N 6400	S 6300	10.50	54.00	2.70
2000	10600 C	N 5300	S 5300	10.30	53.20	3.10
1999	10900 C	N 5400	S 5500	10.40	55.30	4.50
1998	9400 C	N 4700	S 4700	10.80	56.40	2.40
1997	11200 C	N 5600	S 5600	10.80	55.90	4.60
1996	10800 C	N 5400	S 5400	10.90	56.00	2.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

APPENDIX D
TURNING MOVEMENT VOLUME
CALCULATIONS

LONGBOAT KEY HILTON
TURNING MOVEMENT VOLUME CALCULATIONS

Gulf of Mexico Dr and Project Driveway												
	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
P.M. Peak Hour												
Existing Volumes	EXISTING (2012)											
% Turning Movements	14	10	41.7%	0	0	0	15	411	0	0	327	6
PHF	58.3%	0.0%	41.7%	#DIV/0!	#DIV/0!	#DIV/0!	3.5%	96.5%	0.0%	0.0%	98.2%	1.8%
% Heavy Vehicles	2%											
Background Traffic	BACKGROUND (2015)											
Growth Rate	0.00%											
Total Background	14	0	10	0	0	0	15	423	0	0	337	6
Project Traffic	PROJECT											
	6		13				10					4
Total Traffic	TOTAL (2016)											
	20	0	23	0	0	0	25	423	0	0	337	10

APPENDIX E

**TOTAL TRAFFIC CONDITIONS HCS
WORKSHEETS**

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	RAS	Intersection	GMD/Hilton
Agency/Co.		Jurisdiction	Longboat Key
Date Performed	8/13/2012	Analysis Year	Total
Analysis Time Period	PM Peak Hour		

Project Description: LBK Hilton	
East/West Street: Hilton Driveway	North/South Street: Gulf of Mexico Drive
Intersection Orientation: North-South	Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound			
	Movement	1	2	3	4	5	6
		L	T	R	L	T	R
Volume (veh/h)		25	423			337	10
Peak-Hour Factor, PHF		0.87	0.87	1.00	1.00	0.87	0.87
Hourly Flow Rate, HFR (veh/h)		28	486	0	0	387	11
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type	Two Way Left Turn Lane						
RT Channelized				0			0
Lanes		1	1	0	0	1	0
Configuration		L	T				TR
Upstream Signal			0			0	

Minor Street	Eastbound			Westbound			
	Movement	7	8	9	10	11	12
		L	T	R	L	T	R
Volume (veh/h)		20		23			
Peak-Hour Factor, PHF		0.87	1.00	0.87	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)		22	0	26	0	0	0
Percent Heavy Vehicles		4	0	0	0	0	0
Percent Grade (%)			0			0	
Flared Approach			N			N	
Storage			0			0	
RT Channelized				0			0
Lanes		1	0	1	0	0	0
Configuration		L		R			

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
			7	8	9	10	11	12
Movement	1	4						
Lane Configuration	L					L		R
v (veh/h)	28					22		26
C (m) (veh/h)	1161					410		661
v/c	0.02					0.05		0.04
95% queue length	0.07					0.17		0.12
Control Delay (s/veh)	8.2					14.3		10.7
LOS	A					B		B
Approach Delay (s/veh)	--	--					12.3	
Approach LOS	--	--					B	

APPENDIX F
QUEUE WORKSHEET

Steady-State, Infinite Capacity Queues

Model is OK

Basic Inputs:

Number of Servers, $S = 2$
 Arrival Rate, $\lambda = 35$
 Service Rate Capacity of each server, $\mu = 30$

The Waiting Line:

Average Number Waiting in Queue (N_q) = 0.602
 Average Waiting Time (T_q) = 0.01719
 Q: Probability of more than 3 customers waiting = 4.98%
 T: Probability of more than 0.5 time-units waiting = 0%

Service:

Average Utilization of Servers = 58.33%
 Average Number of Customers Receiving Service (N_s) = 1.16667

The Total System (waiting line plus customers being served):

Average Number in the System (N) = 1.768
 Average Time in System ($T_q + T_s$) = 0.05053

An Option: Multiple Classes of Customers

Class	fraction	(Ignore)	$N_q(k)$	$T_q(k)$
highest priority = 1	0.2	0.833333	0.057	0.0081
2	0.8	0.416667	0.545	0.0195
3	0	0.416667	0.000	0.0000
4	0	0.416667	0.000	0.0000

(O)
FLOOD PROTECTION

Section 158.097(O)

Flood protection elevation data and flood zones delineated. A surface water management plan based on best management practices and in accordance with the sanitary sewer, potable water, solid waste, and drainage element of the town's comprehensive plan.

Applicant Response: See sheets A-0.2, A-2.0, A-3.0 and A-3.1 in Tab "G" for flood elevation data and compliance with flood elevation requirements. See sheets C-5 and C-10 – C13 in Tab "B" for surface water management plans.

(P)
SOIL EROSION

Section 158.097(P)

A soil erosion and sedimentation plan in accordance with the comprehensive plan and best management practices.

Applicant Response: See Sheets C-2, C-5, C-14 and C-16 in Tab "B".

(Q)
PERMITS

Section 158.097(Q)

All applications for permits and supporting documentation, correspondence and any other material submitted to any outside permitting agencies or received from such agencies.

Applicant Response: See attached.



NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

INSTRUCTIONS: This notice shall be completed and submitted by persons proposing to construct projects permitted under the "General Permit for Construction of Water Main Extensions for Public Water Systems" in Rule 62-555.405, F.A.C. **AT LEAST 30 DAYS BEFORE BEGINNING CONSTRUCTION OF A WATER MAIN EXTENSION PROJECT**, complete and submit one copy of this notice to the appropriate Department of Environmental Protection (DEP) District Office or Approved County Health Department (ACHD) along with payment of the proper permit processing fee. (When completed, Part II of this notice serves as the preliminary design report for a water main extension project, and thus, it is unnecessary to submit a separate preliminary design report or drawings, specifications, and design data with this notice.) All information provided in this notice shall be typed or printed in ink. The DEP permit processing fee for projects requiring the services of a professional engineer during design is \$650, and the DEP permit processing fee for projects not requiring the services of a professional engineer during design is \$500.* Some ACHDs charge a county permit processing fee in addition to the DEP permit processing fee. Checks for permit processing fees shall be made payable to the Department of Environmental Protection or the appropriate ACHD. **NOTE THAT A SEPARATE NOTIFICATION AND A SEPARATE PERMIT PROCESSING FEE ARE REQUIRED FOR EACH NON-CONTIGUOUS PROJECT.** †

* *Except as noted in paragraphs 62-555.520(3)(a) and (b), F.A.C., projects shall be designed under the responsible charge of one or more professional engineers licensed in Florida.*

† *Non-contiguous projects are projects that are neither interconnected nor located nearby one another (i.e., on the same site, on adjacent streets, or in the same neighborhood).*

I. General Project Information

- A. Name of Project: Longboat Key Hotel
- B. Description of Project and Its Purpose: MODIFY EXISTING WATER DISTRIBUTION SYSTEM TO SERVE AN ADDITIONAL 85 HOTEL UNITS FOR A TOTAL OF 187 UNITS
- C. Location of Project
1. County Where Project Located: Manatee
 2. Description of Project Location: 4711 GULF OF MEXICO DR, LONGBOAT KEY FL 34228
- D. Estimate of Cost to Construct Project: \$40,000.00
- E. Estimate of Dates for Starting and Completing Construction of Project: START APRIL 2014-FINISH ARIIL 2015

F. Permittee

PWS/Company Name: <u>Oprock Longboat Fee, Llc</u>		PWS Identification No.:*	
PWS Type:*	<input checked="" type="checkbox"/> Community	<input type="checkbox"/> Non-Transient Non-Community	<input type="checkbox"/> Transient Non-Community
<input type="checkbox"/> Consecutive			
Contact Person: <u>Barry Kimball</u>		Contact Person's Title: <u>Executive Project Manager</u>	
Contact Person's Mailing Address: <u>1000 Market Street, Bldg. 1, Suite 300</u>			
City: <u>Portsmouth</u>		State: <u>New Hampshire</u>	Zip Code: <u>03801</u>
Contact Person's Telephone Number: <u>561-573-5350</u>		Contact Person's Fax Number: <u>-</u>	
Contact Person's E-Mail Address: <u>barry.kimball@oceanprop.com</u>			

* *This information is required only if the permittee is a public water system (PWS).*

G. Public Water System (PWS) Supplying Water to Project

PWS Name: <u>Town Of Longboat Key</u>		PWS Identification No.:	
PWS Type:	<input checked="" type="checkbox"/> Community	<input type="checkbox"/> Non-Transient Non-Community	<input type="checkbox"/> Transient Non-Community
<input type="checkbox"/> Consecutive			
PWS Owner: <u>Town Of Longboat Key</u>			
Contact Person: <u>Juan Florensa</u>		Contact Person's Title: <u>Public Works Director</u>	
Contact Person's Mailing Address: <u>600 General Harris St.</u>			
City: <u>Longboat Key</u>		State: <u>Florida</u>	Zip Code: <u>34228</u>
Contact Person's Telephone Number: <u>941-316-1988</u>		Contact Person's Fax Number: <u>941-316-1984</u>	
Contact Person's E-Mail Address: <u>JFLORENZA@LONGBOATKEY.ORG</u>			

NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

Project Name: Longboat Key Hotel	Permittee: Oprock Longboat Fee, Llc
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H. Public Water System (PWS) that Will Own Project After It Is Placed into Permanent Operation

PWS Name: Town Of Longboat Key		PWS Identification No.:*	
PWS Type:*	<input checked="" type="checkbox"/> Community	<input type="checkbox"/> Non-Transient Non-Community	<input type="checkbox"/> Transient Non-Community
<input type="checkbox"/> Consecutive			
PWS Owner: Town Of Longboat Key			
Contact Person: Juan Florensa		Contact Person's Title: Public Works Director	
Contact Person's Mailing Address: 600 General Harris Street			
City: Longboat Key		State: Florida	Zip Code: 34228
Contact Person's Telephone Number: 941-316-1988		Contact Person's Fax Number: 941-316-1984	
Contact Person's E-Mail Address: JFLORENZA@LONGBOATKEY.ORG			

* This information is required only if the owner/operator is an existing PWS.

I. Professional Engineer(s) or Other Person(s) in Responsible Charge of Designing Project*

Company Name: George F Young, Inc.		
Designer(s): Mark A. Adler, P.E.		Title(s) of Designer(s): Sr. Vice President-Engineering
Qualifications of Designer(s):		
<input checked="" type="checkbox"/> Professional Engineer(s) Licensed in Florida – License Number(s): 37799		
<input type="checkbox"/> Public Officer(s) Employed by State, County, Municipal, or Other Governmental Unit of State [†]		
<input type="checkbox"/> Plumbing Contractor(s) Licensed in Florida – License Number(s):^		
Mailing Address of Designer(s): 10540 Portal Crossing, Suite 105		
City: Bradenton		State: FL
Telephone Number of Designer(s): 941-747-2981		Zip Code: 34211
E-Mail Address(es) of Designer(s): adler@georgefyoung.com		Fax Number of Designer(s): 941-747-7234

* Except as noted in paragraphs 62-555.520(3)(a) and (b), F.A.C., projects shall be designed under the responsible charge of one or more professional engineers licensed in Florida.

[†] Attach a detailed construction cost estimate showing that the cost to construct this project is \$10,000 or less.

[^] Attach documentation showing that this project will be installed by the plumbing contractor(s) designing this project, documentation showing that this project involves a public water system serving a single property and fewer than 250 fixture units, and a detailed construction cost estimate showing that the cost to construct this project is \$50,000 or less.

II. Preliminary Design Report for Project*

A. Service Area, Water Use, and Service Pressure Information

1. Design Type and Number of Service Connections, and Average Daily Water Demands and Maximum-Day Water Demands, in the Entire Area to Be Served by the Water Mains Being Constructed Under this Project:

A = Type of Service Connection	B = Number of Service Connections	C = Average Daily Water Demand Per Service Connection, gpd	D = Total Average Daily Water Demand ^a , gpd (Column BxC for Residential Service Connections)	E = Total Maximum-Day Water Demand ^b , gpd
Single-Family Home			0	
Mobile Home			0	
Apartment			0	
Commercial, Institutional, or Industrial Facility ^a	1		24,110	48,220
Total			0	48,220

a. Description of Commercial, Institutional, or Industrial Facilities and Explanation of Method(s) Used to Estimate Average Daily Water Demand for These Facilities: 187 HOTEL ROOMS, 165 SEAT RESTAURANT MEETING FACILITIES AND A POOL DECK. FLOW DETERMINED BY UTILIZING FIXTURE UNITS PROVIDED BY MECHANICAL ENGINEER.

b. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Maximum-Day Water Demand: TWO TIMES THE AVERAGE DAILY DEMAND.

NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

Project Name: Longboat Key Hotel	Permittee: Oprock Longboat Fee, Llc
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2. Explanation of Peaking Factor(s) or Method(s) Used to Estimate Design Peak-Hour Water Demand and, for Small Water Systems that Use Hydropneumatic Tanks or that Are Not Designed to Provide Fire Protection, Peak Instantaneous Water Demand: USING A PEAKING FACTOR OF 4, MAX HOUR WATER DEMAND = 4X ADD DIVIDED BY 24 = 24110 X 4/24 = 4,018 GPH

3. Design Fire-Flow Rate and Duration: 750 GPM PLUS MAX HOUR USE = 817 GPM

4. Design Service Pressure Range: 50-60 PSI

B. Project Site Information

1. ATTACH A SITE PLAN OR SKETCH SHOWING THE SIZE AND APPROXIMATE LOCATION OF NEW OR ALTERED WATER MAINS, SHOWING THE APPROXIMATE LOCATION OF HYDRANTS, VALVES, METERS, AND BLOW-OFFS IN SAID MAINS, AND SHOWING HOW SAID MAINS CONNECT TO THE PUBLIC WATER SYSTEM SUPPLYING WATER FOR THE PROJECT.
2. Description of Any Areas Where New or Altered Water Mains Will Cross Above or Under Surface Water or Be Located in Soil that Is Known to Be Aggressive: NONE

C. Information About Compliance with Design and Construction Requirements

1. If this project is being designed to comply with the following requirements, initial in ink before the requirements. If any of the following requirements do not apply to this project or if this project includes exceptions to any of the following requirements as allowed by rule, mark "X" before the requirements and complete Part II.C.2 below. *RSWW = Recommended Standards for Water Works* as incorporated into Rule 62-555.330, F.A.C.

- M.A.A. a. This project is being designed to keep existing water mains and service lines in operation during construction or to minimize interruption of water service during construction. [RSWW 1.3.a; exceptions allowed under FAC 62-555.330]
- M.A.A. b. All pipe, pipe fittings, pipe joint packing and jointing materials, valves, fire hydrants, and meters installed under this project will conform to applicable American Water Works Association (AWWA) standards. [FAC 62-555.320(21)(b), RSWW 8.0, and AWWA standards as incorporated into FAC 62-555.330; exceptions allowed under FAC 62-555.320(21)(e)]
- M.A.A. c. All public water system components, excluding fire hydrants, that will be installed under this project and that will come into contact with drinking water will conform to NSF International Standard 61 as adopted in Rule 62-555.335, F.A.C., or other applicable standards, regulations, or requirements referenced in paragraph 62-555.320(3)(b), F.A.C. [FAC 62-555.320(3)(b); exceptions allowed under FAC 62-555.320(3)(d)]
- M.A.A. d. All pipe and pipe fittings installed under this project will contain no more than 8.0% lead, and any solder or flux used in this project will contain no more than 0.2% lead. [FAC 62-555.322]
- M.A.A. e. All pipe and pipe fittings installed under this project will be color coded or marked in accordance with subparagraph 62-555.320(21)(b)3, F.A.C., using blue as a predominant color. (Underground plastic pipe will be solid-wall blue pipe, will have a co-extruded blue external skin, or will be white or black pipe with blue stripes incorporated into, or applied to, the pipe wall; and underground metal or concrete pipe will have blue stripes applied to the pipe wall. Pipe striped during manufacturing of the pipe will have continuous stripes that run parallel to the axis of the pipe, that are located at no greater than 90-degree intervals around the pipe, and that will remain intact during and after installation of the pipe. If tape or paint is used to stripe pipe during installation of the pipe, the tape or paint will be applied in a continuous line that runs parallel to the axis of the pipe and that is located along the top of the pipe; for pipe with an internal diameter of 24 inches or greater, tape or paint will be applied in continuous lines along each side of the pipe as well as along the top of the pipe. Aboveground pipe will be painted blue or will be color coded or marked like underground pipe.) [FAC 62-555.320(21)(b)3]
- M.A.A. f. All new or altered water mains included in this project are sized after a hydraulic analysis based on flow demands and pressure requirements. ATTACH A HYDRAULIC ANALYSIS JUSTIFYING THE SIZE OF ANY NEW OR ALTERED WATER MAINS WITH AN INSIDE DIAMETER OF LESS THAN THREE INCHES. [FAC 62-555.320(21)(b) and RSWW 8.1]

NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

Project Name: Longboat Key Hotel	Permittee: Oprock Longboat Fee, Llc
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- M.A.A.
g.
The inside diameter of new or altered water mains that are included in this project and that are being designed to provide fire protection and serve fire hydrants will be at least six inches. [FAC 62-555.320(21)(b) and RSWW 8.1.2]
- M.A.A.
h.
New or altered water mains that are included in this project and that are not being designed to carry fire flows do not have fire hydrants connected to them. [FAC 62-555.320(21)(b) and RSWW 8.1.5]
- M.A.A.
i.
This project is being designed to minimize dead-end water mains by making appropriate tie-ins where practical. [FAC 62-555.320(21)(b) and RSWW 8.1.6.a]
- X
j.
New or altered dead-end water mains included in this project will be provided with a fire or flushing hydrant or blow-off for flushing purposes. [FAC 62-555.320(21)(b) and RSWW 8.1.6.b]
- M.A.A.
k.
Sufficient valves will be provided on new or altered water mains included in this project so that inconvenience and sanitary hazards will be minimized during repairs. [FAC 62-555.320(21)(b) and RSWW 8.2]
- M.A.A.
l.
New or altered fire hydrant leads included in this project will have an inside diameter of at least six inches and will include an auxiliary valve. [FAC 62-555.320(21)(b) and RSWW 8.3.3]
- X
m.
All fire hydrants that will be installed under this project and that will have unplugged, underground drains will be located at least three feet from any existing or proposed storm sewer, stormwater force main, pipeline conveying reclaimed water regulated under Part III of Chapter 62-610, F.A.C., or vacuum-type sanitary sewer; at least six feet from any existing or proposed gravity- or pressure-type sanitary sewer, wastewater force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-10, F.A.C.; and at least ten feet from any existing or proposed "on-site sewage treatment and disposal system." [FAC 62-555.314(4)]
- X
n.
At high points where air can accumulate in new or altered water mains included in this project, provisions will be made to remove the air by means of air relief valves, and automatic air relief valves will not be used in situations where flooding of the valve manhole or chamber may occur. [FAC 62-555.320(21)(b) and RSWW 8.4.1]
- X
o.
The open end of the air relief pipe from all automatic air relief valves installed under this project will be extended to at least one foot above grade and will be provided with a screened, downward-facing elbow. [FAC 62-555.320(21)(b) and RSWW 8.4.2]
- X
p.
New or altered chambers, pits, or manholes that contain valves, blow-offs, meters, or other such water distribution system appurtenances and that are included in this project will not be connected directly to any sanitary or storm sewer, and blow-offs or air relief valves installed under this project will not be connected directly to any sanitary or storm sewer. [FAC 62-555.320(21)(b) and RSWW 8.4.3]
- M.A.A.
q.
New or altered water mains included in this project will be installed in accordance with applicable AWWA standards or in accordance with manufacturers' recommended procedures. [FAC 62-555.320(21)(b), RSWW 8.5.1, and AWWA standards as incorporated into FAC 62-555.330]
- M.A.A.
r.
A continuous and uniform bedding will be provided in trenches for underground pipe installed under this project; backfill material will be tamped in layers around underground pipe installed under this project and to a sufficient height above the pipe to adequately support and protect the pipe; and unsuitably sized stones (as described in applicable AWWA standards or manufacturers' recommended installation procedures) found in trenches will be removed for a depth of at least six inches below the bottom of underground pipe installed under this project. [FAC 62-555.320(21)(b), RSWW 8.5.2]
- M.A.A.
s.
All water main tees, bends, plugs, and hydrants installed under this project will be provided with thrust blocks or restrained joints to prevent movement. [FAC 62-555.320(21)(b) and RSWW 8.5.4]
- M.A.A.
t.
New or altered water mains that are included in this project and that will be constructed of asbestos-cement or polyvinyl chloride pipe will be pressure and leakage tested in accordance with AWWA Standard C603 or C605, respectively, as incorporated into Rule 62-555.330, F.A.C., and all other new or altered water mains included in this project will be pressure and leakage tested in accordance with AWWA Standard C600 as incorporated into Rule 62-555.330. [FAC 62-555.320(21)(b)1 and AWWA standards as incorporated into FAC 62-555.330]
- M.A.A.
u.
New or altered water mains, including fire hydrant leads and including service lines that will be under the control of a public water system and that have an inside diameter of three inches or greater, will be disinfected and bacteriologically evaluated in accordance with Rule 62-555.340, F.A.C. [FAC 62-555.320(21)(b)2 and FAC 62-555.340]
- X
v.
New or altered water mains that are included in this project and that will be installed in areas where there are known aggressive soil conditions will be protected through use of corrosion-resistant water main materials, through encasement of the water mains in polyethylene, or through provision of cathodic protection. [FAC 62-555.320(21)(b) and RSWW 8.5.7.d]

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- M.A.A.

w. New or relocated, underground water mains included in this project will be laid to provide a horizontal distance of at least three feet between the outside of the water main and the outside of any existing or proposed vacuum-type sanitary sewer, storm sewer, stormwater force main, or pipeline conveying reclaimed water regulated under Part III of Chapter 62-610, F.A.C.; a horizontal distance of at least six feet between the outside of the water main and the outside of any existing or proposed gravity-type sanitary sewer (or a horizontal distance of at least three feet between the outside of the water main and the outside of any existing or proposed gravity-type sanitary sewer if the bottom of the water main will be laid at least six inches above the top of the sewer); a horizontal distance of at least six feet between the outside of the water main and the outside of any existing or proposed pressure-type sanitary sewer, wastewater force main, or pipeline conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C.; and a horizontal distance of at least ten feet between the outside of the water main and all parts of any existing or proposed "on-site sewage treatment and disposal system." [FAC 62-555.314(1); exceptions allowed under FAC 62-555.314(5)]
- M.A.A.

x. New or relocated, underground water mains that are included in this project and that will cross any existing or proposed gravity- or vacuum-type sanitary sewer or storm sewer will be laid so the outside of the water main is at least six inches above the other pipeline or at least 12 inches below the other pipeline; and new or relocated, underground water mains that are included in this project and that will cross any existing or proposed pressure-type sanitary sewer, wastewater or stormwater force main, or pipeline conveying reclaimed water will be laid so the outside of the water main is at least 12 inches above or below the other pipeline. [FAC 62-555.314(2); exceptions allowed under FAC 62-555.314(5)]
- M.A.A.

y. At the utility crossings described in Part II.C.1.w above, one full length of water main pipe will be centered above or below the other pipeline so the water main joints will be as far as possible from the other pipeline or the pipes will be arranged so that all water main joints are at least three feet from all joints in vacuum-type sanitary sewers, storm sewers, stormwater force mains, or pipelines conveying reclaimed water regulated under Part III of Chapter 62-610, F.A.C., and at least six feet from all joints in gravity- or pressure-type sanitary sewers, wastewater force mains, or pipelines conveying reclaimed water not regulated under Part III of Chapter 62-610, F.A.C. [FAC 62-555.314(2); exceptions allowed under FAC 62-555.314(5)]
- X

z. New or altered water mains that are included in this project and that will cross above surface water will be adequately supported and anchored, protected from damage and freezing, and accessible for repair or replacement. [FAC 62-555.320(21)(b) and RSWW 8.7.1]
- X

aa. New or altered water mains that are included in this project and that will cross under surface water will have a minimum cover of two feet. [FAC 62-555.320(21)(b) and RSWW 8.7.2]
- X

bb. New or altered water mains that are included in this project and that will cross under surface water courses greater than 15 feet in width will have flexible or restrained, watertight pipe joints and will include valves at both ends of the water crossing so the underwater main can be isolated for testing and repair; the aforementioned isolation valves will be easily accessible and will not be subject to flooding; the isolation valve closest to the water supply source will be in a manhole; and permanent taps will be provided on each side of the isolation valve within the manhole to allow for insertion of a small meter to determine leakage from the underwater main and to allow for sampling of water from the underwater main. [FAC 62-555.320(21)(b) and RSWW 8.7.2]
- M.A.A.

cc. This project is being designed to include proper backflow protection at those new or altered service connections where backflow protection is required or recommended under Rule 62-555.360, F.A.C., or in *Recommended Practice for Backflow Prevention and Cross-Connection Control*, AWWA Manual M14, as incorporated into Rule 62-555.330, F.A.C.; or the public water system that will own this project after it is placed into operation has a cross-connection control program requiring water customers to install proper backflow protection at those service connections where backflow protection is required or recommended under Rule 62-555.360, F.A.C., or in AWWA Manual M14. [FAC 62-555.360 and AWWA Manual M14 as incorporated into FAC 62-555.330]
- M.A.A.

dd. Neither steam condensate, cooling water from engine jackets, nor water used in conjunction with heat exchangers will be returned to the new or altered water mains included in this project. [FAC 62-555.320(21)(b) and RSWW 8.8.2]

NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

Project Name: Longboat Key Hotel Permittee: Oprock Longboat Fee, Llc

III. Certifications

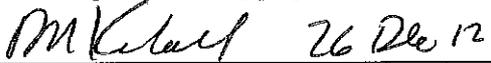
A. Certification by Permittee

I am duly authorized to sign this notice on behalf of the permittee identified in Part I.F of this notice. I certify that, to the best of my knowledge and belief, this project complies with Chapter 62-555, F.A.C. I also certify that construction of this project has not begun yet and that, to the best of my knowledge and belief, this project does not include any of the following construction work:

- construction of water mains conveying raw or partially treated drinking water;
- construction of drinking water treatment, pumping, or storage facilities or conflict manholes;
- construction of water mains in areas contaminated by low-molecular-weight petroleum products or organic solvents;
- construction of an interconnection between previously separate public water systems or construction of water mains that create a "new system" as described under subsection 62-555.525(1), F.A.C.; or
- construction of water mains that will remain dry following completion of construction.

(A specific construction permit is required for each project involving any of the above listed construction work.)

I understand that, if this project is designed under the responsible charge of one or more professional engineers (PEs) licensed in Florida, the permittee must retain a Florida-licensed PE to take responsible charge of inspecting construction of this project for the purpose of determining in general if the construction proceeds in compliance with the Department of Environmental Protection construction permit, including the approved preliminary design report, for this project. I understand that the permittee must have complete record drawings prepared for this project. I also understand that the permittee must submit a certification of construction completion to the Department and obtain written approval, or clearance, from the Department before the permittee places this project into operation for any purpose other than disinfection or testing for leaks.

	Barry Kimball	EXECUTIVE PROJECT MGR.
Signature and Date	Printed or Typed Name	Title

B. Certification by PWS Supplying Water to Project

I am duly authorized to sign this notice on behalf of the PWS identified in Part I.G of this notice. I certify that said PWS will supply the water necessary to meet the design water demands for this project. As indicated below, the water treatment plant(s) to which this project will be connected has(have) the capacity necessary to meet the design water demands for this project, and I certify that all other PWS components affected by this project also have the capacity necessary to meet the design water demands for this project. I certify that said PWS is in compliance with applicable planning requirements in Rule 62-555.348, F.A.C.; applicable cross-connection control requirements in Rule 62-555.360, F.A.C.; and to the best of my knowledge and belief, all other applicable rules in Chapters 62-550, 62-555, and 62-699, F.A.C.; furthermore, I certify that, to the best of my knowledge and belief, said PWS's connection to this project will not cause said PWS to be in noncompliance with Chapter 62-550 or 62-555, F.A.C. I also certify that said PWS has reviewed the preliminary design report for this project and that said PWS considers the connection(s) between this project and said PWS acceptable as designed.

- Name(s) of Water Treatment Plant(s) to Which this Project Will Be Connected: _____
- Total Permitted Maximum Day Operating Capacity of Plant(s), gpd: _____
- Total Maximum Day Flow at Plant(s) as Recorded on Monthly Operating Reports During Past 12 Months, gpd: _____

	Juan Florensa	PUBLIC WORKS DIRECTOR
Signature and Date	Printed or Typed Name	Title

C. Certification by PWS that Will Own Project After It Is Placed into Permanent Operation

I am duly authorized to sign this notice on behalf of the PWS identified in Part I.H of this notice. I certify that said PWS will own this project after it is placed into permanent operation. I also certify that said PWS has reviewed the preliminary design report for this project and that said PWS considers this project acceptable as designed.

	Juan Florensa	PUBLIC WORKS DIRECTOR
Signature and Date	Printed or Typed Name	Title

NOTICE OF INTENT TO USE THE GENERAL PERMIT FOR CONSTRUCTION OF WATER MAIN EXTENSIONS FOR PWSs

Project Name: Longboat Key Hotel	Permittee: Oprock Longboat Fee, Llc
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D. Certification by Professional Engineer(s) in Responsible Charge of Designing Project*

I, the undersigned professional engineer licensed in Florida, am in responsible charge of designing this project. I certify that, to the best of my knowledge and belief, the design of this project complies with Chapter 62-555, F.A.C. I also certify that, to the best of my knowledge and belief, this project is not being designed to include any of the following construction work:

- construction of water mains conveying raw or partially treated drinking water;
- construction of drinking water treatment, pumping, or storage facilities or conflict manholes;
- construction of water mains in areas contaminated by low-molecular-weight petroleum products or organic solvents;
- construction of an interconnection between previously separate public water systems or construction of water mains that create a "new system" as described under subsection 62-555.525(1), F.A.C.; or
- construction of water mains that will remain dry following completion of construction.

(A specific construction permit is required for each project involving any of the above listed construction work.)

Signature, Seal, and Date: <div style="text-align: center; font-family: cursive; font-size: 1.2em;">Mark A. Adler</div> <div style="text-align: center; font-size: 1.2em;">9/17/2013</div>
Printed/Typed Name: Mark A. Adler, P.E.
License Number: 37799
Portion of Preliminary Design Report for Which Responsible: ALL

Signature, Seal, and Date:
Printed/Typed Name:
License Number:
Portion of Preliminary Design Report for Which Responsible:

** Except as noted in paragraphs 62-555.520(3)(a) and (b), F.A.C., projects shall be designed under the responsible charge of one or more professional engineers (PEs) licensed in Florida. If this project is being designed under the responsible charge of one or more PEs licensed in Florida, Part III.D of this notice shall be completed by the PE(s) in responsible charge. If this project is not being designed under the responsible charge of one or more PEs licensed in Florida, Part III.D does not have to be completed.*



Florida Department of Environmental Protection

Twin Towers Office Bldg., 2600 Blair Stone Road, Tallahassee, Florida 32399-2400

NOTIFICATION/APPLICATION FOR CONSTRUCTING A DOMESTIC WASTEWATER COLLECTION/TRANSMISSION SYSTEM

PART I - GENERAL

Subpart A: Permit Application Type

Permit Application Type (mark one only)	EDUs Served	Application Fee*	"X"
Are you applying for an individual permit for a domestic wastewater collection/transmission system? Note: an EDU is equal to 3.5 persons. Criteria for an individual permit are contained in Rule 62-604.600(7), F.A.C.	≥ 10	\$500	<input checked="" type="checkbox"/>
	< 10	\$300	<input type="checkbox"/>
Is this a Notice of Intent to use the general permit for wastewater collection/transmission systems? Criteria for qualifying for a general permit are contained in Rule 62-604.600(6), F.A.C. Projects not meeting the criteria in Rule 62-604.600(6), F.A.C., must apply for an individual permit.	N/A	\$250	<input type="checkbox"/>

*Note: Each non-contiguous project (i.e., projects that are not interconnected or are not located on adjacent streets or in the same neighborhood) requires a separate application and fee.

Subpart B: Instructions

- (1) This form shall be completed for all domestic wastewater collection/transmission system construction projects as follows:
 - If this is a Notice of Intent to use the general permit, this notification shall be submitted to the Department **at least 30 days prior to initiating construction.**
 - If this is an application for an individual permit, the permit must be obtained prior to initiating construction.
- (2) One copy of the completed form shall be submitted to the appropriate DEP district office or delegated local program along with the appropriate fee, and one copy of the following supporting documents. Checks should be made payable to the Florida Department of Environmental Protection, or the name of the appropriate delegated local program.
 - If this is a Notice of Intent to use the general permit, attach a site plan or sketch showing the size and approximate location of new or altered gravity sewers, pump stations and force mains; showing the approximate location of manholes and isolation valves; and showing how the proposed project ties into the existing or proposed wastewater facilities. The site plan or sketch shall be signed and sealed by a professional engineer registered in Florida.
 - If this is an application for an individual permit, one set of plans and specifications shall be submitted with this application, or alternatively, an engineering report shall be submitted. Plans and specifications and engineering reports shall be prepared in accordance with the applicable provisions of Chapters 10 and 20 of *Recommended Standards for Wastewater Facilities*. The plans and specifications or engineering report shall be signed and sealed by a Professional Engineer registered in Florida.
- (3) All information shall be typed or printed in ink. Where attached sheets (or other technical documentation) are utilized in lieu of the blank spaces provided, indicate appropriate cross-references on the form. For Items (1) through (4) of Part II of this application form, if an item is not applicable to your project, indicate "NA" in the appropriate space provided.

PART II – PROJECT DOCUMENTATION

(1) Collection/Transmission System Permittee

Name BARRY KIMBALL Title EXECUTIVE PROJECT MANAGER
 Company Name OPROCK LONGBOAT FEE, LLC
 Address 1000 MARKET ST. BLDG-1, SUITE 300
 City PORTSMOUTH State NH Zip 03801
 Telephone 561-573-5350 Fax _____ Email barry.kimball@oceanprop.com

(2) General Project Information

Project Name LONGBOAT KEY HOTEL
 Location: County MANATEE City LONGBOAT KEY Section 36 Township 35S Range 16E
 Project Description and Purpose (including pipe length, range of pipe diameter, total number of manholes, and total number of pump stations) MODIFY EXISTING ON SITE SANITARY SEWER SYSTEM TO SERVE AN ADDITIONAL 85 HOTEL UNITS A TOTAL OF 187 UNITS. APPROXIMATELY 270LF 8" PVC SANITARY SEWER AND THREE MANHOLES WILL BE CONSTRUCTED
 Estimated date for: Start of construction APRIL 2014 Completion of construction APRIL 2015
 Connections to existing system or treatment plant EXISTING SYSTEM

(3) Project Capacity

A = Type of Unit	B = Number of Units	C = Population Per Unit	D = Total Population (Columns B x C)	E = Per Capita Flow	F = Total Average Daily Flow (Columns D x E)	G = Peak hour flow
Single-Family Home						
Mobile Home						
Apartment						
Commercial, Institutional, or Industrial Facility*	1	N/A	N/A	N/A	24110	4018
Total					24110	4018

* Description of commercial, institutional, and industrial facilities and explanation of method used to estimate per capita flow for these facilities:
187 HOTEL ROOMS, 165 SEAT RESTAURANT, MEETING FACILITIES AND A POOL. FLOW DETERMINED BY UTILIZING FIXTURE UNITS PROVIDED BY MECHANICAL ENGINEER.

(4) Pump Station Data (attached additional sheets as necessary)

Location	Type	Estimated Flow to the Station (GPD)			Operating Conditions [GPM @ FT (TDH)]
		Maximum	Average	Minimum	
N/A	N/A	N/A	N/A	N/A	N/A

(5) Collection/Transmission System Design Information

A. This information must be completed for all projects by the applicant's professional engineer, and if applicable, those professional engineers in other disciplines who assisted with the design of the project.

If this project has been designed to comply with the standards and criteria listed below, the engineer shall initial in ink before the standards or criteria. If any of the standards or criteria do not apply to this project or if this project has not been designed to comply with the standards or criteria, mark "X" before the appropriate standard or criteria and provide an explanation, including any applicable rule references, in (5)B. below.

Note, if the project has not been designed in accordance with the standards and criteria set forth in Rules 62-604.400(1) and (2), F.A.C., an application for an individual permit shall be submitted. However, if Rules 62-604.400(1) and (2), F.A.C., specifically

allow for another alternative that will result in an equivalent level of reliability and public health protection, the project can be constructed using the general permit.

General Requirements

- M.A.A. 1. The project is designed based on an average daily flow of 100 gallons per capita plus wastewater flow from industrial plants and major institutional and commercial facilities unless water use data or other justification is used to better estimate the flow. The design includes an appropriate peaking factor, which covers I/I contributions and non-wastewater connections to those service lines. [RSWF 11.243]
- M.A.A. 2. Procedures are specified for operation of the collection/transmission system during construction. [RSWF 20.15]
- M.A.A. 3. The project is designed to be located on public right-of-ways, land owned by the permittee, or easements and to be located no closer than 100 feet from a public drinking water supply well and no closer than 75 feet from a private drinking water supply well; or documentation is provided in Part II.(5)B., showing that another alternative will result in an equivalent level of reliability and public health protection. [62-604.400(1)(b) and (c), F.A.C.]
- M.A.A. 4. The project is designed with no physical connections between a public or private potable water supply system and a sewer or force main and with no water pipes passing through or coming into contact with any part of a sewer manhole. [RSFW 38.1 and 48.5]
- M.A.A. 5. The project is designed to preclude the deliberate introduction of storm water, surface water, groundwater, roof runoff, subsurface drainage, swimming pool drainage, air conditioning system condensate water, non-contact cooling water except as provided by Rule 62-610.668(1), F.A.C., and sources of uncontaminated wastewater, except to augment the supply of reclaimed water in accordance with Rule 62-610.472(3)(c), F.A.C. [62-604.400(1)(d), F.A.C.]
- M.A.A. 6. The project is designed so that all new or relocated, buried sewers and force mains, are located in accordance with the separation requirements from water mains and reclaimed water lines of Rules 62-604.400(2)(g)(h) and (i) and (3), F.A.C. Note, if the criteria of Rules 62-604.400(2)(g) 4. or (2)(i) 3., F.A.C., are used, describe in Part II.C. alternative construction features that will be provided to afford a similar level of reliability and public health protection. [62-604.400(2)(g), (h), and (i) and (3), F.A.C.]

Gravity Sewers

- M.A.A. 7. The project is designed with no public gravity sewer conveying raw wastewater less than 8 inches in diameter. [RSWF 33.1]
- M.A.A. 8. The design considers buoyancy of sewers, and appropriate construction techniques are specified to prevent flotation of the pipe where high groundwater conditions are anticipated. [RSWF 33.3]
- M.A.A. 9. All sewers are designed with slopes to give mean velocities, when flowing full, of not less than 2.0 feet per second, based on Manning's formula using an "n" value of 0.013; or if it is not practicable to maintain these minimum slopes and the depth of flow will be 0.3 of the diameter or greater for design average flow, the owner of the system has been notified that additional sewer maintenance will be required. The pipe diameter and slope are selected to obtain the greatest practical velocities to minimize solids deposition problems. Oversized sewers are not specified to justify flatter slopes. [RSWF 33.41, 33.42, and 33.43]
- M.A.A. 10. Sewers are designed with uniform slope between manholes. [RWSF 33.44]
- X 11. Where velocities greater than 15 fps are designed, provisions to protect against displacement by erosion and impact are specified. [RSWF 33.45]
- X 12. Sewers on 20% slopes or greater are designed to be anchored securely with concrete, or equal, anchors spaced as follows: not over 36 feet center to center on grades 20% and up to 35%; not over 24 feet center to center on grades 35% and up to 50%; and not over 16 feet center to center on grades 50% and over. [RSWF 33.46]
-
- M.A.A. 13. Sewers 24 inches or less are designed with straight alignment between manholes. Where curvilinear sewers are proposed for sewers greater than 24 inches, the design specifies compression joints; ASTM or specific pipe manufacturer's maximum allowable pipe joint deflection limits are not exceeded; and curvilinear sewers are limited to simple curves which start and end at manholes. [RSWF 33.5]

- M.A.A. 14. Suitable couplings complying with ASTM specifications are required for joining dissimilar materials. [RSWF 33.7]
- M.A.A. 15. Sewers are designed to prevent damage from superimposed loads. [RSWF 33.7]
- O.A. 16. Appropriate specifications for the pipe and methods of bedding and backfilling are provided so as not to damage the pipe or its joints, impede cleaning operations and future tapping, nor create excessive side fill pressures and ovalation of the pipe, nor seriously impair flow capacity. [RSWF 33.81]
- M.A.A. 17. Appropriate deflection tests are specified for all flexible pipe. Testing is required after the final backfill has been in place at least 30 days to permit stabilization of the soil-pipe system. Testing requirements specify: 1) no pipe shall exceed a deflection of 5%; 2) using a rigid ball or mandrel for the deflection test with a diameter not less than 95% of the base inside diameter or average inside diameter of the pipe, depending on which is specified in the ASTM specification, including the appendix, to which the pipe is manufactured; and 3) performing the test without mechanical pulling devices. [RSWF 33.85]
- M.A.A. 18. Leakage tests are specified requiring that: 1) the leakage exfiltration or infiltration does not exceed 200 gallons per inch of pipe diameter per mile per day for any section of the system; 2) exfiltration or infiltration tests be performed with a minimum positive head of 2 feet; and 3) air tests, as a minimum, conform to the test procedure described in ASTM C-828 for clay pipe, ASTM C 924 for concrete pipe, ASTM F-1417 for plastic pipe, and for other materials appropriate test procedures. [RSWF 33.93, 33.94, and 33.95]
- X 19. If an inverted siphon is proposed, documentation of its need is provided in Part II.C. Inverted siphons are designed with: 1) at least two barrels; 2) a minimum pipe size of 6 inches; 3) necessary appurtenances for maintenance, convenient flushing, and cleaning equipment; and 4) inlet and discharge structures having adequate clearances for cleaning equipment, inspection, and flushing. Design provides sufficient head and appropriate pipe sizes to secure velocities of at least 3.0 fps for design average flows. The inlet and outlet are designed so that the design average flow may be diverted to one barrel, and that either barrel may be cut out of service for cleaning. [RSWF 35]

Manholes

- M.A.A. 20. The project is designed with manholes at the end of each line; at all changes in grade, size, or alignment; at all intersections; and at distances not greater than 400 feet for sewers 15 inches or less and 500 feet for sewers 18 inches to 30 inches, except in the case where adequate modern cleaning equipment is available at distances not greater than 600 feet. [RSWF 34.1]
- M.A.A. 21. Design requires drop pipes to be provided for sewers entering manholes at elevations of 24 inches or more above the manhole invert. Where the difference in elevation between the incoming sewer and the manhole invert is less than 24 inches, the invert is designed with a fillet to prevent solids deposition. Inside drop connections (when necessary) are designed to be secured to the interior wall of the manhole and provide access for cleaning. Design requires the entire outside drop connection be encased in concrete. [RSWF 34.2]
- M.A.A. 22. Manholes are designed with a minimum diameter of 48 inches and a minimum access diameter of 22 inches. [RSWF 34.3]
- M.A.A. 23. Design requires that a bench be provided on each side of any manhole channel when the pipe diameter(s) are less than the manhole diameter and that no lateral sewer, service connection, or drop manhole pipe discharges onto the surface of the bench. [RSWF 34.5]
- M.A.A. 24. Design requires: 1) manhole lift holes and grade adjustment rings be sealed with non-shrinking mortar or other appropriate material; 2) inlet and outlet pipes be joined to the manhole with a gasketed flexible watertight connection or another watertight connection arrangement that allows differential settlement of the pipe and manhole wall; and 3) watertight manhole covers be used wherever the manhole tops may be flooded by street runoff or high water. [RSWF 34.6]
- M.A.A. 25. Manhole inspection and testing for watertightness or damage prior to placing into service are specified. Air testing, if specified for concrete sewer manholes, conforms to the test procedures described in ASTM C-1244. [RSWF 34.7]
- M.A.A. 26. Electrical equipment specified for use in manholes is consistent with Item 46 of this checklist. [RSWF 34.9]

Stream Crossings

- X 27. Sewers and force mains entering or crossing streams are designed to be constructed of ductile iron pipe with mechanical joints or so they will remain watertight and free from changes in alignment or grade. Appropriate materials which will not readily erode, cause siltation, damage pipe during placement, or corrode the pipe are specified to backfill the trench. [RSWF 36.21 and 48.5]
- X 28. Stream crossings are designed to incorporate valves or other flow regulating devices (which may include pump stations) on the shoreline or at such distances from the shoreline to prevent discharge in the event the line is damaged. [62-604.400(2)(k)5., F.A.C.]
- X 29. Sewers and force mains entering or crossing streams are designed at a sufficient depth below the natural bottom of the stream bed to protect the line. At a minimum, the project is designed with subaqueous lines to be buried at least three feet below the design or actual bottom, whichever is deeper, of a canal and other dredged waterway or the natural bottom of streams, rivers, estuaries, bays, and other natural water bodies; or if it is not practicable to design the project with less than three-foot minimum cover, alternative construction features (e.g. a concrete cap, sleeve, or some other properly engineered device to insure adequate protection of the line) are described in Part II.C. [62-604.400(2)(k)1., F.A.C., and RSWF 36.11]
- X 30. Specifications require permanent warning signs be placed on the banks of canals, streams, and rivers clearly identifying the nature and location (including depths below design or natural bottom) of subaqueous crossings and suitably fixed signs be placed at the shore, for subaqueous crossings of lakes, bays, and other large bodies of water, and in any area where anchoring is normally expected. [62-604.400(2)(k)2., F.A.C.]
- X 31. Provisions for testing the integrity of subaqueous lines are specified. [62-604.400(2)(k)4., F.A.C.]
- X 32. Supports are designed for all joints in pipes utilized for aerial crossings and to prevent overturning and settlement. Expansion jointing is specified between above ground and below ground sewers and force mains. The design considers the impact of floodwaters and debris. [RSWF 37 and 48.5]
- X 33. Aerial crossings are designed to maintain existing or required navigational capabilities within the waterway and to reserve riparian rights of adjacent property owners. [62-604.400(2)(k)3., F.A.C.]

Pump Stations

- X 34. In areas with high water tables, pump stations are designed to withstand flotation forces when empty. When siting the pump station, the design considers the potential for damage or interruption of operation because of flooding. Pump station structures and electrical and mechanical equipment are designed to be protected from physical damage by the 100-year flood. Pump stations are designed to remain fully operational and accessible during the 25-year flood unless lesser flood levels are appropriate based on local considerations, but not less than the 10-year flood. [62-604.400(2)(e), F.A.C.]
- X 35. Pump stations are designed to be readily accessible by maintenance vehicles during all weather conditions. [RSWF 41.2]
- X 36. Wet well and pump station piping is designed to avoid operational problems from the accumulation of grit. [RSWF 41.3]
- X 37. Dry wells, including their superstructure, are designed to be completely separated from the wet well. Common walls are designed to be gas tight. [RSWF 42.21]
- X 38. The design includes provisions to facilitate removing pumps, motors, and other mechanical and electrical equipment. [RSWF 42.22]

- X 39. The design includes provisions for: 1) suitable and safe means of access for persons wearing self-contained breathing apparatus are provided to dry wells, and to wet wells; 2) stairway access to wet wells more than 4 feet deep containing either bar screens or mechanical equipment requiring inspection or maintenance; 3) for built-in-place pump stations, a stairway to the dry well with rest landings at vertical intervals not to exceed 12 feet; 4) for factory-built pump stations over 15 feet deep, a rigidly fixed landing at vertical intervals not to exceed 10 feet unless a manlift or elevator is provided; and 5) where a landing is used, a suitable and rigidly fixed barrier to prevent an individual from falling past the intermediate landing to a lower level. If a manlift or elevator is provided, emergency access is included in the design. [RSWF 42.23]
- X 40. Specified construction materials are appropriate under conditions of exposure to hydrogen sulfide and other corrosive gases, greases, oils, and other constituents frequently present in wastewater. [RSWF 42.25]
- X 41. Except for low-pressure grinder or STEP systems, multiple pumps are specified, and each pump has an individual intake. Where only two units are specified, they are of the same size. Specified units have capacity such that, with any unit out of service, the remaining units will have capacity to handle the design peak hourly flow. [RSWF 42.31 and 42.36]
- X 42. Bar racks are specified for pumps handling wastewater from 30 inch or larger diameter sewers. Where a bar rack is specified, a mechanical hoist is also provided. The design includes provisions for appropriate protection from clogging for small pump stations. [RSWF 42.322]
- X 43. Pumps handling raw wastewater are designed to pass spheres of at least 3 inches in diameter. Pump suction and discharge openings are designed to be at least 4 inches in diameter. [RSWF 42.33] (Note, this provision is not applicable to grinder pumps.)
- X 44. The design requires pumps be placed such that under normal operating conditions they will operate under a positive suction head, unless pumps are suction-lift pumps. [RSWF 42.34]
- X 45. The design requires: 1) pump stations be protected from lightning and transient voltage surges; and 2) pump stations be equipped with lighting arrestors, surge capacitors, or other similar protection devices and phase protection. Note, pump stations serving a single building are not required to provide surge protection devices if not necessary to protect the pump station. [62-604.400(2)(b), F.A.C.]
- X 46. The design requires 1) electrical systems and components (e.g., motors, lights, cables, conduits, switch boxes, control circuits, etc.) in raw wastewater wet wells, or in enclosed or partially enclosed spaces where hazardous concentrations of flammable gases or vapors may be present, comply with the National Electrical Code requirements for Class I Group D, Division 1 locations; 2) electrical equipment located in wet wells be suitable for use under corrosive conditions; 3) each flexible cable be provided with a watertight seal and separate strain relief; 4) a fused disconnect switch located above ground be provided for the main power feed for all pump stations; 5) electrical equipment exposed to weather to meet the requirements of weatherproof equipment NEMA 3R or 4; 6) a 110 volt power receptacle to facilitate maintenance be provided inside the control panel for pump stations that have control panels outdoors; and 7) ground fault interruption protection be provided for all outdoor outlets. [RSWF 42.35]
- X 47. The design requires a sump pump equipped with dual check valves be provided in dry wells to remove leakage or drainage with discharge above the maximum high water level of the wet well. [RSWF 42.37]
- X 48. Pump station design capacities are based on the peak hourly flow and are adequate to maintain a minimum velocity of 2 feet per second in the force main. [RSWF 42.38]
- X 49. The design includes provisions to automatically alternate the pumps in use. [RSWF 42.4]
- X 50. The design requires: 1) suitable shutoff valves be placed on the suction line of dry pit pumps; 2) suitable shutoff and check valves be placed on the discharge line of each pump (except on screw pumps); 3) a check valve be located between the shutoff valve and the pump; 4) check valves be suitable for the material being handled; 5) check valves be placed on the horizontal portion of discharge piping (except for ball checks, which may be placed in the vertical run); 6) all valves be capable of withstanding normal pressure and water hammer; and 7) all shutoff and check valves be operable from the floor level and accessible for maintenance. [RSWF 42.5]
- X 51. The effective volume of wet wells is based on design average flows and a filling time not to exceed 30 minutes unless the facility is designed to provide flow equalization. The pump manufacturer's duty cycle recommendations were utilized in selecting the minimum cycle time. [RSWF 42.62]

- X 52. The design requires wet well floors have a minimum slope of 1 to 1 to the hopper bottom and the horizontal area of hopper bottoms be no greater than necessary for proper installation and function of the inlet. [RSWF 42.63]
- X 53. For covered wet wells, the design provides for air displacement to the atmosphere, such as an inverted "j" tube or other means. [RSWF 42.64]
- X 54. The design provides for adequate ventilation all pump stations; mechanical ventilation where the dry well is below the ground surface; permanently installed ventilation if screens or mechanical equipment requiring maintenance or inspection are located in the wet well. Pump stations are designed with no interconnection between the wet well and dry well ventilation systems. [RSWF 42.71]
- X 55. The design requires all intermittently operated ventilation equipment to be interconnected with the respective pit lighting system and the manual lighting/ventilation switch to override the automatic controls. [RSWF 42.73]
- X 56. The design requires the fan wheels of ventilation systems be fabricated from non-sparking material and automatic heating and dehumidification equipment be provided in all dry wells. [RSWF 42.74]
- X 57. If wet well ventilation is continuous, design provides for at least 12 complete 100% fresh air changes per hour; if wet well ventilation is intermittent, design provides for at least 30 complete 100% fresh air changes per hour; and design requires air to be forced into wet wells by mechanical means rather than solely exhausted from the wet well. [RSWF 42.75]
- X 58. If dry well ventilation is continuous, design provides at least 6 complete 100% fresh air changes per hour; and dry well ventilation is intermittent, design provides for at least 30 complete 100% fresh air changes per hour, unless a system of two speed ventilation with an initial ventilation rate of 30 changes per hour for 10 minutes and automatic switch over to 6 changes per hour is used to conserve heat. [RSWF 42.76]
- X 59. Pump stations are designed and located on the site to minimize adverse effects from odors, noise, and lighting. [62-604.400(2)(c), F.A.C.]
- X 60. The design requires pump stations be enclosed with a fence or otherwise designed with appropriate features to discourage the entry of animals and unauthorized persons. Posting of an unobstructed sign made of durable weather resistant material at a location visible to the public with a telephone number for a point of contact in case of emergency is specified. [62-604.400(2)(d), F.A.C.]
- X 61. The design requires suitable devices for measuring wastewater flow at all pump stations. Indicating, totalizing, and recording flow measurement are specified for pump stations with a 1200 gpm or greater design peak flow. [RSWF 42.8]
- X 62. The project is designed with no physical connections between any potable water supplies and pump stations. If a potable water supply is brought to a station, reduced-pressure principle backflow-prevention assemblies are specified. [RSWF 42.9 and 62-555.30(4), F.A.C.]

Additional Items to be Completed for Suction-Lift Pump Stations

- X 63. The design requires all suction-lift pumps to be either self-priming or vacuum-priming and the combined total of dynamic suction-lift at the "pump off" elevation and required net positive suction head at design operating conditions not to exceed 22 feet. For self-priming pumps, the design requires: 1) pumps be capable of rapid priming and repriming at the "lead pump on" elevation with self-priming and repriming accomplished automatically under design operating conditions; 2) suction piping not to exceed the size of the pump suction or 25 feet in total length; and 3) priming lift at the "lead pump on" elevation to include a safety factor of at least 4 feet from the maximum allowable priming lift for the specific equipment at design operating conditions. For vacuum-priming pump stations, the design requires dual vacuum pumps capable of automatically and completely removing air from the suction-lift pumps and the vacuum pumps be adequately protected from damage due to wastewater. [RSWF 43.1]
- X 64. The design requires: 1) suction-lift pump equipment compartments to be above grade or offset and to be effectively isolated from the wet well to prevent a hazardous and corrosive sewer atmosphere from entering the equipment compartment; 2) wet well access not to be through the equipment compartment and to be at least 24 inches in diameter; 3) gasketed replacement plates be provided to cover the opening to the wet well for pump units to be removed for service; and 4) no valving be located in the wet well. [RSWF 43.2]

Additional Items to be Completed for Submersible Pump Stations

- X 65. Submersible pumps and motors are designed specifically for raw wastewater use, including totally submerged operation during a portion of each pump cycle and to meet the requirements of the National Electrical Code for such units. Provisions for detecting shaft seal failure or potential seal failure are included in the design. [RSWF 44.1]
- X 66. The design requires submersible pumps be readily removable and replaceable without dewatering the wet well or disconnecting any piping in the wet well. [RSWF 44.2]
- X 67. In submersible pump stations, electrical supply, control, and alarm circuits are designed to provide strain relief; to allow disconnection from outside the wet well; and to protect terminals and connectors from corrosion by location outside the wet well or through use of watertight seals. [RSWF 44.31]
- X 68. In submersible pump stations, the design requires the motor control center to be located outside the wet well, readily accessible, and protected by a conduit seal or other appropriate measures meeting the requirements of the National Electrical Code, to prevent the atmosphere of the wet well from gaining access to the control center. If a seal is specified, the motor can be removed and electrically disconnected without disturbing the seal. The design requires control equipment exposed to weather to meet the requirements of weatherproof equipment NEMA 3R or 4. [RSWF 44.32]
- X 69. In submersible pump stations, the design requires: 1) pump motor power cords be flexible and serviceable under conditions of extra hard usage and to meet the requirements of the National Electrical Code standards for flexible cords in wastewater pump stations; 2) ground fault interruption protection be used to de-energize the circuit in the event of any failure in the electrical integrity of the cable; and 3) power cord terminal fittings be corrosion-resistant and constructed in a manner to prevent the entry of moisture into the cable, provided with strain relief appurtenances, and designed to facilitate field connecting. [RSWF 44.33]
- X 70. In submersible pump stations, the design requires all shut-off and check valves be located in a separate valve pit. Provisions to remove or drain accumulated water from the valve pit are included in the design. [RSWF 44.4]

Emergency Operations for Pump Stations

- X 71. Pump stations are designed with an alarm system which activates in cases of power failure, sump pump failure, pump failure, unauthorized entry, or any cause of pump station malfunction. Pump station alarms are designed to be telemetered to a facility that is manned 24 hours a day. If such a facility is not available and a 24-hour holding capacity is not provided, the alarm is designed to be telemetered to utility offices during normal working hours and to the home of the responsible person(s) in charge of the lift station during off-duty hours. Note, if an audio-visual alarm system with a self-contained power supply is provided in lieu of a telemetered system, documentation is provided in Part II.C. showing an equivalent level of reliability and public health protection. [RSWF 45]
- X 72. The design requires emergency pumping capability be provided for all pump stations. For pump stations that receive flow from one or more pump stations through a force main or pump stations discharging through pipes 12 inches or larger, the design requires uninterrupted pumping capability be provided, including an in-place emergency generator. Where portable pumping and/or generating equipment or manual transfer is used, the design includes sufficient storage capacity with an alarm system to allow time for detection of pump station failure and transportation and connection of emergency equipment. [62-604.400(2)(a)1. and 2., F.A.C., and RSWF 46.423 and 46.433]
- X 73. The design requires: 1) emergency standby systems to have sufficient capacity to start up and maintain the total rated running capacity of the station, including lighting, ventilation, and other auxiliary equipment necessary for safety and proper operation; 2) special sequencing controls be provided to start pump motors unless the generating equipment has capacity to start all pumps simultaneously with auxiliary equipment operating; 3) a riser from the force main with rapid connection capabilities and appropriate valving be provided for all pump stations to hook up portable pumps; and 4) all pump station reliability design features be compatible with the available temporary service power generating and pumping equipment of the authority responsible for operation and maintenance of the collection/transmission system. [62-604.400(2)(a)3., F.A.C., and RSWF 46.431]
- X 74. The design provides for emergency equipment to be protected from operation conditions that would result in damage to the equipment and from damage at the restoration of regular electrical power. [RSWF 46.411, 46.417, and 46.432]

- X 75. For permanently-installed internal combustion engines, underground fuel storage and piping facilities are designed in accordance with applicable state and federal regulations; and the design requires engines to be located above grade with adequate ventilation of fuel vapors and exhaust gases. [RSWF 46.414 and 46.415]
- X 76. For permanently-installed or portable engine-driven pumps are used, the design includes provisions for manual start-up. [RSWF 46.422]
- X 77. Where independent substations are used for emergency power, each separate substation and its associated transmission lines is designed to be capable of starting and operating the pump station at its rated capacity. [RSWF 46.44]

Force Mains

- X 78. Force mains are designed to maintain, at design pumping rates, a cleansing velocity of at least 2 feet per second. The minimum force main diameter specified for raw wastewater is not less than 4 inches. [RSWF 48.1]
- X 79. The design requires: 1) branches of intersecting force mains be provided with appropriate valves such that one branch may be shut down for maintenance and repair without interrupting the flow of other branches; and 2) stubouts on force mains, placed in anticipation of future connections, be equipped with a valve to allow such connection without interruption of service. [62-604.400(2)(f), F.A.C.]
- X 80. The design requires air relief valves be placed at high points in the force main to prevent air locking. [RSWF 48.2]
- X 81. Specified force main pipe and joints are equal to water main strength materials suitable for design conditions. The force main, reaction blocking, and station piping are designed to withstand water hammer pressures and stresses associated with the cycling of wastewater pump stations. [RSWF 48.4]
- X 82. When the Hazen and Williams formula is used to calculate friction losses through force mains, the value for "C" is 100 for unlined iron or steel pipe for design. For other smooth pipe materials, such as PVC, polyethylene, lined ductile iron, the value for C does not exceed 120 for design. [RSWF 48.61]
- X 83. Where force mains are constructed of material, which might cause the force main to be confused with potable water mains, specifications require the force main to be clearly identified. [RSWF 48.7]
- X 84. Leakage tests for force mains are specified including testing methods and leakage limits. [RSWF 48.8]

*RSWF = *Recommended Standards for Wastewater Facilities* (1997) as adopted by rule 62-604.300(5)(c), F.A.C.

B. Explanation for Requirements or Standards Marked "X" in II(5)A. Above (Attach additional sheets if necessary):

11 - NO VELOCITIES GREATER THAN 15 FPS PROPOSED

12 - NO SLOPES GREATER THAN 20% PROPOSED

19 - NO INVERTED SIPHONS PROPOSED

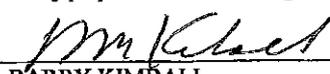
27-33 - NO STREAM CROSSINGS PROPOSED

34-84 NO PUMP STATIONS OR FORCE MAIN PROPOSED

PART III - CERTIFICATIONS

(1) Collection/Transmission System Permittee

I, the undersigned owner or authorized representative* of OPROCK LONGBOAT FEE, LLC am fully aware that the statements made in this application for a construction permit are true, correct and complete to the best of my knowledge and belief. I agree to retain the design engineer or another professional engineer registered in Florida, to conduct on-site observation of construction, to prepare a certification of completion of construction, and to review record drawings for adequacy. Further, I agree to provide an appropriate operation and maintenance manual for the facilities pursuant to Rule 62-604.500(4), F.A.C., and to retain a professional engineer registered in Florida to examine (or to prepare if desired) the manual. I am fully aware that Department approval must be obtained before this project is placed into service for any purpose other than testing for leaks and testing equipment operation.

Signed  Date 26 Dec 12
 Name BARRY KIMBALL Title EXECUTIVE PROJECT MANAGER

*Attach a letter of authorization.

(2) Owner of Collection/Transmission System

I, the undersigned owner or authorized representative* of OPROCK LONGBOAT FEE, LLC certify that we will be the Owner of this project after it is placed into service. I agree that we will operate and maintain this project in a manner that will comply with applicable Department rules. Also I agree that we will promptly notify the Department if we sell or legally transfer ownership of this project.

Signed [Signature] Date 26 Dec 12
Name BARRY KIMBALL Title EXECUTIVE PROJECT MANAGER
Company Name OPROCK LONGBOAT FEE, LLC
Address 1000 MARKET STREET, BLDG-1, SUITE 300
City PORTSMOUTH State NH Zip 03801
Telephone 561-279-9900 Fax _____ Email barry.kimball@oceanprop.com

* Attach a letter of authorization.

(3) Wastewater Facility Serving Collection/Transmission System**

If this is a Notice of Intent to use a general permit, check here:

The undersigned owner or authorized representative* of the SOUTHWEST WATER RECLAMATION wastewater facility hereby certifies that the above referenced facility has the capacity to receive the wastewater generated by the proposed collection system; is in compliance with the capacity analysis report requirements of Rule 62-600.405, F.A.C.; is not under a Department order associated with effluent violations or the ability to treat wastewater adequately; and will provide the necessary treatment and disposal as required by Chapter 403, F.S., and applicable Department rules.

If this is an application for an individual permit, check one:

The undersigned owner or authorized representative* of the _____ wastewater facility hereby certifies that the above referenced facility has and will have adequate reserve capacity to accept the flow from this project and will provide the necessary treatment and disposal as required by Chapter 403, F.S., and applicable Department rules.

The undersigned owner or authorized representative* of the _____ wastewater facility hereby certifies that the above referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project and will provide the necessary treatment and disposal as required by Chapter 403, F.S., and applicable Department rules.

Name of Treatment Plant Serving Project SOUTHWEST WATER RECLAMATION FACILITY
County MANATEE City BRADENTON
DEP permit number FL A012619 Expiration Date _____
Maximum monthly average daily flow over the last 12 month period _____ MGD Month(s) used _____
Maximum three-month average daily flow over the last 12 month period _____ MGD Month(s) used _____
Current permitted capacity _____ MGD AADF MADF TMADF
Current outstanding flow commitments (including this project) against treatment plant capacity: _____

Signed _____ Date _____
Name SIA MOLLANAZAR, P.E. Title DEPUTY DIRECTOR - ENGINEERING SERVICES
Address 1022 26TH AVE EAST
City BRADENTON State FL Zip 34208
Telephone 941-708-7450 Fax _____ Email SIA.MOLLANAZAR@MYMANATEE.ORG

* Attach a letter of authorization.
** If there is an intermediate collection system, a letter shall be attached certifying that the intermediate downstream collection system has adequate reserve capacity to accept the flow from this project.

(4) Professional Engineer Registered in Florida

I, the undersigned professional engineer registered in Florida, certify that I am in responsible charge of the preparation and production of engineering documents for this project; that plans and specifications for this project have been completed; that I have expertise in the design of wastewater collection/transmission systems; and that, to the best of my knowledge and belief, the engineering design for this project complies with the requirements of Chapter 62-604, F.A.C.

((Affix Seal))

Signed Mark A. Adler
Date 9/17/2013

Name MARK A. ADLER, P.E. Florida Registration No. 37799
Company Name GEORGE F. YOUNG, INC.
Address 10540 PORTAL CROSSING, SUITE 105
City BRADENTON State FL Zip 34211
Telephone 747-2981 Fax 941-747-7234 Email ADLER@GEORGEFYOUNG.COM
Portion of Project for Which ALL

((Affix Seal))

Signed _____
Date _____

Name _____ Florida Registration No. _____
Company Name _____
Address _____
City _____ State _____ Zip _____
Telephone _____ Fax _____ Email _____
Portion of Project for Which _____

((Affix Seal))

Signed _____
Date _____

Name _____ Florida Registration No. _____
Company Name _____
Address _____
City _____ State _____ Zip _____
Telephone _____ Fax _____ Email _____
Portion of Project for Which _____

(R)
ADDITIONAL INFORMATION

Section 158.097(R)

Such additional data, maps, plans or statements as may be required for the particular use or activity involved.

Applicant Response: See Compliance Matrix in Tab "2".

(S)
ADDITIONAL PERTINENT DATA

Section 158.097(S)

Such additional data, as the applicant may believe is pertinent to the site development plan.

Applicant Response: See Compliance Matrix in Tab "2".

(2)
Compliance Matrix
Site Plan Performance Standards
(Sections 158.102/158.180(D)/158.103)

Code Section	Code Requirement (numbers are for convenience and do not reflect codification)	Applicant Findings (numbers correspond with 2 nd column)
158.102(A) Site location and character of use.	Comprehensive Plan and Zoning Code shall be the principal guides in determining the suitability of: 1. location and design of the proposed use. 2. size and dimension regulations, 3. permitted and conditional uses, 4. off-street parking 5. landscaping 6. required open spaces 7. yards and building setbacks	1. Tab "A" describes the design of the proposed use. See Tabs "B", "G" and "J" for additional design details. 2. The project complies with all bulk regulations. 3. Tourism use is a permitted use in the TRC-6 land use category and zoning district. 4. The site plan complies with off-street parking requirements. See Tab "G", Sheet A-0.1 5. The site plan complies with all landscaping requirements. See Tab "J". 6. The site plan complies with minimum open space requirements. See Tab "G", Sheet A-.0.1 7. The site plan complies with minimum yard and building setback requirements. See Tab "G", Sheet A-0.1
158.102(B) Appearance of site and structures.	1. Appearance of site and structures shall be coordinated for the purpose of creating a pleasing and harmonious overall effect. 2. Choice of building materials, plant materials, lighting and other building and site improvements shall be commensurate with the objectives of the	1. The appearance of the site and structures will maintain a coordinated theme and create a pleasing and harmonious effect. 2. The proposed building and plant materials,

	<p>subject use without generating adverse visual impact on surrounding properties or transportation corridors.</p> <p>3. Evaluation of the appearance of a project shall be based on the quality of its overall design and relationship to the impacted area considering the following factors:</p>	<p>lighting and site improvements are appropriate for the resort and will not result in adverse visual impacts on surrounding properties or Gulf of Mexico Drive.</p> <p>3. See below and Tabs "A", "G" and "J".</p>
158.102(B)(1) Exterior appearance.	<p>1. Exterior of buildings and structures, including mass, facade and materials, shall be in harmony with the site and the impacted area.</p> <p>2. Awnings or ornamental features shall be designed in a manner harmonious with the building design and shall be of appropriate scale, shape and pattern in order to reinforce good design principles. Similarly, awnings or ornamental features shall not use incompatible or extraordinary scale, shapes, color schemes, patterns or other extraordinary features for purposes of attracting attention.</p> <p>3. The appearance of buildings and structures shall be disapproved under this section in extreme cases only and reasonable doubt shall be resolved in favor of the applicant.</p>	<p>1. The mass of the building is consistent with bulk standards applicable to the TRC-6 district. The facade and materials are in harmony throughout the site and with surrounding properties.</p> <p>2. Ornamental features are harmonious and compatible, and are appropriate in terms of scale, shape, pattern and color scheme.</p> <p>3. See Tab "G" for design details.</p>
158.102(B)(2) Design and arrangement of buildings.	No text. See below.	See Tabs "A" and "G".
158.102(B)2(a)	<p>1. Adequate provision shall be made for light, air, access and privacy in the arrangement of the buildings to each other.</p> <p>2. Each living space shall have sufficient exterior exposures.</p>	<p>1. The buildings comply with building separation requirements and provide substantial light, air, access and privacy for guests.</p> <p>2. All guest rooms have large scale, sliding glass windows affording excellent views.</p>
158.102(B)(2)(b)	All buildings in the layout and design shall be an integral part of the development and have convenient access to and from adjacent uses.	The buildings are arranged in an integrated manner to maximize guest convenience.

158.102(B)(2)(c)	Individual buildings shall be related to each other in design, masses, materials, placement and connections to provide a visually and physically integrated development.	The buildings are related to each other in design, massing, materials, placement and connections. The resort has been thoughtfully designed to integrate the uses in terms of function, convenience, form and appearance.
158.102(B)(2)(d)	Treatment of the sides and rear of all buildings within the development shall be comparable in amenity and appearance to the treatment given to street frontage of these same buildings.	The sides and rear of the buildings are comparable in quality and design to the street frontage of the buildings.
158.102(B)(2)(e)	The design of buildings and the parking facilities shall take advantage of the natural features and topography of the project site.	The site is generally flat and lacks natural features, except for the beach berm/sea oats structure that will be protected.
158.102(B)(2)(f)	All building walls shall be so oriented as to ensure adequate light and air exposures to the room within.	All guest rooms have excellent exposure to light and air.
158.102(B)(2)(g)	All buildings shall be arranged so as to avoid undue exposure to concentrated loading or parking facilities wherever possible and shall be so oriented as to preserve visual and audible privacy between adjacent buildings.	Building views are oriented to the recreational areas and beach rather than the parking. Buildings are oriented to reduce visual and audible impacts from parking and loading.
158.102(B)(2)(h)	All buildings shall be arranged so as to be accessible to emergency vehicles.	All buildings are accessible to emergency vehicles.
158.102(B)(3) Screening of mechanical equipment.	<ol style="list-style-type: none"> 1. Mechanical equipment or other utility hardware shall be harmonious with the building and shall be screened from the public way as well as from view of tenants within adjacent buildings by use of either landscaping or architectural features or a combination of both. 2. Mechanical equipment and utilities in or adjacent to residential areas shall be designed in a manner which minimizes nuisance impacts, such as noise and odor, and shall be landscaped and 	<ol style="list-style-type: none"> 1. Mechanical equipment is screened from public view. 2. Mechanical equipment and utilities will not be visible to residential units.

	screened in order to minimize adverse visual impacts and enhance their general appearance and to preserve the stability and integrity of adjacent residential areas.	
158.102(B)(4) Maintenance of activities within enclosed building	All businesses or services should be conducted within completely enclosed buildings in all zoning districts, except as provided for in the Town Code of Ordinances.	The lobby and amenity building will house most service activity, except for customary hotel amenities (i.e., outdoor restaurant seating, outdoor recreation, etc.), as allowed by code.
158.102(B)(5) Exterior lighting	Exterior lighting shall be so arranged as to shield or deflect the light from adjoining properties and public streets.	Exterior lighting will be oriented away from adjoining property and Gulf of Mexico Drive. See Tab "J".
158.102(C)(1)/ 158.180(D)(4) Maximum floor area ratio	May not exceed double the maximum floor area ratio normally allowed in the T-6 zoning district (0.64 would be allowed instead of 0.32).	FAR = .63. See Tab "G", Sheet A-.0.1.
158.102(C)(2)/ 158.180(D)(5) Minimum living space ratio	May not fall below half of the minimum living space ratio normally allowed in the T-6 zoning district (0.75 would be allowed instead of 1.50).	LSR = .77. See Tab "G", Sheet A-.0.1.
158.102(C)(2)/ 158.180(D)(6) Minimum open space ratio	May not fall below half of the minimum living space ratio normally allowed in the T-6 zoning district (1.10 would be allowed instead of 2.20).	OSR = 1.20. See Tab "G", Sheet A-.0.1.
158.102(C)(2)	Minimum recreational space ratio is 0.15.	RSR = .28. See Tab "G", Sheet A-.0.1.
158.102(C)/ 158.180(D)(7)	The parking flexibility provisions of Section 158-128(N) and the parking waivers allowable under Section 158-128(O) may be requested and approved as part of the final site plan approval.	The applicant requests approval of parking waivers pursuant to Section 158.128(O)1 and 2 to allow a 20% reduction of the parking required for the restaurant (reduction of 4 spaces) and to reduce overall parking by 10% (reduction of 24 spaces) based on the projected demand and provision of bicycle spaces. See Tab

		"N" for compliance with waiver criteria.
<p>158.102(D) Parking, internal circulation and access to public or private streets</p>	<p>1. Driveways and areas for parking and internal circulation of vehicles shall be located, designed and controlled so as to provide for safe and convenient circulation within the site and safe and convenient access from adjoining streets.</p> <p>2. Parking requirements of the Zoning Code shall be applied for calculating required off-street parking. Among factors to be considered shall be the number and location of access drives from adjacent streets, the location and width of driveways and access aisles to parking spaces, the arrangement of parking areas and means of access to buildings for firefighting apparatus and other emergency vehicles.</p> <p>3. All nonresidential and residential development and uses except for single-family homes, shall be required to provide adequate off-street parking and facilities for on-site backup and turnaround movements. Parking areas and driveways shall be clearly identified and separated from principal pedestrian routes and recreation areas by curbs, pavement markings, planting areas, fences or similar features designed to promote pedestrian safety.</p>	<p>1. The parking has been designed to facilitate valet and self-serve parking. The self-serve parking is allocated to the front parking area, thus minimizing circulation. The traffic study has confirmed that the driveway access will operate sufficiently for the low, peak hour volumes typical for a resort of this size.</p> <p>2. The site plan conforms with all dimensional requirements of the code. The driveways have been designed to ensure sufficient curve radii to allow access by emergency vehicles. As previously noted, parking waivers are requested for a limited percentage of the required parking based on the projected demand for the facility.</p> <p>3. The parking areas have been designed so that the self-serve parking areas are near the entrance to minimize the distance for hotel guests to reach the lobby entrance. Valet service will be provided for most of the parking and will not require guests to walk within parking areas. See Tab "G", Sheets A-0.1, A-.12 and A-0.2 and</p>

		Tab "N".
158.102(E)(1)(a)	<p>1. Maintain a level of service C for peak season, peak hour for local and collector roads, and level of service E for peak season, peak hour conditions along Gulf of Mexico Drive.</p> <p>2. All intersections on Gulf of Mexico Drive within the town will operate at level of service E or better in the peak season peak hour. All other intersections within the town will operate at LOS D or better in the peak season peak hour.</p>	<p>1. Traffic study confirms LOS "C" will be maintained on Gulf of Mexico Drive.</p> <p>2. No intersections occur within the ½ mile study area required by code.</p> <p>See Tab "N".</p>
158.102(F)(2)/ 158.180(D)(2) Nonresidential open space requirement.	All tourist accommodations including motels, hotels and tourist resort facilities, shall provide a minimum of 50 percent of the gross land area as open space. In meeting the 50% requirement in sections 158.069 and 158.102(F), up to 20% of the required open space may be permeable paving.	Open space exceeds minimum requirements. See Tab "G", Sheet A-0.1.
158.102(F)(4) Use of open space.	Open space and spaces between buildings required by this chapter shall be located and improved so as to reasonably serve the purposes for which the requirements are intended. These purposes include provisions of adequate light and air, appropriate separation between buildings and uses, enhancement of privacy, sufficient area for recreation and leisure pursuits (in residential areas) and to facilitate surface water drainage.	The open space provided at the resort serves all of the functions listed in the code.
158.102(F)(5) Preserve natural landscape, native vegetation and significant wildlife species and their habitats.	Any development proposal that threatens mortality to rare, endangered, and/or threatened wildlife, marine life, and/or plant life or species of special concern, or alters the natural processes of wetlands will not be approved by the town. The natural landscape of the site shall be preserved as much as possible for purposes of enhancing the general appearance of the site as well as to prevent excessive storm water runoff, erosion, siltation and dust. Sand dunes and natural landscape barriers fronting on the Gulf of Mexico shall be	No listed plant species occur on the property. The berm and sea oats vegetation are preserved on the beach. Elevated boardwalks are provided to avoid disturbing the beach berm.

	<p>preserved, enhanced and restored to the greatest extent possible through the land development process. In landscaping efforts, priority is given to removing nuisance exotics, maintaining native trees, and using vegetation that is dry season and wet season tolerant. Every effort shall be made to avoid the removal of native vegetation. Wherever such native vegetation has to be removed however (i.e., having a diameter of four inches or more), the applicant shall either replant or replace each tree on the site at the rate of at least two mature trees for every tree removed. All landscaping activities and work resulting from this condition shall be incorporated into a landscaping plan to be submitted to the town. All landscaping work shall not only meet the conditions of this development order but also the provisions of the Town of Longboat Key Tree Ordinance.</p>	
<p>158.102(F)(5)(a)</p>	<p>Specimen or habitat of terrestrial species on the U.S. Fish and Wildlife Service (USFWS) lists, as amended, will not be adversely impacted by development unless appropriate mitigation is approved by the appropriate government agencies.</p>	<p>No specimen or listed species occur on the property.</p>
<p>158.102(H) Surface water management.</p>	<ol style="list-style-type: none"> 1. All storm water runoff from development sites and construction sites shall meet applicable Southwest Florida Water Management District and Florida Department of Environmental Protection applicable storm water and wastewater discharge requirements; and all development and construction applications shall be reviewed to assure adequate drainage, flood prevention, and protection of water quality. 2. The developer/owner of any site will be responsible for the on-site management of runoff in such a manner that post-development discharge rates will not exceed pre-development conditions and requirements. 	<ol style="list-style-type: none"> 1. The storm water management plan demonstrates compliance with all storm water criteria and standards. 2. The storm water management plan demonstrates that post-development discharge rates do not exceed existing discharge rates at the site. 3. No direct discharge will occur to the bay or gulf. <p>See Tab "B", Sheets C-5</p>

	<p>3. No stormwater should be discharged directly into Sarasota Bay or the Gulf of Mexico unless it has been detained on-site in accordance with local and state regulations and conveyed to the open water in an acceptable manner.</p>	<p>and C-10 – C-13.</p>
<p>158.102(H)(1) Flood control policies.</p>	<p>The flood control ordinance, surface water drainage and flood control policies of the subdivision ordinance and other applicable rules and regulations of the Town of Longboat Key together with the flood management criteria and the Stormwater Treatment and Storage Regulations of the Southwest Florida Water Management District shall be used as a basis for reviewing surface water management plans. In case of conflict the more restrictive provision shall govern.</p>	<p>The project complies with all flood elevation and storm water management requirements. See Tab “B”, Sheets C-5 and C-10 – C-13.</p>
<p>158.102(H)(2) Surface water management plans.</p>	<p>Surface water management plans shall be submitted by the applicant as part of all site plan reviews and shall be approved pursuant to procedures included in the Town of Longboat Key's Land Development Code, prior to the issuance of a building permit for any construction, including construction incidental to a new or changed use or major expansion. The intent is that criteria within the town's subdivision ordinance for managing surface waters shall also be applied in review of development proposed for site plan review. Furthermore, the intent is to assure to the greatest feasible extent that all future development occurs at an intensity which will not impede or adversely impact natural hydrologic systems. The intent is that new development, redevelopment and expanded or changed uses to be planned, designed, and constructed to include design features necessary to achieve the following objectives: 1) prevent or restrict the construction of buildings in the most frequently flooded areas; 2) require the elevation or floodproofing of buildings in less</p>	<p>The buildings are elevated to comply with flood elevation requirements and will not impede floodwaters or increase the rate or volume of storm water discharge. See Tab “B”, Sheets C-5 and C-10 – C-13 and Tab “G”, Sheets A-0.2, A-2.0, A-3.0 and A-3.1.</p>

	frequently flooded areas; 3) restrict interference with the normal movement of floodwaters; and 4) restrict increases in the rate or volume of surface water discharge.	
158.102(H)(3) Runoff from construction sites.	Construction activities shall implement proper erosion and sediment control practices at construction sites to minimize the amount of pollutant entering the stormwater system.	Construction activities are required to comply with the soil erosion plan. See Tab "B", Sheets C-2, C-5 and C-14.
158.102(H)(4) Domestic wastewater.	There shall be no connection to a storm system, or manmade or natural waterway from any domestic wastewater systems such as wastewater collection and transmission systems or septic tank systems. Prohibited connections may consist of piping connections, exfiltration, infiltration, seepage, leaks or ditching.	No connections will occur between the storm water system and wastewater system. See Tab "B", Sheets C-6 - C-13.
158.102(H)(5) Surface water management criteria.	The town may waive this requirement for minor construction as shall be hereafter defined by the town. Criteria for managing such waiver procedures shall be established as a departmental operations policy and shall be adopted by resolution of the town commission. All publications incorporated in the Southwest Florida Water Management District (SWFWMD) criteria for review of surface water management shall be used in planning and reviewing surface water management within the Town of Longboat Key. New or updated criteria approved for use by the Southwest Florida Water Management District or by the town may be used to review and adequately manage water quality and drainage system improvements. The owner of any facility which fails to comply with these criteria will be required to cease all discharges to the storm sewer system unless such discharges are in strict conformity with all federal, state or town permits or other local law or regulation.	The development shall comply with all applicable storm water rules and criteria.
158.102(I)	No text. See below.	

Available potable water.		
158.102(I)(1)	All new and existing development shall be required to connect to the town's public water system except that development on islands geographically separated from the main island of the town may be exempted from this requirement. Any water service systems improvements required by proposed development or redevelopment shall be designed to satisfy performance standards of the state, county and/or the Town of Longboat Key.	The proposed development will connect to the Town's water supply system.
158.102(I)(2)	All new development that requires additional potable water in an amount in excess of 500 gallons per day shall enter into a development agreement with the town to insure that the additional potable water capacity required by the development is purchased from the Manatee County Water Utility, pursuant to the terms and conditions of the agreement between Manatee County and the Town of Longboat Key then in effect.	Acknowledged
158.102(J) Wastewater service.	All new and existing development shall be required to connect to the town's central wastewater utility except that development on islands geographically separated from the main island of the town may be exempted from this requirement. Any wastewater service systems shall be designed to satisfy performance standards of the state, county, and/or Town of Longboat Key.	The proposed development will connect to the Town's central wastewater system.
158.102(K) Soil erosion and sedimentation control	No text. See below.	
158.102(K)(1) Applicability	In order to prevent both soil erosion and sedimentation, a soil erosion and sedimentation control plan shall be required as a part of an application for site plan review whenever a development will involve any clearing, grading...	Construction activities are required to comply with the soil erosion plan. See Tab "B", Sheets C-2, C-5 and C-14.
158.102(K)(3) Erosion-control	All best management practices necessary to minimize soil erosion and to control	Best management practices shall be

measures.	sedimentation in the disturbed land area shall be implemented. Soil erosion and sedimentation by wind and water shall be minimized by retaining or restoring vegetation during and after construction. Protection shall be provided for all disturbed areas: minimize velocities of water runoff, maximize protection of disturbed areas from stormwater runoff, and retain sedimentation within the development site as early as possible following disturbances. A list of major problem areas for erosion and sedimentation control follows. For each one, the purpose(s) of requiring control is described. Soil erosion and sedimentation control measures for all such areas shall be provided with a view toward achieving the specific purpose listed below for which a control plan is required:	followed during construction of the project. See Tab "B", Sheet C-15.
158.102(K)(3)(d) Land adjacent to the gulf, bay, tributaries and wetlands.	Prevent detachment and transportation of soil particles.	These requirements will be met through best management practices. See Tab "B", Sheet C-15.
158.102(K)(3)(e) Enclosed drainage structure.	Prevent sedimentation in structure, erosion at outfall of system, and deposit of sediment loads within system or beyond it.	These requirements will be met through best management practices. See Tab "B", Sheet C-15.
158.102(K)(3)(f) Large flat surface areas (unpaved).	Prevent detachment of soil particles and their off-site transportation.	These requirements will be met through best management practices. See Tab "B", Sheet C-15.
158.102(K)(3)(g) Impervious surfaces.	Prevent the detachment and transportation of soil (in response to an increase in the rate and/or volume of runoff of the site or its concentration caused by impervious surfaces).	The volume and rate of stormwater discharge will not increase as compared to existing conditions. Best management practices shall be followed during construction of the project. See Tab "B", Sheets C-5 and C-10 – C-13 and C-15.
158.102(K)(3)(h) Borrow and stockpile	Divert runoff from face of slopes which are exposed in the excavation process;	These requirements will be met through best

areas.	convey runoff in stabilized channels to stable disposal points; leave borrow areas and stockpiles in stable condition.	management practices. See Tab "B", Sheet C-15.
158.102(K)(3)(i) Adjacent properties.	Prevent erosion of adjacent properties and/or being deposition of sediment on adjacent properties.	These requirements will be met through best management practices. See Tab "B", Sheet C-15.
158.102(L)(1) Setback.	The distance measured perpendicularly from any front lot line to the nearest surface of a building shall not be less than twice the height of the building, which height shall be measured from the lowest visible elevation under the building to the highest part of the building.	The building height is 49'4". The minimum front yard setback is 110'8". See Tab "G", Sheet A-0.1.
158.102(L)(2)/158.180(D)(3) Distance between buildings.	<p>1. No building shall be located closer to another building on the same lot than a distance equal to half the sum of the heights of both buildings (measured from the lowest visible elevation under each building. Pursuant to s. 158.180(D)(3), this distance may be reduced by 25%, and by 50% if one of the buildings is two stories or less.</p> <p>2. (N)or shall any structure be located closer to a site lot line than a distance equal to 70 percent of the building height (measured from the lowest visible elevation under the building). Pursuant to s. 158.180(D)(3), this distance may be reduced by 25%.</p> <p>3. The front or rear of any building may be no closer to the front or rear of any other building than 40 feet. The side of any building should be no closer to the side, front or rear of any other building than 30 feet.</p> <p>4. As to subsections (L) (1) and (2), "visible elevation" shall not include elevator shafts, stairwells and other mechanical equipment areas, so long as such areas do not exceed ten percent of the area under the building.</p>	The project complies with all building separation standards. See Tab "G", Sheet A-0.1.
158.102(L)(3) Maximum length of buildings	No portion of any individual building shall extend beyond a line drawn from the front lot line 30 degrees either side of	The project complies with this standard. See Tab "G", Sheet A-0.1.

	a line through the building and perpendicular to the front lot line.	
158.102(L)(4) Distance between buildings and driveways.	No driveway or parking lot should be closer than 25 feet to the front of any building or ten feet to the side or rear of any building except where parking under or within the building is proposed or in the case of a front entrance to a building.	Parking is setback greater than 10' where not located under the building. See Tab "G", Sheet A-0.1.
158.102(L)(5) Off-street parking spaces.	There shall be provided on the site of the development an area devoted to the parking of automobiles. The number and their provision shall be provided for as required by section 158.128	The applicant requests approval of parking waivers pursuant to Section 158.128(O)1 and 2 to allow a 20% reduction of the parking required for the restaurant (reduction of 4 spaces) and to reduce overall parking by 10% (reduction of 24 spaces) based on peak demand and the provision of 3 bicycle spaces for each parking space. See Tab "G", Sheet A-0.1 for parking calculations and Tab "N" for compliance with parking waiver criteria.
158.102(O) Other performance standards.	Other performance standards used by the town in reviewing any site or development plan shall include such other standards as may be imposed by this zoning code on the particular use or activity involved.	
158.103 Grant or denial of applications for site plan approval; findings of fact and conclusions.	The granting or denial of approval of applications for site plan approval by written resolution shall include not only conclusions but also findings of fact related to the specific proposal and shall set forth the reasons for the grant, with or without changes or special conditions, or for the disapproval. The resolution shall set forth with particularity in what respects the plan would or would not be in the public interest, including, but not limited to findings of fact and	The site plan complies with each of the requirements of this section as follows:

	conclusions on the following:	
158.103(A)	In what respects the plan is or is not consistent with the comprehensive plan and the purpose and intent of the zoning district in which it is located.	The site plan is consistent with the comprehensive plan and zoning code, including the purpose of the TRC-6 land use category and zoning district as set forth in Policy 1.1.10(6) and Section 158.109(R), which recognize that this district permits tourist accommodations with supporting amenities.
158.103(B)	In what respects the plan is or is not in conformance with all applicable regulations of the zoning district in which it is located.	The site plan is in conformance with all TRC-6 zoning district regulations.
158.103(C)	In what respects the plan is or is not in conformance with the town's subdivision regulations, chapter 157, and all other applicable town requirements, including the design, adequacy and construction of streets, drainage, utility facilities and other essential services.	Chapter 157 is not applicable as no plat modifications are required. The stormwater management plans comply with the Town's drainage standards.
158.103(D)	In what respects the plan is or is not consistent with good design standards in respect to all external relationships, including, but not limited to, relationship to adjoining properties; internal circulation, both vehicular and pedestrian; disposition and use of open space, provision of screening and buffering, and preservation of existing natural features, including trees; size and apparent bulk of structures; and building arrangements both between buildings in the proposed development and those adjoining the site.	The site plan is consistent with good design standards as described in this matrix.
158.103(E)	In what respects the plan is or is not in conformance with town policy in respect to sufficiency of ownership, guarantees for completion of all required improvements, and, if private, the guarantees for continued maintenance.	All improvements will be on-site and completed prior to issuance of a Certificate of Occupancy.

Notes:

1. Subsections of 158.102 have been omitted when not applicable.
2. Definitions, explanatory text and other background provisions of Section 158.102 have been omitted for brevity. Limited paraphrasing has also been utilized for brevity. Please refer to code for exact language. The intent of this summary is to identify and respond to the primary standards in this section.
3. Please refer to Tabs "B" and "G" and other tabs as warranted for additional details on compliance with these code provisions and other code provisions not listed in this matrix.

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